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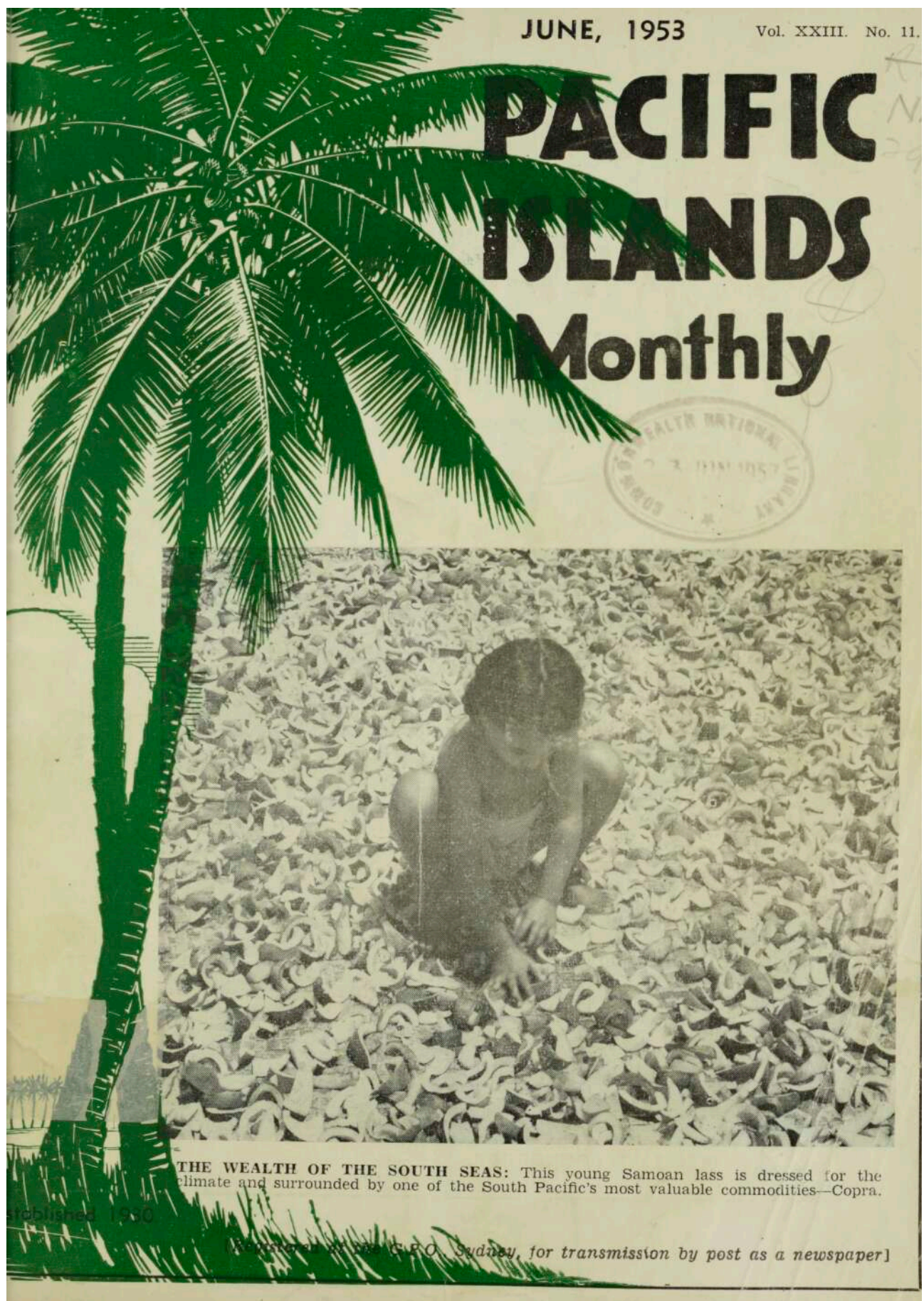
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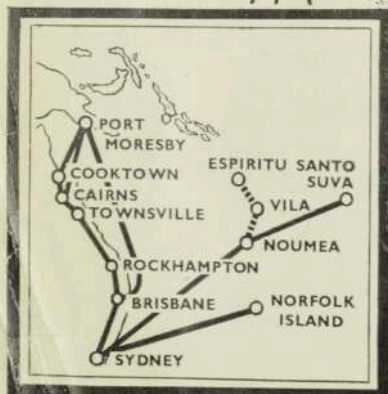
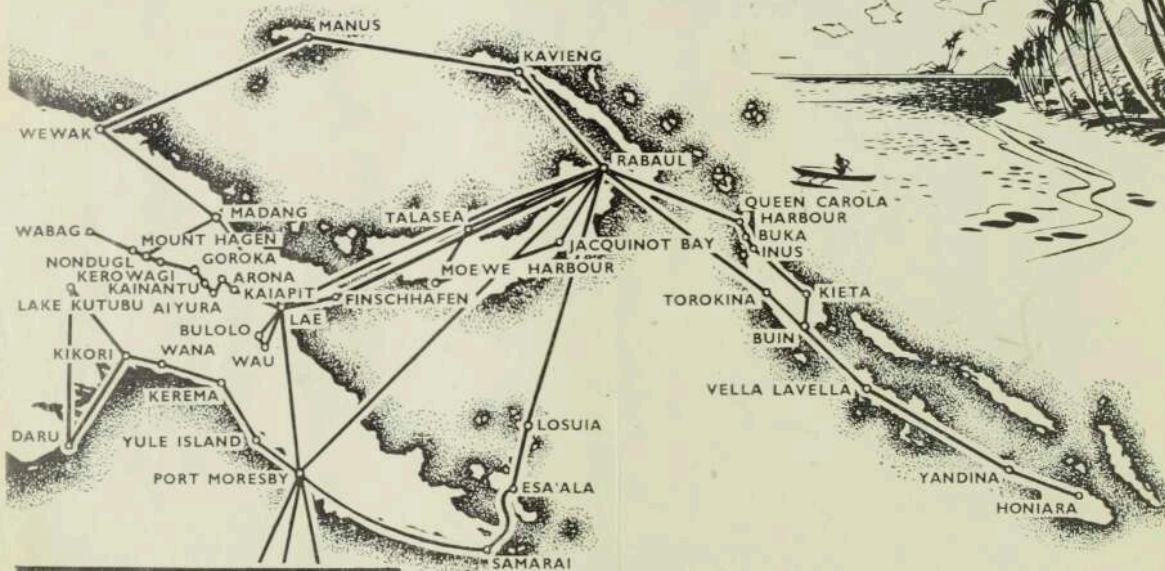
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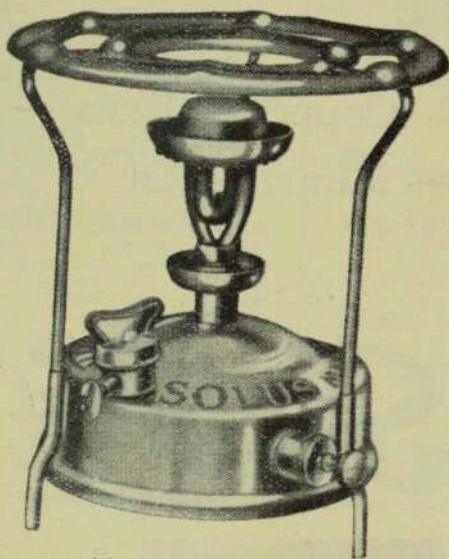
AUSTRALIA'S OVERSEAS AIRLINE

**QANTAS
EMPIRE
AIRWAYS
LIMITED**

in association with
B.O.A.C. and TEAL

Coleman *Solus* STOVES

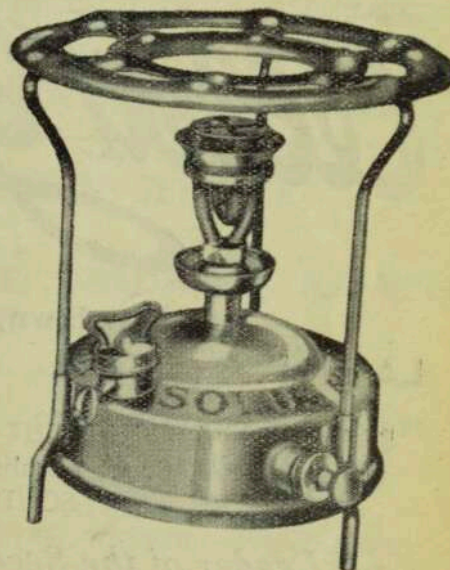
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Model No. 532E
SILENT TYPE

1. Full-Size Fount with Filler Plug of wing type.
2. Air release on side of Filler Plug.
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.

These two Coleman Stoves are of the one burner kerosene type and are available in both silent and roarer models. Their dimensions are height $8\frac{1}{2}$ inches, diameter $8\frac{1}{2}$ inches, approximate weight $2\frac{3}{4}$ lb. Both models have the same outstanding features.



Model No. 531E
ROARER TYPE

Representatives for the Pacific Islands:

54a PITT STREET
SYDNEY

ROBERT GILLESPIE PTY LTD

PEARCE & CO. LTD.
SUVA
FOR FIJI ISLANDS

PACIFIC ISLANDS MONTHLY - JUNE, 1953

i

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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-Papua-N. Guinea

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

Next departure from Sydney about July 11.

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

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

MV Shansi and MV Sinkiang, modern 1,000 tons vessels, now leave every six weeks approximately (making a three-weekly service): Sydney-Brisbane-Port Moresby-Madang-Rabaul, Port Moresby, Sydney. Shansi due to sail from Sydney on June 26. After this trip, it will be withdrawn for refit, being replaced by Schochow which will sail from Sydney about July 26. Sinkiang will sail from Sydney about July 16.

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), Nukunono and Vavau (Tonga), Niue Is., Pago Pago (American Samoa), Apia (Western Samoa). Tofua leaves Auckland for any one 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 July 7 and August 4.

Matua on arrival at Auckland at the end of June 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.

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.

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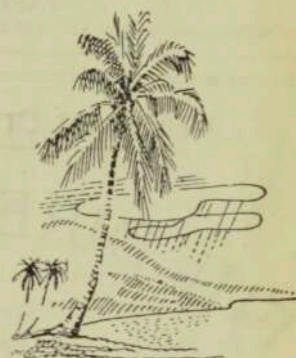
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WITH THE MODERN MOTORSHIPS

"SHANSI"

"SINKIANG"

Agents for PAPUA:
STEAMSHIPS TRADING CO. LTD.

Agents for NEW GUINEA:
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OSCAR G. NORDMAN

Supply Agent for Messageries Maritimes, Union S.S. Co. of N.Z. Ltd., Matson-Oceanic Line, United States Line, General S.S. Corp., Etc.

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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 and

TAHITI — SAMOA — FIJI — NEW CALEDONIA — NEW HEBRIDES

GENERAL STEAMSHIP CORPORATION, LTD.

General Agents

432 California Street, San Francisco 4, Calif., U.S.A.

PAPEETE—Etablissements Donald Tahiti

APIA—Morris Hedstrom Ltd.

SUVA—Morris Hedstrom Ltd.

NOUMEA—Etablissements Ballande

PORT VILA—Comptoirs Francais des Nouvelles Hebrides

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 - Samaral-Sydney.

Next sailing from Sydney about June 20. 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. Tahiti leaves about July 5.

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

N. America-Fiji-Hebrides, etc.

Norwegian motor vessel Thorsisle, carrying cargo and passengers maintains a regular service between North American ports and French Oceania, Samoa, Fiji, New Caledonia and New Hebrides.

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

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

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

BY PAN-AMERICAN AIRWAYS

With Strato Clippers, using Sleeperettes and Berths

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

Sun. and Thur.—Return via same route

* Thur. and Mon.—Auckland-Nadi (Fiji)

* Wed. and Sun.—Nadi (Fiji)-Auckland

* Connecting with Strato Clipper at Nadi

BY BRITISH COMMONWEALTH PACIFIC AIRLINES (BCPA)

Wed. and Sat.—Sydney-Nadi (Fiji)-Canton Is.-Honolulu-S. Francisco-Vancouver.

Mon. and first Thur.—Dep. southwards same route. On second or alternate

Thursday, flight commences at S. Francisco.

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

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

BY CANADIAN PACIFIC AIRLINES (CPAL)

(With Super DC-6B Aircraft)

Every Tuesday—Sydney - Auckland - Nadi (Fiji) - Honolulu - Vancouver.

Every Friday—Return by same route.

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways NORTHWARDS

Tuesdays, Saturdays (Skymaster)
Depart: Arrive:
Sydney, 7.45 pm Bris., 10.30 pm
Bris., 11.40 pm Moresby, 6.30 am
(Wed., Sun.)
Moresby, 7.30 am Lae 8.50 am
Connects at Lae with Drover for Bulolo

and Wau (Wed.); and (Sun.) with DC3 for Rabaul.

Mon., Fri. (DC3's)
 Sydney, 7 pm Brisbane, 10.15 pm
 Brisbane, 11.15 pm Rockhampton *

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

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

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

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

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

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

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

NORTHWARDS
Alt. Saturdays (Sandringham)
 (July 4, 18, 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).
 (July 3, 17, 31, 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
LAKE-MANUS (DC3)

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

MOERESBY-DARU (Sandringham)
 Via Yule Is., Kerema, Wana (optional),
 Kikori, L. Kutubu.—Every alternate
 Wednesday; returning same day. (June
 24, July 8, 22, etc.).

MOERESBY-EAST PAPUA (Sandringham)
 Alternate Monday Dep. Moresby 9 a.m.
 arr. Samarai 11.00 am. June 22, July
 6, 26, 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—June 29, July 13, 27, etc.
 Alt. Thu.—Rabaul - Esa'ala - Samarai - Pt.
 Moresby—July 2, 16, 30, etc.
 * Calls Esa'ala monthly only.

RABAU-MOEWE HARBOUR
 Alt. Tue.—Rabaul-Jacquinet Bay-Linden-
 hafn-Moewe Harbour-Talasea-Rabaul
 —June 30, July 14, 28, etc.

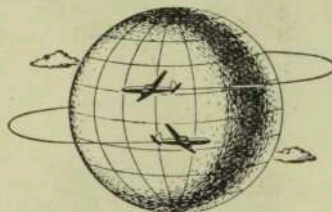
N.B.—The direction of operation changes
 with each service, i.e., each alternate
 service operates Rabaul-Talasea-Moewe
 Harbour - Lindenhafen - Jacquinet Bay -
 Rabaul.

* Optional stop.



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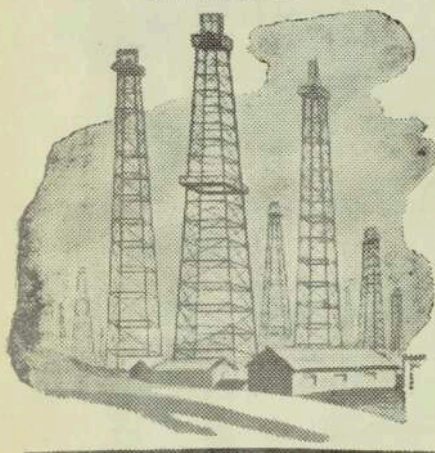
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BRITISH OVERSEAS AIRWAYS CORPORATION WITH QANTAS, TEAL AND S.A.A.

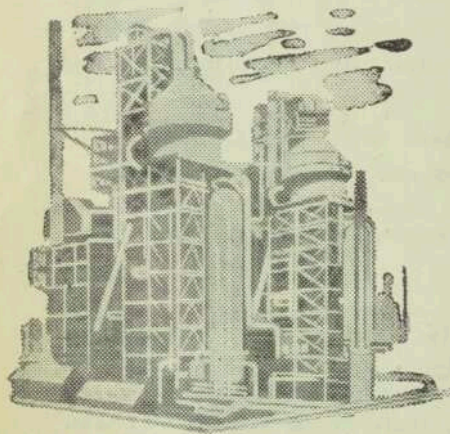
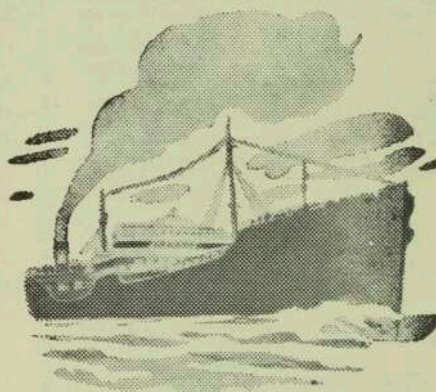
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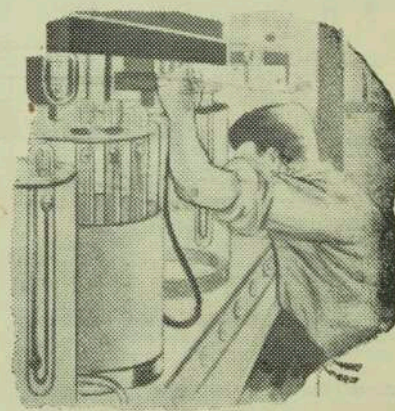
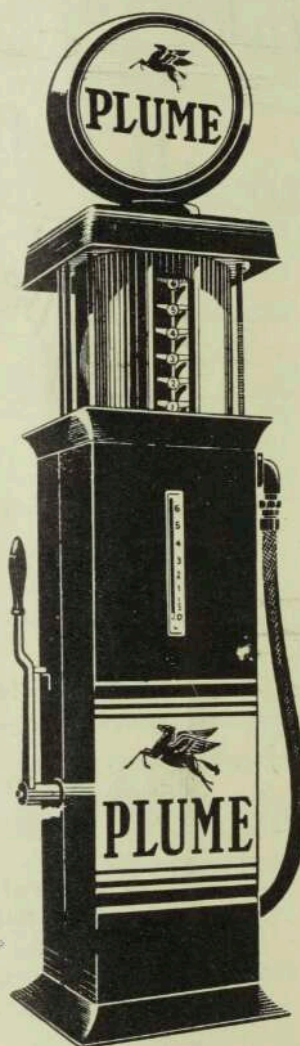
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PLUME

NEW BRITAIN-BOUGAINVILLE

Alt. Wed.—Rabaul—Queen Carola Hbr.—Buka-Inus—Kieta-Buin—July 1, 15, etc.
Alt. Wed. (same day) Buin-Kieta-Inus—Buka-Rabaul.
• Optional Stop.

LAÉ-MADANG-WEWAK-MANUS-KAVIENG-RABAUŁ GENERAL SERVICE

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

CENTRAL HIGHLANDS

(Drover)

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

LAÉ-BULOŁO-WAU (Drover)

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

Dep. 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 runs regular services for passengers, freight and mails to all New Guinea settlements.

4. Dutch N. Guinea-Darwin

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

5. N. Guinea-Solomons

By Qantas with DC3

3 Flights Every Four Weeks,

Mon. (June 29, July 6, 20, 27, etc.), Lae (dep. 6 am) — Finschhafen — Rabaul — Torokina (Bougain.) — Vellalavella — Yandina — Honiara, BSI (arriving 4.25 pm).

Tue. (June 30, July 7, 21, 28, etc.), Honiara (dep. 7 am) — Yandina — Vellalavella — Torokina — Rabaul — Finschhafen — Lae (arriving 3.15 pm).

6. Indo-China-Brisbane-N. Caledonia

By Air France, Monthly.

Constellation aircraft dep. Saigon, July 12, and every 28 days thereafter for Darwin-Brisbane-Noumea, and return. Australian agents: Messageries Maritimes.

7. Sydney-Lord Howe Is.

By Ansett Flying-boat Service, with Sandringhams and Hythes. Six services per month, return same day.

8. Sydney-Norfolk Is.

By Qantas, with Skymasters.

Alternate Thursdays (July 2, 16, 30, etc.), returning same day.

9. Sydney-New Hebrides

By Qantas, with Sandringham

Flying Boats: June 9, 23, etc.

Depart: Sydney, Alt. Mon. 7.30 pm
Brisbane, 12.30 am
(Tue.)
Noumea, 9.20 am
Vila, 1.25 pm
Santo, 6.30 am
(Wed.)
Vila, 8.45 am
Noumea, 1.00 pm
Sydney, 8.00 pm
(Additional flights operate subject to approval of Governments concerned.)

Arrive:

Brisbane, 10.50 pm
Noumea, 7.20 am
Vila, 11.55 am
Santo, 2.40 pm
(Night stop)
Vila, 7.45 am
Noumea, 11.25 am
Sydney, 8.00 pm

10. Sydney-Noumea-Suva

By Qantas with Sandringham Flying Boats—Weekly.

Depart:	Arrive:
Sydney, Thur. 7.30 pm	Brisbane, 10.50 pm
Brisbane, 12.20 am	(Fri.)
Noumea, 9.20 am	Noumea, 7.20 am
Suva, Sat. 6.30 am	Suva, 3.50 pm
Noumea, 1.00 pm	Noumea, 11.00 am
	Sydney, 8.00 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.

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

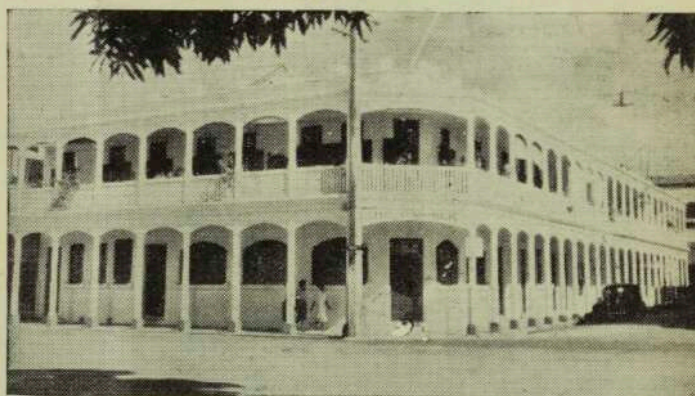
TUSCULUM PRIVATE HOTEL, 3 Manning Street, Pott's Point.

Tel.: FL 1179.

Managing Agents: Nelson & Robertson Pty. Ltd., 12 Spring St., Sydney.
Cable address: "Ivan", Sydney.

THE GARRICK HOTEL

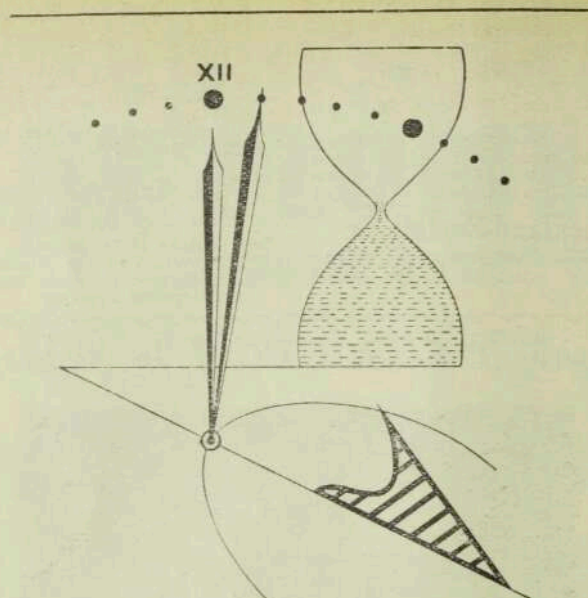
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Over 720 Branches and Agencies throughout Australia and New Zealand, in Fiji, and in London. Agents throughout the world.

—ANZ 70-16—

14. Melbourne-Christchurch

Tasman E. Airways, with DC4 Skymaster

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

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

15. New Zealand-Fiji

SEE ALSO TABLE 18.

Tasman Empire Airways, Ltd.,
with Solents.

Dep. Auckland—June 30, July 4, 14, 28,
August 1, 11, 25, 29.

Return to Auckland on July 1, 6, 15, 29,
August 3, 12, 26, 31.

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, June 20, July 18, August 15.

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 alt. Friday, leaving Papeete 7.30 am.

The next flights leave Auckland July 7, 21, August 4, 18.

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 (Marshall) and Saipan (Marianas). Details from Trans-Ocean Airlines, Guam, via Honolulu.

20. Fiji Internal Airways

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

Suva-Nadi & Lautoka and return:
Mornings—Daily except Tuesday. After-
noons—Daily except Friday.

Suva-Labasa: Daily except Sundays.
Labasa-Suva: Daily except Sunday.
Nadi & Lautoka to Labasa: Every
Thursday.

Labasa to Nadi & Lautoka: Every
Tuesday.

Suva - Savusavu - Labasa - Savusavu -
Suva: Monday, Wednesday, Saturday.

Approximate Airways Fares

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

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

Tenders Called for Rouna Power Project

PORT MORESBY, May 26. THREE local and five Australian contracting firms have tendered for the engineering works portion of the Rouna Hydro-electric scheme. The eight bids submitted were made by: Hornibrook Construction Limited, of Port Moresby; C. L. George, of Port Moresby; John Gibbs & Sons (Papua) Limited, of Port Moresby; Dayal Singh Constructions Pty., Ltd., Lismore; Contractors (Engineering and Industrial) Ltd. of Sydney and Brisbane; Modern Constructions Ltd., of Ipswich, Qld.; Sir Lindsay Parkinson Australia Ltd., of Sydney and London; and T. J. Watkins New Guinea Ltd., of Cairns. The Works Department anticipates that the tender will be let before the end of June.

COFFEE CARGOES FROM SAMOA

URING April, some 250 tons of Samoan cocoabeans were shipped to England and 350 tons to Australia, and about 2,600 tons of copra to the British Ministry of Food. Some 20,000 cases of bananas went to New Zealand. The price of cocoa has been rising lately and enquiries have been received from Australia, New Zealand and USA.

PACIFIC ISLANDS LEPERS

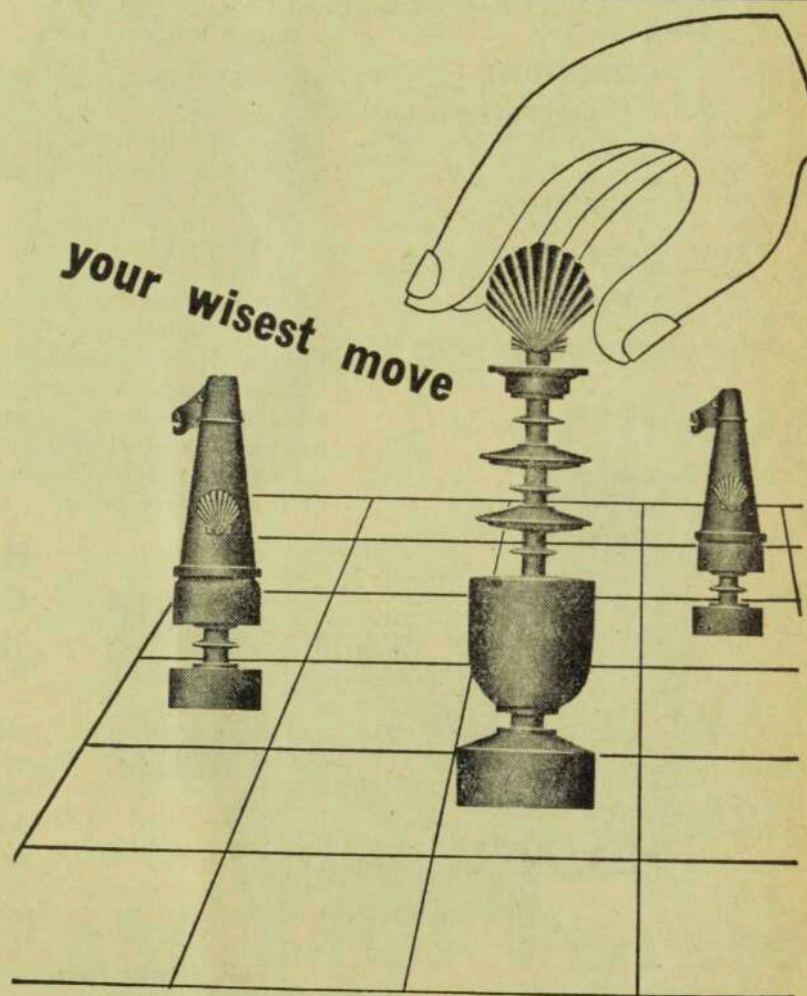
LARGEST national group among the patients at the Makogai Leper Hospital, Fiji, is provided by Indians, according to NZ Leper Trust Board statistics. There were 224 of them at the end of last year (168 men and 56 women). Fijians were the next largest group (74 men, 52 women). The Gilbert Islands sent 64 men and 38 women and Western Samoa, 53 men and 32 women.

Nearly twice as many men contract leprosy among Pacific Islanders as women. At the end of 1952, there were 455 men and 232 women at Makogai. Seventy Islanders were admitted in 1952 and 39 men and 18 women were discharged as cured.

Waria Syndicate Claim

THE claim which has been made by former members of the Waria Syndicate (German) in respect of an area in New Guinea (see May PIM, page 17) to have been heard in Port Moresby on May 25, was adjourned, for hearing, until July 9.

Mr. W. T. Charles, Judicial Commissioner, British Solomon Islands Protectorate since 1946, who has accepted a transfer to Hong Kong, travelled to Australia on leave in the May Malaita with Mrs. W. T. Charles and two children. He will take up his appointment in Hong Kong at the end of his leave in Australia.



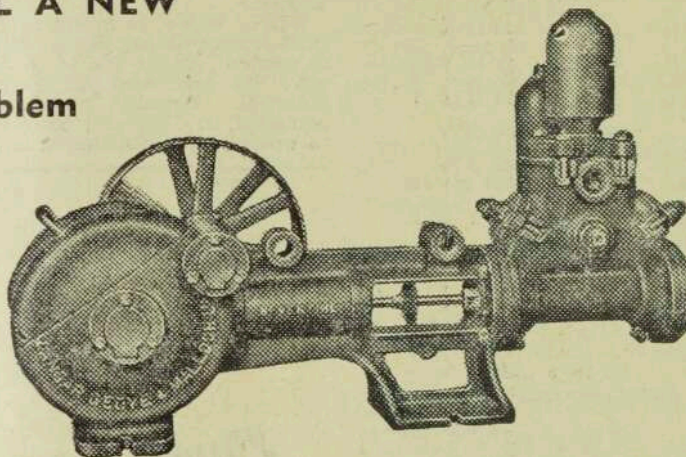
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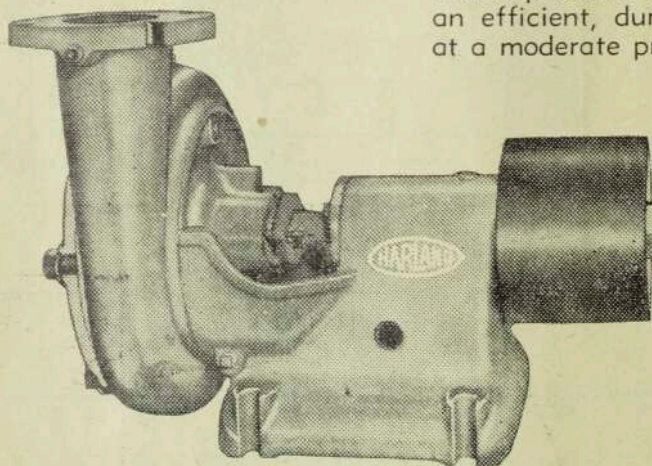
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All main trading firms and stores in the Pacific Islands.

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JUNE, 1953

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ANOTHER 'ELIZABETHAN AGE'— PERHAPS!

IT has been a month of great events.

A young woman of outstanding character and charm has been crowned Queen of the British Commonwealth, with amazing pageantry copied from centuries-old ritual. The same people who so gallantly fought off disaster in the London Blitz stood all day in the cold and rain, to cheer Her Majesty.

While British Commonwealth leaders were dealing with world problems, and strengthening Anglo-American friendship, Russia was taking steps to end the Cold War.

A New Zealander in a British Party on Mount Everest became the first man to scale the world's highest peak.

Other examples of individual merit and achievement crowded the newspapers. Yet, because human affairs are mostly in the hands of puppets controlled by uninstructed masses, the overall picture is one of uncertainty and fear, faintly edged with hope.

Let us look around us, here in the South Pacific.

A TENDENCY in South Pacific trade and commerce, interesting but disconcerting, was made clear by the chairman (Mr. James

Burns) at the annual general meeting of the shareholders in the main Burns Philp Company, in Sydney in May.

Mr. Burns pointed out that, although the Co.'s net rate of earning was substantially maintained, most of the profit came from the Co.'s merchandising business, and from its chains of country stores, which continued to prosper and expand. But the earnings from the Co.'s shipping lines, even at increased freights, did not provide enough profit to allow the Co. to build the new ships needed to replace wear and tear on the old ships—especially after the Co. had been obliged to pay the tax collector 12/- out of every 20/- profit earned. To build new ships, the Co. has to go for funds to other profit-earning departments.

As it was originally, Burns Philp made substantial profits out of its Islands shipping lines and its stores; and thus big revenues from the Islands flowed in through 7 Bridge Street, Sydney, for the general enrichment of a lightly-taxed Australia. Then came the era of Socialist administration, followed by the 40-hours' week, and the terrific costs imposed by undisciplined and lazy labour in the ports; all to be followed, inevitably, by crippling taxation.

But by the time the full blast of it hit the Islands services, the Co.,

whether by accident or design (if it was designed it showed truly remarkable foresight) had gradually transferred its major interests from Islands trading and shipping to mainland merchandising; and with this control over distribution it can meet every new Socialistic impost by simply raising rates against the public. Which is perfectly just, seeing that the public has tolerated for so long the economic lunacies which to-day masquerade in the shape of government.

Meanwhile, the Islands services are dwindling, and will continue to dwindle. Even as Chairman James Burns was speaking, the Islands motor-ship *Malaita* was lying at a New Guinea wharf, counting the idle and costly hours, while helplessly awaiting the native wharf labourers whom High Authority had promised would be available, but who had decided, for some obscure village reason, to have a holiday.

WHETHER in the Islands, or Australia, or Timbuctoo, the economic situation necessarily is dominated by the same simple economic factor—namely, the willingness or unwillingness of the individual to work. The Australian creed—which is to scrounge every possible shilling out of the State, and avoid labour—has reached some of the Islands and is killing private enterprise, as seen in declining services, reluctance to plant up coconut areas, and so forth.

There has been a significant change in the operations of the three big concerns which were the

leaders in Islands trade and shipping in the "Thirties—Burns Philp, W. R. Carpenters and Morris Hedstrom. Carpenters have largely changed the character of their operations, and transferred their interests to manufacturing and overseas shipping. Burns Philp also have shifted their more valuable eggs to another kind of basket. Morris Hedstrom, being free of direct Australian controls, have not changed much in character; but even they have not expanded under those post-war conditions, and a large proportion of their capital is idle, or limited only to gilt-edged investments.

SOME people may challenge the logic of all this, and point to the apparent enormous prosperity of Australia to-day—abundance of money in circulation, no unemployment, the leisure enjoyed by the working masses. It is a pie-crust prosperity—and the pie-crust is provided by the extraordinary prices being paid for all pastoral products. The falseness of the economic set-up is seen in the increasing difficulty of Australian manufacturers in holding their overseas markets: their unit of labour cost, as the result of the 40-hours week, and organised laziness, is too high, and is increasing.

While there is nothing in sight, at the moment, to indicate that the world will be unable to pay those high prices for wool, meat, etc., the position is developing against Australia, because Australian internal prices—obeying the inescapable laws of economics—are moving steadily upwards. If anything should happen to upset world prices for wool and wheat, the collapse of the Australian pie-crust will be—well, spectacular.

Meanwhile, three cheers for professional politics, and on with the dance!

PAPUA-NEW GUINEA, like Australia, is similarly enjoying a boom based on a pie-crust economy. But that pie-crust is formed, not out of high prices of primary produce in a free market, but from fantastic Governmental spending of millions provided by Australia; from the British Ministry of Food's copra contract; and from the overseas companies' gamble on finding oil in Papua. Two out of those three sources could dry up at any time; and the planters' own estimate of the permanence of their copra revenue is seen in the fact that, for several years, there has been no new coconut planting in Papua-New Guinea.

NO one likes to croak—least of all, this writer. But one might as well deny the sunset, as deny the operation of basic laws.

It is a fundamental rule of nature that a man—or the corporate state which men create so as to permit

their communal existence—cannot live in accordance with a "civilised" standard unless a certain definite amount of work or service is given in return.

While free Parliaments ruled, and the law of supply and demand operated without restriction, that minimum of work was easily ascertained. National budgets balanced; the individual was safe; human progress was assured. But since Parliaments have become merely a hollow shell, and the functions of government have been usurped by the caucuses of political machines (directed mostly by professional politicians, trade union theorists and sociological cranks), the law of supply and demand has not been permitted to operate; and the economic and sociological structure of the Western world is in ever-increasing confusion.

Thousands of people recognise and understand these plain and simple facts, and are desperately eager to apply the remedies. They know that, unless drastic and far-reaching changes are made, the Western world must slide into economic collapse—not immediately, perhaps, but inevitably.

But they are only a minority. The great Australian majority, for example, uninstructed and careless, will not believe that the conditions they so much enjoy to-day cannot continue indefinitely; and so they turn snarling upon any man who offers a warning.

ELIZABETH has been crowned, under the happiest auspices. Emphasis has been placed upon the strength and resources of the British Commonwealth, both as a factor in world economics and an insurance against another war. Phrase-makers have shouted, for weeks, about "another Elizabethan Age."

But the wise old *Times*, of London, has pointed out (in an article on June 3) that it is high time the British nation ceased its wishful babbling, and asked itself how 45 million people are going to support themselves in the British Isles

under present-day conditions, without some practical industrial pioneering and really hard work. Is British leadership strong enough and wise enough to convince the industrial masses of Britain that their socialistic orgy (launched by the Attlee Government under the protection of American Lend-Lease aid) is at an end?

Our few more able leaders, like Churchill of England, Menzies of Australia, and some of the American Republics, recognise the danger, and are ready and willing to apply the remedies. But will the people follow?

GREAT and possibly rapid changes are pending. Now that Stalin is dead, and the Anglo-American world is armed, it looks as if Stalin's Cold War is to be called off. Quite possibly, Russia will make a great gesture of disarmament and friendship in the belief that the Western Powers will follow suit.

Will that be followed by a cessation of Communism's thrust across the Western nations? It depends entirely upon the Common People of the Western nations. Russia is pretty confident now that our socio-economic structure has reached a state of such demoralisation that the process of our destruction will be completed by forces within, without much help from their Iron Curtain friends without.

With some sort of a moral or spiritual awakening (not a religious revival, but a simple acceptance by the average man of his obligations as a citizen, as a cog in an organised community) the peoples of the earth could now enter upon an era of great progress, wellbeing, security and happiness—an "Elizabethan Age" which would shine out as one of history's most glorious pages.

We can but watch hopefully the events of the next two or three years. So far, there is no sign of a change in public thinking. The morale of the nations seems to have been destroyed by three wars (two hot and one cold), and an indescribable plague of sociological cranks.

P-NG: Look Out for Big-Game Hunters!

THE directors of Albertsen Cruise-Tours, of Los Angeles, USA, have written to the Australian Information Bureau, New York:

"We have been in business for 44 years specialising in hunting safaris and shikars." (A shikar is an Indian safari).

"We have sent several hunting trips and jungle excursions to South America. Now we are interested in extending our tours to Papua and New Guinea."

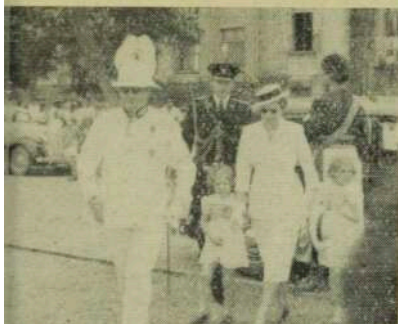
They sought details of wild life,

food supplies and expedition facilities in New Guinea.

They were informed that "photographers might get some wonderful shots," but big-game hunters would have little excitement, unless they cared to stalk crocodiles.

Papua-New Guinea has a few birds, a few wallabies and a lot of crocodiles. Its wild life is confined to exasperated officials; and they are protected by law against overseas sportsmen—only newspaper men are allowed to have a shot at them.

ISLANDERS CELEBRATE THE CORONATION



EVERY South Pacific Islands community which flies the Union Jack entered with zest into the celebration of the Coronation of Queen Elizabeth II on June 2. Early reports in from the different Territories describe notable speeches by Governors and Administrators, solemn church services, colourful processions, much ceremonial at the schools, and happy feasting and playing by all the different communities.

Papua-New Guinea

With £10,000 made available by the Government, and under the direction of Administrator D. M. Cleland, every centre in the two big Australian Territories staged a celebration. Common to all were native feasts and dancing, and large-scale tree-planting.

PORT MORESBY—More than 2,000 Europeans and natives, representing Services and civilian organisations, marched through town in finest peace-time parade ever seen in the Territory, salute being taken by Administrator. There were tree-planting, native dances at Ela Beach, a Government House reception by Mr. and Mrs. Cleland, and fireworks.

RABAU—Church services, large parade, tree-planting, an official reception, all under leadership of District Commissioner J. K. McCarthy and his wife. Features: Mass singing by the Methodist and Catholic choirs, each of 1,000 voices; colourful pageantry by the Chinese community; reading of the Act of Loyalty in three languages; fine native dancing displays.

LAE—Fine procession, notable for displays by Chinese and natives; field sports, official reception, a very successful Coronation Ball, and fireworks. Lae's parade of decorated floats was up to big-city standard.

MADANG—Parade, Act of loyalty, massed choirs, tree-planting, formal reception, notable dances by natives. Roads to Madang were choked with natives, and 5,000 who staged a native sing-sing provided finest display of tribal regalia ever seen in New Guinea.

arrive early at Albert Park, to witness display by school children.

The float, made by the Chinese community, which won first prize.

A striking float, made by the Indian community, which also won a prize.

The Governor's Entry: A car made up to represent a Rhinoceros Beetle, and labelled "Public Enemy No. 1."

Similar celebrations in other centres included the opening of a new school at SAMARAI, and at GOROKA (Highlands) the lighting of a great ring of bonfires around the mountains. About 16,000 be-decked Highlands natives marched in procession at Goroka.

Fiji

The outstanding feature of the Coronation celebrations in Fiji was the way in which all communities (European, Fijian, Indian and Chinese) united in religious and official ceremonies, and public demonstrations to show loyalty and happiness. Asiatic peoples have a genius for colourful pageantry, and this was shown strikingly in Suva, where displays by the Chinese and Indian people took first and second prizes.

All Fijian towns and villages recognised the Coronation in various ways; but the centre of it all was seen in Suva, where, in fine weather, after early religious services in all churches, all four communities met and mingled under the happiest conditions, under the leadership of the Governor (Sir Ronald Garvey) and Lady Garvey.

More than 10,000 gathered early in Albert Park to see reviews and dances; there was a parade of 50 decorated floats through the town—all ingenious and colourful, some strikingly artistic and some very amusing; and the evening was given over to dancing and singing, and fireworks displays. Their Excellencies entertained about 600 people at Government House, at a Coronation Ball.

The Governor and his party, with the Mayor (Mr. McFarlane) watched the afternoon procession from a raised platform; and His Excellency adjudged one of the three Chinese floats, entitled "Royal Gloriana" the best decorated. Prize for most original went to Toorak Boy Scouts, with their "Royal Coach." Amongst the most amusing exhibits was a huge dragon which the Chinese community had borrowed per favour of Pan American World Airways, from the Honolulu Chinese Chamber of Commerce. Its passage was marked by fire crackers as it cavorted in exhausting fashion, with the aid of about 50 young Chinese in blue-sashed white uniforms, operating in relays.

Other amusing exhibits included the Governor's "Public Enemy No. 1"—a realistic rhinoceros beetle; the Defence Club float, illustrating the supposed habits of its members; with Captain Hay, chained in a dog kennel. The Fire Brigade outstanding exhibit, "Rhinoceros Beetle's Paradise," depicted a rum-swilling planter lolling in his hammock under palms, fanned by pretty South Sea

(Continued Next Page)

The photographs give some glimpses of the celebrations in Suva on June 2. Reading downwards:—

The Governor (Sir Ronald Garvey) and Lady Garvey and their two daughters

maidens, while (presumably) the beetle destroyed his plantation.

British Solomons

Coronation celebrations in Honiara included special Church services, a ceremonial parade by the BSI Police, a series of tableaux depicting historic scenes in the Solomons, a fireworks display and a torchlight procession. Bonfires were lighted from Cape Esperance along the coast to Point Cruz. There was a native feast. The High Commissioner and Mrs. Stanley gave a ball at Government House.

Notable Native Display in Northern N. Guinea

MADANG, June 9.

OUR festivities extended over four days—the most hectic week we have ever known.

The Coronation Day (and night) displays by the natives of this district (at least 10,000 assembled) surpassed anything of the kind ever seen by Old Territorians.

The Madang Oval was packed with natives in the most colourful, beautiful and fascinating regalia imaginable. Enormous head-dresses, 20 to 30 feet high, constructed of bamboo, highly coloured laplap or tapu cloth, and feathers, presented a most remarkable spectacle as they swayed and dipped in perfect rhythm. Many of these head-dresses were of rare beauty and masterly workmanship, and depicted such things as aeroplanes, fish and birds.

The Oval at one stage was a sea of Bird-of-Paradise plumes, worth many thousands of pounds.

Beautiful Tapu cloth, which is rarely seen since the war, was displayed in loin cloths, cummerbunds, and capes. The sing-sing continued throughout Tuesday night, ending as dawn was breaking.

Tributes to Queen Salote

Representatives of the native peoples of every one of the British Territories in the South Pacific—Papua-New Guinea, Solomon Islands, Gilbert and Ellice Colony, Fiji, Tonga, and Cook Islands—were present in London at the Coronation of Queen Elizabeth, as official guests.

All were greeted warmly by the people, especially when they appeared in the great procession which followed the Queen through London's streets, after the crowning ceremony.

But the limelight went especially to Queen Salote. All the commentaries and photographs show remarkable public interest in Tonga's handsome, smiling monarch. In spite of rain, she travelled in an open carriage. Says one reporter: "Rain bounced off her, cold wind lashed her, but her smile

dazzled thousands and brought a great, welling cheer and a storm of clapping. It was the same all along the route . . . She waved incessantly, with a gaiety unmatched by anyone else all day. . . . She did not lack dignity, but she did what no one else could do. She combined quality and friendliness with all the pomp and ceremony."

It was the same whenever Queen Salote appeared, at the numerous functions: she stole the show.

There was flattering attention also for Lady Maraia, wife of Ratu Sir Lala Sukuna, of Fiji. This modest and charming lady was featured in some newspapers as "the first Fijian woman to be at Westminster Abbey for the Coronation of a British Sovereign."

BEHIND THE CORONATION DAY SCENES IN PORT MORESBY

This is a private letter, written to the Editor of the PIM, and not for publication. It is published because it gives a very interesting behind-the-scenes glimpse of Coronation Day events and atmosphere in Port Moresby.

Save me from more Coronations! The pace here was quite as hectic as in London; but I must say that a splendid job was done by everybody.

This was the result of long and careful planning by voluntary District Coronation Committees and the close co-operation of the Administration and private citizens.

I think the week's programme has done a lot of good; and certainly our native population now knows that though we are sober people in many ways, we can certainly put on our own form of "sing sing" for the crowning of a Sovereign.

As I've mentioned, the Port Moresby parade was tremendously encouraging. Many people who have spent their lives here said: "Well, we've often wondered if we were getting anywhere with the natives, or really achieving anything, and to-day has shown us that we are."

And it really was so. I felt terrifically encouraged myself to think that the native people here had come up to such a standard.

I watched the parade from among the native spectators, right in the middle of them, and they behaved with dignity, and appreciation of the significance of the ceremony. Even the babies were hushed when they cried at the wrong moment.

The people were clean, surprisingly well dressed, courteous and very attentive.

Never at any other ceremony here have I seen such marked improvement in the general stan-

dards of the natives; and I'm sure that many of them understood the significance of the occasion, and appreciated it.

The Administrator and his wife did a fine job too, and I'm convinced it enhanced even more his standing with the community. He was the right figure for the ceremonial parade inspection and salute; they are both excellent hosts at the Government House social affairs. He dashed off on visits to the Native and European Hospital; over to the TB Hospital at Gemo; kicked off at a Native Rugby match on Saturday; and generally was in everything and anything. They must be dead beat to-day, but they both were very much a part of the community, and can be that without losing any of the Government House dignity.

If the forthcoming Labour Government makes any change in the Administration, it will be a sad day for the Territory.

Honours for Fiji

The following Coronation Honours were awarded to residents of Fiji:

Commander (Civil Division) of Order of British Empire:

The Right Reverend L. S. Kempthorne, Bishop of the Anglican Diocese in Polynesia during the past 30 years.

O.B.E.

Ratu George Cakobau, Roko Tui of Nadroga and Navosa, whose father was leading chief in Fiji at the time of cession to British Crown in 1784;

Mr. H. M. Watson, Director of Audit;

M.B.E.

Dr. Dorothy Delbridge, Medical Superintendent, Methodist Mission Hospital, Ba;

Dr. W. W. Warden, a leading resident of Taveuni, veteran of World War I, manager of Soqulu and Ura Estates, and a leader in patriotic and charitable enterprises.

Honours for P.-N. Guinea

Commander, BE—Mr. Justice Gore, a judge of the Territories' Supreme Court for many years (in Papua since 1928).

Officer, BE—Mr. Ivan Champion, Chief Native Lands Commissioner, who has given a lifetime of service to Papua.

Member, BE—Squadron-Leader E. C. Saunders (Manus); Captain S. T. Bendall and Staff-Sgt. E. W. Needham (Port Moresby); Flight-Sgt. J. R. Bromage (Manus).

