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NATIONAL LIBRARY OF AUSTRALIA

AUGUST, 1953 Vol. XXIV. No. 1.

PACIFIC ISLANDS Monthly

COMMONWEALTH NATIONAL LIBRARY 25 AUG 1953

A glimpse of the picturesque Coast Road in Western Samoa — somewhere between Apia and the Airport.

—Photo by Bernd Lohse.

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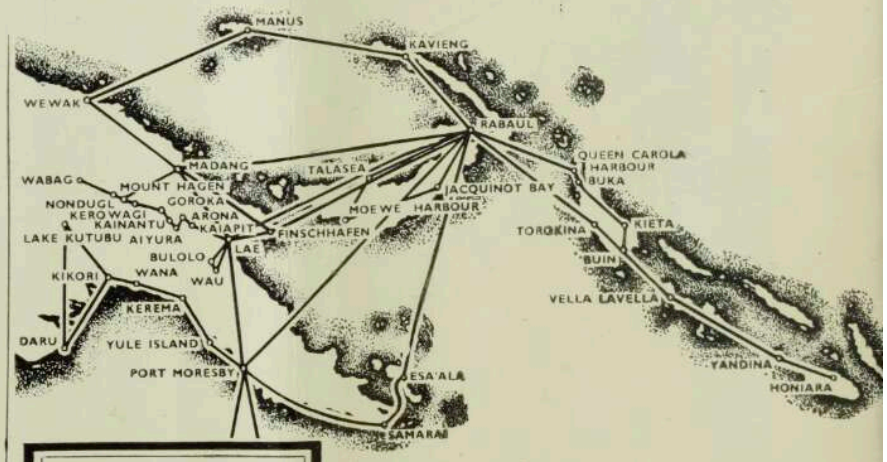

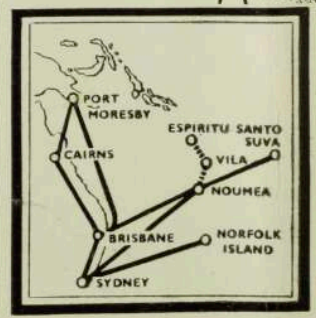

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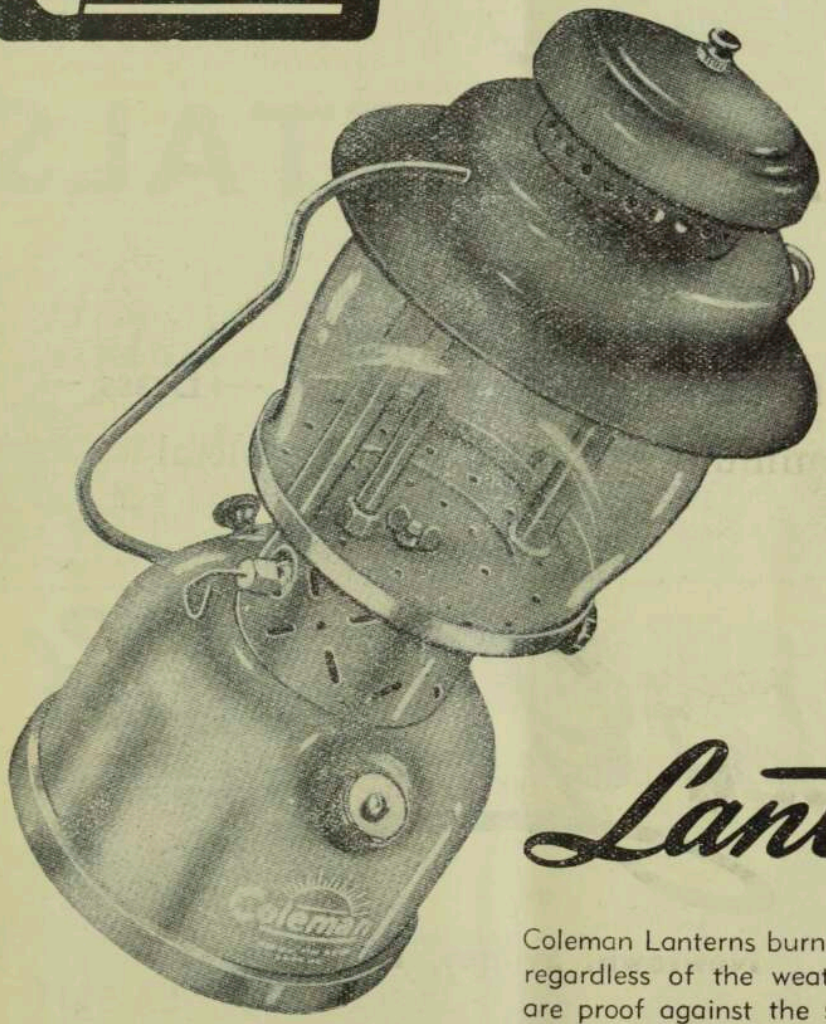
Coleman



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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 sailing August 11.