¶ Mr. W. E. Dunk, the Chairman of the Commonwealth Public Service Board, paid a ten day visit to Papua-New Guinea during the latter part of May and early June, to enquire into staff conditions of Commonwealth officers in Papua and New Guinea.

Free Copra Price is Down About £10

LONDON, May 17.
THERE has been a fall of about £10 Stg. per ton in copra and coconut oil quotations during the month.

Since mid-April, copra has fallen from £94 Stg. c.i.f. European port to about £85. Philippines copra has fallen from 275 to 210 US dollars.

Coconut oil, top Ceylon grade, is quoted from £128 per ton, May-June shipment, down to £118 for Straits oil, in bulk. Quotes for these lines, a year ago, were £98 and £85 Stg. respectively.

Under the MOF contract the South Pacific planters are getting £65 Stg. per ton f.o.b. (less local deductions)—which is equal to about £78 Stg. per ton, c.i.f.

P-NG STABILISATION FUND

Everyone appears to have forgotten about the Papua-New Guinea Copra Stabilisation Fund, built up by the Australian Government out of compulsory deductions from sales of copra made by planters in Papua and New Guinea. Those deductions still are going on, and the fund now is well over £1,500,000. Under planters' pressure, the Australian Minister indicated months ago that he will give some indication of what is to be done ultimately with the Fund, but there has been no statement.

Some legal opinions hold that the money is the property of the planters who produced the copra, and the Government legally cannot withhold it from them.

FIJI, TOO

The Fiji Government takes £10 per ton from the proceeds of copra produced by Fijian natives, and puts it into a Fund, to be used on any development or welfare project for the Fijians that is approved by a Development Fund Board. The Fund, in May, had reached £217,216.

Australian Move Against Smoke-Dried

BECAUSE of overseas complaints against smoke-dried copra (from which it is practically impossible to get an edible oil), Australia has revised the prices payable by the Copra Marketing Board at all main Papua-New Guinea ports, as from July 1, thus (per ton):

How Dried	New Rate	Old Rate
Hot Air	£70	£69/5/-
Sun (FMS)	£69/5/-	£69/5/-
Smoked	£66/10/-	£68/5/-

Rates at Kokopo are 17/6 less. Hot-air-dried thus is raised 15/- per ton, while smoke-dried comes down by 35/-.

It is probable that a similar move against smoke-dried will be made in other Territories.

Record Cold in Port Moresby

From Our Own Correspondent

PORT MORESBY, June 1.
ON the morning of May 28 the temperature in Port Moresby dropped to 58.1 degrees, an all-time official low for the district. It was 17 degrees below the normal for Port Moresby.

The recording was made a few minutes before 6 a.m., and cold water showers were not popular that morning.

There was a foretaste of cool

weather earlier in the week, on May 26, when the early morning temperature slipped to 61.6 degrees.

Both were a fair way below the previous cool weather record of 64 degrees on June 11, 1923.

Up in the hills at Koitaki a resident reported the recent May 28 temperature as around 49 degrees.

¶ Father P. Fingleton, of the Roman Catholic Mission in Guadalcanal, Solomons, returned recently to his station, after furlough. He is a brother of Jack Fingleton, former cricket star.

Do You Remember ?

From PIM of 20 Years ago.

A DULL month in many respects, June, 1933, although politically it was interesting in that Germany had renewed howls for the return of her former colonies. Germany claimed that the League of Nations had power to return these to her, while the current holders of the territories in question said that the Treaty of Versailles had taken them from her finally and irrevocably.

The demand did not make residents in such places as Western Samoa and the Mandated Territory of New Guinea happier—this was the beginning of the era of appeasement in Britain.

Some extracts from PIM of June, 1933:

Fiji Airways (not to be confused with the present company of the same name) had its first mishap when a plane taking off from Suva Harbour was turned over on its back by a gust of wind. The pilot and two passengers escaped but the plane was considerably damaged during rescue operations by a PWD launch. The company's planes, we reported, were making it possible for people to travel between Sigatoka River and Suva in 60 minutes. The trip between Suva and Levuka took 35 minutes and cost 36/-.

New Guinea copra planters had a new pest to contend with which was causing almost as much excitement as Rhino B. does now. It was a large tree locust, commonly called a grasshopper (Sexava sp. belonging to the tettigoniidae family). At times the attacks were so severe that all the leaves but the central spear, which apparently was immune, were stripped.

The grasshopper was being attacked by tanglefoot mixtures placed on the trunks of the trees—to catch the grasshopper at the nymph or wingless stage; by trying to destroy the eggs before they could breed in the earth near the palms; and by picking the mature 'hopper out of the trees or, in extreme cases, burning or smoking it out with fires lit under the palms.

Mr. J. L. Froggart (of whom Tolala wrote in May PIM) was sent to Amboina, NEI, to get a particularly minute wasp which was said to feed on the grasshopper's eggs.

(What happened to the grasshopper pest? Were Mr. Froggart's wasps successful or did the 'hopper just naturally become discouraged?)

We reported: "When the Minister in Charge of Territories (Major Marr) passed through Port Moresby last month he made a slight tactical error when addressing a gathering—he warmly praised the Public Service of the Mandated Territory. In consequence, Port Moresby seethed. Within a few hours there was an unofficial meeting of the men of Papua and it was seriously proposed that the Public Service Assn. should have a special session to pass a formal resolution on the matter. Wiser counsels prevailed."

The Coconut Planters' Union of Fiji asked the Fiji Government to take steps to induce the English manufacturers to discontinue the substitution of soya bean oil ("which is largely the product of Manchuria") for coconut oil.

"Mr. O. F. Nelson has returned to Western Samoa after five years of exile. He was accompanied by his family, Judge F. W. Gurr and Mr. G. Westbrook. Their welcome by the Mau was enthusiastic, but in accordance with a wish expressed by Mr. Nelson there were no demonstrations. He was met at Apia by 3,000 members of the Women's Mau, in uniform, and about 4,000 other Samoans and Europeans."

An ADO of the Morobe District, New Guinea, Mr. Ian Mack, died that month in Salamaua hospital from wounds received in an encounter with natives in the Upper Ramu.

Fifteen New Guinea goldmining companies were listed on the Sydney Stock Exchange. BGD shares were £4.5; Placer £12. (Placer to-day are about £17.5 which made them definitely more valuable, in terms of real money, in 1933).

Some Sydney market quotes for that month: Coffee (Robusta), £46 per ton, (Arabica), £72; Java kapok, 5½d per pound; cocoa about £33.10 per ton.

ENEMIES OF THE BEETLE

Aspects of New Campaign in Fiji

THE possibility of controlling Fiji's newly-arrived Rhinoceros Beetle by parasites has received much consideration lately.

The Zanzibar wasp is regarded with hope by some people. But the experts say that the Fiji infestation is so light that the wasp, if introduced, probably would die from starvation before it could be established. It feeds on the Beetle's grubs.

Others suggest that Fiji's old friend, the giant toad, might be useful. The toad was introduced originally to clean up certain pests which threatened the sugar-cane; and it did a satisfactory job. These pests are well under control; but the toad now roams the countryside in thousands, without a job. The experts think the toad might eat the larvae of the Beetle; but can the toad find the larvae under compost and rubbish heaps and in rotting logs? Only time will tell.

Other possible enemies of the Beetle are the mongoose (brought in to deal with rats, and now very numerous in Viti Levu) and the two predatory insects introduced for the control of the banana borer and the common fly.

The entomologists of the South Pacific Commission's team, which is to take over the war against the Beetle in the South Pacific, are expected to deal with these and similarly interesting questions.

The newly-established Rhinoceros Beetle Eradication Board members were announced in Suva in mid-May. They are the director of Agriculture (Mr. C. Harvey) as Chairman, Mr. H. B. Gibson, Mr. J. M. Hedstrom, and Mr. W. G. Johnson.

The Board will be financed in its work by the recently announced copra tax of £2 per ton, plus 1/8 per ton on copra bought by local millers, with a £1 for £1 Government subsidy.

The Board will direct anti-beetle measures, and keep in close touch with the research work now being organised by the South Pacific Commission.

The total "catch" of the pest in Fiji up to mid-May was 42 beetles, 33 pupae, 564 grubs and about 150 eggs.

When the Board held its first meeting in Suva on May 24, one of the first subjects discussed was the possibility of reducing to "an essential minimum" all contact between Viti Levu and other islands of the Fiji group.

The Board considered the total prohibition of export of all root

Rhinoceros Beetles at Work in New Guinea



These two young palms in the grounds of Kerevat Experimental Station in New Britain, show something of the destruction wrought by Rhinoceros Beetles in that district. The two palms were planted at the same time. For some unexplained reason, the beetles attacked the palm on the left, and left the palm on the right alone.

The Rhino beetle that is at present playing havoc with coconuts in New Britain and New Ireland is not the same variety that was present in the area before the war. This new variety, thought to have been accidentally introduced by the Japs, is the type that has caused widespread damage in Western Samoa. The pre-war Rhino beetle was comparatively harmless to NG coconut plantations.

The brand of excitement over the pest manifested by government officials and planters in Tonga and Fiji is absent in New Guinea—which probably is a great pity. Private planters appear to be doing nothing to help eradicate the beetle; Administration seems to be doing very little more.

The pest, like Giant Snails, is accepted with amazing calm. The attitude 's a

vegetables from Viti Levu; quarantine methods within the group and from overseas; the South Pacific Commission's programme of assistance in the emergency, with particular reference to biological control.

Among outstanding performances by Coronation Day voluntary committees must be noted the printed programmes produced by the Publicity Sub-Committee of the Suva organisation. The covers—most artistic productions in blue, red and gold—were printed in London, and brought out by air; but the actual programmes—for the day's proceedings, and the Government House Ball—were the work of Suva business men and the Fiji Government Printer. Nothing better could have been done, in design, lay-out and printing, in the Empire's capital cities.

shrub, and the question: "What can we do?" In the Eastern Pacific they are doing plenty, both in money grants and in organising the people in an active fight.

One of the first instructions sent out by the Fiji Government when the first two beetles were discovered in Fiji recently, was that old coconut stumps and fallen palms should be completely destroyed—these, it was said, were number-one breeding places for the beetle.

Out of Rabaul, and out of Kavieng, New Ireland, in the villages, along the beaches and in old plantations there are hundreds, probably thousands, of decaying coconut stumps and fallen palms. This is a job of cleaning up in which Government, native and European residents could all help.

If they can't all combine to fight a public enemy that threatens the chief economic asset of the Territory, then there is obviously a community weakness somewhere.

The fight against the beetle, so far, has consisted of importing a whole 250 wasps from Zanzibar and setting them free somewhere around the Kerevat area. In another 12 months or so, with luck, the officials will know whether the wasps are breeding thereabouts. In the meantime the wasps have gone bush and it is just a matter of wait and see. They could all be dead, now, for all that anyone knows.

Although coconuts are still the economic lifeblood of New Guinea, it is an extraordinary thing that there is at present not one agricultural station in the Territory's 20 odd stations that is devoted to the cult of the coconut. There are stations looking into aspects of beef, sheep, goats, cocoa, coffee, rice, kenaf and other things—but nothing for coconuts. A coconut experimental station is planned for Orangerie Bay, near Samarai, Papua, where the beetle has not yet appeared, but nothing is being done at the moment.

One reason for this is the extreme difficulty of getting an agricultural scientist who has specialised in coconuts; and another, the great length of time necessary for coconut breeding. An excellent start had been made in breeding and selection and the study of coconuts generally at Kerevat before the war but around 1942-44 the Japs decided that these were the very coconuts that could best be cut out. Consequently, a couple of generations of work in the coconut field has been completely lost.

Fiji Prepares to Welcome Royalty in December

SUVA, June 4.
APETITE whetted by Coronation celebrations, the people of Fiji now have turned with enthusiasm to make adequate preparations for their welcome to the Queen and the Duke of Edinburgh, due to arrive in Suva in the Gothic at 10 a.m., on Thursday, December 17 (and to sail for Nukualofa, Tonga, at 9 a.m. on Saturday, December 19).

Meanwhile, the Governor has appointed the following gentlemen to set up committees to deal with the various indicated matters connected with the Royal visit:

Finance.—Mr. H. W. Davidson (Acting Colonial Secretary).
Accommodation of Visitors.—Mr. H. Maurice Scott.
Entertainment of "Gothic" and naval escort companies.—Mr. W. G. Johnson.
Fijian Ceremonies.—Mr. G. K. Roth (Acting Secretary for Fijian Affairs).
Press and Photography.—Mr. L. G. Usher (Public Relations Officer).
Decorations.—Mr. D. M. N. McFarlane (Mayor of Suva).
Public Works.—Mr. H. A. Ragg (Acting Director of Public Works).
Transport, Traffic and Security.—Mr. E. K. Laws, (Commissioner of Police) and Col. C. L. Pleasants (Commander, Fiji Military Forces).
State Ball.—Mr. D. A. Butler.
Presents for Queen and Duke of Edinburgh.—Mr. J. W. Sykes.

THE END OF TOA

THE last of the assets of Trans Oceanic Airways has been purchased by Ansett Airways of Australia; and Ansett Airways will in future operate the air service between Sydney and Lord Howe Island, in conjunction with its Australian east coast and Barrier Reef services.

TOA, a few years ago, was operating several air services in the Southwest Pacific Islands with flying-boats; but it succumbed to a combination of keen competition and bad luck. Its two Solents were sold a few weeks ago to American-backed South Pacific Airways, to run a new service between Honolulu and Tahiti.

TOA was established soon after the war by Captain Brian Monkton, with a small group of ex-services Sunderland flying-boats, which he had purchased cheaply. Captain Monkton is now prominent in the new concern, South Pacific Airways.

RIGHTIST COUNCIL IN NOUMEA

Political Situation Still Tense

From Our Own Correspondent

NOUMEA, May 25.
ONLY 2,062 of Noumea's 7,106 enrolled voters went to the poll for the election of a Town Council on May 3. The poll resulted in the election of the candidates of only one party—the Union Party, a Rightist group, led by Mr. Daly and Mr. Laroque.

This will not ease the present political situation here, as the Council General (which serves New Caledonia as a whole) is, since the introduction of the new system of voting, dominated entirely by the Leftists.

M. Henri Sautot—who in 1940-45 led the South Pacific French rally to De Gaulle, and was prominent as Governor of New Caledonia—was not re-elected to the post of Mayor of Noumea, which he has held for a considerable time. He returned to NC, and became a resident of Noumea, after he retired from the French Colonial Service.

The other towns of New Caledonia will next year elect their councils under a new law, which is now being studied.

Hand-in-Pocket Dept.:

STAMP-DUTY COMES TO PAPUA-NEW GUINEA

FROM July 1 it will cost Territorians 2d every time they write a cheque. This is the first time that stamp duty has been payable in Papua and New Guinea.

Two-penny stamp duty will be required on all receipts of £2 and more and there will be stamp duty on Bills of Exchange, memoranda and articles of companies, transfers of property (leasehold and freehold), promissory notes, deeds of gift, and transfer of shares.

In short—one by one all the privileges of living in the Territories are being whittled down.

Legislation providing for stamp duty was passed by the P-NG Council about a year ago.

New Seadrome Opened Near Brisbane

THE new flying-boat base which was opened at Redland Bay, near Brisbane, in early June, allows stops to be made there on the Qantas Sydney-Noumea-Suva and Sydney-New Hebrides services. Formerly these services flew from Sydney direct to Noumea.

P-NG LEGISLATIVE CCL. WILL MEET TWICE AGAIN THIS YEAR

PAPUA and New Guinea's Legislative Council will probably meet twice again in 1953—in July, for about a week, and again in September or October for the Budget session. (This will closely follow the Budget Session of the Commonwealth Parliament).

These meeting dates were suggested in the closing stages of the May session of the Council in Port Moresby, by the Administrator, Mr. D. M. Cleland, who acts as the President of the Council.

GETTING QUICKER CANBERRA ACTION

In a short closing speech, Mr. Cleland said that he was not unmindful of a certain matter brought up during the session by private members—the apparent hamstringing of works and requisitions in the Territory by inter-departmental committees.

He said that he was doing his utmost, at Ministerial level, to have the whole thing simplified so that when the Commonwealth Government granted the Territory so many millions, the spending of it should be left entirely to the Administrator and his own Director of Works, without any further reference to Australia at all.

25 Years Since 'Smithy's' Wizard Fiji Landing

THE 25th anniversary of the arrival of Kingsford Smith's three-engined Fokker aircraft *Southern Cross*, at Albert Park, Suva, on the famous first Trans-Pacific flight, was celebrated in Suva on June 5, by the broadcasting of a special programme from ZJV, in which Mr. W. Caldwell and Mr. R. Farquhar (men who were intimately associated with the flight) took part.

Smithy's feat in bringing the big Fokker safely to earth in tiny Albert Park, after his record-making overseas flight from Honolulu to Fiji, is one of the outstanding events in the history of pioneer aviation.

Flying-boats on the New Guinea service which formerly used Hamilton Reach, Brisbane River, will also use Redland Bay.

Landing facilities were limited at Hamilton Reach. Several accidents and near-accidents involving aircraft and ships have occurred there in recent years.

RALUANA SCUFFLE

Significance of Recent Assault on New Guinea District Commissioner

From a Special Correspondent

RABAU, June 2.

THE Raluana affair, wherein the District Commissioner and his officers were savagely assaulted on May 21, is the culmination of a long and bitter argument.

Most of the people in the Tolai tribal group (eastern end of New Britain) have accepted the village council system; but the Raluana village, and a couple of other communities, have refused it. They believe they have the right to do so: the Administration has usually described it as a "voluntary" system.

The Raluana folk, energetic, aggressive and defiant of authority, have a reputation as "bigheads." They are led by some semi-educated natives. They have a communal Committee, and the latter has organised a Co-operative, and opened a native restaurant at Kokopo; and it has imposed and collected taxes.

In March, the Native Councils of this area complained to Mr. Cleland, when the Administrator visited them, that because they had carried out official wishes, and formed Councils, they had to tax themselves in order to pay for schools and medical posts; whereas the Raluana and other villagers, who defied authority, got schools, etc., without paying for them, and spent their illegally-raised taxes as they pleased.

Probably, that was why District Commissioner J. K. McCarthy went out officially to Raluana on the 21st. With him were Messrs. D. M. Fienberg (Senior Native Authorities Officer); Ivan Champion (Chief Native Lands Commissioner), W. J. Read (Native Lands Commissioner), Ken Williamson (Native Authorities Officer), J. P. White (ADO at Kokopo). En route, they picked up Nason Kiala, former paramount Lulua of Raluana, and now president of the Vunadadir-Toma Village Council.

About 1,400 people had assembled at the Raluana school grounds. They squatted, grouped closely around a large table, where the officials were seated.

MR. MCCARTHY said he had called them together to explain a proclamation which was about to be made, whereby the Raluana Village group would become part of the area under the Vunamami Village Council. They would be asked to elect six members of the Vunamami Council; and they thus would have a voice in the making of the Council's laws,

including taxation laws, which they must obey. He emphasised the benefits of the Council system, now adopted by the great majority of the Tolais. He thanked them for attending, and for their donation of £120 towards the Park Fund in Rabaul.

There was complete silence as Mr. McCarthy sat down.

Then one of the Raluana leaders, a crippled school teacher named Tuvi, who was in the front row, stood up and shouted:

"You are our father, but we will never enter a village council. We will not pay taxes."

He then turned and faced the natives, many of whom were rising excitedly.

Six or seven natives rushed at Nason, who was seated on McCarthy's right, and began to punch and kick him.

The District Commissioner sprang immediately to the old chief's help, and himself received some of the punches. The other officials hurried to McCarthy's aid, and the natives fell back.

Mr. McCarthy then led Nason to his car, and arranged that he be sent immediately to Kokopo. The younger natives now were circling around, waving their fists and threatening the party. The latter stood quietly in a group. Most of them, like McCarthy, have had very many years' experience with natives, and they were not upset by the demonstration. The village elders were trying to calm the "bigheads."

Mr. McCarthy naturally was very angry over the attack made, and the insult to Administration authority. After a word with his officers, he pushed his way through the yelling crowd towards the leader, Tuvi.

Tuvi saw him coming, and waved him back.

McCarthy went up to him and said, sternly: "This must stop. Come with me to my car."

Tuvi insolently waved him off. The DC insisted, whereupon Tuvi took his crutch from under his arm, reversed it and, using both hands, aimed a blow at McCarthy. McCarthy was struck on the left side of his head, and his ear was cut.

Other natives then attacked McCarthy, while the other officials came running to the aid of the DC.

Williamson was knocked down and kicked. Read was felled to the ground. Fienberg and others got alongside McCarthy, who was fighting like the old soldier he is and, in a few minutes, the officials drove off the howling mob.

They were without weapons and in a difficult position. They kept close together and made it clear that any hoodlum who came near them would be rather roughly handled. The mob circled around them at a respectful distance.

Ninety minutes passed before the first police arrived, and they began to get the situation under control.

MEANWHILE, the bush telegraph worked swiftly. A wave of excitement spread through the

Tahiti Politicians for France

MAYOR ALFRED POROI, of Papeete (top), head of the Centre and Right-Wing Coalition parties of French Oceania; and (below) a political rival, Monsieur J. B. Ceran-Jerusalem (right-hand



man to Pouvanaa a Oopa, who heads the Left-wing Tahitian People's Democratic Assembly) passed through Suva at the end of May, en route by air to Paris.

Neither was prepared to go into details regarding his mission; but it is understood that it is associated with the political situation in French Oceania, which is almost as disturbed in recent months as that in France itself.

villages. The Nangananga tribe rushed to their trucks, and were on their way to avenge the insult to their District Commissioner and their chief, Nason, when the official party met them and Mr. McCarthy persuaded them to return to their villages and let the law take its course.

But there is strong and bitter feeling throughout the districts, and the police have had their hands full, to prevent inter-village fighting. The arrogant Raluana villagers are not loved, and the other villages would be very happy if allowed to wipe out some of their institutions, especially the Kokopo restaurant.

Police have been to Raluana and have arrested most of the ring-leaders. All except Tuvi have been sentenced to imprisonment. Tuvi has been charged with assaulting Mr. McCarthy, and has now formally charged McCarthy with assaulting him; and the cases have gone to the higher court for trial.

It is an awkward situation for the Administration. Presumably, the proclamation bringing Raluana into the village council will be postponed until the district is calmer.

It is felt that Mr. McCarthy handled the affair itself with strength and courage. But most of the "old hands" are inclined to be very critical of the post-war Administration which, with its velvet-glove handling of native affairs as permitted and even encouraged the growth of insolent and disloyal communities like that of Raluana. Such things would have been impossible under the Wisdom and Griffith regimes," said one pre-war resident. "They opened the way to all this nonsense when they started their new policies after the war."

(See also article on page 127.)

SAMOANS ARE COOL AND COURTEOUS TO UN MISSION

FROM OUR OWN CORRESPONDENT.

THE long-expected visit of a UN Trusteeship Council Mission to Western Samoa took place early in May, just six weeks after the New Zealand Government had made known its proposed policy for far-reaching changes in the political, social and economic structure of the Trust Territory.

The Mission consisted of the chairman, Mr. Enrique de Marchena (Dominican Republic) and Messrs. Najmuddin Rifai (Syria), Leon Pignon (France) and W. A. C. Mathieson (UK), with Mr. H. A. Wieschoff (USA) as chief secretary. It visited NZ before going to W. Samoa, and met responsible Ministers.

In Samoa it spent 12 days. An official Kava ceremony was held, followed by the usual speeches. Dr. de Marchena expressed the hope that at future debates on Western Samoa a representative of the territory would be present at UN headquarters.

An impressive Ta'alolo was given to the visiting Mission at Mulinu'u, by three Upolu villages. Samoan sivas, songs and speeches were followed by presentations of food and artifacts to the Mission. There were many meetings with members of the Council of State, the Executive Council, the Legislative Assembly and the Fono of Faipule.

When the Hon. Tamasese addressed the Mission he pointed out that the people had had no time to consider the far-reaching suggestions and recommendations of the NZ Development Plan for

Western Samoa and that, in accordance with traditional Samoan courtesy, it therefore would be improper and discourteous to discuss the details with the visiting Mission.

After due consideration, they would communicate their decisions to the NZ Government and the Trusteeship Council.

The Hon. Tamasese suggested that the Mission might help the Territory in creating a "United Nations Library" in the interests of education of Samoan adults and children. He pointed out that any future self-government must be formed in accordance with Samoan tradition and not just based on European ideas. The Samoans, he said, believed their political ideas were truly democratic.

The Hon. Tualalelei addressed the mission on the control of the Samoan public service, and the Hon. A. M. Gurau brought up the question of the abolition of the Preferential Tariff in favour of British Empire imports into Samoa.

The Mission visited the Poutasi and Sa'anapu districts on the south coast of Upolu and various districts on Savai'i.

The Mission received submissions from public bodies and persons who wanted to present their views. Among others, the Mission gave audience to a delegation from the "Democratic Party," which submitted some political opinions divergent from the views of the majority of Samoan leaders.

There was a noticeable absence of special social functions for the visiting Mission, though the Mission participated in several parties given to farewell the Hon. and Mrs. Tamasese on their departure for the Coronation. The Mission left by special plane on May 8 for New York, via Suva, and Honolulu.

Trophy for Yachtsmen



At the Neptune Ball on May 22, in Port Moresby, the Administrator, Mr. D. M. Cleland presented trophies to Sailing Club members who had won them during the past season. Here, on left of Mr. Cleland, is F. Thomson, skipper of Rebel, with team mates J. Kemp and Norman Walmsely.

—Photo by Papuan Prints.

A Norfolk Island Re-union

AIR Marshal Sir Basil and Lady Embry spent a few hours on Norfolk Island recently while flying from New Zealand to England. While at Norfolk Island, Lady Embry met Mrs. Simpson, wife of Judge Simpson, who was visiting the Island to preside over the local court and administer the oath to the new Administrator. Lady Embry is the daughter of Captain Elliott, RN, who was Administrator at Norfolk Island when Lady Embry was a child. Mrs. Simpson's father was at the cable station during her childhood; and the two ladies had not returned to the island since those distant days.

THEFTS IN TONGA

THERE has been another wave of lawlessness in Vava'u, Tonga. Chief victims this time were the Neiafu branch of Burns Philp and Co. Ltd., which was broken into and robbed of over £100 worth of tobacco and miscellaneous goods; and the Neiafu Club, from which 18 cases of spirits were stolen. Local police are holding two youths for questioning—*Own Correspondent.*

Fiji Troops Come and Go

Forty-four officers and men of the 1st Battalion, Fiji Infantry Regiment, returned to Fiji by air on May 21 and 41 others left by the same aircraft for Malaya.

Led by the Battalion's band, the returned men headed a detachment, which included recruits soon to go to Malaya, in a march through Suva's main streets on May 28.

Forests in Embryo



The timber industry in the Bulolo Valley, New Guinea, to be worked by Commonwealth Timbers in which the Commonwealth Government and Bulolo Gold Dredging, Ltd., are partners, will go in 50-year cycles.

Replanting of the pine forests under the supervision of Forestry Department officers will keep pace with the cutting of the local pine to feed the plywood factory. By the time the original forest is cut out, a new forest will have grown up and be ready for cutting.

The top photograph shows some of the young pine trees that have already been planted around the Forestry Station near Bulolo. Below: Under these shade frames on the same station are millions of seedling Klinki and Hoop pines which will be used for the replanting project.

The Bill That Means What It Says

Housing Loan Scheme for P-NG

EVEN the name meant what it said, said Mr. H. H. Reeve, Treasurer of Papua-New Guinea, when introducing the Housing Loans Bill at the recent session of the Legislative Council of the Territory. Its simplicity should also please the member for Papua (Mr. E. A. James, who had complained about the amount of legislation being churned out by the Council and the verbosity of ordinances and regulations generally).

Mr. Reeve described the bill as a new type for the Territory. It was essentially an enabling one in that it created the machinery whereby a Commissioner of Housing could be appointed. Through him the Administration could assist residents of the Territory to own their own homes.

The Bill did not set out a detailed scheme for home loans—that would come later—but under the plans envisaged it would be possible to borrow 90 per cent. of the value of a home or £2,750, whichever was greater. It was likely that, to be eligible, a person could not own a house in the Territory and would live in the house acquired under the scheme. Time for repayment of the loan would probably be between 25 and 35 years, to be repaid in the form of rent which covered both principal and interest.

The Administration itself would borrow the money to be loaned and as the circumstances of borrowing and rates of interest might vary from time to time, provision was made in the bill to publish details of the scheme in the Papua and New Guinea Government Gazette from time to time rather than incorporate them in legislation.

The bill had the general support of members, private and official. Mrs. D. Booth hoped that it was just a preliminary to advancing money to men who wished to go on the land.

(The ordinance is a new one for P-NG in that it seeks to give something to the people, rather than take something from them. It will benefit private individuals more than Public Servants. Housing (some good, some bad) is provided for Public Servants and as these people never stay in the same district for more than a few years before being moved on elsewhere, it is unlikely that they will be encouraged to build a home for themselves.)

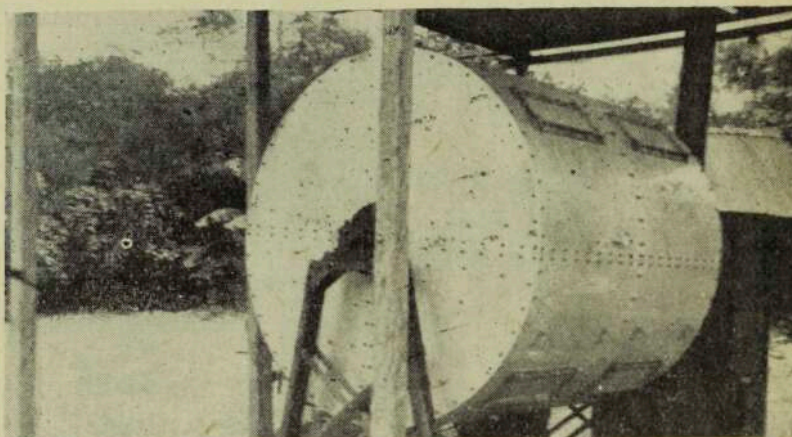
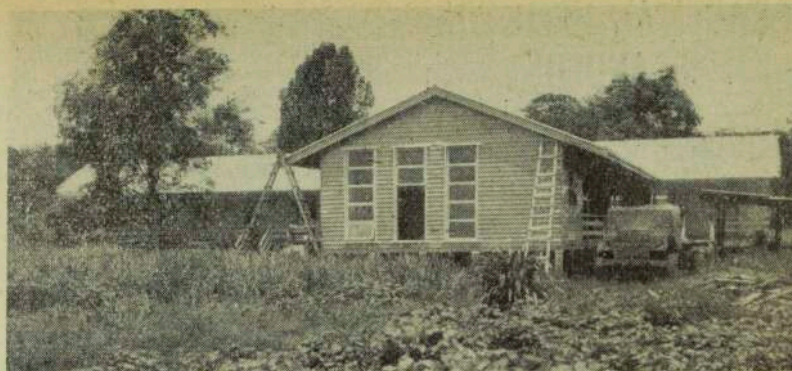
Suva Visitors



Mr. and Mrs. Roy Barnfather made a brief business visit to Suva from Honiara, B.I., in May, and, below, some Suva people who went down to see the Kurimarau sail from Suva: left to right, Mrs. E. Goulding, Captain E. Low, Mrs. V. Greene, Captain Simpson, of Ai Sokula, and Miss Marie Priitehau.

Bottom: The big 120-ton two-masted San Francisco schooner Ramona, owned by William A. Pomeroy, in Papeete.

A dance organised by the Parents' Association in Honiara, BSIP, was given at the Woodford Hotel on May 8, to provide funds to purchase furniture and equipment for the European Children's School in Honiara. Various items were auctioned during the evening and more than £100 was raised.



Improvements at Kerevat Agricultural Station

At top, the very fine new laboratories which in April were nearing completion at Kerevat Experimental Station, about 30 miles from Rabaul, in New Britain. The building will also supply office accommodation for the station.

The building is well designed and was being built by a Chinese contractor. An architectural error appeared to have been made, however, in specifying a corrugated fibro-cement roof. A Force 5 earthquake that was experienced in early April had

cracked some of it and was letting in the rain; the Force 7 quake that followed later that month probably did not improve the position, although possibly some modification in screwing on the roofing sheets might have solved the problem.

Below: A new revolving hot-air dryer for coffee or cocoa that has recently been installed at Kerevat. It is made of aluminium, or a similar metal, and cost about £2,000.

Street's New Name

A STREET in Papeete has been named Rue de Chef Teriierooiterai. It is a little difficult for



newly-arrived Europeans to pronounce; but the Tahitian authorities insisted that in this way they should do honour to the late Chief of Papenoo, who was very highly respected and who was the senior of all Tahitian chiefs. He died in July, 1952. This photograph was taken soon before his death.

¶ The engagement was announced in Rabaul, N.G., recently of Miss Mavis Lamerton, to Mr. Robert Graham Matheson. Mr. Matheson, a Surveyor, has been stationed at Rabaul for some time and Miss Lamerton is Secretary to the District Commissioner.

A new Catholic Church will soon be built in Samarai, Papua. A feature of the wall construction will be alternate panels of fibro-cement and glass louvres.

PRACTICAL HELP FOR ISLANDERS

Work of SP Commission

PROBLEMS relating to the economic and social welfare of Pacific Island peoples are being discussed this week at the fifth annual meeting of the South Pacific Commission's expert advisory body, the Research Council. The meeting extends over 12 days until June 20.

The Council comprises 22 members (four permanent officers of the Commission and 18 appointed each year by the six member Governments). Most of them are economists, doctors, agriculturists and educationalists actually working in Pacific territories. This is the full list:

Dr. E. M. Ojala (Deputy Chairman of Research Council).

HEALTH

Dr. H. J. T. Bylmer (Director, Public Health Department, Netherlands New Guinea).

Médecin Colonel P. Filippi (Director of Health Services, New Caledonia, and of Army Health Services, French Pacific).

Dr. J. T. Gunther (Director, Department of Health, Papua-New Guinea).

Dr. T. C. Lonie (Director of Health, Western Samoa).

Dr. E. Massal (Executive Officer for Health, SP Commission).

Dr. R. W. D. Maxwell (Acting Inspector-General, South Pacific Health Service).

Dr. Clark Richardson (Director of Public Health, Truk, Micronesia).

ECONOMIC DEVELOPMENT

Mr. Homer Baker (Director of Economic Affairs, Trust Territory of Micronesia).

Mr. D. R. A. Eden (General Manager, NZ Reparation Estates, Western Samoa).

Dr. A. H. J. Kroon (Executive Officer for Economic Development, SP Commission).

M. M. Legand (Acting Director, French Institute of Oceania, N. Caledonia).

Mr. B. E. V. Parham, OBE (Deputy Director of Agriculture, Fiji).

Dr. A. Perk (Director of Economic Affairs, Netherlands N. Guinea).

Mr. J. E. Willoughby (Assistant Secretary, Department of Territories, Australia).

SOCIAL DEVELOPMENT

Dr. Homer G. Barnett (Professor of Anthropology, University of Oregon, USA).

Dr. Ch. J. Grader (Director, Bureau for Native Affairs, Netherlands N. Guinea).

Mr. W. C. Groves (Director, Department of Education, Papua-N. Guinea).

M. J. C. R. Guhart (Ethnologist, Institute of Oceania, N. Caledonia).

Mr. H. H. Hickling (Education Officer, Cook Islands).

Mr. H. F. Maude, OBE (Executive Officer for Social Development, SP Commission).

Dr. A. J. Patterson (World Health Organisation).

SOUTH PACIFIC COMMISSION

Sir Brian Freeston, KCMG, OBE (Secretary-General).

Mr. John Ryan (Deputy Secretary-General).

Future of Western Samoa

An economic stock-taking of Western Samoa is now being carried

out for the South Pacific Commission by Mr. V. D. Stace, an economist of the Reserve Bank of New Zealand, whose services have been loaned to the Commission. This, the first stage of an economic survey, is being made to facilitate development of the Territory's resources. This is a major need of the increasing population, which has grown from 33,000 to 86,000 in 30 years.

Results of the survey should interest other South Pacific Territories faced with similar problems of expanding populations.

Practical Advice on Coconuts

A series of leaflets on coconut cultivation and plantation management is being prepared by Mr. W. V. D. Pieris, copra specialist to the South Pacific Commission. They are practical, well-illustrated, and written in non-technical language, and will be available later this year.

Mr. Pieris, formerly Deputy Director of the Ceylon Coconut Research Scheme, has recently investigated coconut production in Fiji, Western Samoa, American Samoa, the Lower Cook Islands, Lifou and Uvea (Loyalty Group), New Caledonia, Guam, the Eastern Carolines, and Marshalls. He is going to French Oceania this month.

GOVERNOR OF MICRONESIA

MR. FRANK E. MIDKIFF, 65, a Hawaii resident of considerable academic, military and commercial distinction, has been appointed to succeed the late Mr. Elbert D. Thomas as High Commissioner in charge of the American Trust Territory of Micronesia. Mr. Midkiff spent most of April and May in a tour of inspection.

NEW SOUTH PACIFIC AIRLINE

SOME little time will elapse before the inauguration of the new seaplane service between Honolulu and Tahiti, which is being organised by an American group, in which Captains P. G. Taylor and Brian Monkton are interested. (Page 111 of May PIM)

The two Solents, bought by the new Company from Trans Oceanic Airways (which ceased to function on May 25) are now undergoing overhaul in Sydney. Captain Monkton flew to Honolulu early in June, in connection with the new organisation, and Captain Taylor is on a visit to England. The chief preparatory work includes fuelling arrangements on Christmas Island, an isolated atoll near the equator.

Newspaper statements that the new service will run between Honolulu, Fiji and Tahiti are incorrect. The planes will fly directly between Honolulu and Papeete, via Christmas Island.

INDONESIA AT A CRISIS

Collapse Could Threaten S. Pacific

THE Indonesian Government resigned on June 2. A stop-gap set-up is carrying on, planning a general election. But the whole Territory is in a state of political and economic confusion, close to chaos and complete collapse.

This has been inevitable since the United States and British Governments, in 1945-46, failed to support the war-exhausted Dutch, and allowed the Netherlands East Indies to fall into the hands of gangs of Jap-trained political adventurers who set up the pathetic "Republic of Indonesia."

The United Nations, with the blessing of the Australian Socialist Government, used its influence to create a Dutch-Indonesian Union, the Indonesia part of which was to be a Federation of all the little semi-independent States in the archipelagoes. But, within two years, the unscrupulous Javanese politicians had destroyed all the other little Governments, so that Java now is supreme, and there now is no Federation, and no Union with the Dutch.

There has been a succession of so-called Governments. The last led by Wilopo, was mostly a combination of the PNI (Partai Nasional Indonesia), which is nationalist, and Masjumi, which is Moslem, and both are Leftist; but there is an indescribable welter of other political parties, and none conforms to the rules, as understood by Westerners. The Territory at present is influenced by the following conditions:—

Political organisations are divided between moderates (some slightly pro-Dutch) and extreme Leftists.

The army of about 200,000 is split between moderates, who have some semblance of order, and dissident units, who are tending towards a guerilla organisation.

Trade and industry are in apparently hopeless confusion.

The 3½ million Chinese there are now strongly influenced by their connections in Communist China. Communist penetration of the country is steadily increasing.

To appreciate the vicious influences at work, and understand something of a most confusing background, persons interested should read the new book *Challenge to Terror*, written by Tur Westerling, who led a revolt in Java soon after the war, and nearly overthrew the "government." It is on sale in Australia, at 18/9. It is a lively and readable story of adventure, and it gives the full

(Continued on Page 133)

THE EDITORS' MAILBAG

Tribute to Officials

"I know that your February paragraph about me was not intended seriously," writes Artist Charles McPhee, from Rarotonga, "but I do hope it is not regarded as evidence that I claim bad treatment by the Tahiti Government. On the contrary, I received always the utmost courtesy, tolerance and hospitality at the hands of all officials in Tahiti, and I cannot blame them in any way for the fact that I could not obtain the permanent residential qualification."

"May I pay special tribute to Monsieur Beisel, chief of police and staff; Monsieur Trammier, of the Political Bureau; Mrs. Muriel Gooding, of the Tourist Bureau; Monsieur Juventin, manager of Donald's establishment, all of whom contributed to making my sojourn in Tahiti, the Painters' Mecca, one of long-remembered happiness."

Fiji Misrepresented

Mr. James Stewart, who was a very active member of Suva's art circle while he was there—produced some amusing sketches and paintings of local characters—has been back in Sydney for some time. Here he has had an unfortunate—but by no means uncommon—experience with a local magazine to which he sent some articles for publication.

He has written sadly to tell us the story and to apologise to Fiji in advance—he feels that the magazine in question will surely find its way to the Colony in due course, and then, because of the way his material has been twisted about, cut and rewritten, his name will be as mud among the people with whom he spent such a pleasant time.

"I have read articles of the same type before," he writes, "and have always thought that the author didn't know what he was talking about—but now I am inclined to think that they have experienced

the same sort of thing that has happened to me.

"People who have been in Fiji have already had some cutting comments to make to me. Friends I made in Fiji, when they read the article, will be indignant—with justification. To these I apologise."

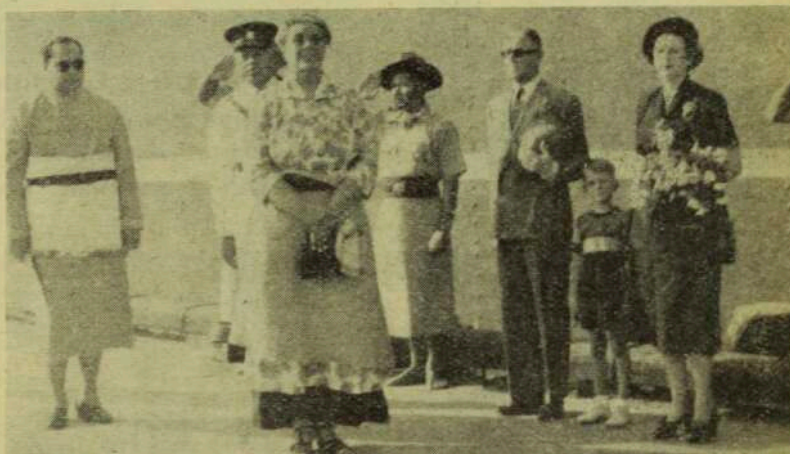
Over 20 years ago, Pacific writers were demanding a law to suppress irresponsible presentation of Islands stories. But to a certain type of paper only two things are journalistically supposed to come out of the Pacific—a laugh or a sensation.

Caravanners' Request

Does any Islands family wish to receive an interesting couple as paying guests in January and February 1954? If so, write by airmail to Mr. Gerd Joachim Roos, 106 Cooden Drive, Bexhill-on-Sea, Sussex, England. Mr. Roos is a Danish writer and Mrs. Roos is a distinguished landscape and portrait painter.

This couple departed from England in September, 1952, and have caravanned leisurely through half the countries of Europe and through Turkey, Syria and Lebanon, and they are now in Jordan, at the back of Palestine. They expect to reach

(Continued on Page 24)



Queen Salote Leaves For UK

Departure, from Nukualofa, of Queen Salote, of Tonga, to see the Coronation in London of Queen Elizabeth II.

TOP: The Queen and official party on the wharf. They are standing while the Tongan National Anthem is being played by the Tongan Police Force Band. Names from left:—Crown Prince Tungi (with dark sunglasses); Vilai (the Queen's DC); Queen Salote Tupou; HBM's Agent and Consul, Mr. J.E. Windrum (holding hat); Master Windrum; Mrs. Windrum.

LOWER: A section of the Crowd who watched their Queen's departure.

—Photos by Hettig.

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This is Where the NGVR Fought in 1942



This plain pillar of concrete, plus assorted junk that has been dumped here (a discarded water tank can be seen to the left), marks the spot where the Rabaul detachment of the NGVR resisted the Jap landing on the shores of Blanche Bay, New Britain, in the dawn of January 1942.

In April, 1953, when this photograph was taken, the spot was a scene of complete neglect. It is impossible to get closer to the pillar than this because of waist-high grass, and the uninformed visitor, in the unlikely event of his ever finding down the overgrown track that leads to it, would imagine that it was only another piece of war junk.

There is nothing on the hunk of cement to show what it is, and some months ago, when we were informed, it was hauled out of the area where it had toppled, by a public

spirited Rabaul firm and placed where it is shown in the photograph. A small metal plaque affixed to the pillar, describing something of the events of January 23, 1942, would be in order. So would a little periodic grass cutting. In its short life, the Gazelle Peninsula has acquired an extraordinary amount of history—sufficient anyway for an embryo Historical Society. Failing this, perhaps a committee of the Town Advisory Council might take on the job of marking historic spots and keeping them in order.

In Sydney, relatives and friends of the New Guinea men who were lost from New Britain sedulously keep all anniversaries. And someone in Rabaul apparently thought sufficiently of the NGVR's effort to put the cement pillar there in the first place. Why then does not Rabaul carry on the good work by making the spot at least accessible?

An Administrative Conference, attended by all District Commissioners, was held in Honiara from May 8-12. The High Commissioner

(Mr. R. C. S. Stanley) opened the Conference and discussed Native Administration matters with District Commissioners.

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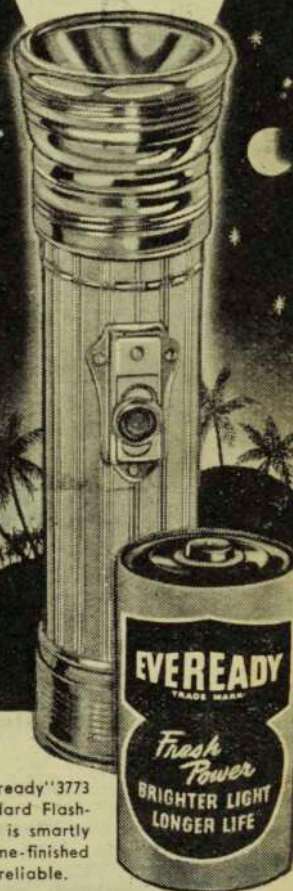
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Editors' Mailbag

(Continued from Page 21)

Ceylon late this year; bring their caravan by ship to Perth; and to reach Sydney in December. All they want after that are "some friendly people and a typical South Seas Island."

P-NG and Political Prophecy

A CORRESPONDENT who signs himself "Your Political Spy", writes from the North:

You may take it as certain that Papua-New Guinea has not heard the last of Colonel J. K. Murray. He is residing in Queensland, and he takes a keen interest in political affairs generally, and Territories in particular.

I am assured that the Labour Party has a safe seat earmarked for him; and that, if and when it returns to power in Canberra, the portfolio of Minister of Territories will go to JKM.

So far, I think we are on safe ground. But some prophets go further. They say that, as soon as this new Minister takes control, he would expect soon to have a vacancy in the Administratorship; and that he probably would offer the position to Mr. E. J. Ward. Me, I don't support it—I pass it on for what it is worth.

It is not worth much. "Eddie"

Ward has a seat (East Sydney) that is safe for him as long as his name is Ward. Why should he give up that comfortable life, with its possibility of a portfolio (he has even raised his eyes to the Prime Ministership), and its assurance of a liberal pension, for that exceedingly uncomfortable job in P-NG? Unless, of course, he has a yearning

to reside in the timbered highlands and sniff the never-to-be-forgotten aroma of Bulolo pines.

Matter of Psychology

That paragraph in February PIM jeering at the expensive and elaborate arrangement under which the American Administration of the

Outstanding New Novels...

DÉSIRÉE by Annemarie Selinko.—A French historical novel of Napoleonic times. Desirée Clary—a silk merchant's daughter—becomes the fiancée of Napoleon, the wife of one of his greatest soldiers, the queen of a great country. Best-seller in U.S.A. and England.

18/9 (post 1/1)

IN THE WET by Neville Shute.—A forecast of the possible state of the British Commonwealth in 30 years time—startling predictions, but sound and sane. It is a story within a story—the inner story crowded with the great people of the Empire; the outer story taking place in the wilds of Queensland.

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OVERSEAS INDENTS ARRANGED

Trust Territory of Micronesia had sent a functionary from Honolulu as official cheerer-up to the depressed and melancholy natives of the Korrer Islands, has left the Territories' high officials "startled and taken aback," according to a friendly letter from the Territory's headquarters.

The data on which the para was written was a newspaper extract; whereas the full official details show that Mr. Powlison was sent to Korrer not only as a director of recreational activities, but also as an organiser of social projects, in which he has had world-wide experience.

Although only a few months have passed, rather remarkable success has been achieved. The native people, formerly aimless and evincing little public spirit, now are actively supporting young people's agricultural clubs and leadership training classes, and have demonstrated their interest by themselves erecting a large building as a centre for their communal activities.

In the view of the American administrators, the psychological care of trusteeship peoples is just as important as their physical welfare.

Exasperated

"If Mr. K. R. Bain represents the attitude of Fiji officialdom towards the population problem in Fiji, then it's God help the Fijians," writes a London resident who heard an address given by Mr. Bain to a section of the Royal Empire Society.

Our correspondent says that the lecture itself was non-contentious; but afterwards the lecturer skilfully side-stepped questions about the Indian over-population threat to the Colony's food supply, and whether the Indians were co-operating in seeking a solution of the problem. London observers were eager for information.

"His attitude appeared to be, sufficient unto the day"; in the meantime, drift along as easily as possible; things will come out all right in the end," says our friend. He had nothing to say about the Fiji Council's recent request to the British Government to set up a commission to consider the Colony's future, in relation to population. . . Such people are an exasperation."

Censor, Ahoy!