MV Malekula leaves Sydney on Sept. 2 for Samarai, Rabaul, Manus, Wewak, Madang, Lae, Samarai and return to Sydney.

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

MV Soochow and MV Sinkiang, modern 3,000 tons vessels, now leave every six weeks approximately (making a three-weekly service): Sydney-Brisbane-Port Moresby - Madang - Rabaul - Pt. Moresby, Sydney. Sinkiang will sail from Sydney about August 11; Soochow, September 4.

Details from New Guinea Australia Line (G. S. Yuill & Co., Ltd., agents), 6 Bridge St., Sydney.

N. Zealand-Fiji-Samoa-Tonga

Motor vessels Tofua and Matua, from New Zealand, serve Suva (Fiji), Nukualofa and Vavau (Tonga), Niue Is., Pago Pago (American Samoa), Apia (Western Samoa). Tofua leaves Auckland for any or all of above ports at approx. five weeks intervals. Matua calls at Wellington and Lyttelton (NZ), Lautoka (Fiji) and supplements Tofua's schedule in Islands, calling at ports as directed by owners.

Tofua leaves Auckland on next voyages about September 1 and 29 and then withdraws for survey.

Matua will leave Auckland on her next voyage on August 22. She then withdraws for survey.

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.

PACIFIC ISLANDS TRANSPORT LINE

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

— M.V. "THORSISLE" —

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

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

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APIA—Morris Hedstrom Ltd.
SUVA—Morris Hedstrom Ltd.
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PORT VILA—Comptoirs Francais des Nouvelles Hebrides

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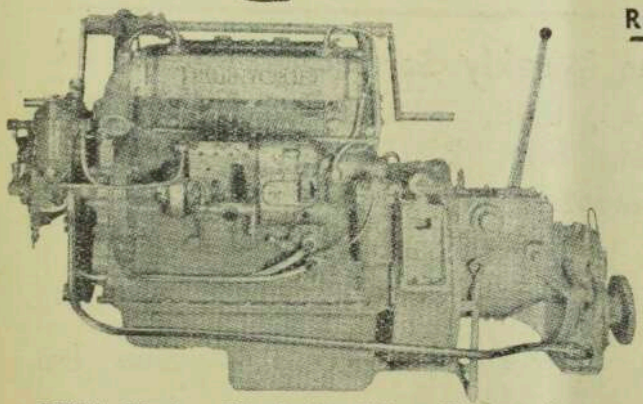
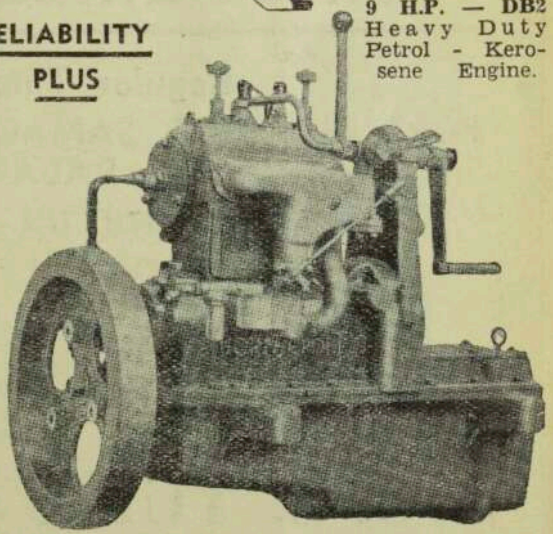
9 H.P. — DB2 Heavy Duty Petrol - Kerosene Engine.





RTR4 Marine Diesel 30 H.P. This modern general purpose and lifeboat engine has proved to be extremely satisfactory and efficient in the Pacific Islands.

Enquiries:

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

Cables: "Thornmotor", Sydney.

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Sydney-New Hebrides-BSI-Rabaul, Etc.