Mr. Sydney Chance (formerly Papua), briefly in Sydney town in May, writes in a way which indicates he was peeved because the ABC has not yet broadcast the following story sent in by him:

A young Patrol Officer from New Guinea, lonely and very fed-up, sitting in a Sydney lounge, caught a smile in the eye of a lass not far away. He sent a polite message by a waiter and the lady joined

him. They spent a pleasant afternoon together out in the country and then, as the returning car neared the city, the New Guinea man said: "Well, don't let us part so soon. What about a little kai-kai?"

"Oh, all right," replied the lady. "I don't mind. But don't you think

we might have something to eat first?"

Report Exaggerated

"I still don't believe it," says Hugh Hickling, writing from Rarotonga, and enclosing a cutting from PIM, which reads: "Mr. Lewis Hirshon, a

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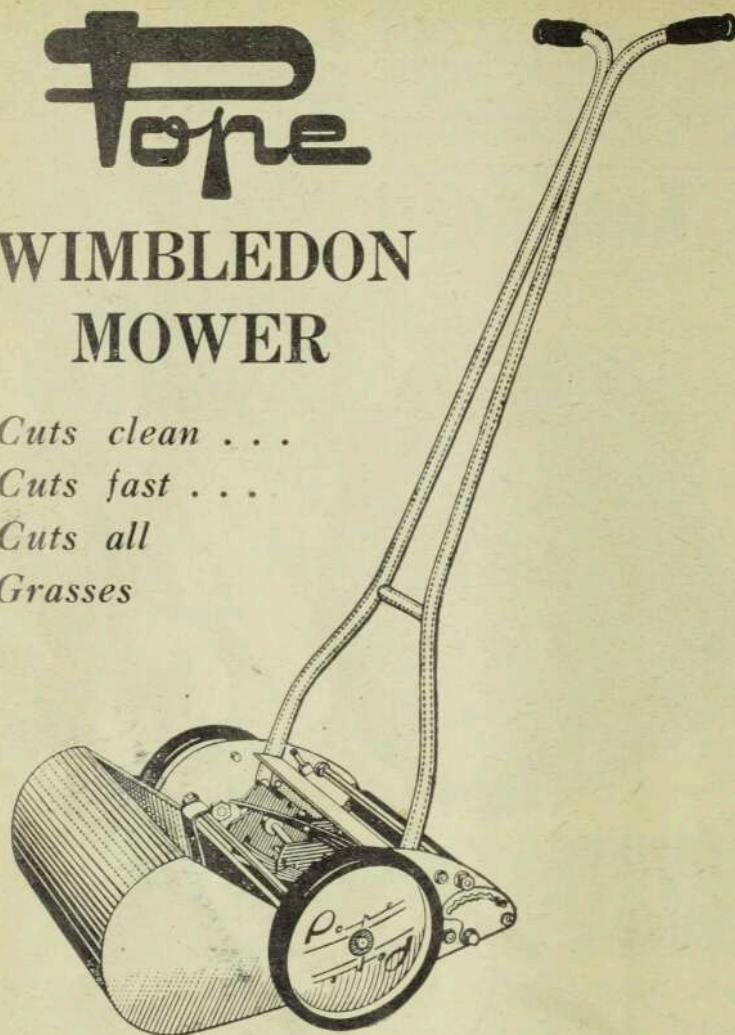
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Representatives for the Pacific Islands:

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54a PITT STREET, SYDNEY.

well known resident of Tahiti, died on September 1, after a short illness."

That infernal paragraph has been following us around in this fashion for 11 years—it was published in 1942, in a moment of aberration. Lew Hirshon must be very well known, for many people have written, not only to protest against a premature report, but also to insist that Hirshon is the liveliest man they know.

Hickling, in a PS, says that he was turning over some old copies when he came upon the announcement, and felt he must do something about it. The only person deeply concerned in the matter, who has not protested, is Mr. Hirshon himself.

Water into Aluminium

The Sydney manager of Aluminium Union Ltd., Mr. A. W. Bell, writes to say that the Canadian Company, Aluminium Limited, is in no way connected with the British Aluminium Co. of London which at present is associated with the Australian Government in prospecting for water power in the western area of Papua.

With Mr. Bell's letter comes a beautifully illustrated booklet which tells what Aluminium Ltd. has done in Canada and plans to do in the immediate future. This group already produces 500,000 metric tons of aluminium a year in Quebec and by the middle of next year, an additional 83,000 tons will be coming from a new project in British Columbia.

Further expansion of the British Columbia plant at Kitimat will eventually produce 500,000 metric tons annually—making an even million metric tons per annum for the company. Aluminium Ltd. is the largest single producer of aluminium in the world; 85 per cent. of it is exported and Australia is the fourth biggest customer.

The booklet tells us that for large-scale production of aluminium an "over-riding consideration is an abundant supply of low-cost electric power which is relatively free from other consumer demands." This, in Canada, has meant the establishment of aluminium production in areas remote from ordinary commerce and the performance of extraordinary engineering feats of the size and dimensions of Australia's Snowy Mountains project.

Aluminium production is big business, whichever way you look at it.

The raw material for Kitimat will come from Jamaica.

The activities of the New Guinea Resources Prospecting Co. (which is the Commonwealth Government in partnership with the British Aluminium Co.) are much easier to understand when it is realised that

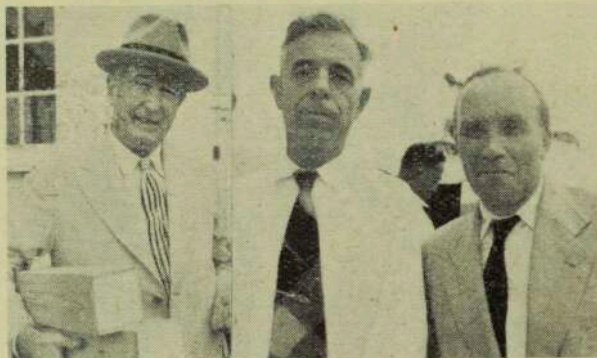
There can be an aluminium industry in Papua there must be large quantities of cheap power. The company, as yet, has done nothing but prospect for hydro-electricity potentials. There has never been any suggestion, as many people have naturally inferred, that the raw material, bauxite, exists in the Territory. We understand that this is to come from an island off the coast of North Australia.

Mr. W. Simpson, a well known resident of Papua, was taken by air to hospital in Brisbane early in May, to receive treatment for a serious illness. There was anxiety among his friends; but a report from Brisbane early in June says he is doing very well. "Bill" Simpson has the distinction of holding the number PX1 in World War II—he was the first man from Papua to enlist in the AIF.

Key Men at SPC

Sound for the Research Council meeting of the South Pacific Commission in Noumea in June—left to right:

Mr. D. R. A. Eden, W. Samoa. After the Noumea conference Mr. Eden will visit London, there delivering the sealed messages (which he carries) of cuttings from his famous new coconut tree. Returning to Samoa Mr. Eden will call on Trinidad, where he hopes to arrange that the Imperial College of Tropical Agriculture will accept post-graduate students from Samoa to study there.



Dr. A. H. I. Kroon, executive officer for

economic development in the South Pacific Commission.
Dr. T. C. Lonie, Director of Health, W. Samoa.

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NG Women's Club of Sydney

THE annual meeting of the New Guinea Women's Club of Sydney will be held at 77 King Street, Sydney, on Thursday, July 23, at 10.30 a.m. Members will partake of morning tea before the meeting begins. Office-bearers for 1953-54 will also be elected.

MONTEVIDEO MARU SINKING

A memorial service will be held at the Sydney Cenotaph, Martin Place, on Sunday, June 28, at 3 p.m., this being the Sunday nearest July 1, on which date, in 1942, the ill-fated *Montevideo Maru* sailed from Rabaul, NG, with several hundred European residents of New Britain on board. The ship was sunk near the Philippines and the men were lost.

The Rev. C. F. Gribble, General Secretary of the Methodist Overseas Mission, will conduct a short service.

Scout Movement in P-NG

COMMISSIONER "BEAVER" MASTERS, who runs the North Queensland Scout Training Centre at Magnetic Island, near Townsville, has been visiting Papua and New Guinea to conduct intensive training courses for Scout Leaders. His itinerary covered visits to Scouts in Samarai, Yule Island, Madang, Rabaul and Port Moresby. It is expected that the movement in the Territory will receive great impetus from these visits.

Mr. H. D. Powell who has been accountant with the Works Department at Port Moresby for several years left during May to take over as accountant on the staff of the Australian Atomic Energy Commission in Sydney.

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TERRITORIES TALK-TALK

By Tolala

LONG ISLAND'S volcanic outburst was by no means its first. Turning over the pages of an *Pacific Islands Year Book*—out 1936; I should say, for the cover is missing—I came across an interesting description of Long Island, penned by Patrol Officer Nurtun, following a visit he made back in 1932. He describes volcanic ash thirty feet deep, under which are "the remains of a charred forest, wonderfully preserved." The census of the Island population at the time was 92 males and 72 females.

A few years after this patrol, Nurtun struck a bad patch over in the Idor district on the mainland (I think it was) and collected a spear-wood, after which he retired from the Service.

Talk about volcanoes reminds me of a letter to hand from Doc. Deland, whom I quoted in April *Talk Talk*, concerning his remarks on the Rabaul *quia* on Anzac Day, questioning his qualifications as an expert. I now learn that volcanology is one of his hobbies. If this I was unaware; and if my remarks appear unfair then I tender my apologies to the worthy Doc—but maintaining my original opinions regarding Rabaul. 'Twould be a sad world, indeed, if we all agreed.

The Doctor quotes from Dr. Stehn's original roneo report (p. 10): "We can see no reason whatever for believing that volcanic activity may not occur here at almost any time," and then recommends the evacuation of Rabaul as the main administrative centre, but states that commercial development is outside his scope.

The "we," presumably, would be Dr. Woolnough and himself. I remember well speaking to Dr. Stehn after he and Dr. Woolnough had made their surveys in 1937 and the former did not appear in any way apprehensive about the safety of Rabaul, providing adequate warning measures were introduced. Coming from Java, where there is so much seismic disturbance, one can readily understand Stehn's attitude as compared with that of Dr. Woolnough, who, coming as he did from undisturbed Australia, was not at all happy about Rabaul's future.

Incidentally, Doc. Deland, ending his letter, quotes from an Australian newspaper: "That perverse affection for their environment that seems to possess dwellers on the slopes of volcanoes."

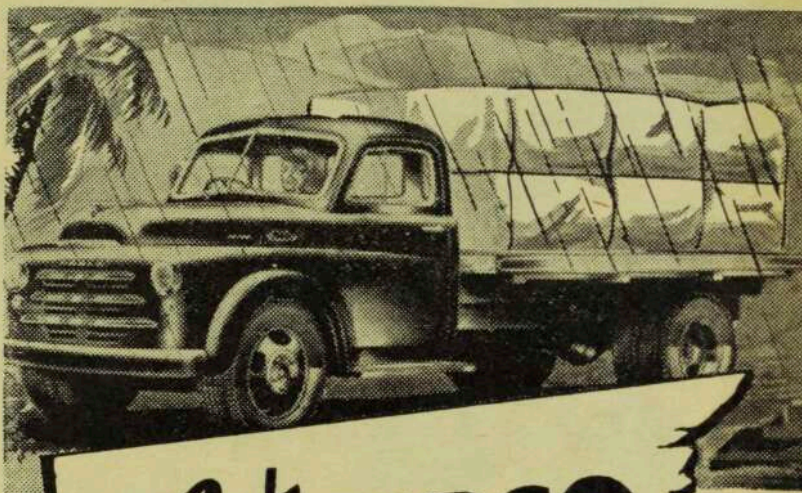
Quite true. But who is not living on the slope of a volcano these days—with atom bombs and iron curtains all about us?

The Mendi clash in New Guinea last month is what is to be expected in such an uncontrolled area when tribes want to fight out their differences. (What goes on in Korea to-day?) . . . But the Raluana affair should cause greater concern, for the assault comes from a community which has had contact with Europeans for over seventy years, and the Raluana native is amongst the most sophisticated in TNG. It would seem that the adoption of the

village council system—the thin end of the wedge for native self-government—is not unanimously approved by the native himself, despite the efforts of the UNO, and the fact that it was first experimented with in TNG back in 1936. This opposition has been apparent, or at least existent, for some years in this particular area.

The court proceedings arising out of the Raluana incident should make interesting reading—and also give the anthropologists and sociologists something for consideration.

There is a tender spot in my heart for the old, unsophisticated



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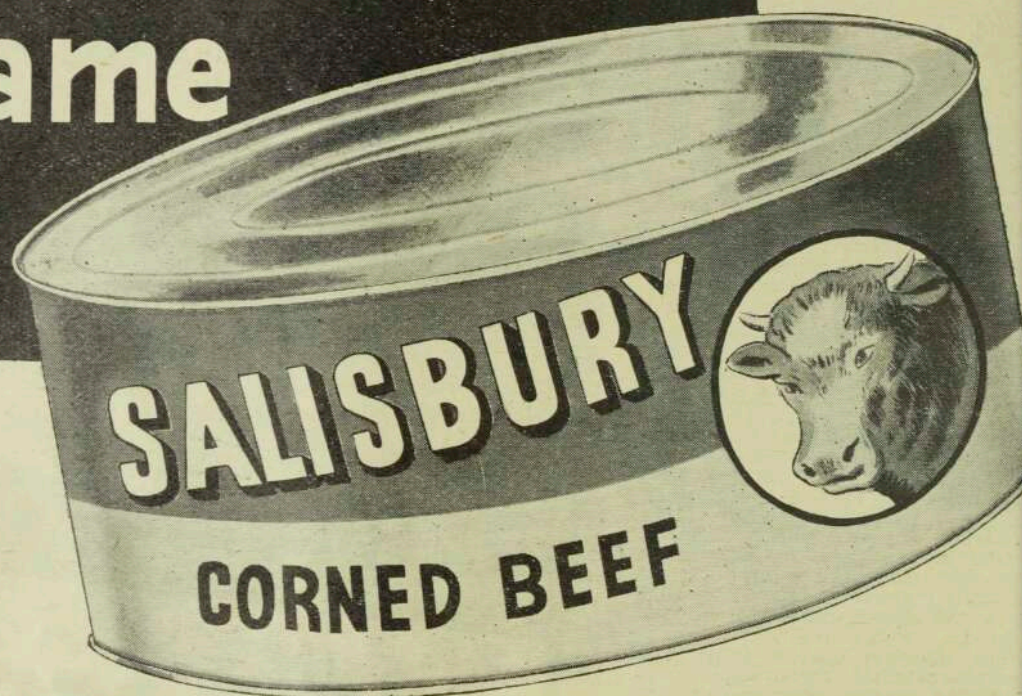
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ative, with his natural dignity and as strict adherence to old tribal customs; his observance of caste, and regard for moral rectitude—his, not necessarily ours.

Sophistication really started to come in around Rabaul about the middle of the thirties, when the young bloods of a village thought their old-time greeting was too primitive. It consisted of a peculiar croaky sound something like "u-uki", and was used day or night; and a friendly hail it was. Not satisfied, however, the younger generation had to mimic the European with the native equivalent of "Good morning," "Good afternoon," and so on, and so their greeting became "Bona milana," "Bona raven." It always lacked the peculiar sincerity of the old-time "u-uki!"

It was about this time, too, that the Chinese residents took exception to the pidgin-English term "Kong-long" being applied to them, and lugged for the more civilised "Chinaman" being used; a word not easily pronounced by the native.

Time marches on. The European "Mister" seems to be handed out to all and sundry. In the Blanche Bay dialect "To" as a prefix to a name signifies the male, and "Ia" the female.

At a dairy industry investigation recently, in NSW, a dairyman complained of the need to protect butter from competition by margarine. He claimed "copra planters" in NG hire labourers "at a basic wage of 15/- a month, plus free board and lodging," and do not pay income tax, and the dairyman thought he should be entitled to the same privileges. And then "A tariff wall was needed to keep out products not produced by labour paid on the Australian standard."

The same antagonism towards margarine (or oleo, as it is called in the US) was rampant nearly thirty years ago in the US, as I mentioned a few months ago. Anyway, how many NG employers nowadays get labour for 15/- per month—or many times 15/-?

And so the production snarl goes on. What a happy world we live in!

A party wrangle is at present being carried on in political circles over Australia's defences in the "Near North." Labour decries their inadequacies, while the Government bravely attempts to justify the absence of any material preparations—or, rather, the position as it is to-day, alleging that "northern defences can be assessed not by

counting the number of ships or the disposition of forces at any given point, but in relation to defence preparedness in general."

I seem to have heard very similar remarks about a dozen years ago; and when the show-down came the

THOSE ECUADOR CEDARS,

the botanical name of which is "Cedrela Odorata M.A.S. 13012," previously known as "cigarbox cedars," will grow very well in the Pacific Islands (not Atolls).

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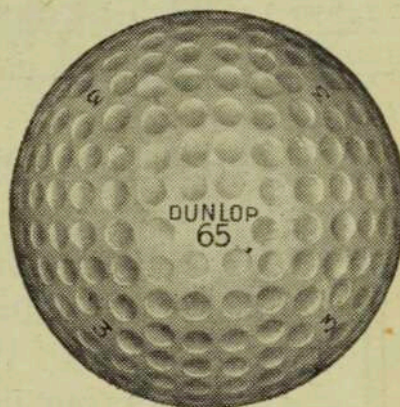
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Guinea, W. A. Anderson.

Resident officer at Lae,
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situation was chaotic. Surely our Service heads have learned from bitter experiences during early 1942, and are able to persuade the politicians what should and should not be done. Or will history repeat itself?

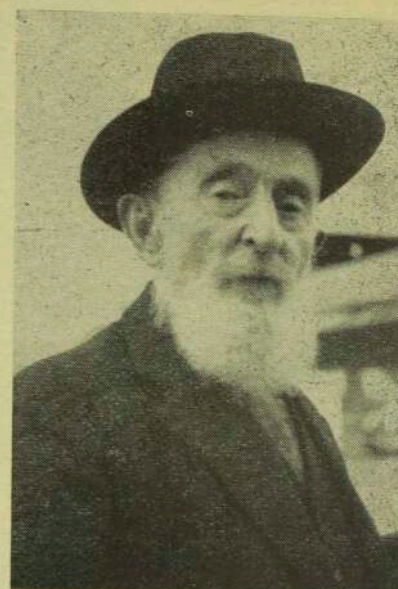
At the Manus base (which, it is reported, will be complete in three or four years' time) servicemen meanwhile are an unhappy crowd (if one can believe the newspapers) because they are taxed on their phenomenally high pay, and have also to pay heavy import duty on canteen goods, while other Territories residents escape income taxation.

There was a modicum of grizzling by the occupation force in Rabaul before the Jap came down in the last war. The main bone of contention then was the difference in status between the AIF and the "Chocos"; the privileges enjoyed by the former to the disadvantage of the latter. It did not make for harmony in a country where tempers are inclined to become easily frayed.

:: :: ::

I'm glad to see E. A. James, MLC, at Moresby, is having a word to say anent the number of ordinances passed by the Local Legislative Council (PIM, May, p. 14). As in the past, the fault, no doubt, lies at Canberra, where with bureaucratic aptitude the bullets are made for Moresby officials to fire.

Pioneer Missionary Goes Home



The Most Rev. Alburtus F. Blanc, DD, SM, who recently retired due to ill health and returned to France after 52 years service in Tonga, the last 40 as Vicar Apostolic.

This photo was taken when the Bishop passed through Auckland.

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Leasing of P-NG Native- Owned Land Suggested

From Our Own Correspondent

PORT MORESBY, May 28.
AT the May meeting of the Eastern Highlands Advisory Council at Goroka, New Guinea, members suggested the leasing of native-owned land.

Mr. Jim Leahy said leases for pastoral land should be granted for a minimum of 15 years, and that leasing would improve the land for the native owners.

Mr. A. Schindler of the Agricultural Department, Aiyura, said that leasing for short term crops would also be useful.

Meanwhile at Port Moresby the Central District Advisory Council also discussed the possibility of developing native-owned land by a leasehold system.

The Rev. D. E. Ure urged that the legal aspect of leasing land should be more fully explained to native owners—if this was done there was a good prospect of unused native land being made available for development. He stressed that this would allow land to be used while preserving native ownership.

Suva's Town Bosses DO Like Trees!

From Our Own Correspondent.

SUVA, June 1.
TUNG by PIM's February head-
line that "Suva's Bosses don't
like trees," Suva's Mayor Mc-
Farlane, proud of his Parks and
Gardens Committee, showed a PIM
representative in May just how
wrong the headline was.

Admitting that the Town Bosses
don't like the three very tall, un-
decorative coconut palms that
formerly stood in the Triangle, or
other decorative but troublesome
trees that interfered with traffic,
telephone lines and caused expen-
sive damage to the Post Office roof,
Mr. McFarlane pointed out the con-
siderable volunteer tree-planting
and public gardening activity that
is currently taking place in and
around the Fiji capital.

Partly due to the coming Royal
visit, partly to the Coronation
celebrations—but mainly because
the Town Bosses feel that a great
deal can and should be done, in
the ordinary course, to beautify
Suva—the Fiji capital is beginning
to look more attractive than ever.
Area Committees, donating their
time and money, have taken over
the beautification of their own
neighbourhoods. Vacant lots in the
town and suburbs, with permission
of owners, are being planted with
flowers and shrubs. Suva's 25 miles
of roads are being planted with
decorative trees.

Last year flamboyants were
planted in Victoria Parade, between
Grammar School and GPH; others
in the area of the new market and
its terminal.

The Mayoress and ladies of the
town have planted 21 trees along
the Marine Drive—which it is
hoped will be renamed Queen
Elizabeth Drive—beyond the GPH
wards Suva Point. Eventually
trees will continue right around the
point to Lauthala Bay. Tar-sealing
of this road will provide Suva with
its most attractive drive.

The Triangle planting project is
in the care of Mr. Harvey Hunt.
He plans to make of it a tropical
garden, where the visitor from
cooler climes may, without moving
out of town, see bananas, sugar
cane, and tropical fruits actually
growing. Dwarf coconuts are be-
ing planted and the whole sur-
rounded by red-leaved caladiums
and other plants or shrubs with
coloured leaves.

The three veteran coconuts have
certainly gone—but the Bosses say
there will be something far better
to replace them soon.

Tree-planting on a much wider
scale in Fiji, with a view to meet-
ing the erosion problem, is at pre-
sent the subject of a campaign by
poster, film, and lecture.

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Stir Over Papuan Oil Search

Drill Development Starts Sharp Share Rise

WHEN the APC bore-hole in Papua reached a depth of 13,743 feet (officially described as the deepest hole in the Southern Hemisphere) there were sudden developments.

The official bulletin says that "the circulating mud fluid became gas-cut, with development of pressure at the surface and, subsequently, the hole caved in, causing the drill pipe and bit to stick." The Co. added: "After the drill-pipe has been recovered, operations will be undertaken to establish the significance of the occurrence."

To the man-in-the-street, this was more or less meaningless. But it apparently meant a great deal to the many speculators who have been feverishly watching the expensive oil search over the years. Within a few hours of the announcement, the shares (nominally 5/-) of Oil Search Limited (which has a modest interest with the big overseas oil companies in the enterprise) began to jump. They had been around 2/-; within a week they were quoted in Sydney and Melbourne at 4/-, and still rising.

As the years pass without success, and the big companies pour more and more millions into the enterprise, the share of Oil Search Limited in the total capitalisation becomes relatively less—hence the market quotation for Oil Search shares has slowly declined. It was 5/- in December, 1949.

¶ Dr. C. J. Austin, who retired after long service as medical superintendent, Makogai Leper Station has been appointed a member of the Lepers Trust Board, which distributes funds, raised by public donations in New Zealand, among French and British leprosy hospitals in the South Pacific.

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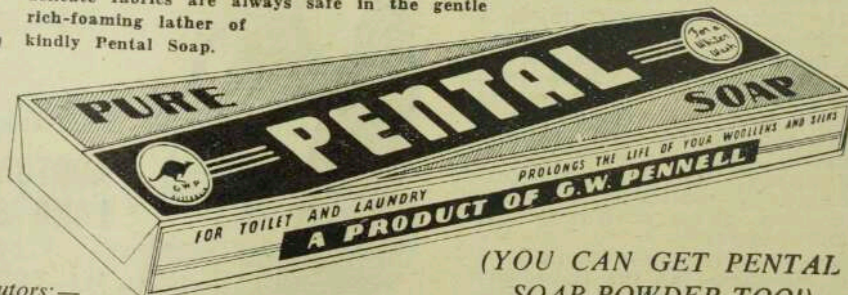


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Naruta Passed in at Rabaul Auction

WHEN the 10,000-ton former Japanese oil-tanker *Naruta* (recently refloated at Rabaul) was put up for auction at Rabaul on May 16, the highest bid (said to be £25,000) was not accepted. It is believed that the ship will now be sold by private treaty, ostensibly for scrap but to be towed overseas, repaired and used again as a tanker.

Naruta (not to be confused with merchant ship called *Naruta Maru*, built in 1935) was built in Japan for the Japanese Navy about 1928; she had a considerable amount of American equipment, and her plates are about 50 per cent. heavier than normal.

Either before or during the war, additional equipment was added to her—heavy winch gear, metal blocks and platforms—which converted her for use as a midget-submarine motor-ship. During the war, in Rabaul harbour, she collected two bombs and a Naval shell—all aft so that only the engine room portion of the ship was damaged. Her oil tanks and 80 per cent. of the rest of the vessel are still in good order.

After the war the Allied navy used her as an oil storage—she was towed round the harbour to discharge her oil to Navy ships as required. When she had outlived her usefulness she was towed to a point off the old burnt wharf in Rabaul and there the curious, or hunters of non-ferrous metal, then got busy on her and were evidently careless with valves, etc. She sank until only her decks were awash.

At one stage she was bought by J. L. Chipper and Co. and then later resold to Andersons Pacific Trading Co., Ltd., who were the vendors in the May auction.

In recent months she has been pumped out and refloated.

One estimate is that there is £75,000 worth of scrap in the vessel, including about £3,000 worth of copper.

William E. Reed, of Sydney, were agents for the vessel and Captain Whitty, now returned to Sydney, acted for them in Rabaul. He says that because of her good coating of oil, little damage has been done by her immersion in the harbour.

(Although all Japanese merchant ships have *Maru* added to their names, Japanese Navy vessels apparently do not—hence *Naruta Maru*, the merchant ship, and plain *Naruta*, a Navy oil tanker. It appears that *Maru* in Japanese means castle and that the term is derived from the fact that the first foreign ships the Japs saw were of the galleon type which seemed to them like castles. When they themselves began

to build large ships they called them *maru* to distinguish them from the small primitive craft they had hitherto built, and the term has been in use ever since).

Photograph of *Naruta*, taken in April.



Miss Veia Love, member of a leading Cook Islands family, was married on March 23, at Alberta, Canada, to Elder T. G. Lowry, of

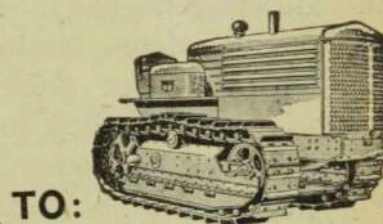
the Mormon Church. Elder Lowry was formerly stationed at Rarotonga and Aitutaki. Miss Love flew to Canada for the marriage.

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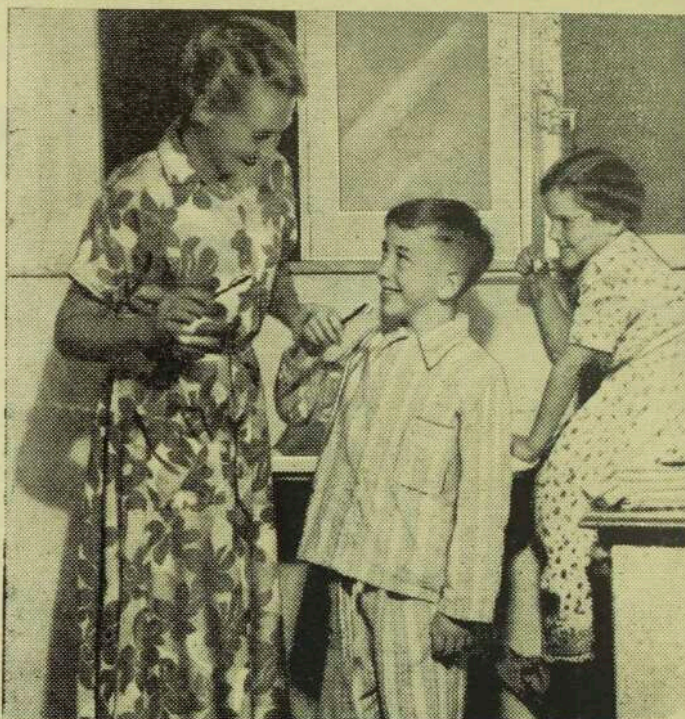
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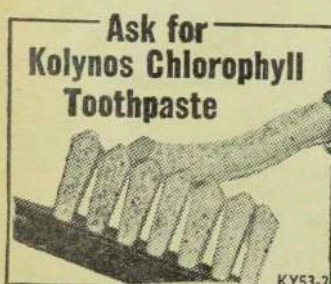
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AIR SERVICE FOR TONGA

Probable TEAL Schedule In July

From Our Own Correspondent.

SUVA, May 25.
TASMAN Empire Airways, at the request of, and subsidised by the Tongan Government, made a proving flight from Suva to Nukualofa on May 20, with a Solent aircraft carrying NZ Civil Aviation and TEAL officials, and a dozen paying passengers.

Subject to a license being issued by Civil Aviation, TEAL announced that it plans to operate twelve flights per year—two per month, every second month. First regular flight is planned to take place about early July; and the fares, Suva-Nukualofa, will be £NZ13-13 single, and £NZ24-12 return. The return flight will be made in a single day, with a two-hours stop-over in Nukualofa.

TEAL has pointed out that, though it would be very desirable that Nukualofa be included in the Coral Route service, this cannot be done, as the entire timing of the Coral Route and Trans-Tasman services would be effected. For the

same reason a longer stop-over cannot be made at Nukualofa, as the return flight must be completed in a single day, as the safety-margin for arrival back at Lauthala Bay (Suva) before dark allows only two hours at the Tongan capital.

The exact dates of the flights will, wherever possible, be timed to fall between the visits of the Union Co's ships' regular calls at Nukualofa, so that an airmail connection will be provided between the surface mail outlets.

Discussions are still continuing with the Tongan Government and Civil Aviation regarding moorings, Customs clearance, radio, and other facilities. However, it is not expected that there will be a hold up in the commencement of the service.

(New Zealand National Airways Corporation included Nukualofa in its service from New Zealand to

the Pacific Islands until the end of June, 1951. The call was then cut out. The local aerodrome, Fuamotu, near Nukualofa, was maintained by the NZ Department of Works and they wished to charge Tonga £10,000 per annum for its upkeep. The Tongan Government said that the Kingdom could not afford that amount, particularly as the air service was of small benefit to the Tongans themselves—it merely benefited a few European merchants and Government officials. It was suggested then that a flying-boat service would suit Tonga better as such craft could use the lagoon and expensive upkeep of an aerodrome would not be necessary).

¶ Mrs. R. J. Lotze, whose husband is manager of the BSIP Trade Scheme, paid a short visit to Suva in May, making the round trip in the *Kurimarau*.

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Help NG Servicemen Before S-E Asia

Legco Member Urges Soldier Settlement

IF the Australian Government could afford to make a gift of £35,000,000 to buy the friendship of the people of South-East Asia, said Mr. Carl Jacobsen, speaking to an adjournment of the Papua-New Guinea Legislative Council in May, then it surely could find sufficient money to finance a War Service Land Settlement Scheme in Papua and New Guinea.

He said that he had been advised that the matter was "receiving some attention"—but that had been said of the Land Titles Restoration Ordinance, which took a matter of six years to be enacted.

Soldier Settlement in Australia was a States matter, but in P-NG it surely was the responsibility of the Commonwealth; and, to his mind, the securing of the friendship and loyalty of returned men in the Territory was as important as contributing to a Colombo Plan, and probably such friendship and loyalty would be more sincere.

A number of Australians who had fought in New Guinea thought well enough of the country to return after the war. These and local

volunteers were fully as deserving of enjoying the privileges of a Land Settlement Scheme as their comrades who had remained in Australia.

Mr. Jacobsen said that he was taking the opportunity to formally protest against the delay in implementing such a scheme in the Territory, and he urged that some-

thing be done without further delay.

(In reply to a question by Mr. Jacobsen at another stage of the session, the Government Secretary said that "the matter of the establishment of a scheme for War Service Land Settlement in the Territory of Papua and New Guinea has been the subject of

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pose investigation. As a result, proposals for a scheme similar to that operating in the Commonwealth are under examination at present by the Minister for Territories and the Minister for the Interior.")

NEW RULES FOR P-NG LAND DISPOSAL

SOME changes in the methods of disposal to private individuals of Administration land in Papua and New Guinea will be made if bills passed by the Legislative Council in May are approved. In the past applicants for any pastoral or agricultural land were usually those who applied first. Now the Administrator in Council will consider any number of subsequent applicants, put the land up for sale or tender, and grant the land, not necessarily to the highest bidder but to the applicant who appears most likely to be able to improve and develop it.

(This Bill presumably refers to land that might be regarded as Crown land, or land that the Administration has at some time granted under lease and which has subsequently been surrendered. It evidently does not apply to land which individuals have located themselves and negotiated for from the native owners through the District Services department).

For Travellers on Aitutaki

PERSONS travelling to and from Rarotonga, via TEAL Coral Route, will soon have accommodation on Aitutaki's main island, whilst waiting connection between aircraft and ship. Lately, passengers bound for Rarotonga have had to wait weeks at Aitutaki.

Mr. John Harrington, local business man, is erecting three native-style cottages as a business proposition and travel facility. They are on Aitutaki island, between the main village and the airfield—not Akaiami islet, where the sea-plane terminal is located.

Mr. Harrington also is completing his own home, near the cottages, part of which will be available for tourist use. A feature is a bar, decorated with the wheel of Alexander, wrecked on Aitutaki reef.

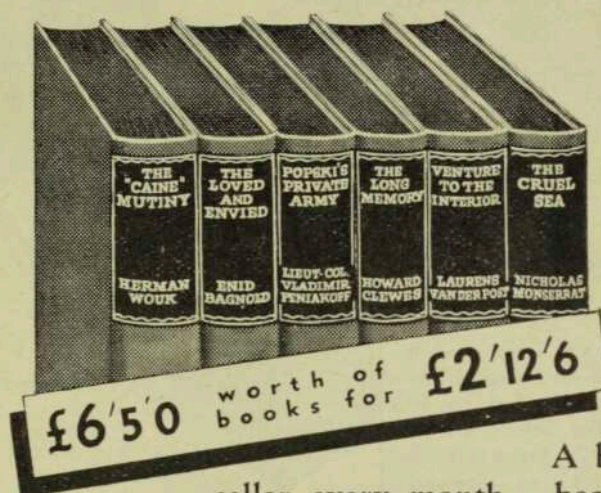
On Akaiami, TEAL soon will build over-night facilities for Coral Route travellers to cope with emergency over-night stops.

A move has been initiated by the Parents' and Citizens' Association at Port Moresby for a Federation of the 14 P & C groups throughout the Territory. The new school at Oroka was officially opened during Coronation Week.

¶ Rabaul now has a father-and-son team as practising barristers and solicitors, the first combination of this sort in the Territory. The newcomer is Mr. Mervyn Wallace Angell James, son of Mr. Harold F. James; he was admitted to the Bar of the Supreme Court of Papua and New Guinea, at Port Moresby, on May 12. Mr. James, Jr., graduated in Law at Sydney University in

1950, following war service, and practised in Sydney before going to the Territory.

¶ Mr. R. V. Cole, Deputy Director of Lands, Mines and Surveys in Fiji since 1944, has been appointed Director in succession to Mr. W. H. B. Buckhurst, who recently retired. Mr. Cole went to Fiji from Brisbane as a surveyor in 1925.



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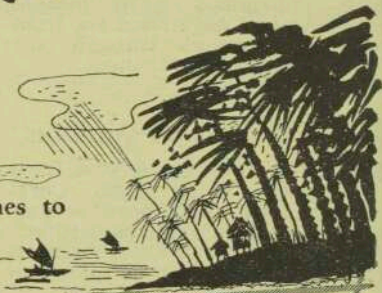


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“CAN ANYONE EXPLAIN THIS QUEER CASE?”

Letter to the Editor

DURING my sojourn in the Islands I have heard of many cases of mental telepathy; but this is the first occasion on which I have been an interested spectator. Here are the facts:

The BSIP's *Kurimarau* was engaged in repatriating labourers from Honiara to northern Malaita ports—Malu, Makwana and Talagoon. Leaving Honiara, we called first at Tulagi, to take on diesel fuel, leaving there again at 9 p.m. on April 24 to make an overnight run east of Gela, up Indispensable Strait, to Cape Astrolabe.

At 11.30 p.m. the head boy came on the bridge and reported: "One boy Mailesi b'long Makwana him e finis."

I proceeded to the lower deck and satisfied myself that death had occurred and that there were no marks of violence on the body. I told the head boy I would go to Makwana first to land the body.

We came in sight of Makwana at 4.15 am; most of the labour on the lower deck having breakfast of tea and biscuits at the time. There was no waving of hands or calicos; there was no shouting—and I did not

have any flags flying. Yet, when I dropped anchor, five small canoes stood off about 20 yards and a big canoe came straight alongside the ship and asked for the body. In the bottom of the canoe was a piece of plywood fitted to keep the body clear of the bilge water, and a folded white shroud.

My Mate, Henry Wilder, came to me and said: "Hey, Skipper, that's funny! How did they know there was a dead body aboard?"

I said to him: "Well search me, Henry, I don't know!"

Probably some PIM reader can tell me.

I am, etc.,
N. W. MACDONALD,
Master MV *Kurimarau*.

SALE OF LIQUOR TO NATIVES

P-NG Ordinance Tightened Up

A PRIVATE member, Mr. D. Barrett, introduced a bill in the Papua-New Guinea Legislative Council at the May session. This is unusual, as virtually all bills are introduced by official members.

However, the bill produced no fireworks, and no debate—it was a measure to amend the Trading With Natives Ordinance so that a

licensed trader who is convicted of selling intoxicating liquor, firearms, ammunition or explosives to the natives is liable to have his licence suspended or cancelled.

It was felt that this would be a greater deterrent than the present penalties, which provide only for imprisonment or a fine.



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THE INDIAN CLAIM TO A HOME IN FIJI

Suva Merchant Argues that Inter-Racial Harmony is Possible

Written for *Pacific Islands Monthly* by SHANKAR PRATAP

THE article entitled, "Some Brutal Facts about the Indian situation in Fiji and Elsewhere," in the December issue of *Pacific Islands Monthly* casts an unmerited slur, not only upon Indians who have made their permanent homes in Fiji, but upon the continent of India. There is much that is exaggerated and misleading. Mr. Robson makes many statements with which I cannot agree.

I would like to take readers back to 1918, when Rev. C. F. Andrews paid a visit to this Colony and, in his report condemning the indenture system, opposed recruited immigration in any form from India. The then Governor, expressing his opinion, said:—

"I refuse to believe that it is impossible to devise some scheme of immigration from India, which shall assist the industrial development of this colony, and at the same time provide for immigrants, in the first instance, congenial employment under favourable conditions, and, ultimately, a prospect of settlement

and advancement far more attractive than any prospect which their own Country offers them.

"I have not been here long, but I have already seen something of the industrial and agricultural possibilities of the Islands, and I do not hesitate to say that the man who makes the errors of the past a pretext for closing the door against immigration from India in the future, will be doing a lasting dis-service to our fellow-subjects of that Empire."

I am glad to note that Mr. Robson also reflects the same thoughts when he says: "Such a remedy (to deport Indians) is politically impracticable, and would bring about the economic collapse of one of the most prosperous of Britain's smaller colonies."

"The Indian is a ceaseless toiler" (in the words of Mr. Robson) and as such he has already become an integral part of the Colony. What more does the writer want? Would he expect Europeans, for example, to start wearing a Sulu instead of

The Editor of PIM, in an article in December, surveyed the Indian settlements in British territories in and around the Indian Ocean, and in Fiji and commented upon their prodigious growth.

He could not see a future for any race, except the Indians, in those lands; and he expressed grave concern for the well-being of the Fiji natives, whose land rights were guaranteed by Great Britain in the Deed of Cession. There are now 150,000 Indians and 130,000 Fijians in Fiji, and the Indians are increasing more rapidly.

A large and increasing proportion of the Indians in Fiji are Fiji-born and educated, and perhaps the future of the Colony is in their hands. Mr. Shankar Pratap, thoughtful and cultured, speaking perfect English, is typical of this new class. At our invitation, he wrote this forceful reply to our article.

trousers; to sing mekes and play the ukelele in place of orchestral music; to discard beer, rum and whisky in favour of Yangona; to live in bures instead of in concrete buildings; to adopt Fijian manners and customs and ways of living? If he does not ask that of Europeans,

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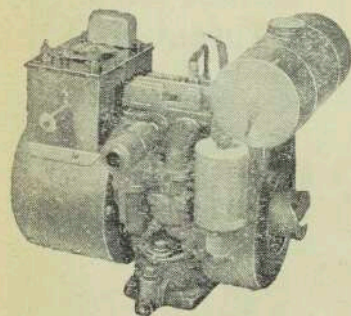
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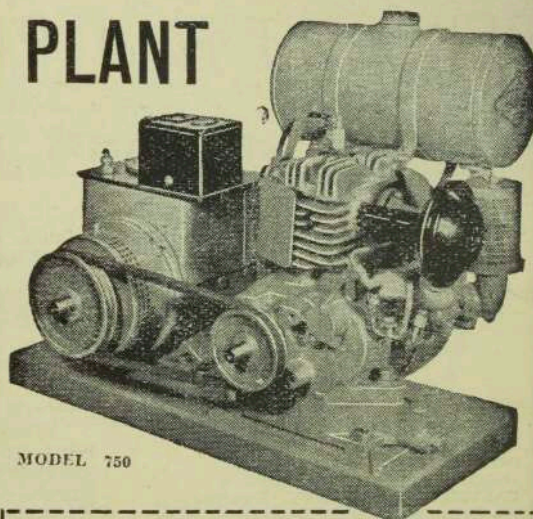
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why does he ask it of a community which, in the words of the writer, had "a civilisation and a culture antedating that of Europe?"

THE Indian is a good mixer. In the schools, at weddings, in social functions, Fijians and Indians entertain each other. Europeans are invited also. But very seldom are invitations to European functions issued to non-Europeans.

The European is the greatest isolationist. He does not like sending his children to an inter-racial school; he refuses common bathing facilities with people of other nationalities; he does not, except in rare cases, invite other races to his social functions; he seldom goes to live in a Koro with Fijians, except when it suits him; he inter-marries, but only when he has to, and the progeny are not properly cared for—when such offspring seek admission to schools reserved for

come when the Colony would not be able to support its increasing population. Would our Australian friends then throw open their vast unoccupied territories for our loyal and fine race of Fijian people? Australia has welcomed Italian settlers to her shores for settlement? What about the loyal and peace-loving members of the Empire, whose only disqualification, perhaps, is the colour of their skin?

OUR experienced writer should use a little caution when making suggestions and using slogans, as they can have remarkable psychological results. Irresponsible phrases such as "There is racial antagonism between Indians

(Continued on Page 93)

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Mr. Pratap.

European children they are not favourably considered.

Any visitor, on the other hand, can see for himself how hundreds of Fijian and Indian children attend mixed schools and are growing up in an atmosphere of fraternity, toleration and co-operation.

The policy pursued by statesmen in the British Empire—which is still being advocated—is to preserve the cultures and traditions of the various peoples that comprise the British Empire. Cultural differences do not make a person anti-British. Scientific men are sent out at considerable expense to all the Colonies to preserve and revive their culture. Let you argue that the Indians in Fiji should forget that which is so much prized by all—their old culture and traditions.

Even if wholesale deportation took place, and Fijians were left to themselves in this Colony, with their resources undeveloped, a day would

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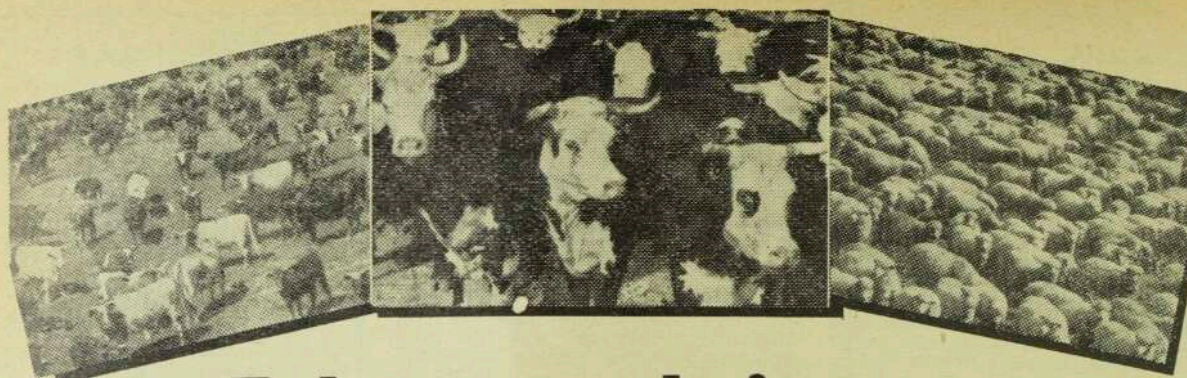
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- 12-oz. Corned Beef W/C.
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- 12-oz. Chocolate Pudding.

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- 13-oz. Tomato Sauce.
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- 12-oz. Sheep Tongues.
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- 16-oz. pats Butter.
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- 30-oz. Apricots.
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- 30-oz. Raspberries.
- 16-oz. Loganberries.
- 30-oz. Loganberries.
- 16-oz. Gooseberries.
- 30-oz. Gooseberries.
- 16-oz. Cherries.
- 16-oz. Fruit Cocktail.



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- 12-oz. & 24-oz. Apple Jelly.
- 12-oz. & 24-oz. Quince.
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- 12-oz. & 24-oz. Marmalade.
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- 12-oz. & 24-oz. Strawberry.
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"VERBOSITY," SAYS MR. JAMES

The Absurd Business of Permits

EXTRAORDINARY complexity and verbosity were a feature of all laws and regulations in the Territory of Papua-New Guinea, said Mr. E. A. James, member for Papua, at the Legislative Council meeting in Moresby in May. To prove his point he quoted a form that now must be filled in by anyone requiring a permit to enter Papua.

He said that it was necessary to give name, occupation, date of birth, place of birth, nationality, the date of arrival in Australia from somewhere or other, where he had been during the past five years, marital state and, if married, name of spouse, his or her present address and names of children. He said that until recently, all the permit that had been necessary for a *bona fide* resident of Papua was a simple form issued by the Customs.

The Chief Collector of Customs, replying, said that the new regulations were designed only to bring Papuan regulations into line with New Guinea. Moreover, Mr. James refused "Permit to Enter the Territory" with a "Permit to Re-enter."

Permits to Enter are issued in Australia to persons who are going to the Territory for the first time. Permits to re-enter the Territory are issued by the Customs Department in the Territory either on written or oral application of the residents concerned. There never had been any necessity to fill in a form for a re-entry permit. Residents travelling from Papua to New Guinea or vice versa, are not required to fill in any form.

"Very Disappointing," Says J.T.

The assurance that the regulations in question were just to "bring Papua into line with New Guinea" is not likely to placate

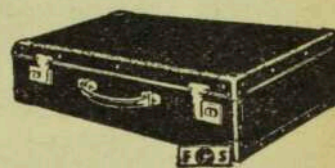
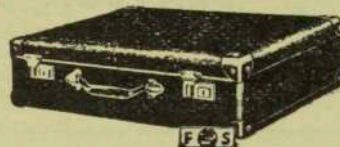
Mr. James—or any pre-war resident of Papua to whom this now oft-repeated phrase is like a red rag to a bull. In spite of the Chief Collector's explanations there still are many mysteries in the permit field.

In February, I filled in the form described by Mr. James and finally received a "Permit to Enter." I put it carefully away in a folder, and there it still is, although in the meantime I have travelled a few thousand miles around New Guinea and back to Australia. No one inquired tenderly about it, or wished to look at it, or put a rubber stamp upon it—which, of course, was all very disappointing.

I entered New Guinea by the back door—that is, via the Hebrides and the Solomons—and the first port

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All enquiries through your Island Trader will receive our prompt attention.

of call in P-NG is Kieta, in Bougainville. There, I fully expected to be asked to produce my Permit and to be inspected for spots and assorted rashes. Both my Permit and I were ignored. So was everyone else.

I gathered that the European medical assistant at that port had come out prepared to do his duty, but that about 50 natives from Kieta, on their way to Rabaul, had beaten him to it and had simply walked on board and mingled with those already there. Hence any state of quarantine in which we were supposed to exist had already been broken. Anyway, that was one passenger's theory—but it might be that they don't have inspections there.

When I got to Rabaul I decided to go on in the ship to Kavieng. I found a Customs officer in a wharf shed, acquainted him of the fact and asked if he wished to see my baggage. He wanted to know where it was and when I said, "On the ship," he said that was OK. At Kavieng, complete with luggage, I got off the ship; and I returned by plane.

In Lae, when I finally left for Port Moresby, someone asked my name and address. In Moresby, an hour later, I was again asked the same thing, and ticked off on a list.

Ten days later, when I left for Australia, I found that all I had to do was to pay my airways fare. There were no clearances necessary; no permits. This really shook me, because never before have I managed to get out of any country without filling in at least one form. I scarcely believed it and until the moment

the plane took off, expected to be thrown off it for not having complied with some regulation or other.