MV Malaita makes a round trip at about 8-weeks intervals from Sydney to Lord Howe-Norfolk Is.-New Hebrides Ports - BSI ports - Bougainville - Rabaul - Samarai-Sydney.

Next sailing from Sydney August 14.

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. Luxurious new liners Caledonien and Tahitien recently added to this service.

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

N. America-Fiji-Hebrides, etc.

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

Next sailing from San Francisco Sept. 3, Papeete, Sept. 16, Apia, Sept. 21, Suva, Sept. 24, Noumea, Sept. 30. (Dates approx. only).

Details from General Steamships Corporation Ltd., 912 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). Every Friday—Return by same route.
* 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.

LONDON - SUVA

FIJI DIRECT SERVICE

VIA

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BETHELL, GWYN & CO., 138 LEADENHALL ST., LONDON, E.C.3.

BURNS PHILP (SOUTH SEA) CO. LTD., SUVA, FIJI.

New Guinea Australia Line

Regular Three Weekly Service to

PORT MORESBY, SAMARAI, LAE, MADANG, KAVIENG, AND RABAUL, VIA BRISBANE

WITH THE MODERN MOTORSHIPS

"SOOCHOW" "SINKIANG"

Agents for PAPUA: STEAMSHIPS TRADING CO. LTD.

Agents for NEW GUINEA: COLYER WATSON (NEW GUINEA) LTD.

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SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways

NORTHWARDS

Tuesdays and Saturdays (Skymasters)

Depart:	Arrive:
Sydney, 7.30 pm	Brisbane, 10.15 pm
Brisbane, 11.40 pm	Moresby, 6.30 am (Wed., Sun.)
Moresby, 7.30 am	Lae, 8.45 am

Connecting services north of Lae by Drover to Bulolo and Wau.

Wednesday and Sundays (Sandringhams)

Depart:	Arrive:
Sydney, 7.30 pm	Brisbane, 10.50 pm
Brisbane, 12.20 am (Thur., Mon.)	Cairns, 6.35 am
Cairns, 8.5 am	Moresby, 11.55 am (Night stop)
Moresby,* 8.30 am (Tue.)	Samarai, 10.30 am
Samarai, 11.30 am	Esa'ala, 12.10 pm (Alt. weeks)
Esa'ala, 12.25 pm	Rabaul, 3.25 pm

The Wednesday Sandringham from Sydney terminates at Port Moresby, a connection north to Lae on the following day at 9.00 am being by D.C.3.

* The Sunday Sandringham from Sydney arrives Moresby Monday and after a night stop there goes on to Rabaul via Samarai, etc., on Tuesday.

SOUTHWARDS

Sundays and Wednesdays (Skymaster)

Depart:	Arrive:
Lae, 10.25 am	Moresby, 11.40 am
Moresby, 12.40 pm	Brisbane, 7.15 pm
Brisbane, 8.45 pm	Sydney, 11.30 pm

Thursdays (Sandringham)

Depart:	Arrive:
Rabaul, 6 am	Samarai, 9.15 am
Samarai, 9.45 am	Moresby, 11.45 am
Moresby, 1.15 pm	Cairns, 5.5 pm (Night stop)
Cairns, 9.30 am (Fri.)	Brisbane, 3.45 pm
Brisbane, 4.45 pm	Sydney, 8.5 pm

Saturdays (Sandringham)

Depart:	Arrive:
Moresby, 6 am	Cairns, 9.50 am
Cairns, 11.20 am	Brisbane, 5.35 pm
Brisbane, 6.35 pm	Sydney, 9.55 pm

A connection from Lae, with a DC3, to pick up Saturday Sandringham, arrives in Moresby on Friday at 8.20 am.

3. N. Guinea Internal Services

Operated by Qantas

LAE-MANUS (DC3)

Every Wednesday.

Dep. Lae, 10.15 am; Finschhafen, Rabaul, Kavieng, Manus (5.45 pm)

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

MORESBY-DARU (Sandringham)

Via Yule Is., Kerema, Wana (optional), Kikori, L. Kutubu.—Every alternate Friday, returning same day. (August 21, Sept. 4, 18, etc.).

RABAUL-MOEWE HARBOUR (Sandringham)

Alt. Wed.—Rabaul-Jacquinot Bay-Moewe Harbour-Talasea-Rabaul—August 12, 26, Sept. 9, 23, etc.