When I inquired, privily, of a Papuan resident what the score was, I was informed that if you leave Papua for Australia no permit or papers are necessary; but if you leave from New Guinea, you have

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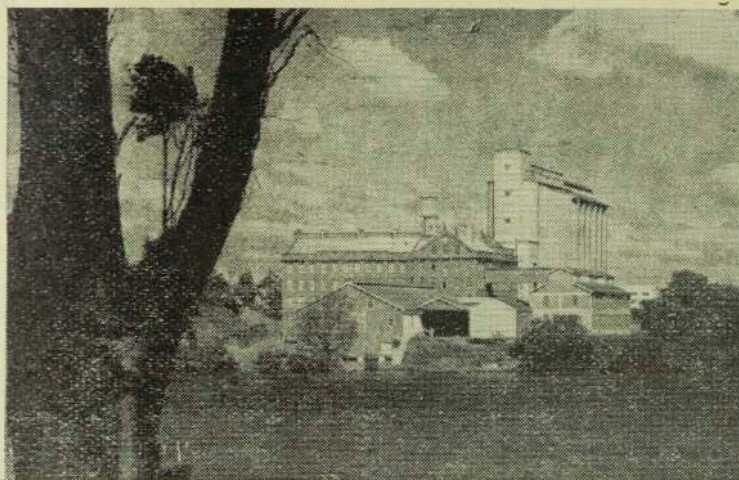
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COMBINED FLOUR OUTPUT: 888,000 lbs. per 24 hrs.
COMBINED SILO CAPACITY: 1,000,000 bushels

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to have some sort of document. (This may be true, or just a libel on TNG by the Papuan resident—but if the former is the case I suggest that, for once, New Guinea be brought into line with Papua.)

In Brisbane, apart from demanding to know if I carried any firearms, and looking coldly at the souvenir butter-knife I had acquired in Port Moresby (P-NG takes the prize for the country most devoid of souvenirs likely to be collected by travellers) Authority passed me through without formalities.

There were, as well, the minimum of formalities in the Hebrides and the Solomons. This all leads to the conclusion that travel in the South-west Pacific is bureaucrat-free; a delightful change from the other side (Fiji, Samoa, etc.) where since the war Officialdom has had a positive rush of form-filling to the head—J.T.

NEARLY A TRAGEDY 70 MILES FROM PITCAIRN ISLAND

CLANG-CLANG-CLANG — three sharp notes from the Pitcairn Island bell, the signal to assemble for public work.

It was Saturday afternoon (April 4), a time usually reserved strictly for rest. But there was something urgent in that call, and the people hurried to the cliff overlooking the boat-harbour.

There, coming in, was *one* boat. Where was the other?

Two days before, on Thursday, two boats had departed for one of Pitcairn Island's most popular picnic cruises—a visit to uninhabited Henderson Island, over 100 miles away. There were 16 young men and two girls, all in charge of 75-years-old navigator George Warren.

The breeze started them off at 5 knots; by Friday morning it had increased to 7½ knots; and, by log, Henderson should have been in sight. But, as sometimes happens, a drift or unusual current had put them off course. After vain searching around, they left on the return to Pitcairn at 3 pm.

The sea got rougher. Close-reefed, and doing 6 knots, the boats kept close together. At 10.20 pm, the second boat, 50 yards astern, carrying 8 men and one woman, was caught by a big wave, and turned right over.

Within five minutes the leading boat had her sails down and was owing back to the rescue. Fortunately, it was moonlight, and all nine persons were found and taken aboard. The second boat had disappeared.

They were 70 miles from Pitcairn, and the overloaded boat was taken long under jib only, until after daylight. Then they used more

sails, to get home before dark.—
Specially contributed.

Natives in employment in Papua-New Guinea, at the end of March, 1953, totalled 61,750. Of these, 46,942 were working for private enterprise—25,389 under agreement and the rest casually—and 14,808 were work-

ing for Government departments and Police.

The Messageries Maritimes proposes to replace the *Polynésien* in the Australia-New Caledonia-New Hebrides service, with a vessel of 2,400 tons, due for delivery in August, 1955.



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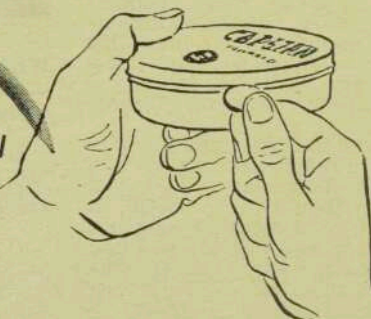
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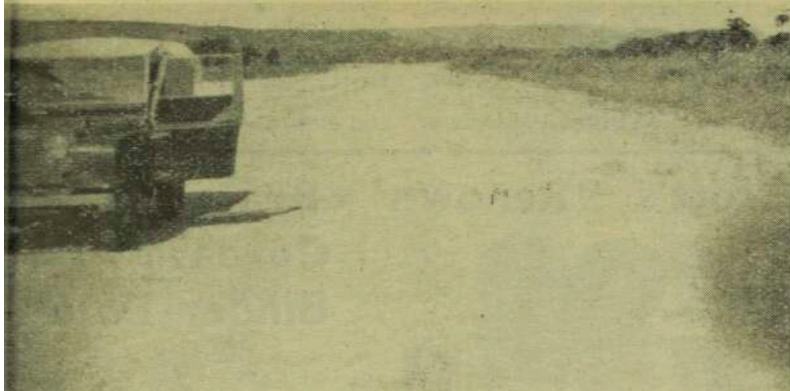


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Henderson Field—Eleven Years After



This is the once-famous Henderson Field, Guadalcanal, not far from Honiara, BSI. Much American Marine blood was spilled around here in 1942-43, and Americans perfected this and other bomber and fighter strips in the vicinity. The Japs started Henderson Field in what was once a coconut plantation, and the Yanks moved in when it was near completion. In April this year its hard-packed coral surface was being re-conditioned. The local rumour was that it was to be used by Skymasters in a service to Nauru and the Gilbert and Ellice Islands. Henderson Field has not been used in recent years. The regular Qantas DC3 service uses a fighter-strip nearer Honiara.

Gold Mines of Papua Limited, which was formed from another small gold company over 20 years ago to work a reef on Misima, and which once was well valued on the stock exchanges, is being liquidated. Its properties had been found prac-

tically valueless before the war, and it then was deep in the red; but it got something substantial out of War Damage compensation, which served to partly recoup its backers. Shareholders, of course, lose everything.

† Mr. R. H. McEwin, manager of the Vanikoro Kauri Timber Co's undertakings on Vanikoro, Southern Solomons, travelled to Suva in May per *Kurimarau* and, from there, flew on to Melbourne.



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JAPAN DECLARES WAR

On Fiji's New Button Industry

From Our Own Correspondent.

SUVA, May 25.
MR. A. F. KULENKAMPFF, representative of a German firm manufacturing shell button-making machinery, and large importers of shell, was in Fiji in May, conferring with Mr. A. G. McCown, of Pacific Pearl Shell Products (Fiji), Levuka. The latter's factory, about to commence production of trochus buttons, is equipped with the Kulenkampff machinery.

Mr. Kulenkampff was also in conference with Mr. B. D. Lakshman, an Indian business man of Lautoka, who has also been recently granted a license to establish a trochus-button factory.

Mr. Lakshman, a former member of the Fiji Legislative Council, hopes to have his factory ready for production by early 1954. Mr. S. Pratap, of Suva, when recently in Australia, investigated the button market on behalf of Mr. Lakshman and reported favourably on market outlets in that country, New Zealand, the US, and in Europe.

Mr. Kulenkampff indicated that the Japanese appear to be making

an all-out drive to capture the world shell-button trade. Although America, most important consumer, levies a 70% import duty on finished shell buttons from foreign sources, Japan can still land buttons cheaper than the American-produced product, and cheaper, too, by far, than buttons produced in the Philippines,

which are not charged the 70% import duty.

Mr. McCown stated that he has lodged a strong protest with the Australian Government against what he regards as almost free Japanese access to the trochus and MOP beds on continental-shelf waters around northern Australia and New Guinea. A well-equipped

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Japanese shell-fishing expedition is already on its way south.

So far as is known, nothing has been published about recent secret talks in Canberra, between Australian and Japanese Government representatives. Mr. McCown's information is that the Japanese will not be interfered with outside the three-miles' limit, though well inside the 100-fathoms line.

It is also known, he says, that trochus fishing is being combined with ordinary line-fishing by such vessels as that recently arrested in New Britain waters.

At the moment, representatives of Japanese shell-buyers are keenly bidding in Fiji for trochus. Recent prices are reported to be as high as £180 or more per ton, and this is regarded as an attack against the appearance of a cotton industry in Fiji. It is confidently expected, however, that the Fiji Government will shortly place an export ban on all trochus except that in excess of the local industry's requirements.

Mr. McCown is confident that his company will be able to market its products satisfactorily.

On the surface, it would appear that the only answer to Japan's cheaper production methods is to deny her the main sources of shell, by reserving them for the use of local industry. Thus Australian shell might be processed into buttons, say, in Papua, under cheaper labour conditions—the industry being largely financed by the big overseas buying concerns in America and Europe. There is every indication that these concerns are interested in such propositions. Already, shell imported into America is being exported to Puerto Rico for processing and then returned as buttons, manufactured with cheap labour, duty free.

Mr. Kulenkampff left Fiji for Sydney where his company has a branch, and thence for the shell centres—Thursday Island, Darwin and Broome.

Messrs. Hyne and Son Pty. Ltd., millers, of Maryborough, Qld., exported 50,000 super feet of timber from Honiara, BSIP.

LIGHTERS FOR HONIARA

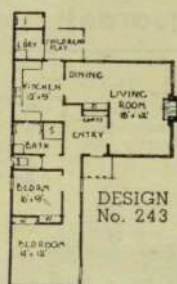
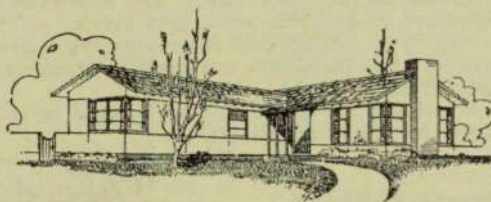
THE British freighter *Eskbank* having delivered the *coup-de-grace* to Tulagi's tottering wharf in March, thus ending overseas shipping activities there, seven cargo lighters hastily ordered from Suva, were completed by Millers, Limited, and taken back to the Solomons for use in working Honiara's open roadstead port, by the *Kurimarau*, on her May voyage from Fiji. Further lighters are on order.

Cargo sheds recently constructed at Tulagi are now of little use there and will, presumably, be removed to the Honiara port area, 24 miles away, on Guadalcanal.

Tenders for Rabaul Wharf

TENDERS have been called for a new steel and concrete wharf at Rabaul, NG, to replace the present fast-disintegrating pontoon wharf that serves the busy Rabaul district. The new wharf is to be 400 feet long, 40 feet wide and have three approaches. It is to have cargo sheds measuring 350 ft by 100 ft.

The following are new Justices of the Peace in Fiji: Lieut.-Col. G. F. Miles, Pandit Ami Chandra, Mr. C. Harvey Hunt, Mr. Samuel Hollander and Mrs. N. A. Innes-Will.



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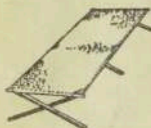
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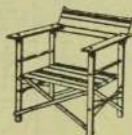
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"Aberdeen" your guarantee of quality



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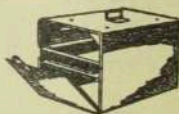


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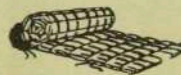
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Pre-war photos of Lake Wisdom (right) and its outlet.

Lake Wisdom Eruption

ALTHOUGH the rest of the world knew that there had been an eruption on Long Island (between the New Guinea mainland east, at Saidor, and the western tip of New Britain), the 370 natives who lived there did not know of it until the evacuation ships arrived to take them away a few days later.

The eruption occurred (and the

cone continues to erupt) in Lake Wisdom, a crater lake maybe seven miles by seven miles in the centre of the 12-by-19 miles island. The lake is surrounded by hills, one of which is 1,000 feet high, and none of which is less than 500. The two main villages, and a small break-away group, were situated on the foreshores of the island and well out of sight of the lake—which

accounts for the fact that they did not know of the eruption.

The history of Long Island follows a familiar pattern—the story of a marine volcano that eventually formed an island, then resumed volcanic activity towards the end of last century, culminating in a

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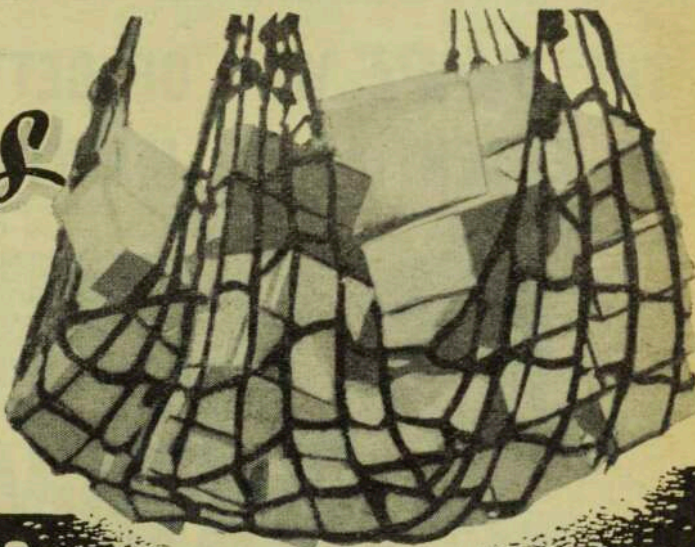
When the bowels refuse to work naturally and regularly, the body absorbs poisons from the waste that remains in the system. Constipation brings sick headaches, biliousness, coated tongue and unpleasant breath, flatulence, loss of appetite, blemishes and other troubles which quickly upset your health and well-being.

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tremendous eruption which blew out the centre of the island and formed the crater lake, subsequently called Lake Wisdom (after a former NG Administrator of that name?)

Native legend is to the effect that there were warnings of an impending disturbance then and most of the inhabitants who lived there got away to the mainland before it blew up. The island remained uninhabited for many years, but between 1920 and 1928 a few returned and it was these people and their descendants who were evacuated in May.

The present volcano, when inspected on May 11, was of no great size—a horseshoe shape, with the lake waters lapping into the open side, and about 100 feet high. Steam clouds rose to normal cloud level and eruptions of pumice and rock fragments were being thrown two or three hundred feet. This is not the first cone that has erupted in the lake—a small one was sighted and photographed during the Pacific War, but it was not visible when inspected by a vulcanologist last year.

On May 10, the day after the eruption was reported by a pilot of Qantas Empire Airways, the Madang District Commissioner, Mr. C. D. Bates, flew over the volcano and that night had coastal ships moving to the island to evacuate the natives.

A government party consisting of the Administration's senior geologist and the Acting Director District Services, flew from Moresby on May 11 and, with Mr. Bates, that day made another inspection. The party, with Mr. J. Best, Rabaul vulcanologist, made a final inspection on May 12.

THE natives apparently did not mind leaving the area and it has been suggested that the Administration acquire land for them near Saidor, on the mainland coast, where they can settle permanently. Although they have lived on Long Island for many years they are apparently not a seafaring

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people—and they seem to have, in addition, a healthy respect for volcanoes.

Vulcanologists have for many months been keeping a close check on Umboi Island, which is in the same area as Long Island. Thermal springs on Umboi have been showing signs of great activity and it was thought that these could culminate in a volcanic disturbance about March 1953.

Long is a very big island, and Mr. Karkar Schmidt (now living in retirement at Gosford, NSW), says there is good cocoa land there. He lived for years on neighbouring Karkar Island, and knows Long Island well.

ANOTHER POLITICAL PICNIC FOR NAURU

TRUSTEESHIP Council control over Pacific Islands Territories generally is a useless, negative system; but it at least does provide deserving politicians with pleasant islands jaunts at the public expense.

A party of nearly a dozen politicians and officials has just concluded Pacific Islands tour embracing Nauru, New Guinea and Western Samoa; and now another visitation is being arranged for Nauru.

Nauru is hard to find on the map—a pin-point near the equator, north of the Solomons. It has only a few hundred natives, but its phosphate is worth many millions. It is in the joint care of Australia, Britain and New Zealand, under trusteeship.

A party of 6 Australian politicians (Government, 3 Labour) is being arranged under Senator Laught's leadership to proceed to Nauru in July to "inspect." They will be joined on the phosphate ship *Orinoco* in June by similar parties from NZ and Britain. They will be away for at least a month. (Any active man could inspect Nauru in one day).

Broadcasts from 9PA

Broadcast times from 9PA Port Moresby and Shortwave station VLT as from May 8 are:

(On 6130 Kcs.)

Monday-Friday: 6.45 a.m.-9.30 a.m.
11 a.m.-12.45 p.m.
4 p.m.-10.45 p.m.
Saturday: 6.45 a.m.-8.30 a.m.
12 noon-11 p.m.
Sunday: 7.45 a.m.-11 a.m.
12 noon-2 p.m.
4 p.m.-10 p.m.

An extension of Cook Islands citrus plantings by 500 acres, from the present 325 acres, has been approved by the NZ Government. Under the plan, the fruit yield could reach 300,000 cases per annum by 1968.

CI NATIVE BECOMES RA

THE appointment of Mr. Pamatatau, at present radio operator on Mauke Island, Cooks, to the position of Resident Agent, Puka Puka, was announced in May. Mr. Pamatatau has been Acting RA on Mauke for some time.

It is understood to be the policy of the Cook Islands Administration to appoint Cook Islanders to these positions where possible. Rates of pay for Cook Islanders in these positions are considerably lower than those paid to Europeans.

The Fiji Trade Summary shows that the Colony exported 222 tons of trocas, valued at £28,828, in 1952.

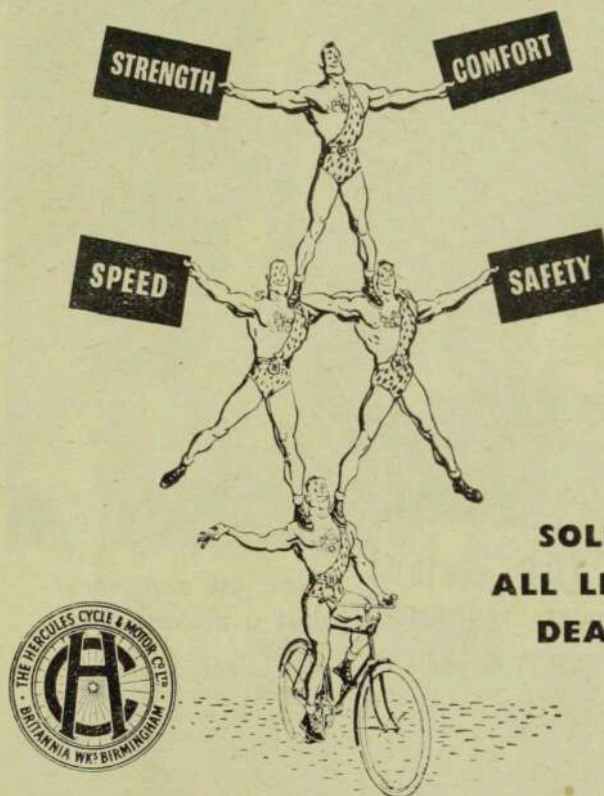
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P2-161

JAPANESE FOR NEW CALEDONIA

Social Aspects of the Labour Problem

ONE of the fundamental problems of the Pacific Islands—how to ensure a suitable supply of labour for established industries—may be seen in all its nakedness in Australia at the present time.

The Chief Secretary of the French Colony of New Caledonia, M. Biros, has undertaken a diplomatic mission to Canberra, to discuss with the Australian Government a proposal under which from 600 to 1,000 Japanese will be brought into NC under indenture to work the nickel and chrome mining industries, backbone of the French Colony's economy.

In the past, NC has gone to Java and Indo-China for this labour. To-day's post war political troubles have shut off both sources. The few Javanese left in NC are being called home. The Melanesians of NC and the Loyalties, in the French view are neither numerous nor dependable as labour. The employers must go, therefore, to China or Japan.

Apart from the facts that Australia is only 700 miles away, and there is much trade between NC and Australia, Australia has no voice whatever in NC affairs. But knowing Australia's extreme sensitivity in relation to Asiatic settlement, NC is tactfully consulting Australia.

There is no doubt about Australia's popular reaction. The Deputy Leader of the Parliamentary Socialists, Mr. Calwell, and the president of the Returned Servicemen's League, have raised loud voices against the plan. They have good reason.

ALREADY there are heavy implanations of Asiatics in New Guinea, New Hebrides, Fiji and Tahiti; and every one of them has taken place because the repatriation provisions of a system of indentured Asiatic labour broke down and the eager Asiatics were allowed to make permanent settlements.

An international discussion, with a view to the adoption and implementation of a policy to control Asiatic settlement in the South Pacific Islands, is now called for. Australia should take the initiative in such a discussion, because Australia's White Australia Policy is due for revision. Unless the United States is prepared to join with us in keeping a million armed men permanently on guard in the New Guinea area, the surplus millions of an overcrowded and awakening Asia cannot be kept indefinitely out.

of the comparatively empty lands of the South Pacific.

If we cannot stop the flood, at least we should try, for the sake of our own survival, to adapt ourselves to the conditions which it imposes.

However, that deals with the long view. The immediate question is: If Australia does not like the thought of establishing a Japanese community in NC, where are the French industrialists going to get labourers? And, by the same token, why should they not take a look at Fiji? There should be no difficulty in recruiting a few hundred Fiji-Indians for service in NC.

HELP FOR COOK IS. CITRUS INDUSTRY

SUVA, May 30.

THE Resident Commissioner of the Cook Islands, Mr. G. Nevill, returning to Rarotonga after consultations with the NZ Government, reported that approval in principle has been granted for a large extension of the citrus replanting scheme in the Lower Group. The expenditure has yet to be approved by Cabinet. Expenditure of £11,000 on a new cool store for fruit at Rarotonga has been approved. The money will be granted as a loan, half to be interest-free for five years.

Cottage Hospital at Goroka

A SMALL Cottage Hospital has been built at Goroka, and is the first hospital to be erected in the New Guinea Highlands for treatment of European residents.

It will accommodate about four patients, and while there will be no permanent nursing staff it is anticipated that the services of trained nurses now residing in the Highlands will be available when required.

MORE GOLD IN FIJI

THE shares of Fiji's Emperor Mines reacted sharply to the announcement that recent exploration there has proved the existence of additional big and rich ore bodies, alongside the area being worked.

The new goldmines town of Vatoukoula seems assured of a long and prosperous life.

† Mr. John Cox, of Bougainville, was on leave in Brisbane in May.

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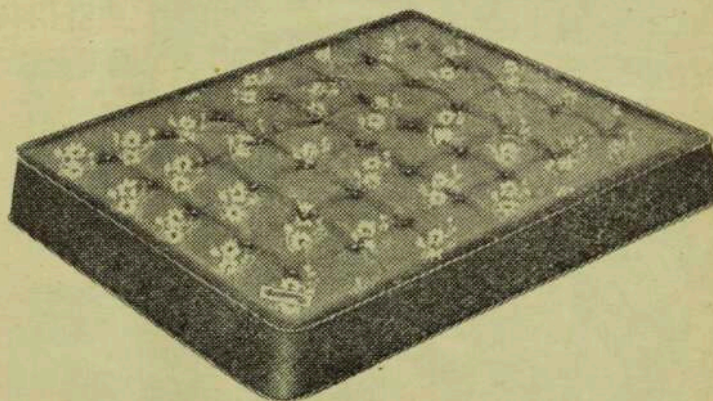
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Bound for Tonga per May Tofua from Auckland recently:

Governor Ahome'e and Miss E. Ahome'e who returned to Vavau after leave.



Mr. and Mrs. T. F. Taumoepeau had been on leave in Sydney and had placed their son at Newington College there. Mr. Taumoepeau is Collector of Customs and Post Master at Vavau.



After six months leave in New Zealand Mr. H. W. Cocker, Foreman of Works in Tonga, and Mrs. Cocker, returned to Nukualofa.



Mr. C. E. D'Ath, of Auckland, joined the staff of the Treasury at Nukualofa; and attractive Miss Marlene Schaumkel, Lady in Waiting to Princess Mataaho (who journeyed to the Coronation with Queen Salote) returned to Vavau after accompanying the Princess as far as New Zealand.

Mr. C. N. Nettleton, Government Architect in Fiji since 1946, has been transferred to Sarawak. He designed the new Queen Victoria School, the new Suva automatic telephone exchange, the Nausori and Ba police stations, the nurses' home in Suva, the Indian Technical School at Labasa, and many smaller buildings.

Tahiti residents in London for the Coronation included Mr. I. E. (Ickie) Walker and his daughter Colette—recently nursing in New Zealand—and Miss Anatila Nordman, daughter of Mr. Oscar Nordman.

The Rev. W. R. Hill, Methodist missionary at Savu Savu, Fiji, and Mrs. Hill returned to Fiji in June, after long leave in Australia. They were entertained in Perth, before departure, by a large gathering representing mission organisations.



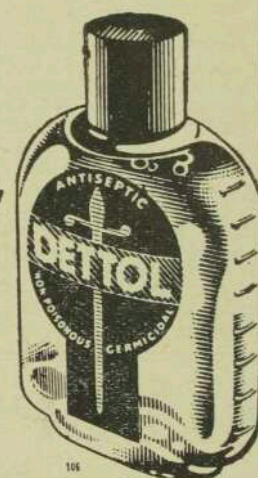
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RABAU'S TOADS AND SNAILS

And Other Pests

From JUDY TUDOR

RABAU smells these days, in fact as well as metaphorically. Of squashed giant toads and giant snails toasting in the sun, and of lavatories. No septic tank exists in the whole area, maybe because Rabaul has so lately given up being "temporary"—maybe through some whim of local health department authorities.

The sanitary arrangements are therefore of the type you usually find stuck half a mile down the back yard in Australian country towns. But for some reason, Rabaul has brought the contrivances right inside the houses with them. This may save many a long damp trek; but no one need imagine they don't make their presence felt—especially during periods of prolonged wet (as recently) when all smells are intensified.

The toads—which range in size from that of a puppy-dog to that of an ordinary frog—were introduced just before the war, and have spread all over the Gazelle Peninsula, maybe further. They were brought in to catch insect pests—as were those in Queensland and Fiji—but in NG they still remain, as yet, giant. They come out in thousands at night and hop about inside the houses, in the garden or down the roads where the wheels of jeeps and cars and trucks explode them with a loud pop. In the next day's sun their mangled corpses send forth a fine stench.

Much the same effect can be got from squashed giant snails, which also swarm across the roads in the night, or when there is sufficient damp to attract them. Any car journey is accompanied by the continuous scrunch of snails.

It has been said, for several years now, that the giant snails introduced by the Japs are far less of a nuisance than immediately after the war. But they are less of a pest only in degree. They still eat the young cocoa plantings at Kerevat and are a menace to domestic gardens. They can be kept at bay with commercial snail-bait; but this is expensive when the snails are large and in millions, and the bait can be washed away by heavy rain.

They are still spreading in the Gazelle Peninsula; and, as no effort is made to stop them, it is impossible to say how far they will go, eventually.

Anything likely to introduce the snails is tabu in the Highlands of the mainland.

GATHERING IN THE DOGS

On the main road in Rabaul any evening you are likely to meet a

procession of police-boys, one trundling a mesh box on small pneumatic tyres, with sundry helpers in the van, and flanked by a couple of other PB's with stout, long-handled nets.

They are off, they will tell you, to the other end of the town where "planty too much dog he stop." They are the town's dog-catching outfit.

There is a dog tax, but plenty of stray dogs, still. Imported labourers usually acquire one or more dogs while working in the area. When due for return to their villages, they bring the dogs with them to the transit camps and tether them there by the dozen. As virtually all labour is transported by air these

days, embarkation day is literally D-Day for the unfortunate pooches. A few, by some means, are got on board; but generally the air companies refuse to carry these dogs. They are loosed on the town—hence the dog-cart and the dog-netters.

¶ Mrs. Lucy Brodie, an old resident of New Guinea, left for Europe on May 29 on the *MV Australia*. She plans to reside indefinitely in England. Three of her children are in New Guinea—Mrs. Marjorie Shields, of Madang (whose husband died last year); Mr. Ken Brodie, who is in the Army, and stationed near Wewak; and Mrs. Joan Wilmott, of Rabaul.



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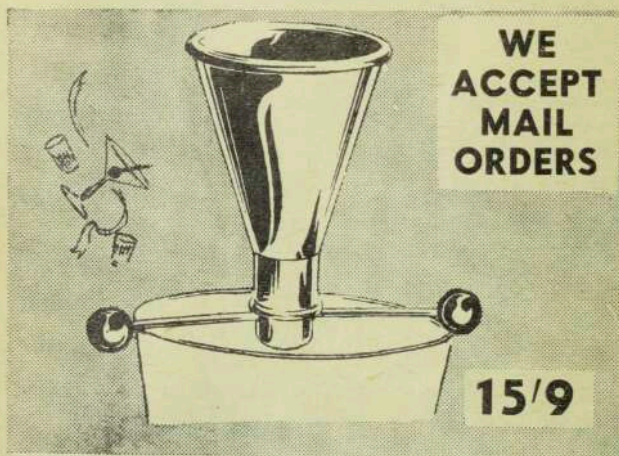
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Visit of G&E Officials to BSIP

From Our Own Correspondent

HONIARA, May 16.

THE Resident Commissioner, Gilbert & Ellice Islands Colony, Mr. M. L. Bernacchi and Mrs. Bernacchi, with the Accountant-General, Gilbert & Ellice Islands, Mr. W. H. Brabant, the Secretary to Government, Mr. I. G. Turbott and the Co-operatives Officer, Mr. K. Nicholson, left Honiara, BSIP in the Colony vessel *M. V. Nareau* for Tarawa on April 20, after a fortnight's stay in the Protectorate.

Mr. A. J. Carstairs, Assistant Superintendent of Police, British Solomon Islands Protectorate, also travelled in the *Nareau* to Tarawa. He will act as Superintendent of Police in the G & EIC during the absence on leave in England of Mr. C. Moore.

Mr. Bernacchi and his staff discussed Colony problems with the High Commissioner, Western Pacific High Commission (Mr. R. S. Stanley, CMG, OBE) at Honiara.

This is the first visit ever made to the Solomons by a Resident Commissioner of the G & EIC.

A new boat ("Simbung") for the Lutheran Mission, New Guinea, was dedicated and launched at Brisbane in March and expected to sail for New Guinea in May.

HOW TO MAKE FIJI'S BIG FISH BITE

SUVA, June 1.

MR. JAMES A. EWING, recently-retired Governor of Eastern Samoa, who has been big-game fishing out of Suva for some weeks past, successfully landed a 374-lb silver marlin, first of this variety to be taken on sporting tackle, on May 6.

The fish was hooked within sight of Suva and, with others that have been seen but not hooked, is solid evidence that there are big-game fish right at Suva's front door. The problem seems to be capturing them.

The weather has not been good during most of Mr. Ewing's fishing, but this does not seem to account for the fact that big ones are not readily hooked. Mr. Harold Gatty's now defunct South Seas Marine Products commercial fishing venture, using rod-fishing methods, had the same experience. Most probable explanation would seem to be an abundance of food fish, which causes the big game to be "choosy" in what they take.

If the secret of hooking the big fellows could be discovered, the accessibility of the fishing grounds to Suva would undoubtedly prove an attraction to overseas fishermen who habitually visit New Zealand, New South Wales and other south-

ern big-game waters during the season.

Valuable work in the propagation of new and improved types of sugar-canes is being done at Meringa experimental station, in Queensland. Experts gathered the canes in New Guinea, where a wide range of types is indigenous. It is believed that New Guinea is the original home of the sugar-cane.

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EXPORT DUTIES FOR P-NG PRODUCE

Tax on Cocoa and Rubber

A PROPOSAL made by Mr. D. Barrett, member for New Guinea Islands, that no export duty be paid on the first 50 tons of cocoa produced and exported by any one grower, was defeated in the May session of the Papua-New Guinea Legislative Council.

The proposal was made as an amendment during the debate on the Customs (Cocoa Export) Tariff Bill, which was introduced by the Treasurer of P-NG, Mr. H. H. Reeve.

Mr. Reeve said that the amendment was unacceptable to him—that it would be impossible, under the present set-up and with a spate of native cocoa holdings now coming into production, to ensure that each planter would get the benefit of the first 50 duty-free tons.

He said that his Department had arrived at £110 as being the cost of production of a ton of cocoa and as export duty was not payable on cocoa until it had reached £150 a ton, this gave at least £40 margin; his Department felt that in this there was no hardship even for the new grower and that he did not at this stage need further assistance.

The bill provides for the following sliding scale of export duty:—

Assessed Value per ton	Rate of Duty per ton
Up to £150	Nil
£151-£175	£5 0 0
£176-£200	£10 0 0
£201-£225	£15 0 0
£226-£250	£18 15 0

£251-£275	£22 10 0
£276-£300	£26 5 0
£301 & up	10 per cent. of value.

An amendment by Mr. Barrett that duty in the higher brackets be lower (i.e., £18/15/- to become £17/10/-; £22/10/- to be £20/-/-;



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and £26/5/- to be £25/-/-) was also defeated.

As cocoa is not sold by forward contract—that is, at a predetermined price—as is copra, but is sold by planters themselves, as and how they please, provision is made in the bill for the assessment by the Customs Department of the value of the cocoa or derivative of cocoa at the time of its export, and duty is to be paid thereon. If the planter or exporter receives more or less than has been assessed, then the matter has to be adjusted as between planter (or exporter) and the Chief Collector of Customs. This part of the Bill obviously caused some private members misgivings as they foresaw a continual stream of correspondence between planters and Customs Department on the matter of refunds, etc.

During the debate on the bill, Mr. E. A. James, elected member for Papua, and Mr. B. E. Fairfax-Ross, a nominated member for the same area, went on record as objecting in principle to export duty; it was, they said, a sectional tax levied only at producers.

RUBBER TARIFF BILL

A SOMEWHAT similar bill was that to amend the Customs (Rubber Export) Ordinance, 1951, which was introduced by Mr. Reeve at the same session.

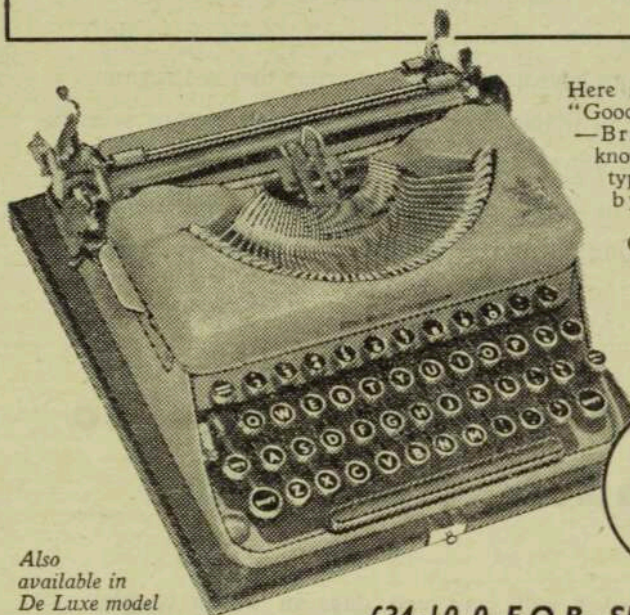
The amendment arose because, when export duty on rubber was first introduced, the price of Papuan rubber was based on the price then ruling in Singapore, and it was simple to calculate an F.O.B. declared value on rubber exported from the Territory. More recently, however, Papuan rubber planters have had to make other arrangements for the sale of their rubber in Australia, and there is now no hard and fast method of predetermining the final price.

Therefore, the Treasury proposed the same methods as with cocoa—a provisional declared value and a final adjustment.

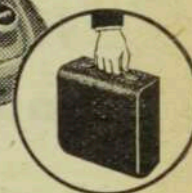
Papuan rubber price is now below the dutiable point. If the value is not more than 2/6 per pound, no duty is payable, between 2/7 and 3/- the duty is 1d per pound; and it thereafter rises by approximately 1d for each sixpence increase in price—when the price is between 5/1 and 6/- per pound, the duty will be 6d per pound.

Mr. M. J. Bernhardt, Chief Clerk, Western Pacific High Commission, retired in May after 25 years' service with the BSIP Government. He was Chief Clerk, Resident Commissioner's Department, BSIP until the arrival of the High Commission staff in Honiara last December. He lived in Tulagi for many years before the War. He travelled to Sydney in the *May Malaita* and rejoined his wife and family in Australia.

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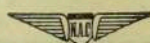


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MAGAZINE SECTION

Tropicalities

CORONATION INTERLUDE

IN a certain high school, which shall be nameless, the pupils, to stimulate interest in the Coronation, were told to write an essay about the first Queen Elizabeth. This was one effort:

"On a beautiful evening in August, 182, Queen Elizabeth entered the ancient town of Coventry, and investing herself of her clothing, mounted a snow-white stallion and rode through the principal streets of the city. On her way she met Mr Walter Raleigh, who, observing her naked condition, threw his coat about her, crying, 'Honi soit qui mal y pense!' which, being translated, means: 'Thy need is greater than mine!' The Queen graciously responded, 'Dieu et mon droit!' which translated means, 'My God, you are right!' This incident is called the Magna Charta."

THOSE VILLAGE RECEIVERS

IN W. Samoa, the Government has supplied each village with a simple type of trouble-free radio receiver, fitted only with a switch and a volume control. Permanently tuned to the local broadcast station, there is no need for a tuning knob. A radio technician back from Samoa reports, however, that some of the local village radio experts have made an interesting discovery. By gouging a hole in the case, inserting a screw-driver and turning a little screw, it is possible to shift from a dry debate in Apia's Parliament to a lively hula from Honolulu, on a frequency close by. Others, not knowing that trick, have put an axe through their village receiver when the Opposition seemed to have gained a talking point. Later models may be in plough-fur cases.

TIME LIMIT ON TRUTH

HAVE a native skipper who is quite a philosopher in his own way. The other day I was discussing another native with him and referred to this second native as a lying B——.

My skipper replied: "Yes, he talks too much so he must be a liar."

On asking for his reasons for this I said that no native can tell the truth for too long, and that the longer he talks, the more lies he must tell.

I have told the above to several Europeans of the more talkative

type, mentioning in the telling that there is nothing personal meant. It is surprising how quiet some of them become after they hear the story.—LHW.

EUA'S GOLD-STRIKE

BACK in February (p. 109) we reported a "gold-strike" on Eua, Tonga's southernmost inhabited island. Coconut radio reported the strike as rich—a solid chunk of several ounces.

Weights were correct—only it turned out to be a piece of an old church candlestick or something similar—and it happened to be bronze. So Tonga's gold-rush is off for the moment.

MEND-AND-MAKE-DO DEPT.

MEET a man who is one of the few who have, literally, signed their own death certificate. He is Robert Kerr McLaren whose Scots accent belies the fact that he has been a long time away from his native land. At present a veterinary officer of the P-N-G Administration, he spends a lot of his time in the New Guinea Highlands—and has, as well, the distinction of hav-

ing successfully operated upon himself for appendicitis with the aid of a mirror, a razor-blade, a pair of forceps and a pair of scissors, but without the aid of anaesthetic.

At the time of the operation (1944) he was on the run behind the Jap lines in the Philippines where he had been dropped to do intelligence work. He had been in agony for some time and it was either operate, or else. A couple of old Filipino midwives mopped the sweat from his brow occasionally, and helped around. Otherwise he had no assistance in the operation which lasted 4½ hours. The Filipino men of the party were too scared—that is why they had prevailed upon him to sign the death certificate before he began. They were determined that there should be no reason for reprisals against them should they be found with a European corpse on their hands.

He sewed up the wound and tied it off with manilla hemp and that night was walking around. There followed immediately three days on the run from the Japs. Post-operative shock? None. Only relief from pain. "Mind you," says the still over-lean McLaren in that accent no self-respecting Anglo-Saxon typewriter could hope to reproduce, "I was carrying no weight at the time, and that helped. And I didn't cut muscle. Just spread it out as though I were speying a bitch."

"HOME TOWN BOY . . ."

MEMBERS of the Fijian Infantry Regiment's football team, who recently returned home from Malaya, reported that when they

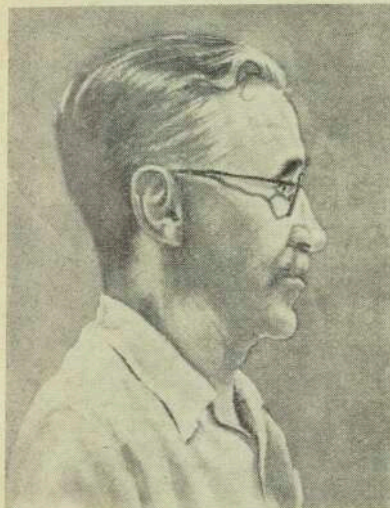
Saturday Night at the Pictures . . .



This notice was standing outside a mission meeting house beside the Rabaul-Kokopo road early in April. It says (translated):—
Come! Come! Man, Mary, Piccaninny! Altogether come! • Lookim picture.
• Hear'im talk. • Good fella music. Altogether belong Book Tambu (the Bible).

visited Hongkong early this year they were entertained there by Mr. Fong Wing Fook at a 12-course dinner. Mr. Fook said grace in Fijian, and conversed in that language throughout the evening.

Explanation: Mr. Fook left Vanua Levu 27 years ago, after earning enough money as a hawker to pay his passage to Hongkong. He has had much success, but has never forgotten the old home town.



This is Dr. Wm. Armstrong, here sketched by Brett Hilder. He was born at Bendigo in Victoria, graduated MB, BS, at the Melbourne University in 1924 and was appointed in charge of the Presbyterian Mission Hospital at Lenakel on the Island of Tanna in the New Hebrides. After two years he retired because of ill-health, and spent 10 years in private practice before going back to Tanna. He went on leave to Australia in February with Mrs. Armstrong and their adopted Tannese daughter Rachel.

HE WAS INDISPOSED

THE Cargo Cult leader Paliau, who has been a considerable nuisance in New Guinea since the war, was the subject of a special article in a Melbourne newspaper in May. The writer, however, said that Paliau has lost most of his influence. Paliau had hoped to see the United Nations mission in April, but was indisposed. Paliau, who has very liberal ideas on the relationship of the sexes, and has had many wives, had ordered a woman to divorce her husband, then he married the divorcee, then the bereft husband broke some of Paliau's ribs with a tomahawk, and Paliau then had a spell in hospital.

HAS IT A FAMILIAR RING?

"Properly managed, Papua and New Guinea, with their wonderful vegetation, their oil and mineral deposits, and their huge agricultural popu-

lation, might become a prosperous and wealthy country, for they could produce cheaply so many things that are necessary to us.

"But it will not happen. Australia cannot manage her own affairs. Her policy is to kill the goose that lays the golden eggs. It needs statesmen, honest and fearless, to develop this country. Look at Fiji and Samoa.

"In Papua, a black man's word is taken before a white man's. When the Administrator returned from his trip down South, he shook hands with his black staff before greeting his white officials."

Reads like something written very recently. Actually, it is from page 175 of *A Woman's Impressions of German New Guinea*, written in 1920 and published in 1923!

"TIDAL WAVE," HE SAID

NOW that Rabaul's famous Force-7 earthquake is safely over (until the next time), residents can see the funny side of it.

There was, for example, the man who found a tidal wave in his kitchen. The nervous type, this one, he jumped out of bed wearing very little and ran into the kitchen. There he was met by a wall of water—the tank just outside had upset or burst and flooded the floor.

But he howled, "Tidal wave!" dashed into the bedroom, put on a pyjama coat, flew outside and got into his jeep and drove to a neighbour's house, still yelling—but neglecting to notice that the tidal

wave seemed mysteriously to have ended at his kitchen door.

On arrival he was still trembling, wearing little but the pyjama coat, and discovered that he had left his wife back home in bed.

In Rabaul now there is talk of building 40 new houses this financial year instead of the scheduled 19. In many of the present white-ant-and-borer-riddled, temporary Administration houses, everything acts like a *curia* every time one of the occupants move.—Mc.

WHEN THE TERRORISTS RUN

PART of the success which the Fijian soldiers have had in chasing Communist terrorists out of the Malayan jungles is attributed to the report, spread assiduously by Malaysians, that the massive Fijians eat any terrorists they can lay their hands on.

The terrorists, who take the soldier's usual risk of death, seem to have a particularly strong objection to the combination of death plus stew-pot; and, when they hear that a Fijian patrol is out after them, they take to their heels and the high hills and the heather—or the Malayan equivalent thereof.

The Fijians don't mind—it helps on the good work in Malaya.

ANOTHER KODODA TRAIL EPIC

MR. IAN MCGOWAN, 21-year-old son of Mr. W. L. McGowan, Assistant Director of Works, P-NG, recently got into trim for resuming his medical studies at

Just Nuts



These strange objects are not members of the New Britain duk-duk society but stands of peanuts set out to mature in the fields where they were grown on part of the Common at Wau, New Guinea. If they were not set to mature thus their keeping properties would be impaired and flavour might not be all it should be. Wau Common was set aside as a reserve

in the early days of the Morobe Goldfield, but little use was made of it for many years until Messrs. White and Baker got permission to use it for peanut and vegetable farming. The possibilities of this wasteland have now been proved and it shortly will be cut up into a number of agricultural blocks.

Queensland University by walking to Kokoda and back.

Accompanied by a young Rigo native, he did the walk from Port Moresby to Kokoda and then back to Rouna in 12 days, 5 hours, walking time. Trudging from Port Moresby to Sogeri he blistered his heels so badly that it was impossible to wear boots, so he did the whole trip from Sogeri to Kokoda barefoot. It took him 8 days 2 hours from Moresby to Kokoda, and 4 days 3 hours on the walk back to Rouna.

He had intended to walk right to the McGowan home in Port Moresby, but the family was apprised of his imminent return and motored out and picked him up on the last lap.

He carried his own gear and food, strained a knee muscle at the start of the trip, got bitten by a scorpion, slept in hastily rigged bush shelters, got bushed a couple of times, and returned home with badly cut and swollen feet (although he managed to wear boots on the return walk).

His young native companion had had enough before they got back to Sogeri, and Ian then carried the boy's pack as well as his own.

He got in a little medical experi-

ence in treating villagers for tropical ulcers and malaria. They in their turn were generous with gifts of native foods. He lost eight pounds in weight on the trip.

TALKING POINTS

YOU'LL be sorry to hear that the Hotel Mocambo, at Nadi, Fiji (which is the airlines' dining-room and guest house) has taken down the island scene of naked native girls which an American GI painted during the war.

In its place is a very ordinary piece of mottled woodwork.

Why do we do things like that? That bar decoration, though it might have offended a very few, gave the place a "talking point"—something to bring Nadi to the mind of any travellers who ever saw it—and Nadi's a joint with very little anyone wants to remember.

(From Sydney Telegraph Columnist David McNicol, who was on his way to the Coronation).

Miss Daphne Lucas, daughter of Dr. and Mrs. J. L. Lewis, of Port Moresby, has announced her engagement to Mr. Max Law, of Port Moresby.

Pacific Verse

ON LEAVING PAPUA

FAREWELL, dear lovely isle of ease;
Now must I leave thy verdant shores,
For time is swift and fate decrees
I dwell in other climes than yours.

No more thy hills and clouded vales
Shall echo with my joyous song.
No more I'll seek the shaded streams
That run thy sun-kissed hills among.
How oft I've loved to wander there
Where tropic glades with beauty glow.

And listen to the bubbling streams,
Whose secret I shall never know.

No more to watch the frigate birds
Hang motionless against the sky,
Or watch the lazy lakatois
As they go slowly sailing by.
That wondrous hour before the dawn.

When feathered songsters stir the trees,
And fill the air with sweet, glad praise
Harmonious in their melodies.

Those sunset hours, when glorious skies
Made of the earth a hallowed place.
Alas! Those lovely charms must fade
But memory time can ne'er efface.
Dear land of sunny golden days
Bathed in the blue of tropic seas,
Forever will I sing thy praise
And love thy solitude and peace.

—PAULINE HODGE.

461 Riversdale Road,
Surrey Hills, E.10,
Melbourne.

SOUTH SEAS ISLAND

TO-DAY a calm spreads o'er the glassy sea,
And sunshine bathes the palms beside the shore;
The voices from the church sound pleasantly,
Where battle cries rang out in days of yore.

The copra cutters anchored in the bay,
Now trade where once sailed pirates brave and bold,
And natives in their garish sulus play,
Like carefree children long before they're old.

What hidden secrets lie in slumber here
Held furtively among the steep hills' breasts?
What beauty infinite, and treasure dear,
Are stored in this Isle's treasure chest?

Auckland —VEGAR N. REA

In Rabaul, New Guinea, by mid-May, subscriptions to the Queen Elizabeth Park Fund had passed £2,000.