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

NEW BRITAIN-BOUGAINVILLE (Sandringham)

Alt. Wed.—Rabaul-Queen Carola Hbr.-

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—TO ALL SIX CONTINENTS

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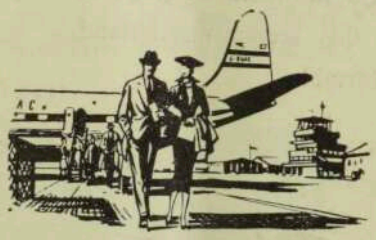

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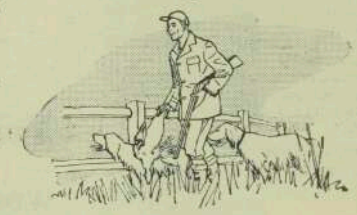

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NEW ZEALAND NATIONAL AIRWAYS CORPORATION

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Buka-Kieta-Buin—August 19, Sept. 2, 16, 30, etc.
Alt. Wed. (same day) Buin-Kieta-Buka-Rabaul.

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL GENERAL SERVICE
(High-Density DC3)

Mon., Thur. Dep. Lae 6.30 am, Madang arr. 7.35 am Wewak, Manus Is., Kavieng, Rabaul arr. 3.35 pm.
Tue. only Dep. Rabaul 8.00 am, direct Madang arr. 11.00 am, Lae arr. 12.35 am.
(This is now the only Qantas service to Madang.)

CENTRAL HIGHLANDS
(Drover)

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

LAE-BULOLO-WAU (Drover)

Dep. Lae.—Tues. 3 pm.—Mon. & Sat. 7.30 am.
Dep. Wau.—Tues. 4.30 pm—Mon. 9.00 am —Wed. 12.35 pm. 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. Aust.-Dutch N. Guinea

By KLM Royal Dutch Airlines.

A weekly service with Constellations between Sydney and Amsterdam with a call at Biak, DNG, and Manila, Philippines. DC3 aircraft link Biak with Hollandia, Sorong, Merauke and Tannah Merah.

5. N. Guinea-Solomons

By Qantas with DC3
3 Flights Every Four Weeks,

Mon. (Aug. 17, 24, 31, Sept. 14, 21, 28, etc.), Lae (dep. 6 am)—Finschhafen—Rabaul — Torokina (Bougain.) — Vella-lavella—Yandina—Honiara, BSI (arriving 4.25 pm).
Tue. (Aug. 18, 25, Sept. 1, 15, 22, 29, etc.), Honiara (dep. 7 am)—Yandina—Vella-lavella — Torokina — Rabaul — Finsch-hafen — Lae (arriving 3.15 pm).

6. Indo-China-Brisbane-N. Caledonia

By Air France, Monthly.

Constellation aircraft dep. Saigon, August 10, 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 (Aug. 13, 27, Sept. 10, 24, etc.), returning same day.

9. Sydney-New Hebrides

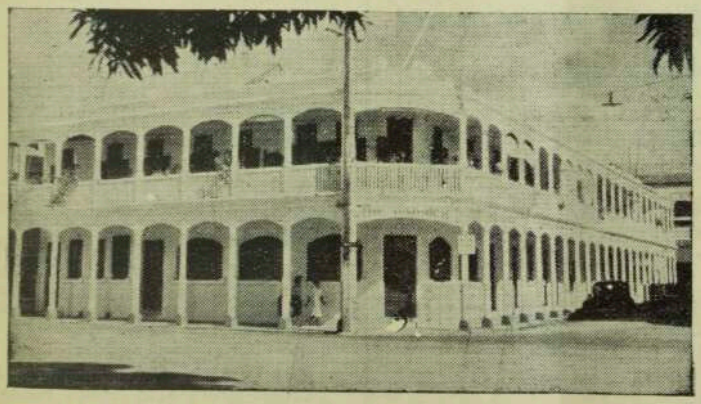
By Qantas, with Sandringham Flying Boats: Aug. 17, 31, Sept. 14, 28, etc.