PIM CROSSQUIZ NO. 41

page 70)
(Solution on

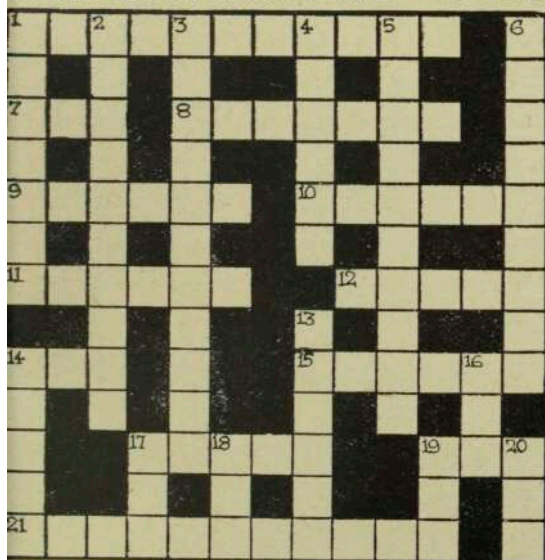
ACROSS

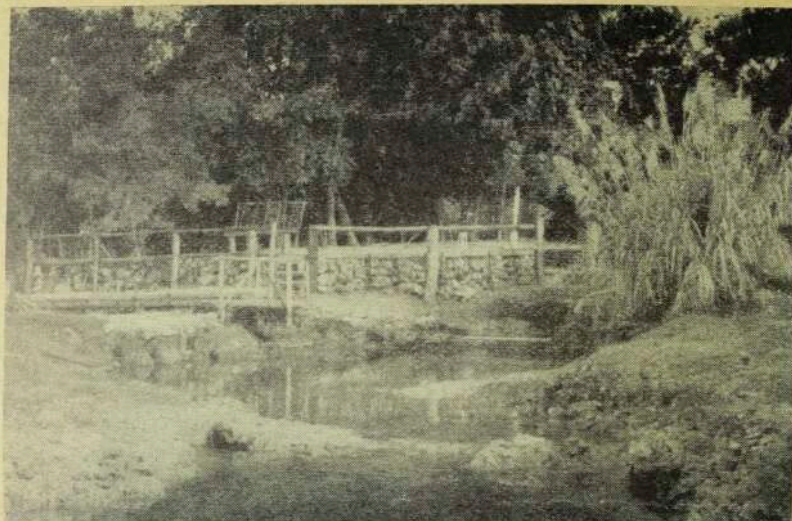
- 1.—What is the name of one of the newest methods used in third dimensional movies?
- 7.—What adjective could mean "inexperienced" or "chilly and damp"?
- 8.—Who distinguished himself for his bravery and cunning in the Trojan War?
- 9.—Who was Australian Labour Prime Minister during World War II?
- 10.—What well-known ship on the Tasman run was lost in the English Channel during World War II?
- 11.—What term is used in North America to denote a jagged ridge of mountain peaks?
- 12.—What does one do when taking in

- another's cattle for grazing for a sum of money?
- 14.—The light from which body takes eight minutes to reach us?
- 15.—What is the term for the supreme head of the Ottoman Empire?
- 17.—What is the surname of the comical drunkard in "Twelfth Night"?
- 19.—What bone of an ass was used by Samson?
- 21.—What part of London did Sir Philip Gibbs call 'the street of adventure'?

DOWN

- 1.—What is the capital of Venezuela?
- 2.—Which American city is noted for its decorated iron-work on the verandahs of its old buildings?
- 3.—What was the favourite haunt of Toulouse-Lautrec?
- 4.—What is the name of the mysterious 'city within a city' in Algiers?
- 5.—Which Italian film star portrayed "Teresa" on the screen?
- 6.—On what island is New York built?
- 13.—Which Jewish maiden rescued her compatriots from destruction by Haman?
- 14.—What is the term for the horizontal crossbar of printing type?
- 16.—What was Al Jolson's real christian name?
- 17.—About which creature did Maeterlinck write the life story?
- 18.—What is the plural of "the" in French?
- 19.—Which engine was invented by Frank Whittle?
- 20.—What is a peruke?





Where the stream runs into the sea at Rovi. Police labour has made this a pleasant spot for the town's children and their mothers.



Report on Honiara—Dwelling Place of Bods

By JUDY TUDOR

Catchwords, when they get loose in an isolated community are about as deadly as a new germ. In April, the epidemic word in the British Solomons was "bod"—short for body, and meaning person. It is used, on occasion, further around in the SW Pacific but in Honiara everyone from the High Commissioner to a house-boy is a bod of some sort or another; with its suitable qualifying adjectives, it is used to describe every kind of human there is in the Solomons—and that is quite an assortment. Maybe this particular word is endemic to the Solomons; on the other hand it may have already passed its popularity peak.

WHEN High Authority, right after the war, decided that it was the site for the future capital of the British Solomon Islands Protectorate, Honiara was not even a name upon a map. No mention is made of it in the 1944 edition of the *Pacific Islands Year Book*, although the Americans had put the locality—we usually thought about it as Henderson Field—into

the history books a good two years before that. Early editions of the *Year Book* tell of the good plantation country round Lunga Point and that Aola (much further to the South East) was the government station for the district; but of Honiara, nothing.

Even now, why it was called Honiara, and not Attleeville (or after some other ruling deity of the immediate post-war years) is a minor mystery. Perhaps Honiara, in local dialect, means "junk-heap"; maybe it is the name of a native village.

At the end of three years of war in the Pacific, virtually nothing remained of the pre-war civil installations at the former BSI capital on the small island of Tulagi, while a long strip of Guadalcanal facing Tulagi across about 24 miles of water, contained Henderson Airfield, plus numerous other landing strips, mile upon mile of hutments, workshops, clearing stations, hospitals, roads, bridges, wharves and piles of miscellaneous junk. Some of these things were defunct; some were still functioning. All had been or

were about to be, left behind by the homeward-bound Americans. It probably seemed sensible to abandon small, cramped Tulagi nestling beneath larger Florida, for the comparative breadth and scope of that spot on the coastal plain of Guadalcanal, soon to be called Honiara.

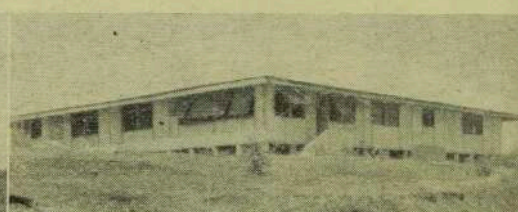
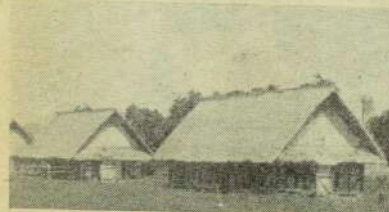
And those were the days when, not conceiving of the stringency of post-war supplies, we thought in terms of rapid expansion—and in this regard, the comparatively flat, well-watered coast, south of Honiara, from which the Americans had cut the coconut trees and where, 12 or so miles out at Ilu, they had had a very large vegetable farm to supply their forces, seemed the answer to a theorists' prayer.

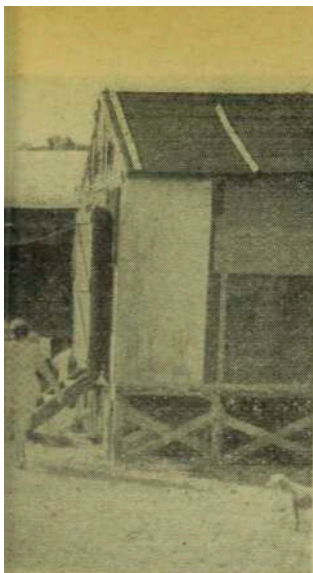
There was no lack of people who saw nothing but dire disaster in the choice of Honiara—a hitherto nameless spot on an unprotected coast which could never have a harbour without the expenditure of millions. And to a degree, their direst predictions have been correct. Honiara still has no harbour. The wharves the Americans left soon fell into the sea and until re-

Tudor Village.

Pumpkinville.

Nullarbor.





Point Cruz, the most prominent part of a harbourless coast from about the region of Pumpkinville.

Recently overseas ships continued to use the war-time wharf at old Tulagi, the goods then being lightered across to Honiara at £2 per ton.

Within recent weeks, a Bank line ship administered the *coup de grace* to the Tulagi wharf; ships will now

have to discharge their cargoes into lighters at Honiara when the weather is calm. When it is rough, during the north-west season, this cannot be done.

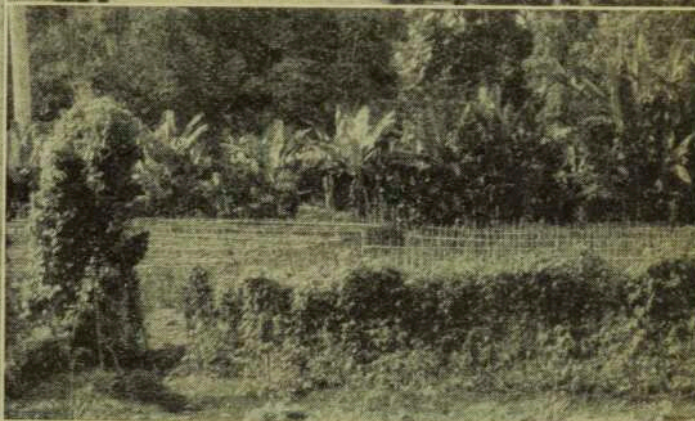
Nor (while we are still on the debit side) has the expected expansion of agriculture occurred

along the Guadalcanal Coast; Ilu Farm which produced mightily for the Yanks has produced mighty little for Honiara officialdom. And Henderson and other associated airfields, apart from being at the end of a very expensive air journey from Sydney, have produced few dividends

At left a Solomon Islands native policeman in his full ceremonial dress. All police uniforms are made at a tailor's shop within the Training School grounds. This policeman is from the BSI Lord Howe Island, and behind him can be seen portion of the club rooms and canteen which also houses a small chapel.

At right, top, the entrance to the Depot and Training School. The crest is hand carved from native wood and laid with mother-of-pearl. A somewhat similar crest, carved by one of the native policemen, has been sent to London Police College in the UK where two BSIP native policemen recently underwent special training. On the lawn to the right of this entrance is a Japanese field gun reserved as a memorial to one of the very few in the whole S.W. Pacific area. The fashion setting captured enemy guns up in public places seems to have faded out.

At the lower right is portion of the police gardens — bananas, tomato trellis and climbing beans.



in the transportation field—transport in this part of the world must essentially be a matter of large and small ships.

The war scrap and the war junk must come to the credit side of the ledger; it provided building materials when building materials were almost impossible to obtain from regular sources. It has provided fortunes for some shrewd operators and profit to the Government in a percentage rake off.

BUT all that is past history. Whether it is good or whether it is bad, BSI residents are stuck with their capital city—so much money has been poured into it now, it certainly will not be abandoned, even if that were desirable.

Coming from the untidiness of Vila and Santo in the New Hebrides, Honiara looks clean, neat and well-planned. Considering the facts that all material assets in BSI were wiped out during the war, that there was no war-damage compensation as in Papua-New Guinea, that the whole set-up was subjected to the whims of Socialist theory, that the native labour force is totally inadequate, and skilled artisans few, that shipping until the last few years was poor, then one must concede that Honiara in 1953 is far, far better than one has a right to expect.

Many new houses have been built and are being built along the high ridge behind the town and although this area is as yet something of a treeless waste, I am told that at night a fine breeze from the land cools the fevered brows of those that dwell thereon. Personally, I cannot vouch for these cooling breezes of Honiara, at night or at any other time. During the four days and nights I spent there, I sizzled like a hamburger on a griddle, 24 hours out of the 24. This may have been just bad luck in weather or the fault of the topography of Honiara's lone pub, but as far as I am concerned, Honiara is the Pacific hottest spot—the prize for which I have hitherto given to Ba, Fiji.

HONIARA is largely a government town and most of its institutions are therefore government institutions. Photographs of three types of government housing appear on previous pages and give some idea of what is provided. The first of them, sort of Tudor thatched cottages, some with an exterior of Solomons matting over the plain fibro cement, are single quarters for Administration personnel, male or female. They have a lounge, single bedroom with bathroom and toilet, a kitchen and sufficient ground to make a garden if the occupant is so inclined. This particular group of houses is right on the beach and quite attractive. A refrigerator and some basic furniture is provided.

The second photograph shows a

new type of house which is being built quickly for new officers who came from Fiji in recent months. Externally they are Quonset and look something like a group of pumpkins, but, internally, they are well finished and there are no visible signs of their origin.

All linings and fittings are of new material and looks attractive, although the outside walls are, of course, from salvaged quonset buildings. They are two-bedroom units.

The last photograph shows one of the larger permanent houses on the top of the ridge. These are usually "L" or "U" shaped houses, of fibro, with push-out shutters and wide eaves. They will look more attractive when their occupants have had time to plant shrubs and trees and some sort of garden.

None of these houses has guttering—apparently the rain water just runs off the roof into the garden. Water for household and drinking purposes is reticulated from pressure tanks on the highest point above the town and comes from a small, clear stream that finally finds its way out to sea a mile north of the town at Rovi.

As well as these houses there are the older, less permanent variety with thatched roofs—Government House is one—but these have been made exceedingly comfortable, most of them with interiors of imported materials.

Honiara enjoys a 24-hours electricity service, now that new machinery has been installed at the new powerhouse which is tucked away in one of the valleys that ran up towards the ridge.

The town has a club—members subscribed the cash to build it; a hotel which manages as best it can with exceedingly limited facilities but which is the hottest spot this side of Hades; a half-completed picture theatre, and the Trade Scheme.

The Trade Scheme is usually referred to by the populace as the Trade Shame. One reason for this you can see for yourself by looking at the photo, page 69. The first building is a T.S. bulk store; the building beyond that and behind the utility truck is the retail store—Honiara's one and only emporium. Apart from the shops of Chinatown, about three miles from the centre of Honiara, there is not another place but this where the resident can buy his groceries or chemist's lines or a tube of shaving cream or maybe a box of face powder or a stray pair of socks. Business inside this tumble-down shack is carried on on cash-and-carry lines. You wander around, choose your own merchandise and then carry it to the cashier to be charged.

The Big Firms have shown no interest in opening retail business in BSI since the end of the war. The Trade Scheme began, it is said, as a stop-gap measure, still inadequately

carries on. As well as retail selling it has other functions—such as buying copra and running lighters—and although it is perpetually up for sale, no one yet has relieved the Government of the responsibility.

In the last year, Fairymead Sugar Co., through a subsidiary company, contemplated entering the retail field in Honiara in opposition to the TS. To the regret of Honiara residents, this scheme now seems to have been scrapped in favour of the Company taking up sugar land near Bundaberg, Qld.

COST of living for Honiara residents is probably about half way between that of the New Hebrides and that of Papua-New Guinea. It is about 40 per cent. higher than Sydney.

Butter in Honiara is 7/6 as against the NH 9/-; eggs are 10/- per dozen, against NH 12/-. A bottle of beer has shrunk from the 6/- of the NH to about 5/-; soda or orangeade, etc. (pigmy-sized bottle) from 3/6 in the NH to 2/6 in Honiara—but Honiara has an embryo lolly-water factory which should soon go into operation.

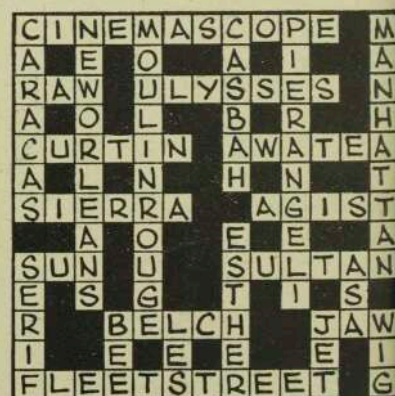
The two extremes of Honiara government institution happen at the two extremes of the town—the hospital, when you are heading south; the Police Depot and Training School, when you are heading north.

The hospital first: This is a huddle of old American army buildings under the palm trees near the coast. Native and European hospital are in the same group of buildings and you can tell the European portion because this particular nutment is painted. The others are of plain tarred paper.

The treatment inside these buildings probably is the best possible. Externally, they are the only hospital buildings in the SW Pacific which make the European Hospital at Lae, New Guinea, look good.

(Continued on Page 74)

Solution to Crossquiz from page 67



Pacific Nature Notes

By Raimanu

HOW DO MIGRATING BIRDS FIND THEIR WAY?

WILLIAM CULLEN BRYANT wrote of the birds taking "their certain flight . . . from one to zone. . . ." But so far we still don't seem to be quite sure how they do this. The problem is being studied by scientists in both Europe and America, and maybe there will be an answer some day.

In the meantime, that there are such phenomenal flights north and south across the equator is a matter of continuing wonder to students. Dr. A. Allen, of Cornell University, Ithaca, N. Y., did a fine bit of bird study when he led a party to Alaska, in 1948, and there discovered and photographed the nest, eggs, and young of the Bristle-Thighed Curlew. The bird has been known ever since Sir Joseph Banks collected specimens in Tahiti in 1769. Whether the curlew, and other migratory waders from the eastern Pacific which travel via Hawaii, cross over to the west coast of America or take off direct across the ocean to Alaska, has not yet been solved.

What about the island groups in the western Pacific? We've been hearing in PIM of the godwits from New Zealand and the Snipe from Australia which breed in Siberia, at what is their route? Even using the available islands there are still some very long hops over the ocean. In 1951, when the British Research ship *HMS Challenger* was in the North Pacific, one of the small leaders flew on board. It seems to have been a Tattler. The commander of the vessel fixed the position at 10 miles east of Japan. That is a mighty long way for a small bird to fly over water. Perhaps they can land on the water and take off again, and so get a rest. But in the absence of lebbed feet and such assets of the swimming birds, it is difficult to see how they could do that.

Mr. and Mrs. R. A. Derrick have returned to Suva after six months' holiday in Australia and New Zealand. He now takes up his appointment as Director of Fiji Museum.

Two Governors

(At right)

The new Governor of Dutch New Guinea, Dr. J. van Baal, entering his official residence shortly after his arrival in Hollandia.

—Photo by van Leuven.

The new Governor of Eastern Samoa, Mr. Lawrence Judd, in Pago Pago, accepting the oath of office as administered by Mr. Justice Morrow. Mr. Judd was formerly Governor of Hawaii.

—Photo by A. Vercoe.

The O'Keefe Story:

MAPIA—ANOTHER PAGE

From John Riedel, of Washington, DC, whose inquiry set off the voluminous story of Mapia Island a year ago, comes, very briefly, the war-time story of the island as he knows it.

A large number of Japanese Marines from Palau had taken the islands, and were well entrenched on Bras and Pegun islets (see map September, 1952, p. 69). I arrived several days after an American infantry unit had landed, taken the islands, and left.

We were told that 25 to 30 Americans had been killed. We found that the Brown house had been demolished by Air Force bombing and Navy gunfire. About the only identifiable object was the remains of a piano. But there were 20 to 30 natives still there, some from New Guinea. One old gentleman who seemed to be a leader spoke English well and said he came from Yap and that he had been a cabin-boy on an American vessel.

We camped on the north tip of Pegun islet and established a Loran station—a weather reporting station of which I was in charge—and a communications station. In all, about 25 men were stationed there after the initial occupation. There was no airfield at Mapia.

(The Loran station—Loran stands for "long range navigation"—was one of a Pacific network employed in a system of radio navigation established during the war. All except a chain across the North Pacific have since been dismantled.)

TRAGIC STATE OF O'KEEFE LADIES

WITH Hollywood probably on the verge of a rich financial

harvest from the about-to-be-released "His Majesty O'Keefe," it is of interest, if sad, to hear that two of "His Majesty's" nearest surviving descendants are to-day living in very poor circumstances, almost on the charity of the Dutch authorities, in a quonset hut on Biak Island, Dutch New Guinea.

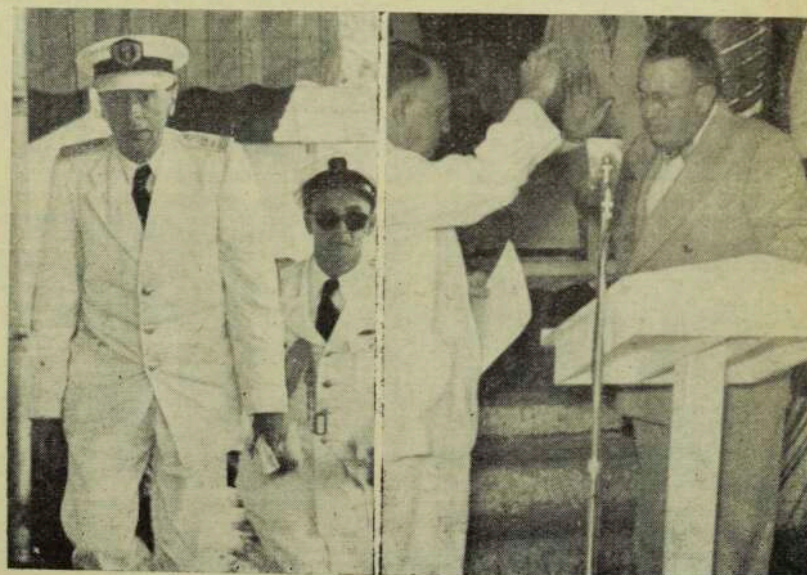
They are Mrs. Eugenia Scott, closest living descendant of the O'Keefe Yap family (heard of most in the film) and Mrs. Janie S. Brown, head of the Mapia branch—both grand-daughters of O'Keefe.

With the O'Keefe Yap interests disbanded long since, Mrs. Scott had been living with Mrs. Brown on the Mapia Island property when World War II came—destroying all.

After the war, the O'Keefe descendants endeavoured to obtain financial indemnity from the American Army authorities, as all damage had been caused by American forces in reclaiming the island from the Japanese. They were given a sympathetic hearing, but as the territory was Dutch, no financial recompense. The matter was then taken up with the Dutch authorities but they, too, are not prepared to pay war damage. So to-day Mrs. Brown and Mrs. Scott, now ageing, their former home gone, and with insufficient financial backing to re-establish the plantation, live in very poor circumstances on Biak.

Mrs. Brown recently stated that though she had heard that a film was to be made on the life of O'Keefe she knew nothing of the book by the American authors, Klingman and Green, and—most surprisingly—she had never been approached by the authors for any information on the life of O'Keefe. The book, in fact, as mentioned in PIM (Sept., 1952) makes only the barest mention of Mapia, which in

(Continued on Next Page)



later years was the only surviving fragment of the once great O'Keefe kingdom.

Perhaps, if the film reaps the fortune expected, Hollywood might give the aged ladies a charitable grant, where the Army, though willing, was unable to do so.

RECIPE CORNER

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

Occasionally we get a recipe from a male reader—why not, men appreciate cooking more than women—and this one comes from Mr. Seymour Gates Pond, all the way from the Explorers' Club in New York city. He says that once having sunk your teeth into THIS pie, you'll be satisfied with no other.

COCONUT PIE

Filling: $\frac{3}{4}$ cup sugar.
3 tablespoons cornstarch.
2 cups milk.
Peel of 1 lime cut in one piece.
2 egg yolks.
1 teaspoon vanilla.
1 coconut grated.
Meringue: 2 egg whites.
2 tablespoons sugar.

Mix sugar and cornstarch. Add milk, egg yolks, grated coconut and lime peel. Cook until mixture thickens. Remove peel. Add vanilla and put filling in a previously baked pie-shell.

For the meringue beat egg whites, add sugar and beat till stiff. Cover pie with meringue and bake to light brown.

BAKED BANANAS

6 firm ripe bananas.
2 tablespoons sugar.
Juice $\frac{1}{2}$ to 1 lemon or lime.

Slice bananas in pie-dish. Sprinkle sugar on top, and squeeze lemon juice over all. Bake in hot oven till brown and crisp on top.

Serves four.

—Mrs. L.J.B., Inus, Bougainville.

MOCK WHITEBAIT

Grate 2 medium sized white Kaukau (sweet-potato) and, add about a cupful of chopped shallots (some of the green is nice, too), salt.

Beat three eggs and add to potato, shallots and salt. Fry tablespoons-full of the mixture very quickly until brown.

—Mrs. R.P., Kavieng, NG.

In May the Bank Line ship *Eskbank* lifted a full load of smoke-dried copra from New Guinea, for the first time in the Territory's history. Rabaul supplied 4,500 tons of it; Madang 900 tons. From Rabaul over 1,000 tons of coconut oil were also shipped and approximately 600 tons of coconut meal.

¶ Mr. G. G. Bailes, proprietor of Rabaul Metal Industries, has successfully tendered for land in Malaguna Road and intends to build a large and modern workshop there shortly. He will expand his business to include general roof and pipe plumbing, including copra dryer flue pipes.

What to Do With Duruka (And, Maybe, Pit-Pit)

(It seems likely that Duruka, described here by the Nutrition Section of the South Pacific Health Service from Suva, Fiji, in a broadcast on April 16, is what in New Guinea is called "pit-pit." While visiting Kerevat Experimental Station outside Rabaul, recently, the wife of the officer in charge told me how she had used the flower-bud of pit-pit in somewhat similar fashion to asparagus, and that it was delicious. While at this home I sampled, too, the nicest soft drink I have ever had in the Islands—a ripe grated paw-paw and a ripe grated pineapple mixed with a bottle of ice-cold lemonade.—J.T.)

DURUKA

Duruka is a type of grass or cane closely related to sugar cane and grows well in damp places. The part we eat is the unopened flower-bud which, like corn on the cob, is protected by a sheath.

The flower buds do not open and so no seed is produced, but the stem will quickly root. Take cuttings of the stem with three or so knobs, and plant in prepared soil three feet apart and keeping three feet between the rows. Moist weather is the best time to plant as the cuttings soon root and form clumps. Weed around the clumps and draw more soil around the base to encourage the later shoots to grow well.

The main stems extend and in about six months from planting, produce the swollen flower heads. In some places the same patch of duruka is still producing after six years.

When duruka is on sale, it closely resembles very long, pale green pencils, the pointed ends being tied together.

COOKING DURUKA

Duruka can be cooked in the open fire, as corn on the cob. After about five minutes, peel off the charred sheath, and serve with butter, salt and pepper, or alternatively roast whole duruka in the oven. For cooking without the sheath, cut about an inch off the base and with the fingers gently unpeel the outer covering being careful not to damage the flower bud in the centre. Lift this out carefully, wash and use as required.

BOILED DURUKA

Prepare the duruka as above. Tie firmly in bunches for serving and stand upright in a deep pan. Add boiling water to cover about two inches of ends, place the lid on the pan and cook for 10-20 minutes, or until tender. Lift the bundles from the pan, drain, untie and serve hot, stalks parallel, with salt and pepper and melted butter.

DURUKA SAVOURY

Boil or bake the duruka, remove the sheath, and place in a pyrex dish. Have ready a coconut sauce, pour over the duruka and sprinkle with grated cheese. Brown the top under the grill and serve.

For the Coconut Sauce

Grate a coconut and squeeze the cream out into a small pan. Do not add any water. Add a little finely chopped red

chilli, a teaspoon of butter, pinch of salt and a little cornflour to thicken.

Made in individual dishes this makes an attractive lunch or supper lunch.

MEXICAN DURUKA

2 green peppers, chopped finely.
1 clove garlic, chopped.
2 tablespoons vinegar.
Hot cooked duruka.
1 large onion, chopped.
6 tablespoons oil or butter.
 $\frac{1}{2}$ teaspoon salt.
1 poached egg per person.

Toss green peppers, onions and garlic in oil until browned. Add vinegar and salt. Arrange hot duruka and eggs on a dish or individual plates and pour sauce over.

DURUKA LOAF

2 eggs, well beaten.
1 cup thick white sauce.
 $\frac{1}{2}$ cup chopped cooked chicken, sweet-breads or bacon.
Duruka.

Add the eggs and chicken (or sweet-breads or bacon) to the white sauce. Turn into a baking dish that has been lined with duruka, place the dish in a tin of hot water and bake in a slow oven (300 deg. Fahr.) until the centre is firm—about 20 to 30 minutes. Garnish with parsley and serve hot.

This dish will give sufficient for about four servings and is suitable for lunch or supper.

OTHER IDEAS

Use cold cooked duruka in salads, or instead of asparagus for asparagus rolls.

The next time you have pikelets or dropped scones, pile on a mixture made by adding finely chopped duruka to a well seasoned thick white sauce.

MET AT THE DOGS!

WHEN Mr. Vince Costello, of the well-known Garrick Hotel, Suva, returned late in May, after vacation in Australia, he told of a surprise encounter at a dog meeting somewhere back in the cactus, behind his home town of Maryborough, Q.

Intrigued at the way his countrymen evade the law which forbids mechanical hares, by towing dummy hares—footballs with wool tales attached—behind galloping horses, he was even more interested to see a face that seemed vaguely familiar. Presently its owner, in a double-breasted suit and a French beret, presented himself.

"Well, don't you know me?" he inquired.

Vince looked him over, then whipped off the beret to reveal Captain Jimmy Richmond, of the little ship *Miena*, in Maryborough loading timber for the Solomons.

Miena and Captain Richmond are known in the vicinity of every hostelry between Wailangilala Light-house and the Australian mainland.

Dog meeting over, and the dozen or so official bookies on the way home with their takings, the Islanders sped to the Maryborough equivalent of the Garrick, to compare notes.

¶ Mr. F. J. H. Grattan, Secretary to the Western Samoan Government, paid a short visit to New Zealand recently.

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Honiara—Dwelling Place of Bods

(Continued from Page 70)

But out at Rovi, on the other side of Honiara, beside the small, bubbling stream that in its higher reaches provides Honiara with its water supply, is the Police Depot where the native constabulary are trained; and beyond the Depot is the native gaol.

Running beside these two establishments, and round and about the bends of the creek, is about eight acres of garden—bananas and pine-apples, citrus fruit and beans, tomatoes and lettuce and still more beans—that provide the whole establishment with its greengrocery needs.

Native prisoners are taught to make cane furniture, axe handles, police batons, and do other wood-work and to make the bread that supplies the police establishments and the hospital.

THE Depot and the Honiara Police Station, right in Honiara town, are something right out of the South Pacific World. I daresay the European police officers in Honiara number half a dozen or so. In the interval since seeing the fruit of their toil, I have pondered occasionally on their methods—discipline, the tactics of a nagging wife, psychology? Knowing something of the Pacific islander, none of these methods seems to be likely to have produced the effect that it has.

At the depot, the lawns and the paths look as if they are groomed twice daily by half a million brushes and combs. The interior of the barracks are so neat and tidy that you look instinctively to see if you have dust on your shoes. The mess-halls have tables covered with plastic tablecloths, with a bowl of flowers in the centre of each. The kitchens are shining clean—I'd like to bet that they are shining-est, cleanest kitchens in the whole South Pacific, bar none.

The trainees and native policemen have a club house and canteen on the other side of the parade-ground that is far superior to the European Club in Honiara.

But these words can give only an outline. To get the degrees of efficiency, shinyness, neatness and cleanliness you have to see for yourself. A British Guards Regiment might have managed something of the sort—but Islanders! The wonder is that they can go on living like this and not break out in a rash through suppression of all their native instinct for dirt, disorder and laziness.

ALTHOUGH many of the roads the Yanks left on Guadalcanal are overgrown or useless because of bridges that have fallen into disrepair, the roads in Honiara itself are good, hard-packed white coral.

gravel. The place itself is attractive enough and will no doubt in time become even more so. In comparison with Rabaul, for example, the port for what is probably the richest area in the whole of New Guinea, Honiara has hands down.

Rabaul, once a town in a beautiful tropical garden, started after the war, like Honiara, as a military junk-heap. Rabaul is still a junk-heap—untidy, unsewered, its roads disintegrating in the wet, its temporary buildings still far outnumbering the permanent. With all its tribulations, its straitened circumstances, its lack of labour and materials, its frustrations, Honiara has done better than this.

THE European population of Honiara is small—probably not more than 150, even with the new influx of Colonial Service personnel which occurred early this year when Honiara became the headquarters of the Western Pacific High Commission.

By overwhelming majority, most of these people are connected in some way with the Government Service—some who joined the Colonial Service in the regular way, the United Kingdoms—some who joined in Fiji; and the remainder mostly post-war arrivals who have come in from Australia.

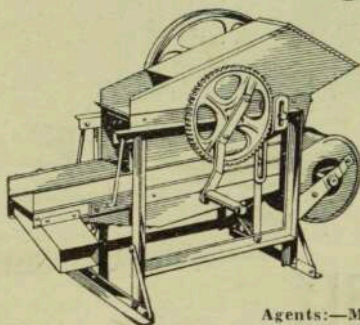
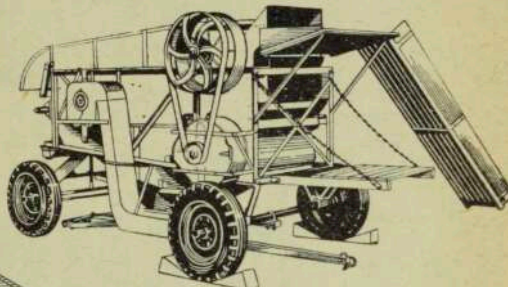
In many respects, this last division,

is like a Polynesian migration that has spread out too far: Honiara is at the end of the line, therefore the most useful elements of the wave have stopped off along the way at Port Moresby and New Guinea and Rabaul. Honiara got what remained.

A large number of those who come within the latter category are female. Anyone who can pick out words on a typewriter with two fingers can get a job in Honiara as a typist and receive anything up to £15 per week for the effort.

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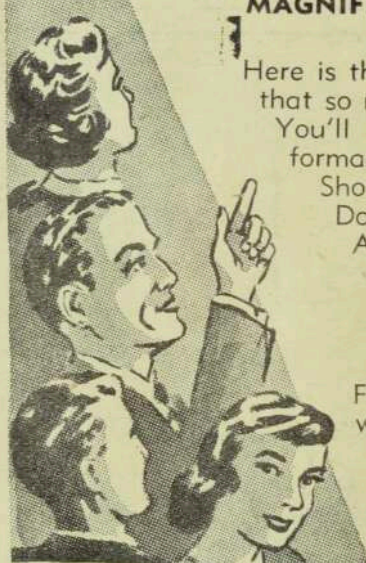
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Amongst some of these people—
it, of course, by no means all, responsibility is thought to end with the receipt of a pay envelope and they are more concerned with acquiring a reputation for drinking their whisky straight than for hard work.

Although the proportion of teetotal residents is small in the Pacific Island, Honiara is the only place where I have seen a civil servant the worse for liquor in the middle of a working day; and the only place where I have seen female civil servants regularly drink to excess in a public bar. Maybe there is not a bigger proportion of dip-maniacs in Honiara than elsewhere—maybe it is because they are less fussy about the business at there seems to be more. The behaviour of some of these people could not be tolerated elsewhere where deportation is still an effective weapon in the hands of the Administration, and probably it will not be tolerated much longer in Honiara. One woman resident is alleged to have said that she could not afford to eat and drink—so she drank, and took vitamin pills.

There is little public entertainment in the town; most of it of the pop-for-a-chop (or maybe I should say, a whisky-for-a-whisky) variety takes place in the people's homes. Although they individually deplore the expense, which is considerable, Honiara people are proud of their entertaining—which they lump together under the one term, "parties," and neglect as other less energetic folk neglect postage stamps.

PROBABLY born of the long years of post-war frustration in the Solomons, the arrival of the High Commissioner for the Western Pacific to make Honiara his headquarters has given a boost to BSIP morale that was sadly needed. So far, in spite of the cost of living, the crippling expense of having to send one's children away to school, the disadvantages and even discomforts of living in Honiara, isolation, the stultifying effect of continued frustration on those in for progress—there is a feeling of optimism amongst that section of the people who really matter. Much is expected of the administrative set-up, simply out of desperation and not because of any firmly-based economic facts. "You are told, simply must do something about the Solomons shortly; the Solomons 'must come out of it'."

The whole Solomons problem has thus been placed firmly in the lap of the High Commissioner and his departmental chiefs, we can wish them well. They will need the best wishes and our prayers if they are to become the miracle-workers that their wishful "bodies" in the BSIP expect.

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News coverage is this month restricted, due to the writer's temporary transfer to Suva. However, a few interesting morsels are to hand.

First from Fiji. Al Akin returned to Suva per May Tofua and expects to be on the air again with his former Nandi call, VR2AF, some time in June. Also licensed and on the air from Lauthala Bay, where he is attached to the meteorological office staff, is Laurie Price, with the call VR2CT. Equipped only with a ZC-1 disposals rig, he is restricted to 40 and 80 metres at present. Across the island at Nandi is Noel Finch, ex-ZL2AMW, who recently joined Aeradio staff there as an operator. At the end of May his equipment was still in Customs bond, but he should have appeared on the air with a small semi-portable rig by the time this is in print.

Your scribe, normally ZL-1-AIK, plans to appear on 40/80 CW; but Suva city's DC mains have delayed the event. An

accumulator and vibrator unit are indicated.

VR2 Hams were recently granted permission to use phone on the 21mc/s band.

ATTENTION

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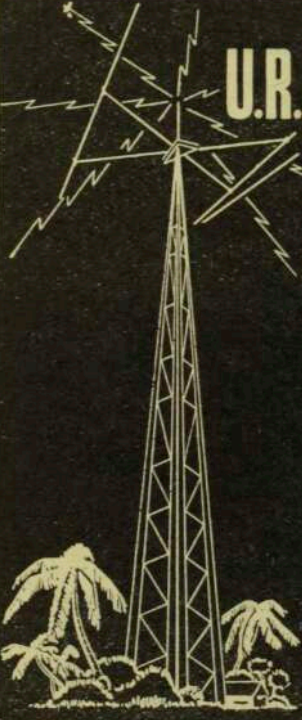
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A mid-day run across 20-metres with VK2AS's receiver seemed to indicate that conditions on that band are vastly better in Fiji than in Auckland, where few signals are heard other than VK at that time of day. KH6's and W's were plentiful, some at good strength, on this particular occasion.

A W-visitor to Suva in May was Robert E. Thompson, W-1-WM, radio officer aboard the big Woolworth motor yacht "Elpetal". He is restricted to 10-metres by regulations governing mobile Hams; so, with conditions as they are to-day, does not make a lot of contacts. However, throughout the present voyage, he has listened to a round-up of news from his home-town broadcast by another station hearing F08AI, Jack Wheeler in the yacht "Gemini", with a powerful signal, and very active in the afternoons. Jack sailed from Papeete, May 8, for a local cruise to Moorea, Huahine, Bora Bora and return, and is using the F08 call while in port at those islands.

Amateur Radio reports VK9YY as very active; and he has also acquired a wife recently. Whether this means an end to Ham Radio remains to be seen. No new listings for New Guinea, and no cancellations.

BERS-195, Victoria's listener who never sleeps, writes in with a few notes and corrections. He corrects our error of April re VK-1-RG/VK-1-EM—bound from, not to, Macquarie Island. VK-5AF, now VK-1-AF, went to the island. On Heard Island Ken Dalziel, with the call VK-1-SK, should be active by now. Eric also reports hearing Doc Black, VK2QZ/VK9, on one occasion since his return to the Trobriands. VK9RC he says also puts a good signal into Victoria. Eric also says that a newcomer to 40 metres is FK8AO—ex FQ8AE—heard being contacted by

FK8AB. Also reported active on 40-metres phone is FUSAB.

Eric has news of those elusive Easter Island stations mentioned here in recent months. His information is that CE-0-AA would not appear on the air until May 28—then only for a few days—on 10/20/40/80 metres. Transport from the South American mainland seems to have been the hold-up.

Also frequently heard—and usually unanswered—is the Wake Island 40-metre CW man, KW6BI. CW is certainly at a discount these days.

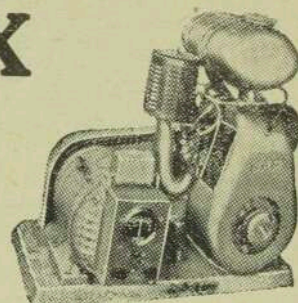
Another rare country is actively represented to late by VK9GM, George Meaton, on Norfolk.

The ZL call-book lists two stations currently at the Chathams, out east of New Zealand. They are ZL3RO, C. R.

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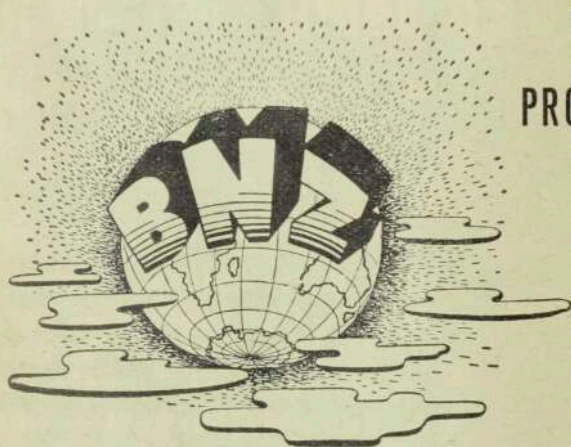
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lie, at Waitangi, and ZL3SC, N. Mac
nald, at Owenga. Raoul Island (Ker-
adecs) has one—ZL-1-AJG, R. T. Jensen.
ZK2AA, Bill, on Niue, was heard to say
May that he will be finishing up and
turning to New Zealand in November
after seven years' service there.
Last month mention was made of the
ZK-1-AC being pirated by a Mexican
station. This was in error—the call is
ZL-1-AT. Two misprints also crept into
FO8 notes—Joe Bourne, not Bourke,
applying same. FO8AH's location is
Ouai Island.
Iams accustomed to working 80 metres
I have found the Suva broadcast
station's new shortwave outlet settled on
80 kc/s since mid-May. The Radio
engineer reports that the transmitter will
most certainly be held on the channel,
after testing on various frequencies over
past two months.
As from June 1 ZL stations were to lose
a portion of the 80-metre band above
80 kc/s, and this regulation will
sumably also apply in New Zealand
and Territories.
A final note: While spinning the dial,
ams, might care to check on sigs from
new Samoa short-wave outlet on
80 kc/s or 3241 kc/s (May, p. 38) and
p a line to ZM6AA, Pat Senior, in
charge of the station. Box 23, Apia, will
find him.

FIJI ATTACKS PROBLEMS OF LOST SOIL

SUVA, June 1.

WIDE programme of measures
to combat the serious problem
of soil erosion in Fiji—to which
present Governor, Sir Ronald
Arvey, drew particular attention
after his arrival in the Colony
last year, is now under way.
Measures planned or already im-
plemented, include special courses
and pamphlets for study by school-
teachers who, in turn, will explain
causes and cures for erosion
school pupils. Special films will
be shown to Young Farmers Clubs
mobile film unit, and to the
public through ordinary picture
theatres. Window displays and
lectures and articles in the press
and *Journal of Agriculture* will
further educate the public. A
Government soil survey will guide
land-settlement schemes.
There will be stricter control of,
and heavier penalties for those re-
sponsible for grass fires. Contour-
cultivation and planting will be
encouraged for in areas subject to
erosion. Tree planting by the pub-
lic and arbour days for schools,
will be encouraged.

RUGBY TEAM FOR FIJI

SYDNEY Rugby Union team
will make a tour in Fiji in
August, and will play clubs re-
presenting Fijian clubs and Fijian
winces. Members will pay their
own fares to Fiji, but their ex-
penses while in the Colony will be
met for them.

NEW HALF-MILLION STRIP FOR NADI, FIJI

SINCE jet aircraft soon are to be
seen on the trans-Pacific route,
a re-survey of landingfield
facilities has become necessary; and
this has shown that Nadi airfield,
in western Viti Levu, chief Fiji
station on the international route,
is not big enough. It is too short
to provide fully-loaded airliners
with a safe take-off.

This was the chief subject dealt
with at the Pacific Air Transport
Conference in Suva last month. It
was decided to spend £500,000 on

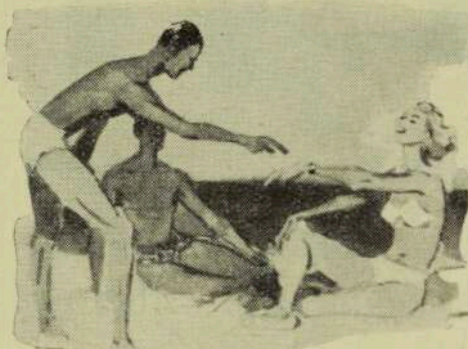
a larger air-strip. Australia will
pay two-thirds; Britain and NZ will
provide the balance.

PACIFIC ISLANDS AIR PHOTOGRAPHS

Norfolk Is., Lord Howe, Noumea,
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ISLANDS BOUND

Travelling to Islands ports in May Tofua were:

Dr. and Mrs. D. G. Johnston, lately of Kaponga, NZ. Dr. Johnston replaces Dr. Milne as C.M.O., Samoa.

Mr. and Mrs. R. M. Warner to join the staff of Tonga High School, Nukualofa.

Mr. J. Francon Williams and Mrs. Williams bound for Niue for a few months. Mr. Williams is head of the school dental services in Auckland. He organised the dental services in Samoa and Niue.

Mr. J. J. Little joined the staff of the Resident Commissioner's office, Niue.



ZJV HAS TROUBLES

SUVA, June 1.

IN recent months, Suva has been carrying out tests on the short-wave broadcasting bands, seeking a channel which will give better coverage of the Fiji Islands when used in conjunction with the existing broadcast station ZJV on 930 kc/s.

The Suva Radio Engineer has received reports of excellent signals being received all over the world; but, due to "skip" (a peculiarity of short-wave radio well-known in technical circles) reception on all channels so far tried has been poor at night in some parts of the Fiji Islands.

After testing unsuccessfully on the 31, 41 and 49-metre bands the short-wave transmitter was placed on 3,980 kc/s (75 metres) in mid-May. This frequency is giving the best results to date within the Fiji Group and is reported as well received in New Zealand and other Islands areas. The intention now is to remain on this frequency.

¶ A public welcome was extended on April 27 to the Rev. Albert Kroenert in Central Baptist Church, Sydney. Mr. Kroenert is a pioneer Baptist Missionary in New Guinea. ¶ Miss Jean Lawes, on furlough from New Guinea, addressed the Baptist Women's Missionary Union in Sydney on April 28.

Now in N. Zealand

Recent arrivals in Auckland from the islands:—

Mr. and Mrs. Foamotu Neki and children, and Miss Sikiki Patula—from Tavea.

Mr. and Mrs. Pat Costello (right) of Suva, bound for England to visit their daughter, were met in Auckland by Mr. Scott Ramsay.

Mr. and Mrs. J. S. Galloway and Mr. and Mrs. P. Harris from Tonga.



POROI ATTACKS

VICE

IN PAPEETE

FOLLOWING his re-election as Mayor of Papeete, Mr. Alfred Poroi lost no time in implementing his policy of cleaning up some of the Tahiti capital's less desirable aspects.

On instructions from the Mayor, Chief of Police Biesel made a swoop in mid-May and rounded up what our Correspondent calls "a famous ring of gamblers." Thirty-six were jailed. Now, in the sights of the police chief, are "some opium dens, filthy residences," and other centres of vice.

A turtle, estimated to be twelve feet long and about the same across the back, was seen in Penrhyn goon, N. Cooks, recently. One seven feet in length was caught here a few years ago.

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More Amendments to Papua-N. Guinea Native Labour Ordinance

But All Administration-
Sponsored

THE most amended piece of legislation in the statutes of Papua and New Guinea is certainly that of the Native Labour Ordinance, which turns up regularly for minor or major operations at each sitting of the Legislative Council.

Even greater amendments are contemplated. At the May session, the Chairman (the Administrator, Mr. D. M. Cleland) said that the Director of District Services would, by the end of May, submit to the Minister for Territories a review of the whole basis of the Ordinance and policy in regard to native labour generally. The review and Ministerial recommendations would then be further considered by the Administration and by the time the Legislative Council met again this year, they should have a consolidated Native Labour Ordinance.

The amendments before the Council at the current session had been approved by the Minister and agreed to.

Mr. D. Barrett, member for New

Guinea Islands, proposed to introduce a bill at the May session which would amend the Ordinance so as to curb the native who walked out on his labour agreement.

However, Mr. Barrett did not bring forward this legislation. Instead, Mr. J. R. Foldi (Acting Assistant Director of District Ser-

vices) submitted a bill to amend other aspects of the 1951-52 Ordinance.

One amendment concerned the place of final pay-off of native labour. The 1952 Ordinance specified that this must be in the District of employment. The new ordinance made the place of final pay-off a



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matter of mutual agreement between the parties.

NATIVE LABOUR DESERTIONS

This was generally welcomed by private members; but Mr. Barrett said that, otherwise, the wishes of most employers in New Guinea had been completely disregarded.

He later sought unsuccessfully to have several amendments made to the proposed legislation. He said that, in 1952, there were 600 native labour desertions in New Britain alone; some of these natives quite obviously had intended to desert before they left their home village. He suggested that similar conditions should apply to native labour as applied to Europeans who came to the Territory to work under a contract. That is, if they returned home before their employment before 12 months they could be compelled to return their forward fare to their employer—or, their employer could sue them for it.

He said that in New Britain, an attempt had been made to bring some native offenders to book by charging them with not working the hours set out in the Ordinance. A conviction was secured in the Lower Court; then an appeal was made to the Director of District Services and the decision reversed, completely nullifying what they had set out to do.

Mr. Fairfax-Ross, nominated member for Papua, said he appreciated what Mr. Barrett was seeking. But, if one did sue a native, and got a verdict against him, how could one set about getting money out of him? He could not be thrown to gaol, or a debtors' prison.

Mr. Barrett was supported by Simogen, native member from Newak, TNG. Through an interpreter, Simogen said that native labour affairs in Rabaul, which he had recently visited, were far from all. There were many Sepik men, and men from the NG mainland who had originally gone under agreement, and had deserted for good reason that he could see. He would like to see a law enacted that would compel a native labourer to work if he had entered an agreement to do so—and we would like to see that same law insist that the labourer be returned to his village after the agreement had expired.

If a man did not honour his agreement, and deserted, said Simogen, he became as a wild man. Eventually he had no money for his home, and the district suffered of him. Many men contracted an agreement or deserted from it, and did not return to their villages; instead they entered into what was called "business work," an unofficial agreement with an employer on a plantation whereby they were given a certain area of property to work, or from which they made copra.

In the clause relating to the

repatriation of a native employee and his dependents, Mr. Barrett moved that the words "until such time as he or they desire to return home" be replaced by "for a period of three months, at the expiration of which time, if (he or they) have not returned home, the liability of the employer ceases and he is entitled to a refund of any amount deposited under this subsection."

His motion was not carried.

En route to the Coronation as representatives of Fiji, Hon. George

Cakobau, MLC, and Hon. H. Maurice Scott called on Rugby officials in Canada, to discuss Fijian overseas tours. Depending on results of these talks, a Fiji team next year will tour either Canada or Australia.

Two men, over 100 years old, died in Fiji about the end of May. Mr. Shandra Maharaj, of Suva, was one of the earliest immigrants under the indenture system. The other, Atunaisa Camaibau, was a Fijian of Tamavua-i-Wai.

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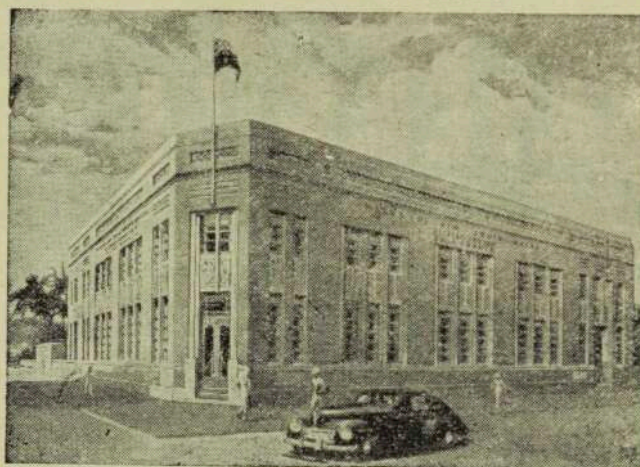
Agencies—Nadi Airport, Vatukoula.

PAPUA

Branch—Port Moresby.

NEW GUINEA

Branches—Lae, Rabaul.



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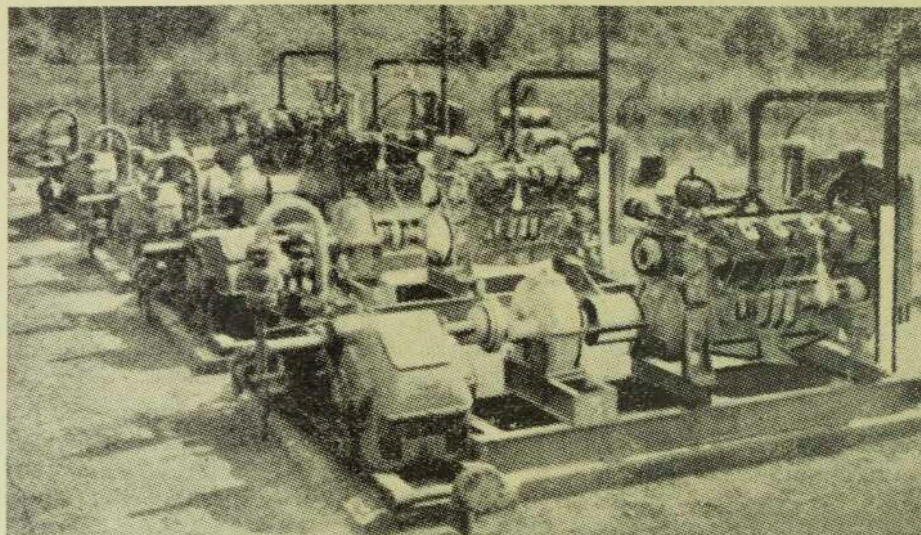
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THESE WERE THE ANSWERS—

QUESTION-TIME in the May session of the Papua and New Guinea Legislative Council produced a good deal of information of general interest to Territory residents—although some of it could, perhaps, be regarded as being slightly coloured by Departmental enthusiasm.

Here is a cross-section of the information by Heads of departments private members who asked questions:

AND WILL BE AVAILABLE IN RABAU
Thirty residential allotments will shortly be available for tender in Rabaul (north Malaguna Road). In addition there will be seven business allotments available within two months; and probably four water-front allotments in the industrial area within the same time.

The next sitting of the New Guinea Land Board—which will, for the first time, include a local member—will be in Rabaul at the end of June. (Question asked by Mr. D. Barrett of Secretary of Lands).

PNG TIMBER IMPORTS

In the nine months to March, 1953, 11,874 worth of timber as pre-cut bldings was imported into the Territory PNG in addition to 190,782 super feet sawn timber valued at £11,002. Papua

got 168,644 feet of it; New Guinea the rest. (Question asked by Mr. Barrett of Chief Collector of Customs).

WHY THERE SHOULD BE NO SHORTAGE OF TIMBER—SOON

When the Administration returned to P-NG after the war there were considerable areas of forest held by persons who had obtained permits before the war. The Administration policy was to encourage these permit-holders to return and produce timber for local rehabilitation. But these permits had been granted primarily for the production of logs for export and there was no way of enforcing production for local requirements, although the Administration maintained its attitude of encouragement. The Administration then acquired and brought into production the two Army sawmills at Yalu and Kerevat and granted 24 Emergency Permits, 13 in Papua and 11 in New Guinea, in each of which there was a clause for a minimum cut for local consumption. Some of the pre-war permits were also reorganised and a minimum cut clause inserted.

Administration sawmills have constantly tried to increase their efficiency and production. In 1951 they produced 1½ million super feet of sawn timber; and in 1952, 2.4 million super feet. Processing of large areas of timberlands to the stage where

they can become timber-producing takes a long time but the Administration has processed two large blocks to the stage where they can be offered to tender should conditions warrant and in addition is developing a road to Brown River timber area (near Moresby) so that there will be the minimum delay between the acceptance

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of tenders and the production of timber. When Administration plans for the encouragement of timber production come to fruition, local demand will be more than covered. (Question asked by Mr. Barrett of Director of Forests).

DEPARTMENT OF AGRICULTURE AND PASTORAL BUSINESS

In Papua-New Guinea the Department of Agriculture maintains nine pastoral properties (including a quarantine station) with a total area of 29,300 acres. The largest of these is the Baiyer River station of 12,000 acres.

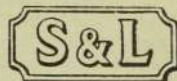
In the last six years, 53 stud bulls and 1,319 heifers have been imported by the Department. About 150 of these animals were for sale on arrival and about 1,000 of them have been imported in the last two years. The natural increase has been 656; 152 cattle have been acquired within the Territory; 102 have been sold and 121 have been sold for meat. The Department now owns 263 male and 1,544 female cattle.

There are three qualified veterinarians employed by the Department—one Australian graduate and two from European universities, one of whom is employed full-time in connection with the Pakistan cattle which were imported some months ago and which still remain in quarantine on the station outside Port Moresby. (Question asked by Mrs. D. Booth of the Director of Agriculture, Stock and Fisheries).

WHY TENDERER GAVE UP THE TRANS-BUSU AREA

There has been much speculation in the Territory as to why a Queensland timber firm which successfully tendered for the Trans-Busu timber permit area near Lae, later asked for the permit to be cancelled. One suggestion, made in New Britain, was that the soil was full of

silica which made the timber inordinately hard, and therefore difficult to mill. The reason, however, appears to be purely economic. The tenderer said that as Queensland plywood of the type that would come from the Trans-Busu area was already unsaleable in Australia, exploiting the Busu area, as well as his Queensland timber leases, would put too much of a strain on his resources.



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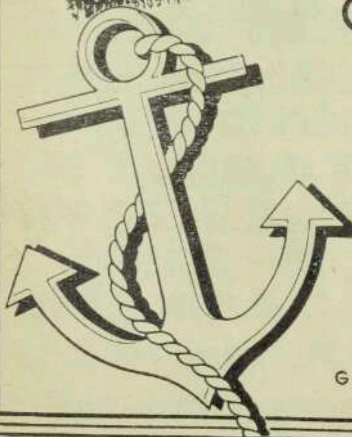
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Tenders were again called for the area early this year. (Question asked by Mrs. Booth of the Director of Forests).

BANKING IN THE TERRITORY

No Government can force a Bank to open branches where it does not wish to. The Administration is satisfied that Banks are watching the development of the Territory and that full branch facilities will be provided by them in centres that warrant it. In 1951 the Commonwealth Bank and the Administration arranged with all its Savings Bank Agencies to accept deposits to Current Accounts and it is the practice in the Territory to settle by cheque, it is considered that very little inconvenience is experienced by people in centres not enjoying the services of a full branch of a Bank. (Question by Mrs. D. Booth to the Government Secretary).

NATIVE LAND TITLES

Since the creation of a Native Commissioner, six applications have been received from natives in the Port Moresby area for Titles to land; two have been approved; one rejected and three are still under investigation.

In the New Britain district, eight natives have asked for land titles; all claims are still being investigated.

More Native Land Commissioners will be appointed shortly and this should expedite the issue of Titles. (Question by the Rev. E. Ure to Chief Native Lands Commissioner).

E. Ure to Chief Native Lands Commissioner).

COST OF RUNNING NEW GUINEA
Total amount of public revenue raised in the Territory of New Guinea for the year ended June 30, 1952, was £1,486,375 and this, in accordance with section II of the Papua and New Guinea Act, was expended on the administration, welfare and development of the Territory. In addition the Commonwealth of Australia made a direct grant of £3,126,059 for the same purpose—total expenditure for the "Other Side" therefore being £4,612,434. (Question by the Rev. F. G. Lew's to the Government Secretary).

"ISLANDS" THAT COME AND GO

FOR over six years, ships passing through a region about 17 miles south of New Georgia (BSI) have reported seeing flashes of light from the sea. Captain Adams, of the *Malolo*, who was there in daylight during 1951, was the first to report an island—100 feet long, 20 feet broad and about 15 feet high. The BSIP Marine Superintendent at the Kurimarau to pin-point it but found only boiling water. Last March, Captain Macdonald of the Western Pacific High Commissioner through the New Hebrides Kurimarau. Going down between the islands, and west of Mbryn, the ship passed through a sea of pumice 10 miles long, 2 miles wide and about 9 inches deep, which had evidently come out of Mbryn the previous day. It was so thick that it banked up and took the paint off the hull for about 1 foot above the waterline.

HAIL-STORM IN TAHITI

PAPEETE was hit by a very rare phenomenon, a hail-storm, on the evening of May 9, when a heavy squall struck the town.

Many small children, who had never seen hail—or heard it on the roofs—rushed outside to pick up the hail-stones. Our correspondent recalls that his mother told him of a heavy hailstorm being experienced over the whole of Tahiti about 80 years ago. The last remembered in Papeete was some 15 years ago.

Hail-storms are invariably associated with the big towering cumulo-nimbus clouds common in the tropics—but usually the hail-

stones melt before they reach sea-level, and only heavy rain is experienced.

A SHOTGUN MISHAP

A PROMINENT resident of Daru, Papua, Mr. L. Luff, was admitted to Port Moresby Hospital on May 14 suffering from gunshot wounds in the back of his head. A special plane, chartered by the Administration, got him to hospital, and a doctor and nurse made the round trip to attend him.

He was working under his house when a loaded shotgun fell from a shelf and discharged pellets into the back of his head.

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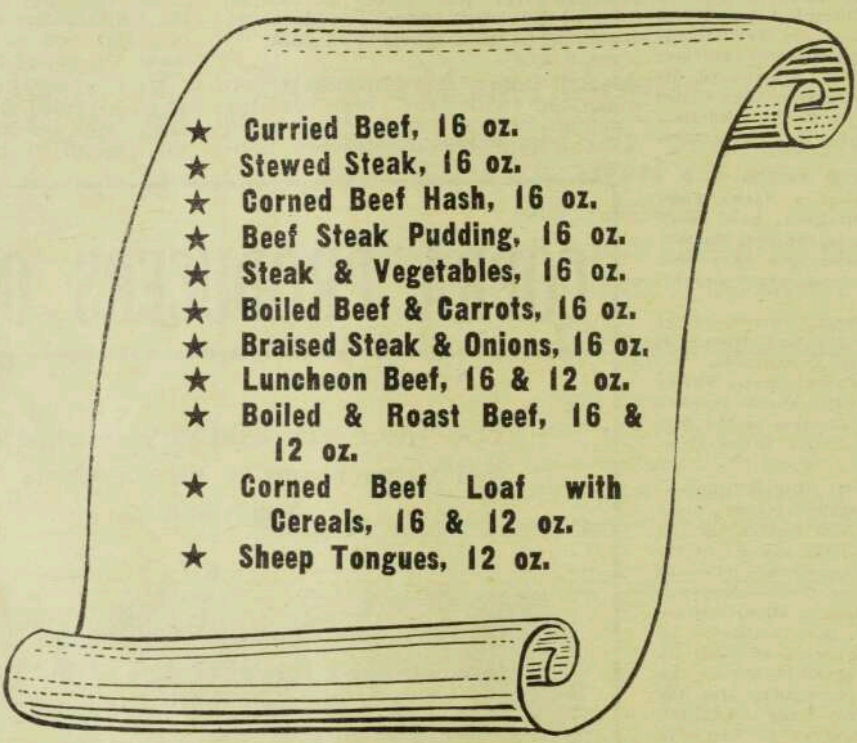
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More Roads for Papua-New Guinea

GREAT deal of road building and road reconstruction is going on in the Territory of Papua and New Guinea, apart from activities in the Highlands and the proposed Highlands-Madang road. (See PIM for May).

Our Port Moresby correspondent has compiled the following list from official sources—but it should be pointed out that although a lot of work is going on, some of it is still in the wishful-thinking stage and that road-making in PNG is always subject to the vagaries of weather, equipment, availability of labour and supplies. It cannot be said to be a country designed by nature for the building of roads—one reason why they have been neglected so long:

MADANG-BOGIA

The coast road from Madang to Bogia, which was built by the Army, is to be re-mended by the District Services Department, and assistance has been promised for the plantations along the road.

SEPIK DISTRICT

A big road building programme is to be undertaken by the Administration in the Sepik District. The first objective is to reconstruct the old road between Marui and Maprik, and then to continue the road from Maprik to Wewak. Work will

then begin on re-opening the Army jeep track from Wewak to Aitape. The job is to be done by the recently-formed Administration Works Section, and two road-overseers have been appointed for the Sepik District.

These roads will be of value in the encouragement of rice growing in the Sepik District. The Dagua villagers (out of Wewak), under the energetic leadership of Simogun, MLC, are producing cash crops and over a year ago asked for Administration assistance in getting a road through to Wewak.

KIETA-IWI

In Bougainville, two Works Department gangs are building bridges for the Kieta-Iwi Road, and the Administration has allocated another £15,000 for this road-rebuilding job. Two Bailey bridges are to be erected, and about twenty small timber bridges.

The rebuilding of the road itself will be done by the District Services Department, and when the project was first broached, offers of assistance were made by planters and missions in the area. (See April PIM.)

KEREMA AREA

In the Kerema district, Western Papua, the District Services Department, with the co-operation of local residents, has built nine miles of road from the Station to the plantation of Kerema Rubber Limited at Epi. This has been done as a departmental job and community project with no special allocation of funds.

LAKE-HIGHLANDS

An aerial reconnaissance has been made of the country between Lake and Gusap by the DO at Lake and a civil engineer from the Works Department, particularly in regard to the five rivers draining into the

Markham on the northern side of the valley. It is considered that four can be bridged, but at the Maning River, three miles from Kianit, a causeway and ford will be necessary. A survey is being made of the old army road from Nabzab to Gusap across the Erap, Ramu, Leron and Umi Rivers. This will show what road reconstruction work is needed, and whether bridges or fords are required at the river crossings. (Over)

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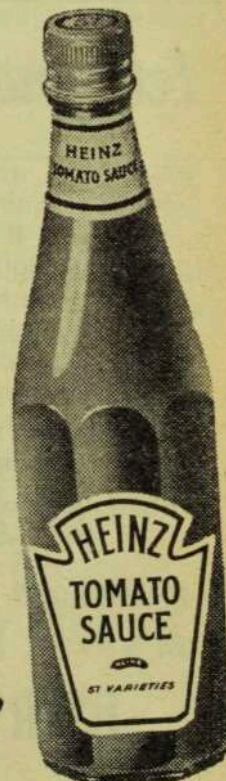
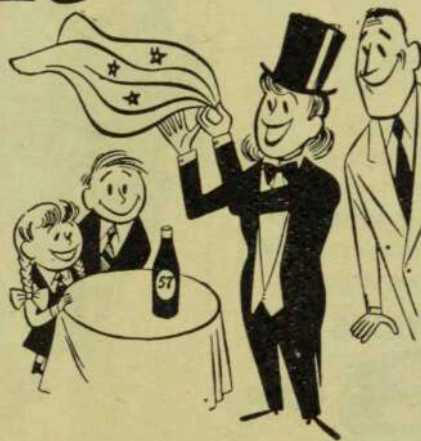
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NEW IRELAND

Three Works Department road gangs are engaged on improvements to the 180 mile East Coast Road in New Ireland.

One bridge gang is working south from Kavieng and has reconditioned six bridges, and another gang is repairing bridges north from Namatanai. Just north of Namatanai a Bailey Bridge with a 200-ft span is to be built with a centre pile. This is a major crossing over the Nambuti River. There is a total of 58 bridges along the East Coast Road.

PORT MORESBY DISTRICT

In the Central District, 5½ miles of road are to be built from the head of Bootless Inlet towards Rigo, and as the old Army road from Taurama to the head of Bootless was reconditioned last year, the combined section will make a good start on the future road to Rigo.

Near Port Moresby the Works Department is constructing four miles of road from the Laloki Bridge into the timber area of the Brown River country. This is the first stage of a long-range administration plan to get a road right through to connect with the road network in the Kanosia district. Immediate benefit, however, will result from the first four-mile section as this will open up extensive timber stands. Mr. Tom Flower of Port Moresby will be setting up a mill there as soon as the road is ready, and this should help greatly in relieving the severe shortage of timber at Port Moresby.

LABU-WAU

A new steel bridge is to be built at Pine Tops on the Wau-Labu road to replace the old swing structure which is now in poor condition. Most of the component parts for the bridge are in stock at Lae, and construction will start as soon as the design is approved.

Urges New System for 'Appalling' Roads

SPEAKING at the Legislative Council meeting in Port Moresby in May, the member for NG Islands, Mr. D. Barrett, said that he was appalled at the condition of Territory roads.

In New Britain alone, he said, £40,000 was being spent annually on maintenance, and still the main arterial roads in the coastal area are in poor condition—frequently planters coming to Rabaul on business are unable to return to their homes if a small amount of rain has fallen in the meantime. In Kavieng, the East Coast road was

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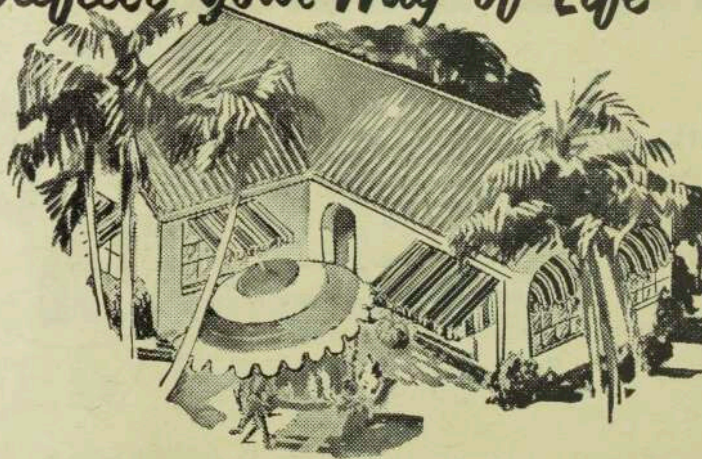
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most impassable—in one instance, when he visited there recently, it took 1½ hours for a four-wheel vehicle to traverse 12 miles. Yet this road was the main outlet for copra—over 300 tons a month being shipped from the CMB depot in Kavieng.

The Commonwealth Department Works had been engaged on what it called reconstruction of the new Ireland road for 14 months, during which time 40 miles had been constructed. Of that, 20 miles had been in excellent condition before the Department commenced. All mechanical equipment of the Department had been broken down in New Ireland for eight months.

The Regional Works Director in Kavieng had informed the District Commissioner that he was waiting for spare parts; the Regional Works Director in Rabaul said the same thing; the Territory Works Director also said the same thing—they were waiting for parts.

Work on the Iwi-Kieta road in Lugainville, continued Mr. Barrett, appeared to be at a standstill why was not clear.

Mr. Barrett suggested a complete review of the Administration's policy in relation to roads. The diversion of as high a proportion as possible of funds earmarked for roads to permanent construction of the road would greatly reduce annual maintenance costs; and he believed that District Services should take over road maintenance from Works. This system was apparently working well in the Highlands—but for one reason it was not used at all in the New Guinea Islands area. Maintenance by Works, with the high cost of running mechanical equipment with European operators, was manifestly much more expensive than using native labour and native truck drivers.

Effective Cooler Causes Heavy Banana Loss

From Our Own Correspondent

SUVA, May 25.

BECAUSE a fault developed in the cooler equipment of the U.S.S. Co's *Matua* in mid-May, after sailing from Apia, and because it could not be rectified (though an expert was flown from Auckland to Suva) the vessel was diverted to Auckland to discharge Samoa-Fiji banana cargo, rather than carry on to Lyttelton. The fruit, however, was already over-ripe at Auckland—especially the Samoan bananas, of which some 10 cases, valued at about £17,000, were to be dumped, and a great deal of the rest was sold in poor condition, at well below the price of the crate. The New Zealand importing organisation, or insurance companies—not the growers—stands the

COOL STORE FOR RAROTONGA

THE NZ Government, in May, finally approved allocation of £11,000 for a fruit cool-store at Rarotonga. The store will hold fruit, brought in from the Rarotonga orchards and from those on the outer islands, pending arrival of shipping from NZ. This should save much fruit which now matures between ships. Success will depend on adequate inter-island shipping to bring the fruit in from the outer islands frequently during the season.

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(Founded 1937).

Visitors from the Pacific Islands to Sydney, or persons interested in Islands affairs, are invited to communicate with the Honorary Secretary of the above Society which was formed to constitute a social and cultural centre for those interested in the Pacific Islands.

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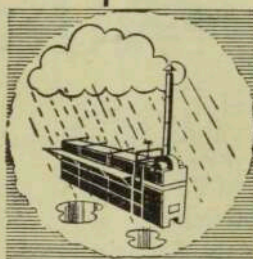
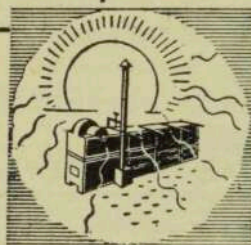
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Chimbus: Shorter Term—Higher Costs!

FROM July 1, Papua-New Guinea employers will have their Highland labour for a shorter period, and it will cost them more.

Maximum period for which a Highland native will be able to enter into a labour agreement will be 18 months as against the present two years; and a "handling fee" of 10/- will become due in respect of each native signed on. The reduction of the term of agreement is because "of the present effect on native administration of the Highland Districts resulting from prolonged absence of natives from the area."

After spending three months in his village, the native, however, will be available for re-engagement.

The handling fee is to partly offset the cost to the Administration of rationing, etc., while native labourers are waiting to go to their employers, or after they have returned to the Highlands.

EDITORIAL NOTE

Highland labour is on the whole not popular. Although it is conceded that the availability of Chimbus (as Highlanders are generally called) has considerably eased the pressure on the labour market, these Highlanders are regarded as second-best. Employers say they are "dumb" (hard to teach) or lazy.

As they must do all their travelling from the Highlands by plane, and as there is a time lag before they adapt themselves even partially to regular work, they are expensive labour.

From July 1, employers will get at most, about 12 months' effective work from them—then they must fly them back to the Highlands. In the circumstances, it will be small wonder if employers feel that the six months now clipped off the contracts would be of much more use to them than to the Highlanders returned prematurely to their native heath.

The press hand-out, which speaks baldly of "present effect on native Administration," needs clarification. As the natives are to be permitted to re-engage in employment after three months at home, the effect of "prolonged absences" surely cannot be lessened to any great degree. In effect, all the new legislation seems to do is to give the Chimbus three months' holiday at home every 18 months, instead of every 2 years; and NG industry pays.

¶ Monsieur Maurice Pambrun, son of M. Georges Pambrun and Madame Pambrun, was married to Mlle. Andree Copie, daughter of M. Julien Copie and Madame Copie, at the Catholic Cathedral, Papeete, Tahiti, on May 16.

Fiji Claim to a Home in Fiji

(Continued from Page 43)

ed Fijians," and "Each race holds the other in contempt," are misrepresentations of facts, and calculated to sow seeds of undesirable anti-racial feeling. India is a part of the British Commonwealth, and her influence can never be other than friendly.

There are problems here, as in other places; but what is required, at the moment, is a sane and temperate appreciation of facts, a frank recognition of existing difficulties, and a definite policy for the future which will provide for all the communities in this Colony, and harmonious relations between them. I am in full agreement with Mr. Gibson when he says that "with a spirit of co-operation, goodwill and mutual trust, a way could be found making Fiji a permanent and happy home for both Fijians and Europeans, under British guardianship." Schemes, planned and executed, to develop the Colony's natural resources, would go much further in solving our present problems than suggestions that are not only impracticable, but would be ruinous for the Colony.

I should like to give the following extract from *My African Journey*, written by the Right Honourable the Prime Minister, Sir Winston Churchill, regarding Fijians in Africa. He says:—

How stands the claim of the

British Indian? His rights as a human being, his rights as a British subject, are equally engaged.

"It was the Sikh soldier who bore the honourable part in the conquest and pacification of these East African countries. It is the Indian trader who, penetrating and main-

taining himself in all sorts of places to which no white man would go or in which no white man could earn a living, has more than anyone else developed the early beginnings of trade and opened up the first slender means of communication.

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perhaps the larger part of the capital yet available for business and enterprise, and to whom the white settlers have not hesitated to turn for financial aid.

"The Indian was here long before the British official. He may point to as many generations of useful industry on the coast and inland as the white settlers, especially the most recently-arrived contingents from S. Africa (the loudest against him of all) can count years of residence.

"Is it possible for any Government, with a scrap of respect for honest dealing between man and man, to embark upon a policy of deliberately squeezing out the native of India from regions in which he has established himself under every security of public faith? Most of all must we ask, is such a policy possible to the Government which bears sway over three hundred millions of our Indian Empire?"

Does the above quotation not fit in with the present set-up in this Colony? Should we not take a lesson from it and plan for the future with the same understanding?

The PIM writer has suggested many things which the Indian leaders had not even dreamt of. I would like to sound a note of warning to him against the use of such phrases as: "There is racial antagonism between Indians and Fijians"; "Each race holds the

other in contempt"; "The influence of India is anti-British."

If that writer could stay in the Colony for a longer period, he would see with his own eyes how Indians and Fijians mix freely and invite each other to their social functions. It is a pleasant sight to watch Fijian and Indian guests sitting together, enjoying meals and conversing amongst themselves. Such occurrences are rare with Europeans. They also attend such functions; but very rarely do they

reciprocate by inviting non-Europeans to their functions.

Europeans freely express views against Governments, as Mr. Robson has done against the Attlee regime; but it is a sin for a non-European to express himself with similar freedom, and he has to be on his guard for fear of being designated anti-British, as soon as he opens his lips to utter even a polite and harmless word to express his disagreement with the views of the Government. Articles such as that in the *Pacific Islands Monthly* do more harm than

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ed in trying to solve the problem. It is simply a creation of this writer's imagination to say that the Indians now dream of the day when India will dominate the Indian Ocean—for the simple reason that the Fiji-Indian leader has ever given expression to such views, either publicly or privately, to any journalist.

It may be remembered that when the Indian Parliamentary delegation to Australia visited Fiji, and alluded to the welcome given them at the Grand Pacific Hotel, the leader of the delegation, Seth Vindas, told the Fiji-Indians that it was their home, and India invited them to do all in their power to make this Colony prosperous, to assist in improving their standard of living.

The Government of India, time after time again has advised the Fiji-Indians not to look to India for any kind of moral or material support, but to regard Fiji as their homeland, and to work for its prosperity and happiness.

The future of this country rests with the three communities of Europeans, Fijians and Indians. Europeans brought the wealth and the land; Fijians provided the labour; the Indians gave of their sweat to develop this Colony to what it is to-day.

Many people came here from India and all the soil of these islands and they have brought the agricultural knowledge to their present state of development with attendant benefits. As born in Fiji and this is my home, as it is also the home of the younger generation.

Our policy always has been, and will be, to live in harmony with all races, and to strive for the good of this Colony as a whole. But we may go forward together in harmony is the sincere wish of all people who have made Fiji their permanent home.

In conclusion, may I be permitted to quote the last sentences of the speech delivered in the Legislative Council in July, 1946, by the Honourable Indian member for the North Western Division, when speaking of the motion relating to the Deed of Cession concerning the safeguarding of the Fijian Race:

"My Honourable colleague, the European member of the Eastern Division, wanted some sort of declaration from us that could allay fears and suspicions of the Fiji community."

"Well, the assurance I am prepared to give on behalf of my people and our Fijian neighbours in this Colony is that we have all these years lived in this country, as sugar planters, as milkmen, and we shall always live the same as we have done in the past. It has never been our desire to dominate over anybody; let it be remembered that we

will not tolerate any domination from others as well.

"As our previous Governor mentioned in this Council, 'In God's eyes all men are equal.' We sincerely believe in it: we shall live up to that maxim and we shall make every endeavour to make others live up to it, too."

"It is the only assurance that I can give, and I hope that you will accept it with the same sincerity with which it is being given this evening."

Seismograph for Rabaul

A NEW seismograph was delivered at Rabaul, N.G., from Brisbane recently, just over a decade behind its scheduled delivery date. The time lag was due to that uncontrolled factor, war, for the

equipment was ready for delivery just as the Japs landed at Rabaul, but was still safe in Australia when the invasion started.

Since then it has been in use at the Queensland University, and is now ready to do its job of charting the Rabaul earth tremors.

¶ Mr. and Mrs. Howard Hayden left Suva on May 25, for Trinidad, where Mr. Hayden takes up the post of Director of Education.

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Hospitals for Lae and Moresby till at Talking Stage

HERE is nothing now to prevent Lae and Port Moresby having new European hospitals except:

- Canberra approval of plans drafted by Works Department specialists in collaboration with the administrator;
- Drawing up of plans and specifications;
- Calling for tenders;
- Letting of same;
- Allocation of sufficient cash to carry out the job;
- Assembling of workmen and materials;
- Doing the job;
- Furnishing and equipping buildings.

In view of the above, no Territorian will expect to see a new hospital at Lae (or Moresby) this year. The Lae hospital was a disgrace when it was built in 1946. It is six years more a disgrace in 1953.

One evening this April, with a Lae friend, I walked through the hospital; there was no staff about and there was nothing to stop our having a quick look and forming our own conclusions. My own conclusion was that if you were not ill

when you were admitted, you could be ill after a few days in that atmosphere.

The skill and attention of the medical staff are, no doubt, all they should be; but a sick person in that country needs more than medical attention if he is not to sink into the depths of tropical depression. For inducing depression, Lae hospital takes the million-dollar prize.

Its medical staff must be filled with a missionary zeal—there seems no other reason why they should remain to work in such conditions. Moreover, the hospital itself refutes the theory that sufficient publicity will always win out—Lae hospital in the last six years has had more adverse publicity than any other New Guinea institution, and apart from a few minor temporary improvements, the results have been nil. Yet while officialdom has procrastinated in the matter of providing this top-priority amenity in the way of a new building, others have not been idle.

BECAUSE the hospital is officially "temporary," a new Catholic church, now building, encroaches upon it on one side; and a most elaborate cinema, complete with a dozen or so shops, all of which will cost about £70,000, is now nearing completion, close up against it, on the other.

Further away there is a RSSAILA Club that must have cost real

money, a hotel that cost £100,000, the large establishments of Qantas Empire Airways down on the flat and up on Namanula that probably cost a similar amount.

Just these few items of Lae real estate add up to a considerable sum—and one is sometimes tempted to wonder from whence comes the faith to back the outlay; for Lae, like

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Moresby, is something of a parasitical growth. It has no industries of its own and its reasons for being are a dwindling gold industry at Bulolo, and an outlet for a small amount of coffee from Wau and the infant timber industry of Wau-Bulolo. Madang probably will be accepted as the natural outlet for the wealth, still only potential, of the NG Highlands.

But there are, in the big and growing town of Lae, no lack of monuments to the faith of private enterprise.—J.T.

MONEY LOST TO P-NG

SPEAKING at the P-NG Legislative Council's May session, Mr. E. A. James, elected member for Papua, said that in the first nine months of 1952-53, only £751,955 of the estimated £1,601,000 for capital works for that year had been spent.

He gave as an illustration the £64,000 that had been estimated would be spent on hospitals in P-NG; in the first nine months, he said, only £10,803 had been spent. (This amount in P-NG would pay for only two very modest cottages).

He said also that in nine months only £90,000 had been spent out of the year's estimated £212,000 for roads. At the same time, as the member for NG Islands, Mr. D. Barrett, had already pointed out, it was difficult to get approval for the expenditure of certain sums

although they had been passed in the estimates.

Mr. James asked whether it would not be possible to overcome delays and the difficulties of getting approval for expenditure already passed in the Estimates, so that as much as possible of the amounts authorised could be spent in the Territory. It seemed a pity that,

having convinced the Council and presumably the Commonwealth Treasurer, of the necessity for these works during any financial year, portion of that money was lost forever. What they did not spend this year on roads or hospitals was not added to the amount which they would normally get for roads, etc., in next financial year.



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No. 4

RELICS OF THE BOUNTY WIDELY-SCATTERED

By "TOPAZ"

THINK that any museum in the world would like to possess this rusty old cannon, which rests on a slab of stone outside the Norfolk Island post office.

It is the *Bounty* gun, which was brought from Pitcairn Island in 1856 on the *Morayshire*, the ship provided by the British Government to remove the 194 inhabitants of Pitcairn Island to Norfolk Island. On January 23, 1790, in Bounty Bay, Pitcairn Island, the mutineers moved everything available from the *Bounty*—masts, nails, even the tanks. Then, after burning her hull to the water-line, they sank her. Her guns went down with her. After they had lain for more than half a century, fathoms deep in the sea, two of her guns were fished up. One had been spiked and was useless.

The other was used on special occasions for firing salutes, until the visit of *HMS Virago* in January, 1853, when an accident put an end to this custom.

In firing a farewell salute to the *Virago* Chief-Magistrate Matthew McCoy was fatally injured—his arm was shattered above the elbow.

After the funeral of McCoy, Captain Prevost, of *Virago*, got the consent of the Pitcairners to spike the *Bounty* gun, thus avoiding further risk. It was found that a mouse rafter, which happened to have a nail in the end of it, had been used as a rammer.

Matthew Folger, who commanded the American trader *Topaz*, and was the first to contact the Pitcairners in their island retreat, was given the chronometer and compass of the *Bounty* by Alexander Smith. Smith was the only survivor of the mutineers when the *Topaz* found them. Smith then changed his name to John Adams. The chronometer had been used once by Captain Cook on his voyages and, later, was supplied to him when fitting out the *Bounty*. It was taken from Captain Folger by the Governor of Juan Fernandez; and later was bought by Sir Thomas Harbut, in Valparaiso. He presented it to the United Service Museum, Great Scotland Yard, London.

The anchor of the *Bounty* may be seen in the Auckland Museum. The *Bounty* relics are widely scattered.

John Adams became the old patriarch, who taught the young people to read and write, using the only book available, the *Bounty* Bible, and a prayer book. He also gave them the religious and moral training that afterwards made the little community an example to the whole world.

HMS Bounty, *Bounty* Bible, and

John Adams and his home, are all pictured in the current Pitcairn Island stamps.

Mr. W. S. Nicholas took over as Government Printer at Port Moresby early in May, succeeding Mr. W. A. Bock. The former has been on the printing-office staff since 1929; Mr. Bock's service goes back over 40 years. Mr. Bock is continuing at the printing office as a reader, and intends to continue residence in Port Moresby. The old Government

printing office on Douglas Street will soon be abandoned in favour of new buildings at Konedobu.

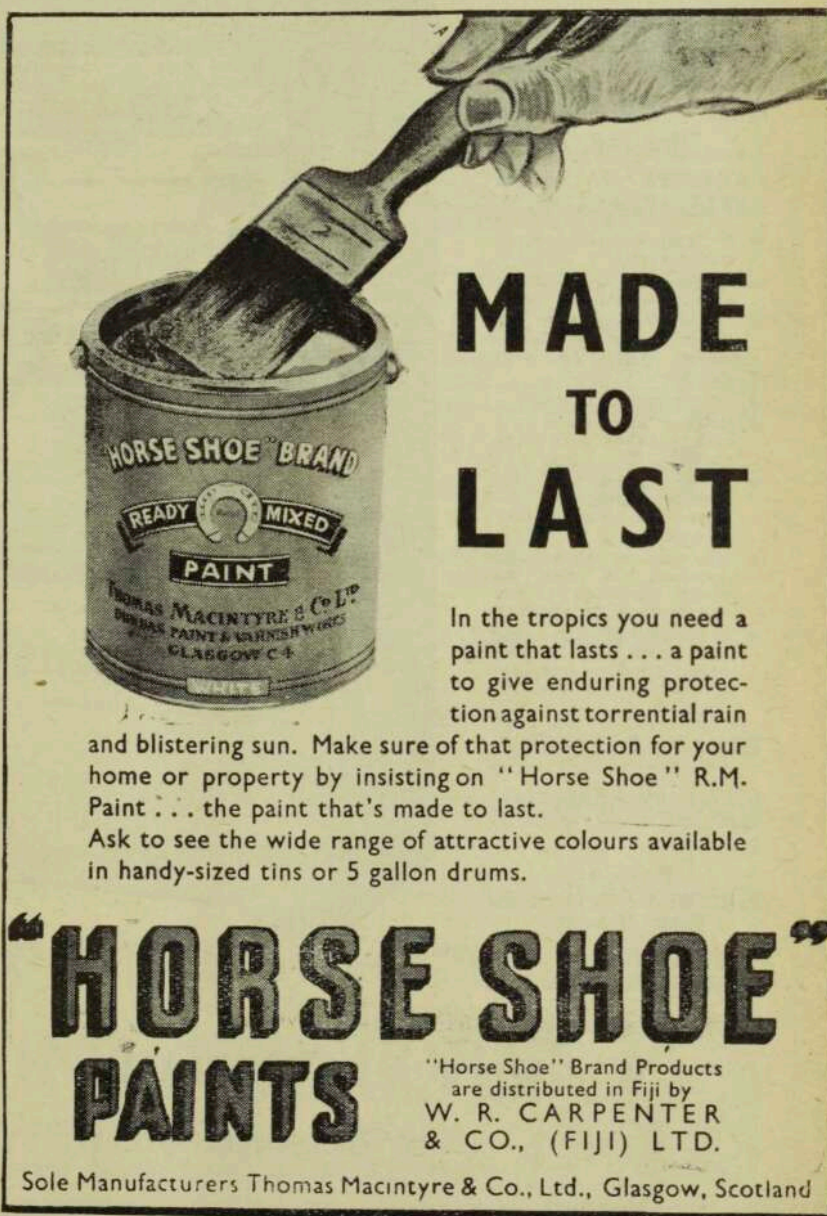
Mr. A. C. Smith, of the American Smithsonian Institute, who is a world authority on the flora and fauna of Fiji, is spending ten months in the Colony.

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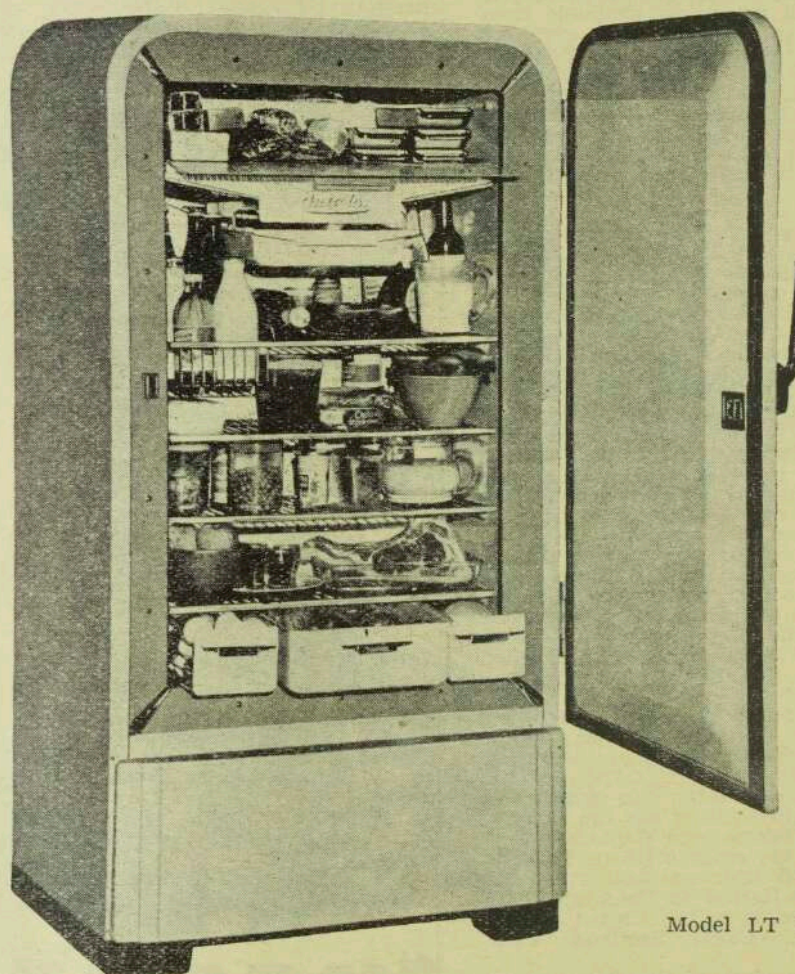
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UNRELIABLE WATERFRONT LABOUR IN NEW GUINEA

RABAU, June 2.
SINCE the Administration handed stevedoring to private enterprise in Rabaul early this year, the major problem has been the uncertainty of labour. Native promises to come in and work ships frequently are not kept.

Various unsuccessful attempts were made to solve the problem and all seemed lost until the stevedores decided to contact the men direct. So far this has worked satisfactorily; in fact in some cases more than sufficient men have turned up at the call.

Unlike the union-controlled men down south, the Tolai does not present logs of claims and hold stop-work meetings. He just doesn't present himself for work as agreed upon, and sometimes for the most mazing reasons.

Recently, when the men did not arrive to take over a night shift as requested, a visit to the village revealed two truck loads ready and waiting—but there was only sufficient petrol in the tanks to get them to Rabaul, and the men would not budge until the return journey was assured.

It was decided to ask the Kiaps for help, and ADO Ken Jones chaired a meeting at which he told

delegates that the native councillors had instituted a system of registration amongst natives who work on the waterfront. A conference with the natives followed and

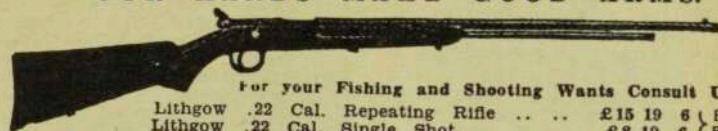
all seemed reasonably settled. However, at the first asking for labour on a Saturday no one offered; the reason given was that they had not received the call in time.

Bound for the Islands



Sailing for the Islands on Tofua in May were (left to right): Dr. and Mrs. L. F. Jepson and child (lately of Invercargill, NZ) for Apia, where Dr. Jepson takes over the newly established position of Medical Officer of Health, W. Samoa. Also for Western Samoa, Miss Rabi and Mrs. I. Stowers and her children, Diana, Allan and William. Mr. Allan Akin and Mrs. Akin returned to Fiji, where he takes up a position as radio technician with Cables & Wireless.

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KENAF TO-DAY AND, PERHAPS, TO-MORROW

Survey of the Industry in Papua and New Guinea

THREE viewpoints about kenaf as a commercial proposition in Papua-New Guinea: Rabaul—no darned good. Markham Valley—cautious. Port Moresby.—enthusiastic.

Among individual Territorians the viewpoints do not stop at three, of course. But the above are interesting, if only because they are sectional.

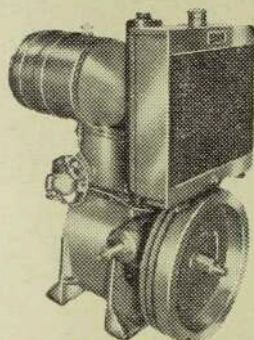
At Kerevat Experimental Station, about 30 miles from Rabaul, they will wave their arms vaguely at some forlorn looking scrub growing in a paddock and say that kenaf has already served its purpose, anyway, in that the price of jute has fallen by half since kenaf came into the picture, and bags and sacks to almost one-third.

Kerevat, of course, is devoted almost 100 per cent. to the cult of cocoa. Little else interests them—one reason being that cocoa is suitable to local soil conditions. The Gazelle Peninsula is basically pumice, with an unfortunate tendency to float off in heavy rain. Annual cropping, or any agriculture that requires the continual disturbance of the soil, is therefore regarded as suspect as it is believed that this

will lead to widespread erosion. Cocoa trees growing in quiet shade,

dropping their leaves to the forest floor to make, eventually, a layer of leaf-mould provide the ideal crop for the locality.

AT Bubia Experiment Station, about seven miles up the Markham Valley from Lae, a considerable amount of experimental work with kenaf has been under-



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taken. With jute at £90 per ton, as it was in April, it was believed here that kenaf could probably compete if the industry were fully mechanised. If the kenaf was to be retted to extract the fibre (that is, soaked for long periods in ponds or troughs) then the cost would probably be three times as much—but retted fibre, Bubia is inclined to believe, was more durable than the decorticated fibre, and possibly more suitable for a few commercial purposes.

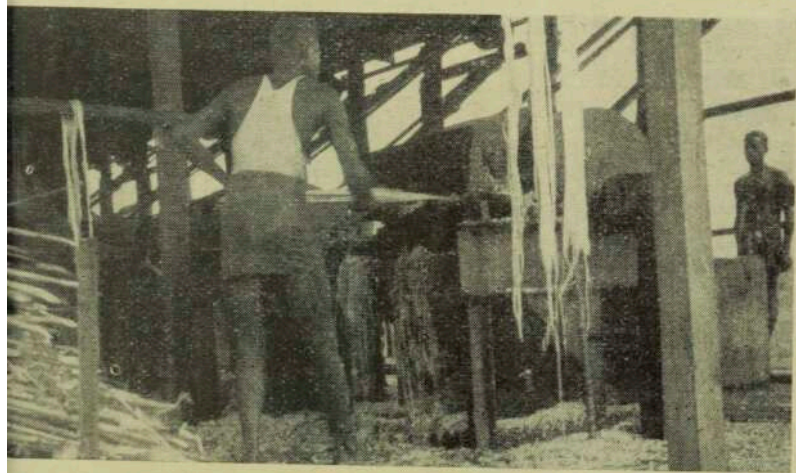
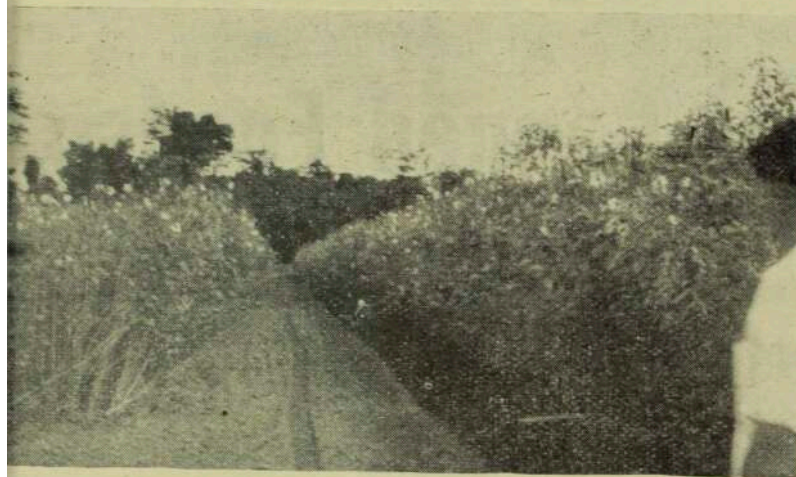
It is believed there, too, that for maximum fibre strength with maximum fibre content, the ideal growing period in the Markham Valley is about 135 days—this in comparison with the original contention around Port Moresby that the crop was ready for cutting in from 90 to 90 days. However, as the residue of gums in the decorticated fibre is greater with older kenaf, some modification of Bubia's ideas in this direction may be necessary.

MANILA HEMP

Agricultural officers at Bubia are enthusiastic about the possibilities of manila hemp, of which they have at present about 8,000 young plants grown from seed.

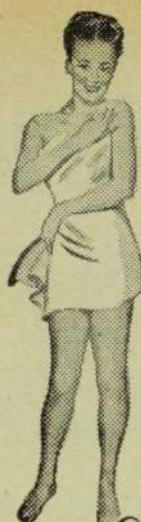
Manila hemp is a species of banana; it bears hard, woody fruit which, unlike the commercial banana, still contains seeds. At maturity, the stem of the plant is about 12 feet high and it is from this that the fibre comes. The stem is cut into three segments and the fibre stripped from this—the best fibre coming from the inside of the segment, and falling in quality towards the outside.

Experiments in manila hemp were undertaken by the New Guinea Department of Agriculture before the war, with stock grown from imported suckers. However, the disease, bunchy top, had been imported with the suckers although it did not show itself in active form and after the war, manila hemp plants which



Top: Kenaf growing at Schwimmer Drome—an Agricultural Department fibre experimental centre just outside Port Moresby. The crop is in flower.