Depart:		Arrive:	
Sydney,	Alt. Mon. 7.30 pm	Brisbane,	10.50 pm
Brisbane,	12.20 am (Tue.)	Noumea,	7.20 am
Noumea,	9.20 am	Vila,	11.55 am
Vila,	1.25 pm	Santo,	2.40 pm (Night stop)
Santo,	6.30 am (Wed.)	Vila,	7.45 am
Vila,	8.45 am	Noumea,	11.25 am
Noumea,	1.00 pm	Sydney,	8.40 pm

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

THE GARRICK HOTEL

SUVA, FIJI



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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, 7.20 am
Noumea, 9.20 am	Suva, 3.50 pm
Suva, Sat. 6.30 am	Noumea, 11.00 am
Noumea, 1.00 pm	Sydney, 8.40 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.

Sat.—Dept. Sydney 7.30 am, arr. 4.15 pm. Dep. Auckland 8.30 am, arr. 1.45 pm Mon., Wed., Fri.

13. Sydney-Wellington

Tasman E. Airways, with Solents

Dep. Sydney 10.30 pm Tue., Thur., Fri., Arr 7.30 am following day.

Dep. Wellington 10.30 am Wed., Fri., Sat. arriving 3.45 pm.

14. Melbourne-Christchurch

Tasman E. Airways, with DC4 Skymaster

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

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

15. New Zealand-Fiji

SEE ALSO TABLE 18.

Tasman Empire Airways, Ltd., with Solents.

Dep. Auckland—August 25, 29, September 8, 22, 26, October 3, 17. Return to Auckland on August 26, 31, September 9, 23, 28, October 4, 18, etc.

Depart	Arrive
Auckland, 9.30 am	Suva, 4.45 pm
Suva, 9.00 am	Auckland, 4.15 pm

16. Fiji-Western Samoa

SEE ALSO TABLE 18.

Tasman Empire Airways, Ltd., with Solents.

Dep. Auckland, Aug. 15, Sept. 12, Oct. 10.

Depart	Arrive
Auck., 9.30 am Sat.	Suva, 4.45 pm Sat.
Suva, 6.00 am Sun.	Apia, 11.05 am Sat.
Apia, 1.30 pm Sat.	Suva 4.35 pm Sun.
Suva, 9.00 am Mon.	Auck., 4.15 pm Mon.

17. New Zealand-Chatham Is.

In the 1953-54 season, Solents will make flights to the Chatham Is. as follows: November 5, December 3, 14, January 27, March 11, April 8. Departure from Auckland 3.30 am, dep. Wellington 5.30 am, arr. Chathams 10.30 am. Dep. 2.30 pm, same day for Auckland.

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, 9.30 am. Arr. Suva 4.00 pm. Dep. Suva (Wednesday) 9.00 am, cross International Date Line: Arr. Apia 1.55 pm Tuesday. Dep. Apia 2.00 am Wednesday. Arr. Aitutaki 7.30 am. Dep. Aitutaki 9.30 am. Arr. Papeete 1.30 pm. Return by same route every alt. Friday, leaving Papeete 7.30 am.

The next flights leave Auckland August 18, September 1, 15, 29, October 13, 27, etc.

19. Fiji-Tonga

Tasman E. Airways with Solents.

Dep. Suva Aug. 12, 26, Oct. 7, 21, return from Nukualofa same day.

Depart	Arrive
Suva, 7.00 am (Wednesday)	Nukualofa, 10.20 am (Wednesday)
Nukualofa, 2.00 pm (Wednesday)	Suva, 4.10 pm (Wednesday)
Suva, 9.00 am (Thursday)	Auckland, 4.15 pm (Thursday)

20. Micronesia

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

21. Fiji Internal Airways

By Fiji Airways, with twin-engine de Haviland Rapides

Suva-Nadi & Lautoka* and return: Mornings—Daily except Tuesday. Afternoons—Daily except Friday.

Suva-Labasa: Daily except Sundays.

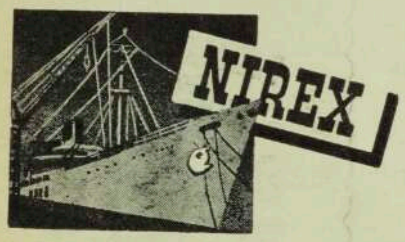
Labasa-Suva: Daily except Sunday.

Nadi & Lautoka to Labasa: Every Thursday.

Labasa to Nadi & Lautoka: Every Tuesday.

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

* No call on Sundays.



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J. K. MURRAY EXPECTS OIL TO BE FOUND IN PAPUA

"I HAVE a layman's belief that oil will be found in commercial quantities in Papua, but it is a reasonably informed belief," said Colonel J. K. Murray, in an article in the Brisbane *Telegraph* of July 23. He was Administrator of Papua-New Guinea from 1945 to 1952, and worked in close co-operation with the oil-seeking companies.