Below: A native working at one of the decortication machines at Eriama Estates, Port Moresby. The stalks of kenaf can be seen behind him. Some of the fibre hanging up to the right of the boy.



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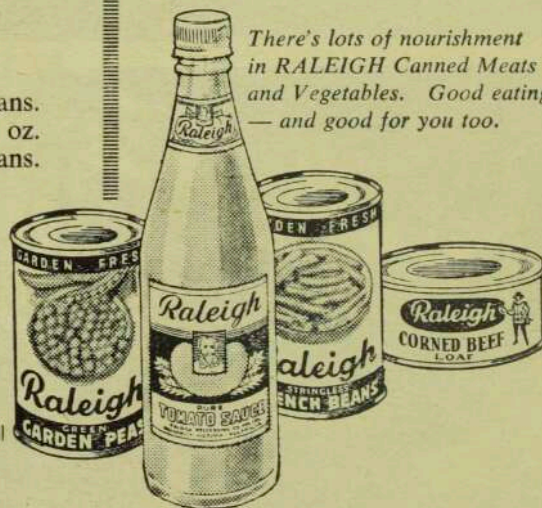
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had survived the blitz showed symptoms of it, although they were dormant or suppressed. Rather than eat native food bananas, the whole crop was cut out and destroyed. (New Guinea is one of the few countries in the world free of bunchy-top—hence the notable lack of enthusiasm for importing improved varieties of bananas from overseas).

Some of the seeds of manila hemp are saved and as these do not transmit the disease, present young stock was grown from these. As stock grown from seed does not breed true, it will take some years of breeding and selection before a good type can be stabilised.

When and if this does happen, New Guinea will probably have the only disease-free manila hemp in the world.

The growing and processing of manila-hemp is believed to be much more suitable for village industry than is kenaf.

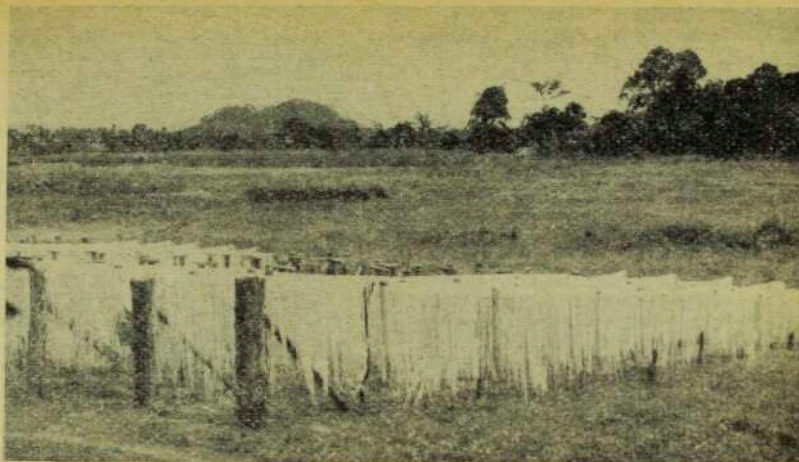
KENAF IN PAPUA

Just outside Port Moresby that one sees kenaf growing in large stands; it is round here, Eriama Estates (previously a plantation owned by Mrs. Ruth Sefton). Here it is being worked on a small testing scale, the fibre extracted and packed into bales and shipped to Australia; and it is in this area that you find, in spite of the industry's teething troubles and active competition from jute, faith in the future of the product.

Growing, kenaf is an unspectacular crop. It is sown closely and the stalks grow up straight to a height of nine to 11 feet. It has a white nondescript flower with a red centre—more like a hollyhock than a hibiscus, to which family it belongs.

Usually, it is harvested mechanically by a machine similar to that shown on page 107, which throws a bundle of stalks about a foot thick, neatly tied with string. Usually the area to be harvested is sprayed a few days beforehand with a defoliant—this makes the harvester's work easier and does not damage the stalk or fibre).

The kenaf is then ready for the



Top: Decorticated and washed kenaf fibre drying in the sun at Eriama Estates, near Port Moresby.

Below: A bale of kenaf ready for export to Australia.

decorticator. At Eriama Estates shown in the illustration. Two there is a battery of six or eight natives work at each, feeding in the of these small double machines stalks of kenaf, three or four at a

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Behind the drying kenaf in one of these photos, can be seen stands of kenaf—this will not be harvested as the present battery of decorticators cannot cope with all the kenaf that has been grown this year on Eriama.

access road, bridges, and port facilities at Oro Bay.

Government help also includes provision of technical aid to growers, agricultural research, making land available and providing planting material.

At the end of May, Eriama Estates (Holdings) Ltd. was registered in

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Fruit

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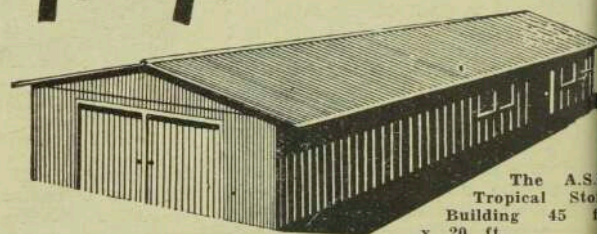
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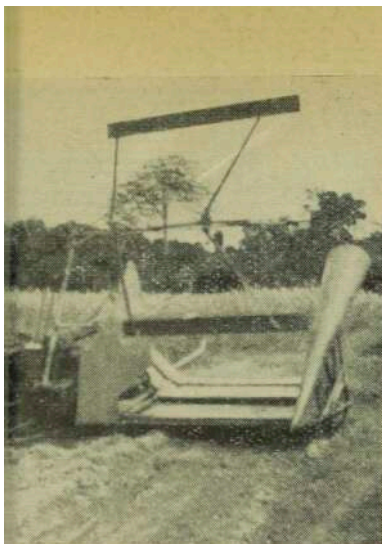
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This is one of 25 kenaf harvesters made in the United States during the war by the combined efforts of International Harvester and John Deere. Drawn by a tractor it cuts the kenaf, and ejects it neatly tied into bundles about a foot thick.

Sydney as a public company, its objects being to grow, decorticate and process kenaf in New Guinea and elsewhere. The nominal capital of the company is £1,000,000 in £1 shares but initial issue is £200,000, the shares being restricted to certain individuals and interests. Offers from the public are not being accepted.

Mr. R. A. Colyer, of Colyer Watson (NG) Ltd., has been interested in the kenaf experiment since its inception. The new company, has, well, the backing of a strong group of leading Australian industrial and pastoral companies.

Kenaf, in short, is receiving more backing from Government and from money interests than any other New Guinea industry, new or old. Upon this, therefore, is based the current Port Moresby man-in-the-street's opinion that kenaf is a good thing. With these interests solidly behind it, he says, then obviously the industry must succeed.

It has been proved that kenaf fibre is just as suitable as jute for the production of wool packs, wheat bags, sugar bags, copra sacks and similar containers. Twine and rope can also be made from it. It can be woven on machines already existing in Australia for jute products. Little if any adjustment of these machines is necessary.

The strength of the decorticated fibre from the 1952-53 crop is well above that of high-grade retted jute.

ONLY cloud on the kenaf horizon is the obvious one—competition from jute. To date, production in Papua and New Guinea has been little more than small-scale experimentation from which it has been deduced that, on present prices, jute

has the edge on kenaf. When, however, large-scale completely mechanised commercial production is in full swing in the Territory the cost of production of kenaf could equal or be less than jute.

But competition from jute should not be underestimated. Jute is the economic life-blood of Pakistan and to only a lesser degree, of India. These countries will fight savagely to preserve their valuable markets in Australia, which is also the legitimate outlet for P-NG kenaf products. Nor, in this present-day world of involved trade pacts, overseas markets and economic dealings as between country and country, will the fact that P-NG is Australian territory entirely temper the wind in home-produced kenaf's favour.

P-NG kenaf is a valuable insur-

ance against the type of bush-ranching that took place in the jute industry in recent years and, as such, is worthy of Government encouragement and protection. Beyond this point of insurance, however, Australia's valuable trade with India and Pakistan becomes a factor and from thereon kenaf must stand on its own economic feet. It is obvious that Eriama Estates feels that this it can do.

It was generally understood that Paul Gauguin, famous French painter, who died in Tahiti exactly 50 years ago, left no part-Tahitian children. Recently, however, a 60-years-old man of Paeta said that he was Gauguin's son, and he has made formal claim to some portion of the fortune realised by Gauguin's paintings.

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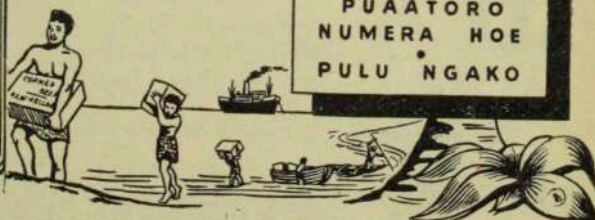
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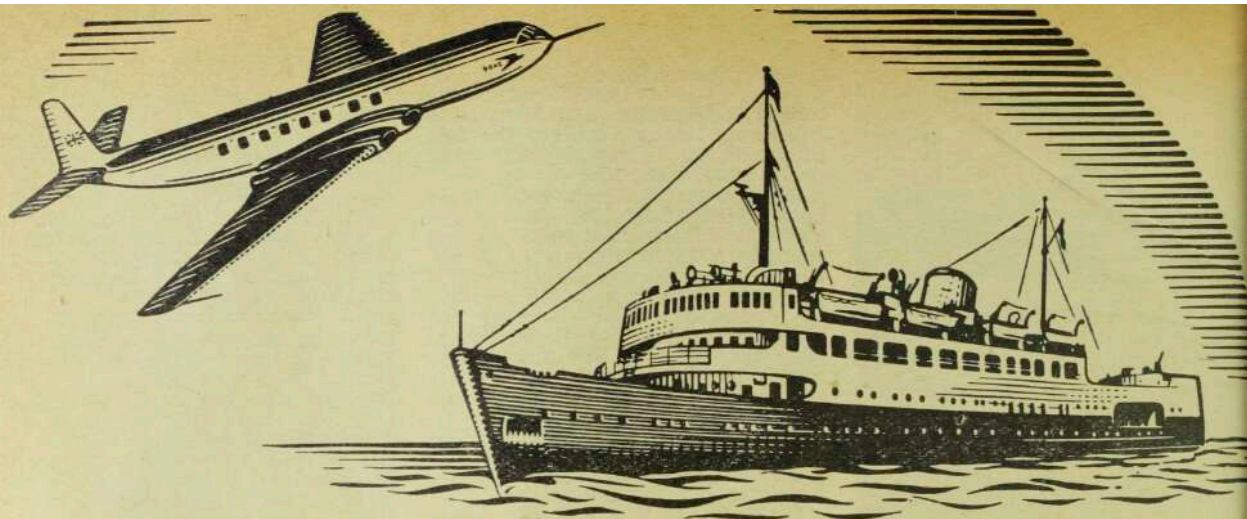
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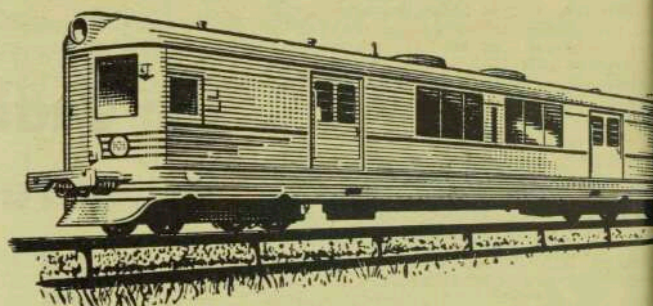
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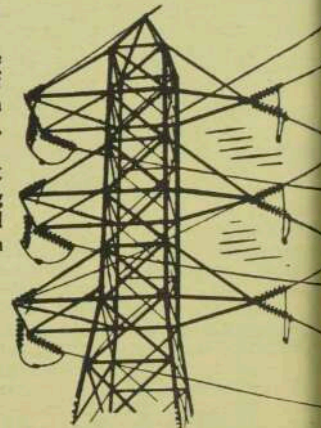
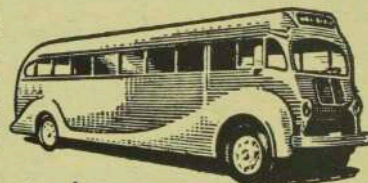
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THERE IS PROGRESS

IN DUTCH N. GUINEA

TWO concerns have applied to the Dutch Government for exploration and exploitation concessions for chromium and nickel in the Netherlands New Guinea. A ship repairing yard is being established at Manokwari. The trading trade will be expanded. A concession has been granted to KLM (Royal Dutch Airlines) for the island aviation.

Queen Salote, of Tonga, was warmly received in London when, attending the Coronation, she made her first visit to Britain. She spent her first day in London at Lords, watching a cricket match; and she had an honoured place in the coronation ceremonies. She was a little indignant with the newspapers who said she was 6 ft 3 in. tall. Actually, she is 5 ft 11 in.; and that is not tall for Polynesian nobility, which usually is built on high and massive lines.

French Priest Honoured

Don Villa, New Hebrides, recently the Chevalier de l'Honneur was presented to the Loubieres by the French Resident Commissioner, Monsieur P. Anthonioz. The Loubieres received the decoration for



his devoted services to the Catholic Mission in the Hebrides during the past 55 years. The photograph shows the Resident Commissioner making the presentation.

—Photo by Fung Kuei.



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STATUS OF CHINESE IN N. GUINEA

Plea for Clarification

A STRONG plea that the Australian Government should clearly define the status and, if possible, indicate the future of the Chinese people in New Guinea was made at the May meeting of the P-NG Legislative Council by Mr. D. Barrett, of Rabaul.

It was pointed out that there are now between 2,000 and 3,000 Chinese in New Guinea; that at least 700 Chinese children now are attending schools in the Rabaul area; that these children, and very many more beyond school age, who had been born in the Territory, have the status of "Australian Protected Persons"; that scores of young Chinese are sent from New Guinea to be educated in Australia, where they have equal status with Europeans; but that, when they return to New Guinea, their status is not clearly defined, and they often are not treated as the equals of Europeans.

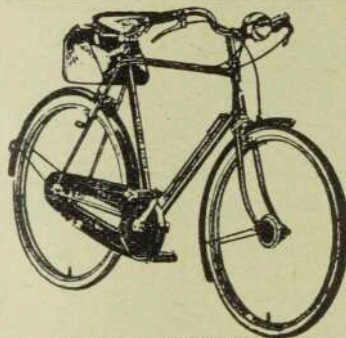
Mr. Barrett praised the qualities of citizenship of the New Guinea Chinese. He urged that Australia should ensure their good service and loyalty, as future residents of New Guinea, by defining their status. He advocated the inauguration of a land settlement plan for

young Chinese, and that the apprenticeship system, under which young natives are taught trades, should be extended to the Asians.

On the same subject, Mr. Salin (native representative from New Ireland) presented another angle. He pointed out that in New Ireland there were many coconut plantations, apparently abandoned. He

had asked the Administration to permit the native co-operatives to work those plantations, while they were thus idle, so that the villages could get the benefit of the copra; but the Administration had ignored his letter.

Now, said Mr. Salin, half the plantations on New Ireland, including two big ones, were owned by



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the Chinese, and the Chinese ownership of plantations was being ended. The natives had fought against the Japanese during the war, but the Chinese had not cared to raise a hand against the enemy. It was considered that in this connection the natives had been treated very unfairly.

MISSION ESTIMATE OF CHINESE

The following are extracts from an article by Rev. A. A. Whimpey, in the Methodist Missionary Review of May, 1953:

Before World War I, when New Guinea was a German Colony, Chinese were brought to Rabaul as indentured labourers, just as Indian labourers were taken to Fiji. In 1918, however, New Guinea came under the jurisdiction of Australia; and no more Chinese labourers were brought to Rabaul. Those brought there by the Germans, and still there in 1914, were not sent back to China. Their number has increased since 1914 from about 400 to over 2,500.

During World War II, Rabaul was completely devastated. After the war, the temporary authority, the N.G.A.U., established the Chinese at the south end of Rabaul, where they built makeshift homes of old corrugated iron, arc mesh, and bush timber, with floors of natural earth. They still are crowded together in these conditions, with the children playing in the unmade streets; and out of these unpretentious homes there comes a charming set of young people; the young women bright, happy, and beautifully dressed, usually in western frocks, and the young men reserved and austere.

The impact of the West upon the Chinese of Rabaul is very strong. The local Administration school has the most important teachers are from Australia, and they follow the Queensland school curriculum. The children are urged to speak only English while they are at school, and to read Chinese reading books only when they learn Chinese reading at home. Very few of the children can read Chinese well before they leave school.

About thirty or forty young Chinese go to Australia each year for further education, and these bring a strong Westernising influence to the town.

Perhaps the most important and most dangerous influence is the Western dance hall and the theatre.

Chinese have not been accused of the easy familiarity between the sexes that these pastimes encourage. Before the war Chinese seldom went out at night; but, now, some are seldom at home. There is always the danger that a new exciting freedom will be allowed to run to licence and we, as a church, must give Chinese youth the opportunity of enjoying wholesome social intercourse in our clubs and societies.

NZ'S EMBARRASSING FAMILY OF ISLANDERS

MORE than 4,000 Pacific Islanders are now living in New Zealand, and their numbers are being added to constantly. They come mostly from Cook Islands, Western Samoa and Niue, all territories of New Zealand; and, while NZ officially tries to discourage this immigration and settlement, the process goes on.

The Islanders can get much higher wages in NZ, which is a general attraction; and a special reason for their seeking a home in NZ is that numbers of them now are getting good secondary and technical education in the Islands.

and there is no place there for the employment of their acquired skill.

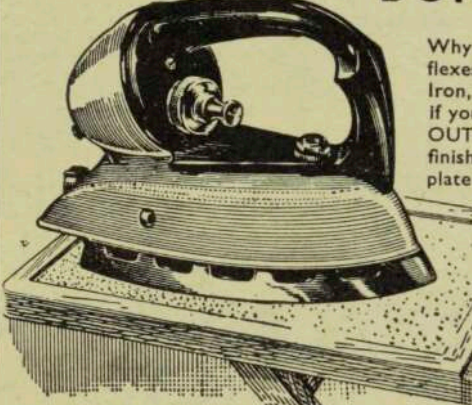
Although the Islanders are Polynesians and first cousins of the Maoris, they do not mix much with the NZ natives, but tend rather to group themselves in their own little communities.

There are more than 2,000 of them in and around Auckland, and the Rev. R. L. Challis (welfare officer employed by the NZ Department of Island Territories) reports that a "community centre" has been built for them in Auckland city.

Mr. F. W. R. Godden, managing director of Bulolo Gold Dredging Ltd., made an inspection visit to the Company's New Guinea leases in April-May.

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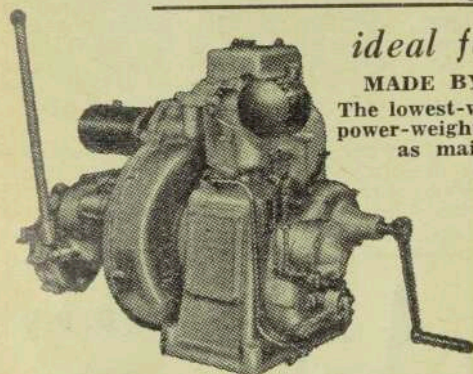
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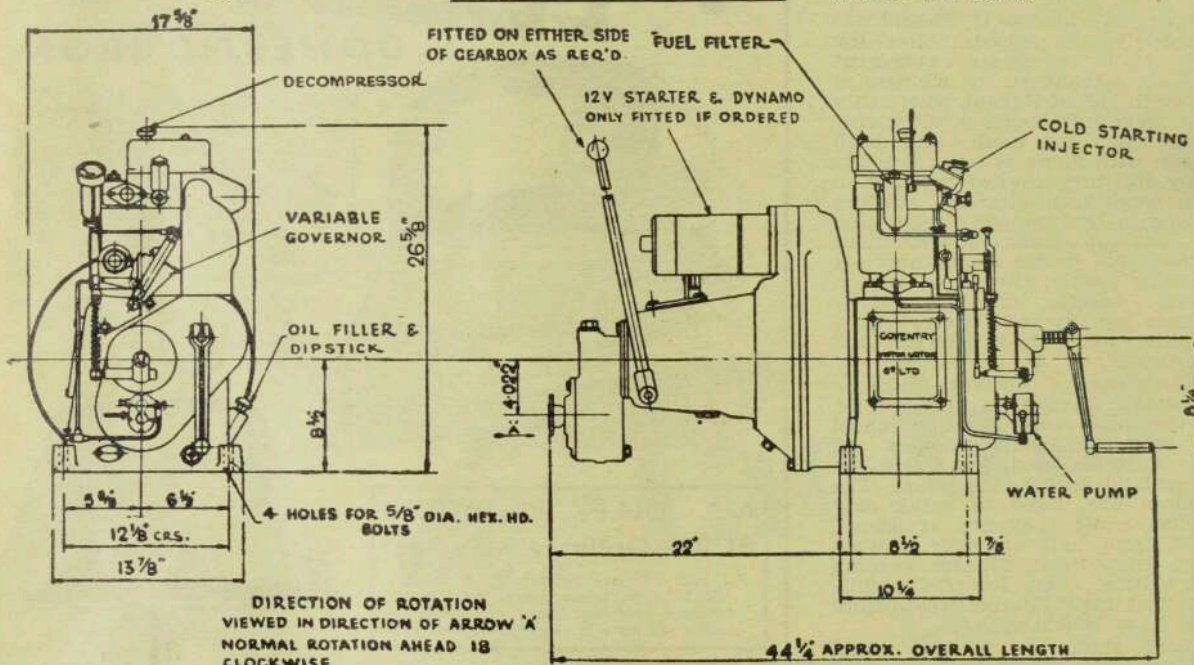
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MALLSHIPS OF THE PACIFIC

ITEMS FROM BSIP

CAPTAIN N. W. Macdonald came ashore from the BSIP's flag-ship *Kurimarau* on arrival in Suva in mid-May. He will be on leave in New Zealand and Australia until September. His place was taken by Captain E. G. Lindstrom, who recently returned from Sweden and a period in NZ.

On Captain Macdonald's return, Captain Lindstrom will probably go to the *Nareau* for some months, then to *Kia Kia* to relieve Skipper J. Schultz, who will proceed to NZ to sit for his Mate's ticket. *Kia Kia* was en route to Honiara from the Gilberts for engine repairs, mid-May.

Advice from Solomons indicates that all BSIP and Gilbert and Ellice Is. vessels will in future refit, Honiara, instead of at Suva. A mail slip is to be provided, capable

of handling most of such vessels. Facilities there are in charge of Mr. Moescoepps. Mr. E. D. Horton, WPHC's shipping superintendent, shifted headquarters from Suva to Honiara in May—last Government department to go to the new headquarters.

By the same sailing from Suva went six 23-foot wooden lighters built by Millers Ltd. to serve the Honiara roadstead port. Others will follow later. These well-built (and reasonably-priced) double-ended flat-bottomed lighters were built in record time, due to the loss of the Tulagi wharf, demolished by *Eskbank* in March, causing all cargo handling to be done by lighterage.

LUXURY YACHT *ELPETAL*

Probably by far the largest and most luxuriously appointed private yacht to cruise the South Pacific

since World War II, Mr. Norman B. Woolworth's twin screw 1,080-ton, 13-knot motor yacht *Elpetal*, made a quick run through Polynesia in April-May.

Elpetal was commanded by Captain Edward Fluhr, a former US Navy commander, who saw service in the Fiji area and elsewhere during the late war. He had a crew of

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57 FT. DEEP SEA LAUNCH

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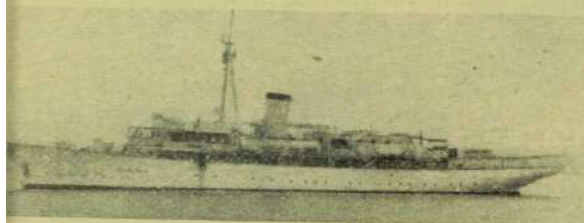
Large fuel and water tanks. 18 ft. x 14 ft. x 9 ft. cargo hold. Crews' quarters and galley forward. Captain's and engineers quarters aft. Caulked decks, all ground tackle.

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Elpetal, Mr. Norman B. Woolworth's 1079-ton motor yacht at present cruising the eastern Pacific.

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37, including three deck officers, four engineers. The vessel left Miami on April 15 for Panama. Calls were made in the Marquesas, Papeete, Rarotonga, Nukualofa, Suva, Apia, thence to Honolulu, Los Angeles and home to the Atlantic.

Mr. Woolworth—owner of the chain stores—and his wife were accompanied by Miss Pamela Woolworth and six other guests. They included Mr. and Mrs. John J. Garland. Mr. Garland is the United States member of the International Olympic Committee, and a well-known sporting figure.

Etpetal not only is equipped with every possible aid to navigation, but is efficiently maintained—paintwork, varnish and metalwork are absolutely faultless. The standard of comfort and accommodation accords with the highest standards. The engine-room, equally faultless, seemed almost too spotless to enter. The vessel, naturally, caused considerable interest during her brief calls (one or two days) at Islands ports.

The yacht was built in Germany in 1930; used by the US Navy as a weather-ship in the North Pacific during the late war; and was afterwards almost entirely reconstructed. Home port is Wilmington, Delaware.

MELANESIAN SOLD

Mr. Hugh Frewen (April, p. 35) sold his trading vessel *Melanesian* to Kadavu Island owners before departing recently for London and

the Coronation. The price was reported as £6,000 Fijian.

TUI CACAU FOR LEPER TRIP

Morris Hedstrom's 130-ton wooden motorship *Tui Cacau* was scheduled to make a special charter voyage from Suva in June, bringing leper patients in to the Makogai central leper hospital. Ports scheduled

were Apia, Niue, Rarotonga, Makogai, Rarotonga, Rakahanga, Niue, Makogai—in that order. *Hijofua* recently cleared the Tonga patients, when en route to Auckland via Suva for refit.

ANOTHER TRAMP COMING

When Morris Hedstrom's *Altair* was withdrawn for survey in Suva

CAPTAIN W. L. KENNEDY

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60 FT. MODERN DIESEL CARGO VESSEL.—Built 1948, sheathed, 120 H.P. diesel, 400 r.p.m., accommodation aft. £6,000.

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38 FT. LAUNCH.—42 H.P. diesel. £2,000.

20 FT. LAUNCH.—8 H.P. diesel, just launched, new. £685.

To Island owners who may have vessels for sale . . . We would be pleased to have particulars, as we have enquiries for commercial vessels of all types.

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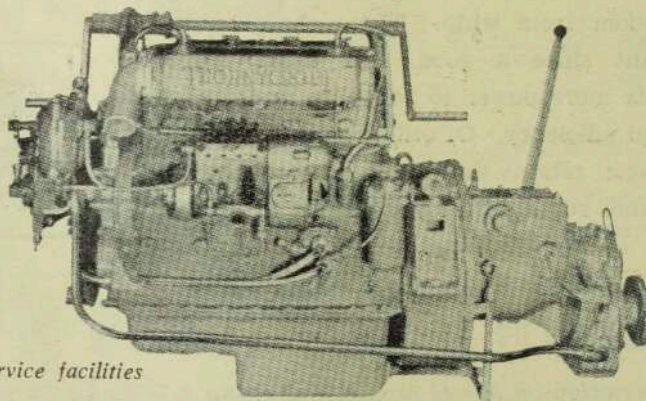
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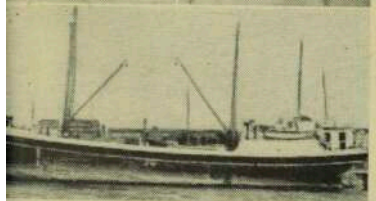
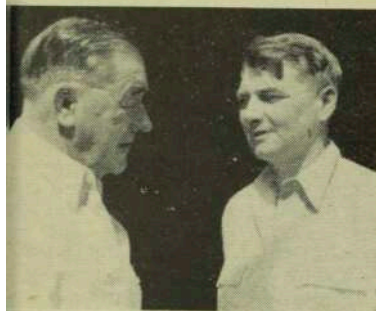
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May, Captain J. McKenzie not relinquished the command and was understood to be heading for Cyprus to command the small 10-ton motor vessel *San Michele*, recently purchased there by a syndicate named South Pacific Shipping Co. and headed by Mr. Lew Graham, Auckland. Others in the syndicate were said to be Mr. Cec. Harrison (a former shareholder in the *Alexander* with Mr. Graham) and Mr. J. Turner, of Suva (who recently purchased the small scow *Lot* from Mr. Graham).



Captain N. W. Macdonald, on leave, handed command of Kurimarau over to Captain E. G. Lindstrom, and below, Kurimarau sailing from Suva for London. Mr. E. D. Horton, WPHC's shipping manager, shifted headquarters from Suva to Laia per Kurimarau—last WPHC De-ment to transfer; and, right, Captain of the luxury motor-yacht Elpetal, the Tasman Steamship Co's. new *Ada*, arrival at Auckland.

San Michele, due to clear Cyprus early June, will be registered in Suva and will operate possibly to the Far East and Australia. She is understood to be a wooden craft, somewhat similar to Tasman Steamship Co's *Ada*, mentioned last month.

NEW RADIO FACILITY AT SUVA

The Harbour Master at Suva reports that his office and the launch *Ceniceva* are now equipped with radio transmitters and receivers. When it is known that a small craft is expected from overseas, watch can be maintained on the vessel's specified frequency, and replies made on 6200 k/cs. voice. Use of this facility may speed a vessel's entry and clearance by the port.

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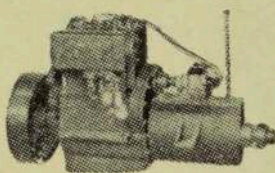
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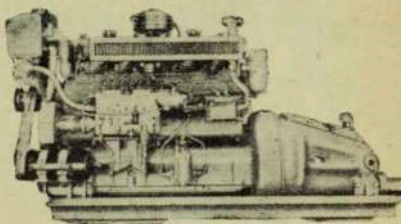
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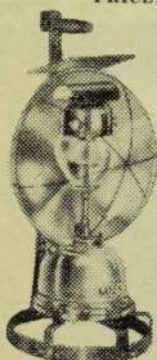


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authorities. Request for a schedule with the Harbour Master may be lodged via Suva Radio on 6300 k/cs.

WHAT WAS THE AVIE HORE?

Oscar Nordman, of Tahiti, sends along a photo of a painting—said to be about 90 years old—of the British three-masted square-rigger *Avie Hore* clearing Sydney Heads. Unfortunately, the photo has insufficient contrast for publication. The painting belonged for many years to the Adams family, of Tahiti, and the vessel was presumably known in the Islands long ago. Any information about this vessel would be of interest.

CAPTAIN J. WEBSTER TRANSFERRED

Captain J. Webster, lately Marine Superintendent for WPHC, with headquarters at Honiara, left the Solomons in May on transfer to Gambia, W. Africa, where he takes up a new appointment as Harbour-master and Chief Pilot. His successor had not been announced at the end of May.

Captain Webster is very well known throughout the archipelagoes of the Central Pacific, where he has had charge of various Government-owned small ships during the last 15 years.

THE EL RETIRO

Prospects of salvaging the *El Retiro*, 150 tons, seem poor. She ran aground when salvaging war material from the sea off Million Dollar Point, in the New Hebrides.

ANOTHER BATTERING

The 400-tons motorship *Maria de Mar*, rescued from foundering and towed into Noumea in April, set off for Sydney, and an overhaul, on May 13, with *Estrella del Mar* and *Polynisien* to keep watch over her. With her usual luck, she got a terrific battering from westerly gales, but Captain Emile Saviole finally got her into Sydney harbour on May 22, and she was in dock at Balmain at the end of May.

DICK BROWN BUYS RANNAH

Mr. D. C. Brown, of Rarotonga, who journeyed to Europe some months ago in search of a refrigerated vessel for use in the Cook Islands, and between Rarotonga and New Zealand, announced on his return to NZ by air late in May that he has purchased the vessel *Rannah* from Richardson & Co., of Napier, NZ. First information that this ship was for sale was received by Mr. Brown from a London broker.

Rannah is a standard type of 300 tons, similar to A. B. Donald & Co's *Charlotte Donald* and to a number of similar vessels operating in New Guinea waters. Built in Tasmania in 1944, *Rannah* is 117 feet overall, 24 feet in beam, and draws 11 feet. She is 304 g.t., 141 nett, twin screw.

with a cruiser stern. She has been transporting frozen meat on the East Coast of the North Island. Probably, she will be registered in Suva.

Mr. Brown plans to run tomatoes from the Cook Islands to NZ during the season, and fruit from the outer islands to the planned cool-store in Rarotonga. *Rannah*, with 500 cub. feet of hold space, should carry about 14,000 cases of tomatoes, or 4,300 cases of oranges.

CUTTER YALEWA LOST

BP (SS) Co's 10-ton cutter *Yalewa* capsized and was abandoned at sea during the night of May 25, three miles south-west of Wakaya Island, Fiji. The 8-man crew landed by dinghy on the Ovalau coast.

SURVEY IN SAMOAN WATERS

HMNZS *Lachlan*, which did survey work in Fiji waters last winter, left Auckland May 25 to sound and re-chart the approaches to Apia (W. Samoa) and the waters between Upolu and Savaii. This task is urgent. Apart from some limited work by the US Navy in 1942, present charts are based on a German survey before World War I.

WYNVALE STRIKES TROUBLE

In April PIM, *Wynvale*, a 50-ton twin-screw craft, was reported heading for New Guinea. *Wynvale* arrived at Maryborough, north-bound from Sydney, early in

April, under command of one of the volunteer crew members. The owner, John Allpass, had left the vessel, through violent seasickness, at Coffs Harbour. She had one engine out and the other in poor shape—and others of her four-man crew were seasick or exhausted.

Being without funds, the crew told their tale to the police. The

latter thought a description of John Allpass was vaguely familiar. A photo from the police archives marked "Howard Ney Smith" seemed to tally exactly. Mr. Smith happened to be wanted there in connection with several little matters. The boat was immediately impounded.

One of the crew thus innocently

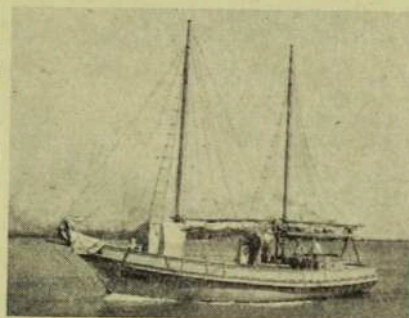
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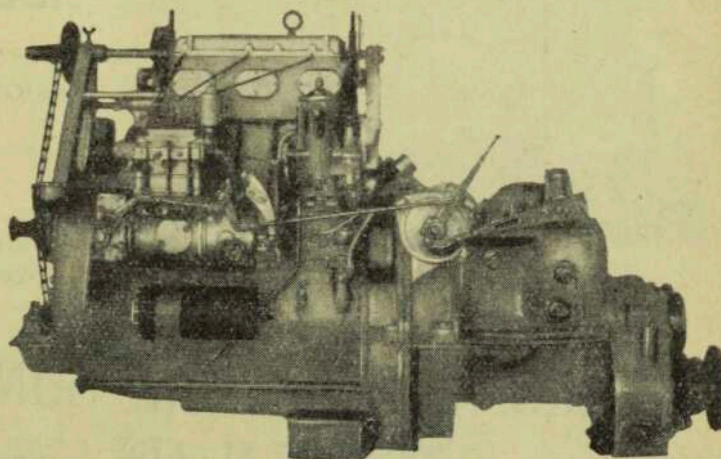
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involved was American Bob Magel, who helped sail the Sydney yacht *Corsair* to Auckland a few months ago and then flew back to Sydney for some more adventure. Cleared of any complicity in the Wynvale complications, Magel is now associated with a pearling venture further north.

AITUTAKI MOORINGS GONE

While the NZGS *Maui Pomare* was lying at the buoy off the Arutunga Passage at Aitutaki, Cook Is., in May, the chain parted, and the buoy drifted out to sea.

The Americans established two buoyed moorings there during the Pacific war. One sank about 5 years ago. The other had been used ever since.

The buoy was recovered, but it probably will be impossible to pick up the moorings, which have not been serviced since the Americans departed.

DOVE FOR N. HEBRIDES

Manned by the same crew of three Auckland yachtsmen who delivered the *Break Of Day* last October, the Presbyterian Overseas Mission's new 30-foot launch *Dove* was scheduled to leave Auckland for Noumea and Vila May 5 on delivery to the New Hebrides.

The vessel, which replaces one of the same name lost in the 1952 hurricane, was dedicated in Auckland on May 3.

The delivery crew—Messrs. Mark Anthony, H. Pope, and S. Smith.

VEGA MAY BE SOLD

Reports were current in Papeete in May that Mr. Cornelius Crane's big steel yacht *Vega*, lying dismantled in Papeete since her ill-fated inaugural voyage on a proposed passenger run between

Papeete and Honolulu two years ago, may soon be sold.

Mr. William A. Pomeroy, owner of the schooner-yacht *Ramona* at present in French Oceania waters from San Francisco, was said to be negotiating the purchase of *Vega* on behalf of Pacific Micronesian Lines, with which he is associated.

It will be recalled that Pacific

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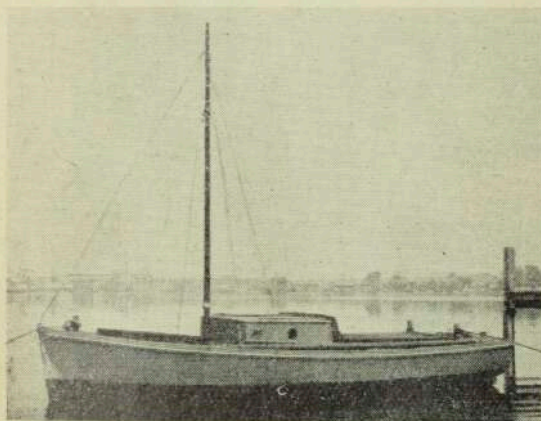
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Micronesian Lines, the semi-government-owned organisation which provides sea transport within the American Trust Territory, purchased the 140-ton, 2-masted steel auxiliary vessel *Milleeta* and the 30-ton steel ketch *Frela* from Australian owners a couple of years ago. The latter vessel was to be converted into a hospital craft for use in the Trust Territory.

Before *Vega* can be commissioned she will have to be remasted and re-rigged, but she could proceed under engine power to Honolulu for this purpose.

Mr. Crane is now in New York.

News of Cruising Yachts

Movements of yachts already mentioned in these notes are reported from Papeete as follows:

- *Gemini*, American, left May 8 for local cruise to Moorea, Huahine, Bora Bora and return, before heading north again for Honolulu.

- *Ramona*, American 122-ton, two-masted schooner from San Francisco, arrived May 1. Will head hence for Samoa, Fiji, Tonga, Rapa.

- *Sabrina*, American 15-ton ketch, not previously listed, arrived May 1.

Owned by Colonel Frank Royce, SA (Retd.). Cleared Honolulu April 1, coming direct. Only other person aboard is Mrs. Royce. Plans 6-months' cruise in French Oceania waters.

- *Novia*, arrived May 6, having cleared Panama February 12 for Galapagos, Marquesas, Takaroa.

- *Moonraker*, English, owned by Mr. Peter E. A. Pye and wife, arrived from Taiohae May 14—destination Vancouver.

- Our Tahiti correspondent investigated a "coconut radio" rumour that retired French naval officer Monsieur F. Faye, was preparing a yacht at Fareute, Papeete, for a world cruise. He found owner Faye was painting the cutter *La Corrigan*, formerly owned by M. van den Broek d'O'Brennan, of Tahiti, and sold by him to Dr. Audemar, from whom she was acquired by the present owner. M. Faye was non-committal as to his intentions. The yacht is already well-known as a world-cruiser.

- *Sundance* and *Leda*, out from Auckland, both arrived at Nukualofa mid-May.

- *Bounty* cleared Auckland May for Tahiti.

- Another Auckland boat, *Skye*, was reported preparing for a late-May getaway.

- *Flamingo*, mentioned here recently, and now in Tauranga, NZ, plans to clear for Great Barrier Reef waters late June, and not for Polynesia this season.

- Defunct for many a year, its meeting place now a popular Papeete restaurant, the Tahiti Yacht Club was revived on April 27 at a meeting held in the

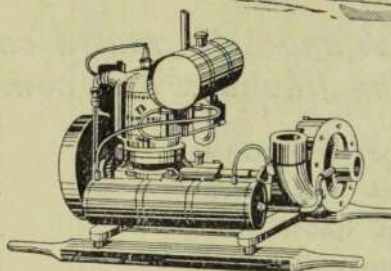
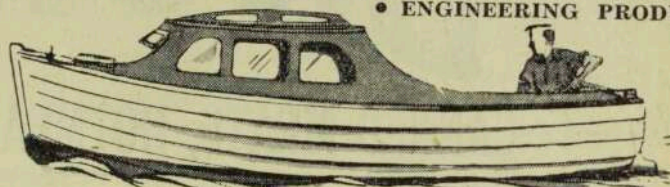
Polynesian Club. There M. Martial Iorss was elected President, and Governor Petitbon Honorary President. So far without a home of its own, its first task will be the

organisation of the reception of yachts taking part in the Honolulu-Papeete race this July-August.

Our correspondent sends along an interesting and truly nautical old

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enu, printed on a piece of heavy
ll-canvas, of a Tahiti Yacht Club
ficers' dinner, dated October 10,
28. Attached to it is a miniature
d burgee with broad white hori-
ntal band and the letters TYC
posed thereon—the Club's burgee.

Judged by the number and
riety of cruising yachts that call

Tahiti the yacht club there
uld well be the most interesting
ising club in the world. The
iginal club was formed by Ameri-
a Eastham Guild, whose wife
ote *Rainbow In Tahiti*.

• Our reference last month to
rger Bryhn's first yacht, *Ho Ho*,
s been corrected by a corre-
ndent. Although *Ho Ho* was
ecked on Norfolk Island, she was
vaged and resumed her east-
und voyage. Very few yachtsmen
empt the east-bound circum-
vigation with its contrary winds
high-latitude sailings.

• Steve and Brita Holmdahl, in
eir 8-ton yawl *Viking*, arrived at
va on May 27, a month out from
peete, in continuation of their
rld cruise from Gothenburg.

• According to Seven Seas Cruis-
Club, the Seattle yacht *Mariner*
ns soon to cruise to New Zealand
d Australia via the Islands.
Mariner is a 34-foot yawl owned by
a Robinson and George Karl.

• Captain John L. Ozanne, who
opered William A. Pomeroy's

118-foot schooner *Remona* to Tahiti
via Honolulu from San Francisco
lately, returned by air to the States
at the end of May. The yacht is
now cruising the Leeward Group
under command of Captain Louis
Carlson, Papeete's chief pilot on
holiday.

Captain Ozanne, who skippered
the big *Vega* on her 1934 Pacific
cruise, has been with Pacific Far
East Lines of San Francisco for one
past seven years, before joining
Ramona last December. He now
hopes to obtain command of one
of the yachts on the Trans Pacific

Race scheduled for July. A new
master may join *Ramona* for her
voyage on to Fiji and north to San
Francisco.

• *Arthur Rogers*, Tom Hepworth's
Brixham trawler-yacht, may be
heading for San Francisco instead
of New Zealand if present negotia-
tions eventuate. At present at Bora
Bora, with Mr. and Mrs. Hepworth
and Frank McNulty (formerly of
Wanderer II) aboard, the yacht may
be chartered by Tahiti interests to
transport a Tahitian crew to the
States to deliver a trading vessel to
Tahiti.



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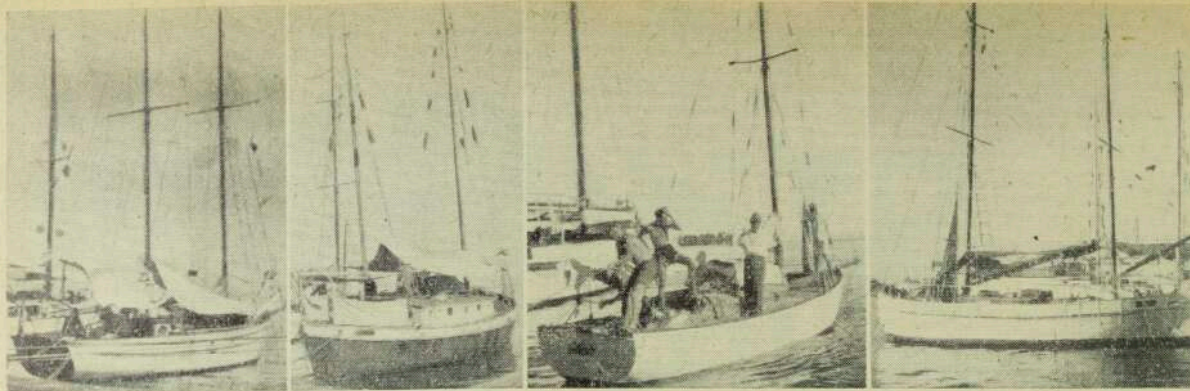
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Some of the host of yachts recently in Papeete. Left to right: Colonel Royse's Sobrina, Jack Wheeler's Gemini, Ken Brown's Ghost, and Holmdahl's Viking.

• *Les 4 Vents*, a 28' 6" cutter, arrived in Papeete from France May 17, in course of a world cruise. Unlike most, owner Marcel Bardiaux chose to make the voyage round the Horn instead of via Panama.

For friends along the way, M. Bardiaux has issued an expensive and beautifully produced booklet containing 31 illustrations and two maps. One map shows the route of a voyage which he made from Marseilles through the canals and rivers of France, Germany and Australia through to the Black Sea, Odessa, Istanbul and Athens in a small canoe; and the other shows the proposed route of the present voyage. There are plans and photos of the yacht which M. Bardiaux himself built. He is sailing lone handed and should be seen in the Western Pacific later en route to Torres Strait.

M. Bardiaux voyage, by way of the Horn single-handed, must be acknowledged as a notable one, especially if the circumnavigation westbound via Cape of Good Hope is completed successfully.

• Claude Worth, noted technical yachting writer of London, also arrived in Papeete May 25 with his wife and Mr. and Mrs. Taylor aboard the 15-ton cutter *Beyond*, having left England last August. They planned to continue the voyage in June—destination, London.

• *White Squall*, 28 days out of Auckland, arrived in Papeete in good shape in May. After about a month at that port the New Zealand yacht will head west towards Fiji, thence home.

• *Ghost*, of the same home port, cleared Papeete May 19 for the Marquesas and possibly Honolulu in continuation of the Winter islands cruise.

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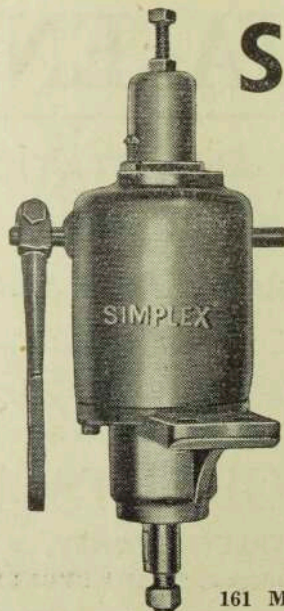
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FRANTIC HEADLINES FOR NEW GUINEA OCCURRENCES

Australian Newspapers Reduce News Presentation to Absurdity

NEW GUINEA, during the month, has been the Land of Front Page News.

The great majority of Australian newspapers now have reached a stage of sensationalism when their chief object in life seems to be to out-scream each other. From this angle in their scheme of things New Guinea is a godsend.

It is near enough to Australia to make events there of some importance; yet so far away that the ordinary reader cannot check up the accuracy of the newspaper's presentation of the "news." There is no kick-back when occurrences of little significance are head-lined if they were events of great importance.

The following are recent occurrences in New Guinea which have been scare-headed by Australian newspapers to the point of complete absurdity:

Rabaul's April Earthquake

THIS was a very severe shake, but it was nothing beyond that to which Rabaul is well accustomed. However, one broadsheet flew a major headline; and within 24 hours the whole pack was in full swing.

Rabaul, they insisted, was a wrecked and in imminent, deadly danger; evacuation was most necessary; the Government which had permitted the rebuilding of the town on the old site was monstrously irresponsible; and so forth. Colonel J. K. Murray was located,

and allowed to tell the world that his plan of rebuilding at Kokopo should be immediately reverted to.

No one took any notice. Within a week the quake was forgotten.

Indonesian 'Invasion' of N. Guinea

THIS really rocked them. It was announced that a contingent of fully-armed Indonesians, with

machine guns, on May 11, landed on the southern coast of Vogelkop (the extreme westerly section of the Territory—an isthmus, that sticks out like a bird's head). Dutch troops immediately rushed to the place. Shots were exchanged.

The shrieking newspapers reported that "Dutch military forces started a counter-attack the same day, and by May 15 the Indonesians were rendered harmless. Among the booty taken by the Dutch were a small boat, a mortar, Bren guns, rifles, hand-grenades, and mortar-shells."

On May 19, with shouting headlines, the newspapers reported that "Holland had protested to Indonesia against the attempted infiltration of Dutch New Guinea by armed Indonesian troops." (Over)

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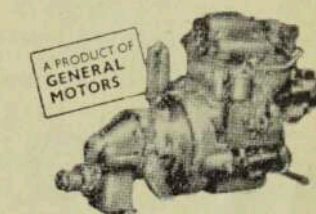
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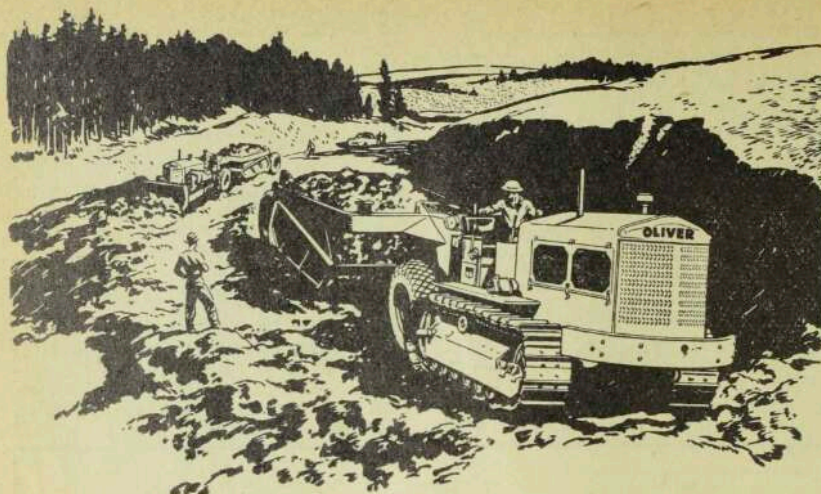
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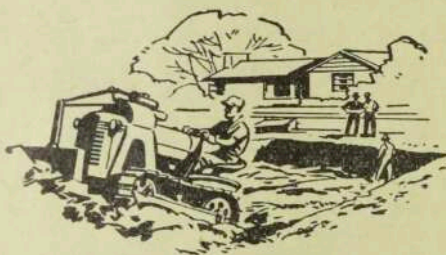
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A few days later, the politicians joined in. The leader of the Parliamentary Socialist Party, a very noisy gentleman named Calwell, insisted that the invasion of Dutch New Guinea showed the horrible weakness of Australia's undefended northern coast-line; that the whole Australian nation lay open to the advance of hungry Asia; that Prime Minister Menzies should be dragged back from the Coronation by his donkey-like ears, and compelled by an indignant populace to immediately order all Australian forces to man the coast-lines of Northern Australia and New Guinea.

Every leader-writer in Australia dealt passionately with the "Vogelkop invasion"—most of them apparently could not find Vogelkop on the map, and decided it was a town or port. No one took any notice when the Indonesian Government declared that the invasion was all imagination.

As a matter of fact, it was mostly imagination—an insignificant incident magnified by the sensational press into a disturbing international development.

A small craft, carrying a handful of Indonesian soldiers—there were "about a dozen," and certainly not more than 20—came ashore, for some unexplained reason, on an undisclosed part of the Vogelkop coast. The indications are that the party was lost, and was seeking supplies. Perhaps they were freebooters—there are thousands of such irresponsible people wandering around just now among the islands of Indonesia, which is very close to administrative and economic collapse.

Dutch guards—probably territorial police—were hurried to the spot; the Indonesians tried to escape, and shots were exchanged; and after some skirmishing, the whole dozen—or score—were rounded up and imprisoned.

And this, ladies and gentlemen, carried banner headlines as if it were an outbreak of war!

'Horrible Fighting in Interior of N. Guinea!'

It is a pity that Papua-New Guinea residents could not have seen the great black headlines across the front page of an Australian metropolitan newspaper on May 21: "Savages Attack New Guinea Patrol—4-days' Fight"—all embellished with photographs, a map, and typographical shrieks. And what did it all amount to?

It was just another of those little difficulties we have had since the Administration began to bring under control that large, heavily populated area between Mount Hagen and the Gulf of Papua.

In this case, Patrol Officers A. L. Ford and J. A. Frew went out from Mendi (headquarters of the new Southern Highlands District) to stop some brawling between a

couple of the mountain tribes—a so they do so often that it is almost routine, but nonetheless risky. These natives are not yet under complete control. They have been fighting for a time immemorial, and they do not understand the white man's viewpoint.

Usually, after a show of temper and considerable palaver, the lusty hunters return home. But on this occasion, for some reason, they turned upon the patrol officers, and attacked. The two officers, with their native police, took up position on a defendable ridge; and, when the natives surrounded them, and began to shoot arrows at them, they fired, and killed a couple of them, and the attackers fled.

The young patrol officers held their position there for a couple of days, and sent a runner to Mendi to report the incident. District Commissioner G. W. Toogood, at Mendi, immediately took all necessary measures. He reported the situation to Port Moresby, and he himself set out with additional police, to assist the patrol officers. Port Moresby alerted Mount Hagen District Officer Robb in the north, and also arranged for a plane to fly over the scene, and give any help needed.

The natives made one or two

more demonstrations; but the officials soon had the situation under control. They did not leave the area (four or five miles from Mendi in 6,000 ft. ranges) until they had pacified the very excited villagers.

Meanwhile, the hardworking typographical artists made the most of it.

There have been a number of such incidents during the past year or so. They are part of the

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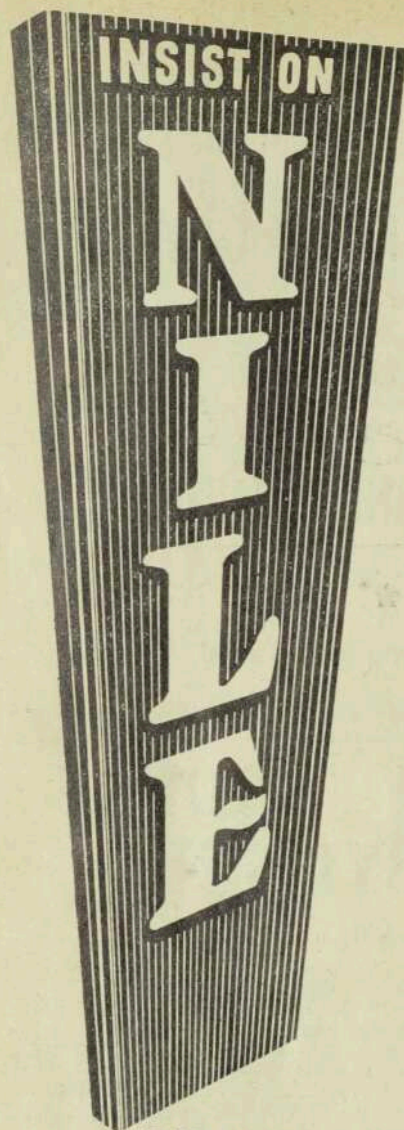
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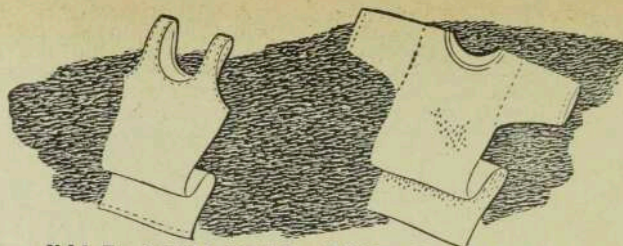
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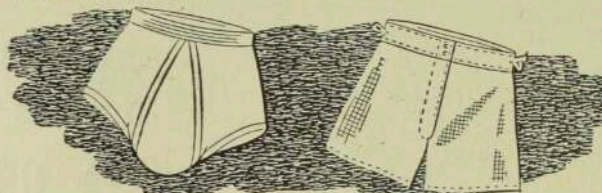
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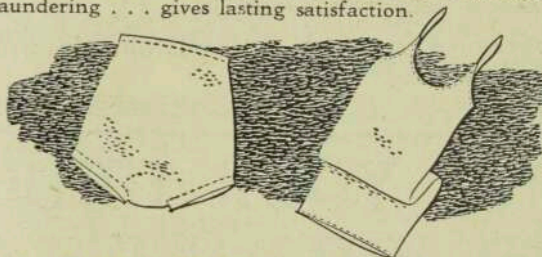
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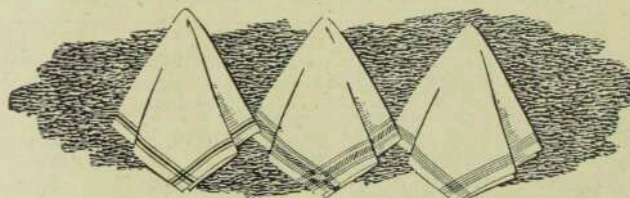
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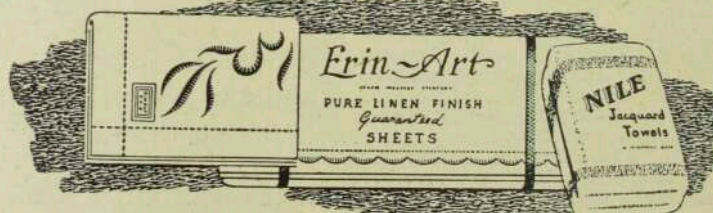
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An attractive range of Erin-Art sheets and pillow cases in all sizes; tea towels and brightly coloured bungalow cloths are offered by Nile. Furthermore, there are cotton prints suitable for lap laps or cotton frocks, as well as all sizes and colours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

NL2A-52

of "bringing the uncontrolled
as of New Guinea under con-
"; and the task is being carried
efficiently and successfully by
young officials.
With the help of Australia's
enthusiastic headline-writers, of
course!

'Terrible Eruption off NG Coast!'

The decision of the Long Island
min to blow his top on May 9
certainly came opportunely for the
newspapers' display artists, who just
in were rather desperately trying
find "a new angle" wherewith to
shen up the monotonous stream
Coronation stuff from London.

The line of volcanoes which
etches from Indonesia through
New Guinea to the Solomons is
verging one of its periodical
sts of activity. There have been
ptions of varying degrees of in-
sity all along the New Britain
tion in recent months—the ex-
ts are watching these manifesta-
as carefully, but do not appear
tuly anxious.

ong Island is really a vast old
ter. Its peculiarity lies in the
t that the crater is full of fresh
er, the surface of which is some
feet above sea-level. On May
there were two vents, erupting
or three times a minute. The
y activity has taken the form of
eruption in the middle of the
e (Lake Wisdom), where a little
ter has appeared. Every so often
water of the lake spills over
edge of the new, little crater,
l pours into the volcano, with
rp results in the way of ex-
sions and steam.

t is not yet a disaster—only a
canic manifestation, of a kind
mon in New Guinea ever since
was first placed on the map.
the headings-hungry newspap-
of Australia insist that it is a
y distressing calamity.

'Dangerous Savages Attack DC'

ERE, again, the panting head-
liners in Australia magnified a
minor incident of native ad-
istration into "a native revolt
inst the Australian authority in
y Guinea."

hen Australia took over in 1920,
carried on much of the old Ger-
n system. The Germans divided
country into small districts and
ages; two natives were selected
exercise local authority—a major
ial (luluai) and a minor (tultul).
ince World War II, the Aus-
ian authority has been trying
rain the natives to accept some
onsibility for local government.
ong other things, it is setting
village councils in place of the
ai-tultul system. Generally, the
ives approve. But in some places
y disapprove sharply—especially

as the native councils exercise their
right to impose local taxation.

On May 21, some notorious "big-
heads" at Raluana village (near
Rabaul) had a sharp scuffle with
officials. (Details on p. 16.)

MALCONTENTS CONDEMNED

Five native councils in the
Rabaul-Kokopo area met in Rabaul
on May 27 and, on behalf of 27,000
natives, declared emphatically that
96 per cent. of the Tolai people
(the tribal group in eastern New
Britain) supported the Administra-
tion's policy of creating native
councils, with power to tax.

The meeting emphasised its

loyalty, and demanded strong action
against the Raluana malcontents.

The meeting declared: "Raluana
and its associated villages number
only 4 per cent. of the Tolai tribal
group. The Raluana natives are
under the influence of disloyal,
educated men, including a Police
NCO, and some Raluana-born Gov-
ernment and Mission teachers, about
whom the five Councils have previ-
ously complained to the Admin-
istrator and the United Nations
Mission."

The resolution was signed by
John Vuia, Nason Tokiala, Tolon-
koma, Tovin, and Topaulius, pre-
sidents of the five Native Councils.

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DEATHS OF ISLANDS PEOPLE

MR. FRED STURT

Mr. Fred Sturt, a well-known resident of Fiji, died in Sydney after a short illness on May 28, aged 75.

He was born in Levuka, Fiji, and was one of the six children of the late William Thomas Sturt, a partner in the once well-known Suva merchant firm of Sturt, Ogilvie & Co. This firm was absorbed by Morris, Hedstrom Ltd. about the time of the outbreak of World War II.

William Thomas Sturt was an Englishman who arrived in Fiji in 1869 and began cotton planting at Tailevu. Later, he was a partner in schooners engaged in labour-recruiting in the Hebrides and other groups. In 1872, he took over the Levuka Hotel and in 1882 transferred his interests to Suva and purchased the Suva Hotel. When this was destroyed by fire in 1891 he built the Club Hotel in Victoria Parade.

The hardware, grocery and general merchant business of Sturt, Ogilvie & Co., was established in Suva in 1895.

During the time when the Sturt family was interested in the Club Hotel, Mr. Fred Sturt sustained an accident which resulted in his being a cripple for the rest of his life.

He did not marry. He is survived by his brother, Mr. A. E. Sturt, of Sydney.

MR. S. V. MACKENZIE

Mr. Samuel Vernon Mackenzie died in his 90th year on April 21, after a short illness. He was the oldest European resident in Western Samoa, where he had been a trader and merchant for very many years.

MR. CHARLES J. PETERSON

An old resident of Samoa, Mr. Charles J. Peterson, of Apia, died on May 8, in his 72nd year. He traded for many years in Futuna (Wallis Island) before going to Samoa.

MR. EMMANUEL LIAIS

Mr. Emmanuel Liais, until recently known as "King of Motu Tahiti," died at Faaa, Tahiti, on February 25 last, following an operation.

Mr. Liais purchased Motu Tahiti, a little island off the Faaa coast, some 30 years ago, from the Vincent family, for 40,000 francs. A year ago, the Government, having ideas of building an airstrip on the islet, purchased it for 2,000,000 francs. But Mr. Liais, a hard working man, survived only a few months after receiving the money. He is survived by a widow and four daughters.

A causeway has recently been built connecting the islet with the mainland and Vacuum Oil, through

the Agency of Et. Donald Tahiti, has commenced construction of oil tanks and landing strip.

MRS. AMY CHRISTIAN

A well-known personality of Norfolk Island, Aunt Amy Christian, has died at the age of 93.

She was one of the first children born in Norfolk Island after the arrival of the Pitcairners, in the middle of last century.

MRS. J. F. HUTCHISON

The death of Mrs. J. F. Hutchison, aged 70, occurred on April 26 at her home in Neifau, Tonga. She

was one of the most respected and best-loved members of the Vava'u community. She is survived by her husband, well-known both in Tonga and in Auckland and by three children—Ela, Mizpah and Jack, all residents of Auckland.

MR. ARCHIE LYALL

An "old-timer" of the New Guinea goldfields, Mr. Archie Lyall, died suddenly on May 26 in Canberra, where he and his wife had been residing for some time. Mr. Lyall was well known and highly regarded on the Edie Creek field, in the tough pioneering days.

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P-NG and the 5-Days Week

Some Opposition to Current PSA Campaign

MR. COLIN SEFTON of Koitaki, Papua, who is a member of the Central District Advisory Council, fears that if the Public Service Association is successful in its current campaign for a five-days week, then eventually this may mean a five-days week for plantation labour.

At May meeting of the Council he said this could have a very serious effect on the Papuan rubber industry. Already, on the present system of tapping rubber 280 days a year, Papuan rubber planters were at a great disadvantage compared with Malaya, Ceylon and Indonesia where rubber was tapped 300 days a year. A five-days week for plantation labour would lop another 50 days off the Papuan total. Mr. Sefton said that the resulting increase in production costs would be very grave for an industry which already had little, if any, profit margin.

(The request made to the Administrator by the Public Service Association is that the present working-week of 36½ hours be worked over a five-day period instead of 5½. The PSA was informed that the matter was still under consideration.)

RABAU OPINION

Rabaul Branch of the PSA in mid-May rejected Moresby's motion to exclude non-members from benefits and privileges obtained by the PSA and to have legislation enacted which would make it compulsory for all Administration officers to join.

It was resolved to ask the Administration to bear the extra loading on insurance of personal effects against damage or loss by earthquake or volcanic disturbances.

A lively debate on the 5-days week ensued and it was decided to again circularise members for their personal views.

P-NG LIKES 5-DAYS EASTER

The Public Service Association of P-NG has protested against the action of the Legislative Council in removing Easter Tuesday from the official list of Public Holidays.

The PSA has requested the Administrator to forward the protest to the Minister for Territories.

(At the May session of the P-NG Legislative Council, an amendment by Mr. B. E. Fairfax-Ross to the Public Holidays Bill, cut out the Tuesday following Easter from this accepted 5-day break. This amendment was accepted by official members. See May PIM, page 116.)

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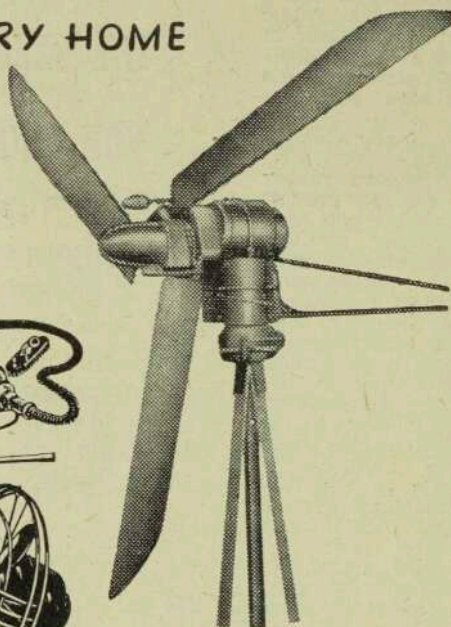
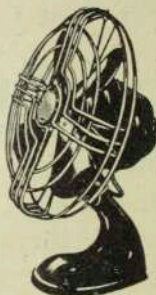
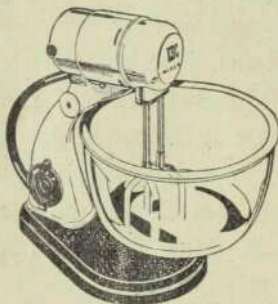
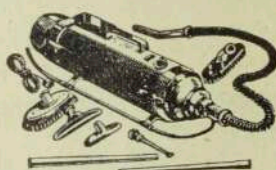
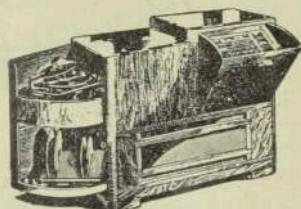
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In NZ from Islands



Recent arrivals in Auckland from the Islands included (left to right): Mr. and Mrs. J. Thomsen and family—Mr. Thomsen is on the staff of Morris Hedstrom & Co., Apia. Mr. and Mrs. A. A. Denny and family, and Mrs. Berking—Mr. Denny is manager of Bank of NZ, Nukualofa. Mrs. T. Helg (second from left) met by members of her family, and Miss P. Naiotti (from Western Samoa).

From TNG to UNO

Mr. R. K. Walls, who has many friends in New Guinea—he will be well remembered from AIB days—has commenced practice as a solicitor in the Australian border-town of Albury; and old Territorians, motoring through, like to call on him and test his boast that Albury's excellent hotels carry the right type of liquid refreshment."

A few months ago, Mr. Walls was making a tourist's inspection of the magnificent United Nations building in New York, when he came upon an old friend in an official Australian-United Nations representative, Lieut-Colonel Townsend, better known to pre-war Territorians as a popular public officer in New Guinea. Walls had been listening to a fine performance in recuperation by the Russian delegate; but friends told him that they knew of a much better 'ole than that, and so he found himself one of a very happy party at the flat of Colonel and Mrs. Townsend, who happened to be celebrating their silver wedding.

The Townsends are held in high regard in a happy official circle in New York; but, says RKW, their inquiries after mutual friends indicated that some of their heart remains still in New Guinea.

Eddie Lund Injured

MR. EDDIE LUND, Tahiti's well-known composer and dance-band leader at Quinn's, suffered a painful accident in May, and was still in hospital early June. As a guest of the owner of the yacht *Ramona*, he was taking a photo from the upper verandah of the home of Monsieur Kellum, on Moorea Island, when the railing gave way, and he fell heavily, and seemed to be badly injured.

Ramona immediately sailed for Papeete, where Mr. Lund was rushed to hospital. His condition is now reported as not serious, however.

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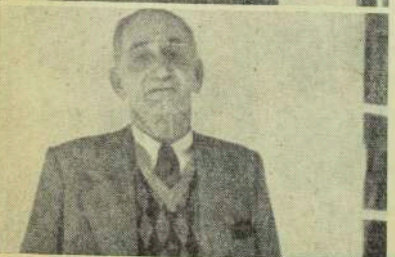
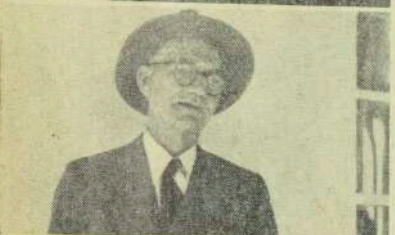
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PACIFIC ISLANDS

Passengers on May Bulolo

Among those who went north to Papua-New Guinea on the May Bulolo were (top to bottom): Mrs. Grace Thomas, of Rainu Plantation, Kokopo, who had just completed six months holiday in Perth, WA. Mr. Rodd Hart, Anglican missionary, who received the OBE for his work in the Mt. Lamington disaster, who was returning after three months leave in Sydney. Mr. and Mrs. R. H. O'Neill, who have been in the Pacific for 20 years, were returning to Port Moresby. Brother Roleff, who has joined the Catholic Mission at Rabaul. Two old-timers, both associated with mining enterprises in New Guinea, Mr. J. Harvey, who has been 22 years in New Guinea, and Mr. A. Whitbroune, who has seen 44 years in P.N.G. Mr. Harvey was returning after a business trip and Mr. Whitbroune after receiving medical attention in Sydney.



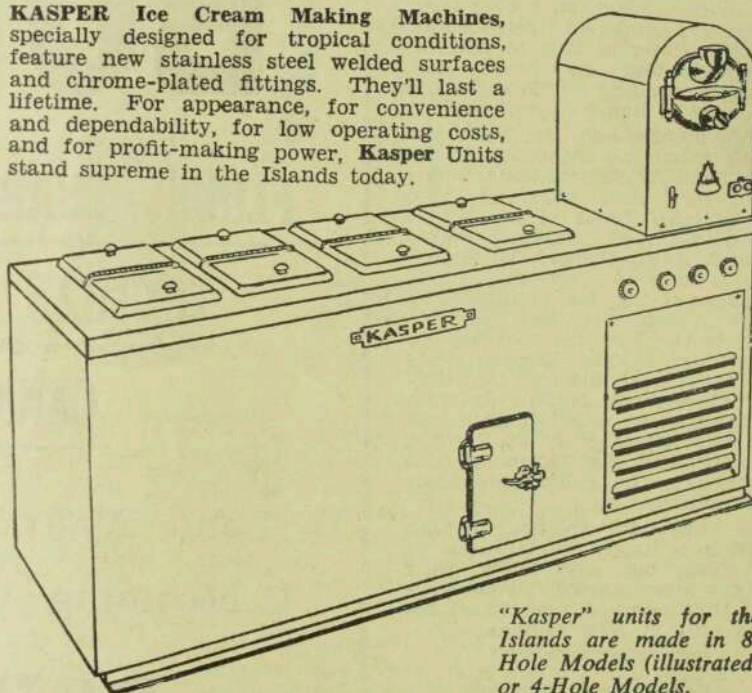
Pearl Shell Research

Mr. J. S. Hynd, Officer-in-Charge of the Pearl Shell Research Station, Thursday Island, wants to establish contact with persons in the Pacific area who may be able to supply information about pearl-shell and any industries based thereon. He is also particularly interested in obtaining specimens of the various types of pearl-shell found throughout the Pacific area, and would be prepared to make a financial arrangement with any person who could supply same.

† Sister Pat Durdin, of the Anglican Mission, Papua, left Adelaide to return to New Guinea early in April.

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★ MORESBY WEDDING

Photograph taken outside St. John's Church, Port Moresby, on May 22 when Miss E. Eardley was married to Mr. J. Beath. Shown here are the bride and groom with Miss M. Elliott-Smith who was a bridesmaid. Both the bridegroom and his best-man, Mr. J. McLennan, are cadet patrol officers who have recently completed their training in Port Moresby.

—Photo by Papuan Prints.



† Mr. Mani Ram Anganu, headmaster of the S. D. Rishikul School, at Nasinu, Fiji, departed from Suva per *Aorangi* en route to India, to take up a scholarship awarded by the Government of India. Mr. Anganu, who has been prominent in Rewa's sporting and scouting activities, was farwelled by a large gathering of parents and teachers.

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Insecticide Suggested Against the Rhino Beetle

WELL-KNOWN resident of Western Samoa, Mr. R. P. Berking, who is a planter, with interest in science, suggests that Rhinoceros Beetle might be fought with a newly-developed man preparation which, it is claimed, can poison all insects that feed on the juices of plants.

In different forms it is called Etox, E605, Follidol E605, and Etox. It is fed to the roots of plants, and is taken up in the sap. It is claimed that it saved the West Indian cocoa plantations, threatened by the mealy bug in 1948-50, and the Japanese rice crop in 1952, from being eaten by a borer which lived in the rice stalks. The flowers and leaves of the plants are not affected. FOOTNOTE: Follidol and E605 have been used extensively as agricultural sprays in Australia for at least two years; but there it is sprayed on the trees or plants, and not fed to the roots. E605 has proved most effective in certain cases where plants are naturally immune to Etox, or for such pests as eel-worms where insecticidal penetration of the leaves and stems is necessary. But Australian farmers are of the opinion that for general agricul-

tural purposes it is no more effective than the older DDT preparations. It is believed to be toxic to humans and agricultural workers are warned not to inhale the spray or let it remain in contact with exposed skin. Spraying of vegetables with E605 should be discontinued three or four weeks before they are likely to be eaten.

However, it seems likely that the SPC team will investigate this as an angle of the war on the Beetle.

INDONESIAN CRISIS

(Continued from Page 20)

history of Indonesia since the betrayal of the Dutch by their Anglo-American allies.

For people of the South Pacific, Indonesia is not just another Asiatic country in turmoil, and surrendering to Communism. Indonesia is lined up with New Guinea as part of our most vital barrier against overcrowded Asia. If Indonesia collapses—and collapse is inevitable, unless some strong force intervenes—it could spell peril for the South Pacific.

Indonesia is a striking example of the post-war folly of encouraging nationalism among races who are incapable of self-government without a period of preparation—and whose blunderings are a menace to their neighbours.

Suva Says Farewell To 'Aorangi'

FIJI'S plan to say a warm public farewell to the *RMS Aorangi*, when she called at Suva on May 30 on her last trans-Pacific voyage, after 28 years' service, was crippled by the twin circumstances of rain, and an arrival at 8 p.m. (followed by a 6 a.m. departure).

However, a band played on the wharf, and the honours were done by an official party which called upon Captain W. Whitefield. The Mayor (Mr. D. M. N. McFarlane) led the party, which included the Acting Colonial Secretary (Mr. H. W. Davidson) and his wife, the President of the Suva Chamber of Commerce (Mr. J. Trotter) with his wife and daughter, the Secretary of the Fiji Visitors Bureau (Mr. R. Howlett) with his wife, Mr. R. Wright (official photographer) and Mr. D. B. Butler (Fiji) manager of the Union SS Co.)

The liner arrived in Sydney from Auckland on June 10; and now is destined for Europe and the scrap-heap.

There now is no regular trans-Pacific shipping service between Australia and North America—and no sign of one.

Banking on the Frontier



In the foreground is the site where a new branch of the Bank of New South Wales will soon be erected in Port Moresby. Work was begun there in April. In the background can be seen the galvanised-iron hutment where the Branch at present carries on its business. There are, as yet, no permanent bank buildings in Port Moresby. The Commonwealth Bank is also in temporary premises. The newest comer to banking in Moresby, the ANZ Bank, seems likely to have the first permanent premises; a new building, near the new Steamships Trading Co. store, was well on the way for ANZ in May.

A party of 28 Buffalo Lodge members from Lae, Wau and Bulolo chartered a special plane to visit

Port Moresby during the week-end May 15-17, as guests of the Port Moresby Buffalo Lodge.

GLAND DISCOVERY RESTORES YOUTH IN 24 HOURS

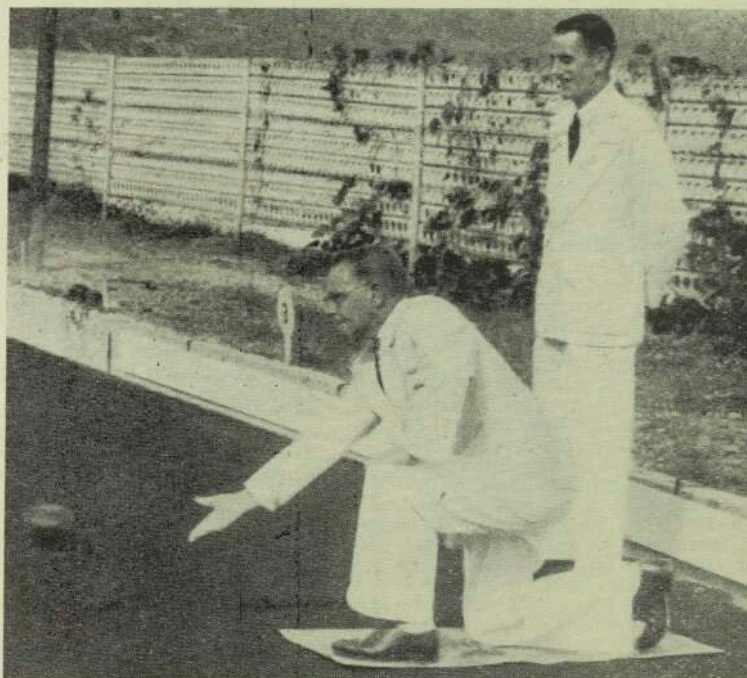
Sufferers from loss of vigour, nervousness, weak body, impure blood, failing memory, and who are old and worn-out before their time will be delighted to learn of a new gland discovery by an American doctor.

This new discovery makes it possible to quickly and easily restore vigour to your glands and body, to build rich, pure blood, to strengthen your mind and memory and feel like a new man in only 8 days. In fact, this discovery, which is a home medicine in pleasant, easy-to-take tablet form, does away with gland operations and begins to build new vigour and energy in 24 hours, yet it is absolutely harmless in action.

The success of this amazing discovery, called VI-STIM, has been so great that it is now being distributed by all chemists here under a guarantee of complete satisfaction or money back. In other words, VI-STIM must make you feel full of vigour and energy and from 10 to 20 years younger, or return the empty package and get your money back.

VI-STIM costs little, and the guarantee protects you.
Vi-Stim
Restores Manhood and Vitality

PM Bowling Club Opened



Mr. H. H. Reeve, president of the Port Moresby Bowling Club, watches as the Administrator, Mr. D. M. Cleland, officially opened the Club on May 2 by bowling the first ball.

—Photo by Papuan Prints.

AUSTRALIAN REPRESENTATION IN FRENCH OCEANIA

Letter to the Editor

KNOW nothing of the merits of a recent discussion about the help given, or not given, to Australian business men by the British Consul in French Oceania; but I am quite convinced from my own observations that Australia should have some form of representation in Tahiti, either by way of an established Consulate, or per medium of the Trade Commissioner's office. As far back as March, 1952, I wrote to the Secretary, Department of External Territories, suggesting that consideration should be given to the appointment of such an officer. Summarised briefly, my suggestion was based upon the following reasons:

(a) Trade between Australia and French Oceania is steadily increasing, and its full possibilities have as yet been properly exploited.
(b) The tourist trade between Australia and French Oceania is steadily increasing—largely as a result of improved shipping and air services now offering. It is reasonable to assume that ultimately Australians visiting those islands will require some form of guidance.
(c) Australia must do all within her power to maintain the harmonious relations with those Territories which resulted from mutual co-operation during the dark years of the last war. France herself has acknowledged the difficulties of assisting her Pacific Territories, and should not be surprised if, in view of Oceania's increasingly weakening ties with that country, closer relations with Australia are not ultimately sought. We must realise the importance of promoting good relations with those Territories.
(d) The establishment of a representative there would result in an increased prestige. It is significant that Norway, Belgium, and China have recognised the necessity for a consulate in Papeete.
(e) The cost of such an establishment need not be unduly great. Possibly, New Zealand would be prepared to contribute towards the costs of upkeep, in return for equal representation.

Following upon my letter, the Secretary of the External Affairs Department wrote me on April 9, advising that while the suggestion was appreciated, Australia relies on her Consul in New Caledonia, and the British Consul in Papeete for any general dealings with French Territories. Reference was made to the effect that Australia is now "better acquainted with the affairs of French Oceania" as a result of her membership of the South Pacific Commission. I am still firmly convinced that should establish an Australian

representative in Tahiti, and recent statements in PIM would appear to support that contention.

I am, etc.,

N. J. JONES.

Roy St., Auchenflower, Brisbane.

A new pulpit has been presented to the Rabaul Methodist Church by Mrs. Pearson, mother of the late Rev. H. Pearson, who lost his life on the *Montevideo Maru*. A Memorial Service and Dedication

was recently conducted in Rabaul by his fellow-workers, the Rev. F. Lewis and the Rev. Roger Brown. Mr. Pearson was stationed at Vunairima when the Japs invaded New Britain in 1942. Mrs. Pearson flew from Adelaide to be present at the Ceremony.

New Guinea canes collected in 1951 were shown to visitors at Meringa Sugar experiment station near Gordonvale (Q) on May 14. The canes spent a year in Brisbane, and are now being propagated.

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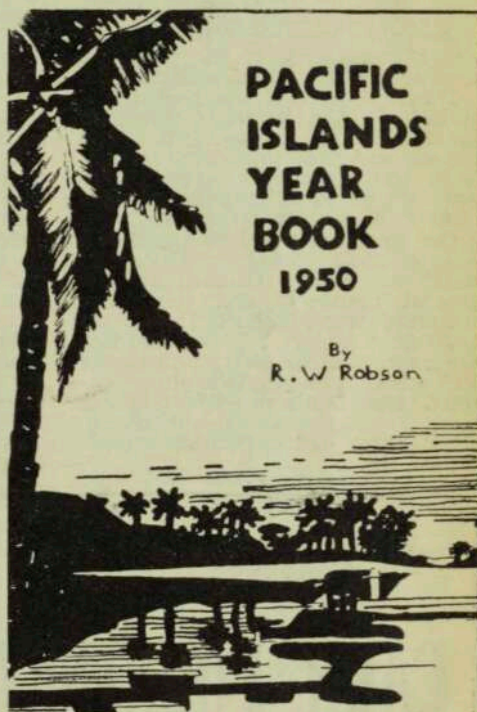
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PACIFIC ISLANDS YEAR BOOK 1950

By R. W. Robson

PACIFIC ISLANDS YEAR BOOK, 1950,

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In addition to providing reliable information relating to Administrations, Geography, History, Industries, Commerce and Trade (full statistics), Tariffs, etc., the 1950 (Sixth) Edition of the P.I. Year Book has many Special Sections, such as: History and Chronology of War in the Pacific, 1941-45; Lists of Public Servants in each Territory; Description of Air Transport Organisations serving the Islands; Complete Directory of Missions; Detailed Index of Place Names in the South Seas, etc.

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PRICELESS RECORD OF BIRD OF PARADISE

Thomas Gilliard's Pictures in National Geographic Magazine

A PRICELESS record of one of our most remarkable creatures, the Bird of Paradise, and of the little-known areas of New Guinea where it is found, has been compiled by Mr. E. Thomas Gilliard, Assistant Curator of Birds, American Museum of Natural History and one of the world's leading ornithologists.

He visited Central New Guinea in 1950 (under the guidance of well-known Mr. N. Blood) and again in 1952, and in each case he was assisted by the National Geographic Society.

His record is directed mainly to the birds but, incidentally, in the finest series of coloured photographs ever taken in New Guinea (and faithfully reproduced in the *National Geographic Magazine*) he gives us also a description of the primitive men of the New Guinea Highlands.

The first part of the record was published in the *National Geographic Magazine* of November, 1951. The second, and more important section, is in the Magazine's April (1953) issue—65 pages of magnificent pictures and exciting letterpress.

The leader of the 1952 expedition was Armand Denis (producer of many fine films). Gilliard was the general manager, and the other members were Robert Doyle, an Australian explorer; Robert Carmet, a French photographer; and Henry Kaltenthaler, a Philadelphia botanist. Mrs. Denis and Mrs. Gilliard, both veterans of expeditions in other parts of the world, accompanied them.

OF particular interest to this expedition was the most spectacular of all the Birds of Paradise—the King of Saxony. Only one specimen had ever been taken alive to a zoo (to die almost immediately), and no still pictures of it in its native habitat had been made. With movie film and with sound recordings the love-dance of the King was recorded.

Altogether the expedition photographed more than 100 species, most of them never filmed before, including the rare river duck, *Salvadorina*, and the little mountain parrot, *Psittacella picta*, discovered by the 1950 expedition. Scientists recognise 42 species of Birds of Paradise; in New Guinea there are 20 known ornamented species. Of these the expedition observed 16 and filmed 12 in colour.

Particularly entrancing was Blood's Sicklebill Bird of Paradise. Mr. Gilliard built a pandanus-thatched shelter near the bird's mating tree, 7,300 feet up Mount O-Mar, and one frigid morning watched its performance, which he thus describes: "From its perch the Sicklebill would loose a machine-gunlike burst of bass notes. Then, as the sound died away into the cathedral hush of the forest, the bird would begin to drum like a grouse, beating its wings against its sides and making loud, crackling reports which quite mystified us. It seemed impossible that wings alone could make such a fuss."

Just as bizarre, in a different way, was the dance of the Princess Stephanie Bird of Paradise. The bird

has a quiet, mewing call and performs its dance on trees cloaked in moss and decorated with ferns and orchids.

The expedition went to Mount Hagen in search of the elusive Ribbontail and the Golden-crowned Bowerbird, but they were not to be seen.

Then the Magnificent Bird of Paradise was photographed and attempts were made to secure pictures and recordings of the Blue Bird of Paradise; but deforestation is wiping out its home and the bird is now gravely reduced in numbers.

CAN anything be done to check these ravages? asks Mr. Gilliard.

What is needed, he suggests, is a Bird of Paradise reservation, rather like Africa's Kruger National Park, in which primitive man can be taught to live side by side in harmony with those treasures of Nature that can be found in New Guinea alone. It should not be too difficult to administer such an area through the Government's district officers, who are much respected by the highland natives.

One of the prime objectives of the expedition to New Guinea was to settle whether MacGregor's is a Bird of Paradise or a bowerbird. The chief difference between the two is that bowerbirds usually clear a bit of ground and build their courtship chambers there, while Birds of Paradise customarily perform their love dances in trees.

One of these birds was captured alive and from a close study of it and the natives' positive assurances that these birds do not build courtship chambers on the ground, Mr. Gilliard says he is willing to take the verdict of local experts that MacGregor's is a Bird of Paradise.

THE latter days of the expedition were spent in filming the Stone Age natives. An elaborate singing held in the realm of a chief named Boma afforded ample opportunities for taking photographs and studying the natives at close quarters.

On the northern slopes of the Cambia region few natives had ever seen steel. This was true Stone Age territory. Besides their low little grass huts lie their own tools—stone axes ground in the age-old manner on a dampened sandstone.

Stone for the best of the work axes is quarried from the Jimmi River, but only the old people seem to know how to fashion them into blades. It takes almost three months of constant toil to make a good stone axe, and another week to complete a woven stock and handle for it. Other stone implements are not common in the Kubors, but they can still be found—clubs, knives, emblems, "money," pestles, mortars and even carved birds.

Mr. Gilliard thinks it will not be many years before the ancestral sound of stone upon stone is stilled for ever.

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BY the time the plywood mills were operating, early next year, and despite the fact that the number of dredges is being reduced, the population of Bulolo township, in the Morobe district of New Guinea, would be 450 Europeans and 1,400 natives, the managing director of Bulolo Gold Dredging Ltd. (Mr. F. W. Godden) told the Brisbane newspapers in May.

The Co. will commence sluicing, in addition to dredging, in the valley soon, he said. The life of the oldfield, however, is not calculated more than 10 more years. Production and profits from gold mining will decline from June next. Three dredges are expected to close the next two years, but two large dredges should operate until 1962-1963.

OIL FUEL DISTRIBUTION IN ISLANDS

THE distributing organisation of the Vacuum Oil Co. Pty., Ltd., in the Islands—especially in Papua-New Guinea and Fiji—is being inspected in June and July by Mr. J. D. Rogers, a Director of the Co. whose special responsibility is the Islands marketing.

The Co. now has bulk ocean terminals at Port Moresby and Lae; and in Fiji it has practically completed (at a cost of £122,000) the construction of a bulk ocean terminal at Vuda Point, from which will come over 1½ million gallons annually for the planes using Nadi International airport.

Mr. Rogers served in both wars. He was General MacArthur's first Australian Liaison Officer and later became Director of Military Intelligence of the Australian Forces. He has been for some time in New York and is now making his first visit to the Islands since the war.

Tropical Health Lectures

THE School of Public Health and Tropical Medicine announces that a course of lectures entitled "Tropical Medicine and Hygiene," will be held from June to August 7, at the University of Sydney. The course is designed to meet the needs of missionaries, nurses, planters and other non-professional persons who expect to live in tropical areas. Lectures are held on Mondays, Wednesdays and Fridays from 2 to 3 p.m. and are free.

Mr. Les Hack, who has been on the staff of Rarotonga Radio for the last three years, returned to New Zealand with his wife and child in May.

SMALL COASTER LOST

NOUMEA, June 4.

THE French coastal vessel *Jeanne d'Arc*, of 100 tons, owned by Mr. Reuter, of Noumea, and commanded by Captain Redan, went aground on rocks at Saint Hilaire Point, UVEA, Loyalty Islands, in the early morning of June 3. She is a total loss. There was no loss of life. The vessel's engine broke down and she drifted ashore. This is the third ship lost by Reuter's in two years.

A happy holiday was spent in Sydney after the Second South Pacific Conference by Ratu Tiale Vuyiasawa and Mr. Ben Jannif, Fiji-Indian member of the Legislative Council, who were delegates from Fiji. They travelled together, and Mr. Jannif told the newspapers that their friendship was an indication of what might be the ultimate solution of the community problem in Fiji—close friendship between the races. They left Sydney for a fortnight's stay in New Zealand.

ISLANDS MINING SHARES

	Aug., 1939	May 1	June 1
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Loloma	s25/6	b25/-	b27/3

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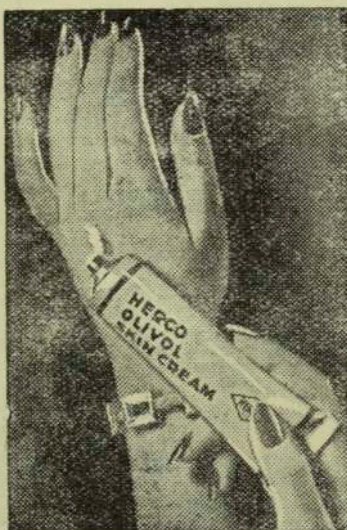
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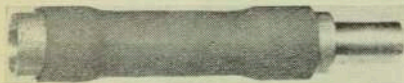


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IN MEMORIAM

ALLEN, Frank Gregory (Barney), late Manager, Bank of New South Wales, Rabaul, New Guinea, 1926/27. Passed away in Brisbane, Q'land., June 21, 1952.

"He was a white man."
Inserted by his friend, N. A. May.

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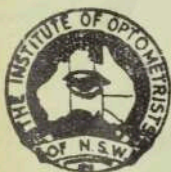
A PATTERN OF ISLANDS (Arthur Grimble).—A remarkable story of those dramatic and romantic atolls in the Central Pacific, the Gilbert and Ellice Islands, woven into a travel-autobiography of the author. £1/2/6. Post 1/3.

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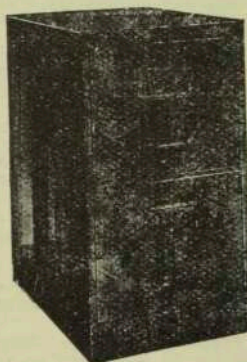
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ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency)

COPRA

(The following are based on the MOF contract prices for 1953 in the Territories named.)

PAPUA-NEW GUINEA.—Copra Marketing Board rates: Main ports, Hot air, £70 per ton; FMS, £69/5/-; Smoked, £66/10/-—at main ports (except Kokopo, where rates are 17/6 less). 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/-.

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.—Recent quotation: 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 June 6 was £Stg.272/10/- (£A340/12/6 approx.) c.i.f. ton, Cont. ports.

N.G.—£A280 approx. per ton, in store, Sydney.

New Hebrides.—Sales to France recently 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 June quoted Samoan cocoa at £Stg.250 (£A312/10/-) f.o.b. per ton, first grade. (Samoan currency equals Stg.).

COFFEE.—Islands prices ruling in June were: **Papua-N.G.**—Little interest in Sydney lately owing to off season. Market likely to liven in Oct.-Nov. when new season's crop becomes available. 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 June 8 was: 31-15/16d Aust. lb. Singapore rate June 8 No. 1 grade RSS (sellers) spot 66½c lb. c.i.f. (approx. 29-1/16d Aust. lb.).

VANILLA BEANS.—Sydney quotation (by Victor Karp, Tulik & Co.): White Label, 26/- per lb.; Yellow, 26/- 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. All other Pacific Territories, excluding NZ Dependencies, £96 per ton.

DESICCATED COCONUT.—Sydney agents quote Ceylon, 1/7½ Stg. per lb. spot, delivered to store, Sydney (2/0¼ Aust. per lb.). **New Guinea:** 2/5½ lb. spot, delivered in store, Sydney.

PEARL SHELL.—Prices fixed between Torres Strait producers and Otto Gerda Co. (USA) for 1952-53: AA/A/B grades 85 cents lb. (£A850 approx. per long ton); C, 80c. lb. (£A800); D, 55c. lb. (£A550); E, 40c. lb. (£A400); EE, 30c. lb. (£A300)—all c.i.f., New York. New price expected shortly. **Cook Is.**—American market firm at 35 cents U.S. per lb., f.o.b. Rarotonga. Producers currently receive 1/8 lb. Aust. (approx. £187 Aust. long ton). **Manihiki blacklip:** Divers receiving 1/4d. NZ per lb. (£A179 per long ton). **Tuamotu blacklip:** Divers receive 47 Pac. fr. per kilo (£A336 per long ton) on beach.

TROCHUS SHELL.—No interest been shown in shell in Sydney lately. Recent quotations were: B.S.I., £A135 per ton; **New Hebrides**, £A180 approx. per ton; **N.G.**, £A205-£A210 per ton. **FIJI,** Japanese reported offering £F180 per long ton during May.

GREEN SNAIL SHELL.—Sydney agents recently quoted: **N.G.**—£220 per ton. **N.H.**—£220 per ton. **B.S.I.**—£200 per ton.

PEANUTS.—**Papua-N.G.**, No sales in Sydney at present owing to competition from superior Australian grades. Last price was 2/- per lb.

LONDON PRICES

LONDON, May 9.

Copra, c.i.f., Continental ports, ton:—
New Hebrides . . . 88,000 Metrop. francs (£A118 approx.)
Tahiti . . . Nominal
FM Straits, April-May . . . £Stg.93 (£A116/5/- approx.)
Ceylon, FMS . . . Nominal
Philippines, bulk, April-May . . . US\$255 (£A112/18/- approx.)
Coconut Oil, c.i.f., ton:—
FM Straits, 3½% drums . . . £Stg.131 (£A163/15/- approx.)
Ceylon, bulk . . . £Stg.128 (£A160)
Cocoa, per 50 kilos, c.i.f., Nth Continental Ports.—Accra, May-July, £Stg.12/10/- (£A250 approx. per long ton).

EXCHANGE RATES

FIJI.—Through BANK OF NSW, ANZ BANK and BANK OF NZ. Australia on Fiji, basis £100 Fiji: Buying, £A11/2/6; Selling, £A113. **Fiji-London**, basis £100 London: B. £110/12/6; S. £112. **NZ-Fiji**, basis £100 NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: B. £A123/12/6; S. £A124/10/9. **Samoa-London**, basis £100 London: B. £100/7/6; S. £101/10/-. **Samoa-NZ**, basis £100 NZ: B. £100; S. £100/10/-. **Samoa-Fiji**, basis £100 Samoa: B. £111; S. £110.

PAPUA-NG.—COMMONWEALTH BANK (branches Port Moresby, Lae, Rabaul, Madang) and BANK OF NSW (Port Moresby, Lae, Rabaul) quote exchange rate Australia-Papua-NG: 10/- per £100.

BSI.—COMMONWEALTH BANK (branch at Honiara) quotes exchange rate Australia-BSI: 10/- per £100.

FR. PACIFIC COLONIES.—Pacific francs, most valuable of the three franc groups in French Union, are used in New Caledonia, New Hebrides, and Fr. Oceania. **FRENCH BANK** (Comptoir National D'Escompte de Paris) in Sydney quotes (nominally): 140 Pac. fr. to £Aust.; 175 Pac. fr. to £Stg.; 64 Pac. fr. to US \$

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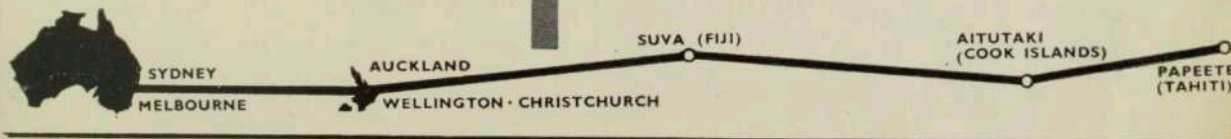


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