After remarking that the Papuan oil-seekers had spent £1 million per annum for several years, he added: "A Dutch Minister to Australia once told me that £80,000,000 had been spent before oil was obtained in commercial quantities at Sorong (in Dutch New Guinea).

"There will be a big programme of development ahead when oil flows in commercial quantities at a Papuan centre."

With the eighth reinforcements to the Fiji Infantry Battalion in Malaya went Mr. Rob Wright, Fiji Public Relations Office photographer, to spend several weeks with the troops taking photographs.

The Rev. and Mrs. T. C. Crane left Australia end of July for mission work among the Indians of Fiji.

RABAUL'S POLICE CHIEF FOR THE CAPITAL

P. MORESBY, Aug. 7.

POLICE Superintendent Normoyle, of Rabaul, has been transferred to Port Moresby; and Superintendent Rackamann will take Mr. Normoyle's place in Rabaul. While glad to know of his promotion, Rabaul people will be sorry to lose Mr. Normoyle. He has been there for many years, and is held in high regard.

THE QUEEN'S VISIT TO FIJI

SUVA, August 4.

DURING her two days' visit to Fiji, on December 17 and 18, Her Majesty Queen Elizabeth II and the Duke of Edinburgh will reside aboard the liner *Gothic*. On the 17th, they will visit Tamavua and Nausori, lunch and dine at Government House, and attend a State Ball at the Grand Pacific Hotel. On the 18th, they will visit Lautoka by Solent flying-boat.

¶ The engagement has been announced of Miss Dorothy Stewart to Mr. Alex Hubbard, of Qantas, Lae, New Guinea. This is the culmination of a somewhat whirlwind courtship and many male NG residents are asking themselves what Mr. Hubbard has that they have not. Miss Stewart is popular in Rabaul and Lae, where she is well known. Recently she has been keeping an experienced eye on the Hotel Cecil while its owner, Mrs. Flo Stewart, was making a Coronation visit. Mrs. Stewart is her aunt. Miss Stewart will fly to Australia on August 23, but expects to return to Lae to be married before the end of the year. Mr. Hubbard is a native of the Isle of Skye.

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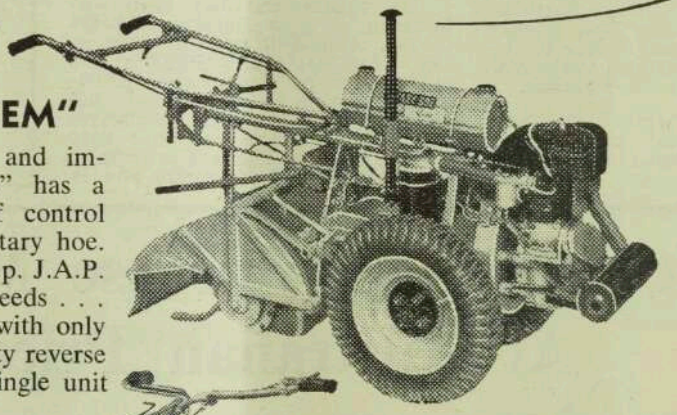

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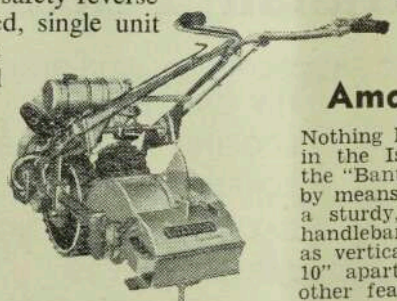

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Vol. XXIV. No. 1. AUGUST, 1953 PRICE: 2/- Per Copy.

IMPORTANT EVENTS IN DUTCH-AUSTRALIAN NEW GUINEA

THESE things have happened within very recent weeks:

• The Government of Australia has agreed with the Government of the Netherlands that the developmental and administrative policies of both of them, in relation to Papua-New Guinea and Western New Guinea respectively, shall be aligned as far as is possible.

• Qantas (the Government-owned company which provides the South-West Pacific with its major air services) is to commence forthwith a regular, scheduled air-service, connecting Australian and Dutch New Guinea. It will run from Lae to Biak, via Madang, Wewak and Hollandia, and return by same route.

• After two months of political manoeuvring, Indonesia finally has established a "government" which is strongly under Communist influence, and is kept in power by the Communist group.

EVEN in these days of political degeneracy, there has been a remarkable amount of hush-hush about Australia's relations with the Dutch and the Indonesians; but a reasonably clear picture now is emerging.

The elimination of the Dutch from the East Indies archipelagoes —the result of the bumble-footed blundering of the Socialist Governments of Britain, Australia and the Netherlands, in the 1945-50 period—allowed a Jap-organised gang of half-educated political agitators to get control of the government of Indonesia. Most of the post-war crop of sociologists acclaimed this as "the liberation of Indonesia"; but —as this journal has consistently pointed out, over the years—all it has done is to open wide the doors to (a) the collapse of the economic system so efficiently established by the Dutch and (b) the advance south-eastwards of the Communists of Asia.

This is of the utmost concern to Australia, New Zealand and all the Territories of the South Pacific. The Asiatics already have their outposts throughout the Pacific. If the Reds get control of Indonesia—and there seems to be little now to stop them—their advance across the South Pacific will follow, sooner or later.

This danger must have been recognised by the anti-socialist Government which took control in Australia two years ago; but, apparently because it is afraid of offending the delicate sensibilities of the gang of adventurers in charge at Djakarta (late Batavia), it has made no declaration of policy—not even when the Soekarna "government" was pressing the Dutch for the surrender of Dutch New Guinea. However, it now is clear that the influence of the Australian Government, plus a definite change in the character of the Netherlands Government, (hitherto predominantly Socialist) has been instrumental in a decision by the Dutch, not only to hold Western New Guinea, but to collaborate with Australia in building up a strong Western European economy in the great island of New Guinea, as a whole.

THERE is not the slightest indication that the truce in Korea means the end of the Cold War, or of the southwestwards thrust of the Reds. While China remains under Moscow control, and aggressively Red, the whole of the Pacific is in deadly danger. We are fighting the Reds now in Indo-China and Malaya, but the Communist underground penetration of those countries, and of Siam, Burma, India and Indonesia, continues unabated. Truce or no truce, there can be no cessation of our preparations for defence while that Red thrust goes on.

With the loss of the Dutch East Indies, the position of New Guinea, as our barrier against Asia, therefore becomes of first-rate importance. If we Western Europeans do not occupy that huge island, as the first lines of our defence system, then inevitably it will be occupied by the people coming out of Asia, as a colony and as the advanced bases for their attack. The Japanese, in 1942, showed us how it is done.

AUSTRALIA, long since, should have made a clear-cut statement of policy in relation to New Guinea and the Indonesian area. The world should have been made aware that it is the purpose of Australia, as the largest independent country in the South Pacific, to preserve the South Pacific countries for Western Europeans. As the Government, with the timidity typical of professional politicians, has made no such statement, we can only line up and read the facts as we see them.

The facts show that Australia, in co-operation with the Dutch and actively supported by the United States, is creating a defence system in the Southwest Pacific, based on the whole of New Guinea and the Bismarck archipelago. Part of the plan is the establishment in that area of an economy which, while definitely expendable in the event of war, would give immense support to Australia's first line of defence.

The Anzus Pact means that this is being done in collaboration with America. Should World War III come, Australia and New Zealand could not indefinitely keep the Asiatic Communist nations out of the South Pacific. But they could do a good job, as they did before, in holding the line until the Americans come to their aid.

SINCE the end of World War II, Australia has spent at least £50,000,000 — probably much more—on the "development" of New Guinea. A good deal of it has been frittered away on "schemes" of a Socialist or idealistic character; but, nonetheless, a large proportion has been ploughed deep

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into the country, on some sort of pattern.

If all this has not a defensive purpose, why is it being done? Australia neither needs nor seeks an external area for settlement and colonisation. There are only 9,000,000 people in Australia and—with water conservation and irrigation—there is room for countless more millions. Why then, should Australia spend £50,000,000 in developing a colony in these tropical islands when she can grow all her tropical needs in North Queensland and Northern Territory, and more effectively spend the £50,000,000 on vital irrigation projects?

Australia holds Papua-New Guinea for defence and not economic reasons. She is working to a definite plan, which is concerned with her future security.

Then why, in the name of commonsense, does she allow her important and costly work in New Guinea to be hamstrung by the Trusteeship Council set-up? Why does she submit at the Trusteeship Council to the silly and pointless interrogation and criticism of her NG admininstration which we heard in early July? Why does a country, already famous for its advanced sociology and its care of the down-trodden, patiently allow its experienced administrators in Papua-New Guinea to be badgered and nagged at by delegations such as that led there recently by the Dominican Dr. Marchena, who seemed to think they had some God-given mission to save the wretched natives from European exploiters?

Why does Australia not take a bold, courageous line, and honestly state the purpose of her work in New Guinea, and either withdraw from the Trusteeship Council farce, or let the Council understand that, while she has nothing to conceal in her treatment of natives, she will insist that only experienced and helpful people be included in these wandering, Trusteeship delegations? Echo answers, Why.

HOWEVER, as we have said, the Australian-Dutch New Guinea-Indonesian pattern becomes clearer. There is to be an increasingly closer relationship between Dutch and Australians in New Guinea, and this may have important results, economically and politically.

If it were not for the danger that the whole of the Indies may fall into Communist hands, Indonesia's political stewpot might be left to its inevitable fate. But the Red danger is too great. The Dutch and the Australians, for their own protection, must soon step in and try to form some sort of stable administration. It could be done, perhaps, by strenthening the more responsible section of the army, and by supporting the Moslem (Masjumi) and moderate Labour parties against the milling crowd of political hyenas which now surrounds the governmental fleshpots. There is not the least chance of operating a responsible form of democratic government among this mass of 73 million people. Their only hope of getting efficient government and security is to accept either some form of dictatorship, backed by military force, or the re-

See Late News Page 5

turn of the Dutch. But, at the mere suggestion of either, every socio-political crank, from the Sydney Trades Hall to UNO headquarters, will begin howling, and the politicians probably will run for cover.

The oil angle should not be forgotten. The Dutch have found oil in the western end of their territory, and increasing quantities are coming out through Sorong, for refining at the new works in Victoria. Despite expenditure of over £10,000,000, Anglo-American-Australian interests have not yet reported oil in the eastern end of New Guinea; but they have abandoned none of their effort and, if oil is not immediately in sight (the portents are good) they seem determined to go on. Active co-operation between Dutch and Anglo-American oil interests is likely; and this may be another factor of significance.

We have reached, in relation to the whole island of New Guinea, a situation that would have been reached six years ago, had we had less fanaticism and more plain commonsense in government. The immediate outlook — although somewhat out of focus because of the Australian Government's fear of the next election—is good; and, if it is not dislocated by another incursion of Socialism, and UNO interference of the Evatt brand, it may produce results of a remarkable kind. After all, we cannot continue to spend six or seven million pounds per annum in a Territory, no matter how unskilfully or wastefully, without creating something noticeable—even if it is only the enrichment of a deserving tribe of enterprising traders!

Solutions for the Fiji-Indian Problem

LATELY, there have been two notable contributions to discussions of the Fiji-Indian problem. We are encouraged to hope that a way out of what appeared to be an ugly situation can be found.

The Indians and the Fijians, under enlightened guidance, may themselves provide a solution. The younger Indians—especially those born in Fiji—are disposed to accept the fact that if they are to have a worthwhile future in the Pacific, it must be shaped in genuine co-operation with the owners of Fiji—namely, the indigenous Fijians—and that the Fijian people must be assisted in every way to themselves handle their national obligations. If that can become the basis of future policy in Fiji—genuine Fijian-Indian co-operation, under European direction for a while—the whole aspect of Fiji affairs will change for the better. Such a solution becomes possible because of the steady progress that is being made by the Fijians in the social, economic and political fields.

Another solution is presented in an article, in this issue, wherein is made the suggestion that the Fiji-born Indians should be encouraged to settle in the British Solomon Islands, and develop the resources of that huge archipelago.

The most acute angle of the Fiji-Indian problem is the rapidity of the natural increase of the Indians in Fiji, which is contemporaneous with an equally notable growth in the Fijian population. Within a few years, Indians and Fijians will be jostling each other for possession of land, and that must create most undesirable conditions.

But if there are made available in the Solomons a sufficiency of land and opportunities for the surplus Fiji-Indians, there need be no population crisis in Fiji; while the British Colonial Office, in its turn, will be supplied with an answer to its now hopeless question: "What shall we do with the British Solomons?"

Of course Australia, at first glance, will shudder in horror at the idea of establishing *another* Asiatic community within a few hundred miles of the Queensland coast. But it is not suggested, for a moment, that the Solomons should be open to immigration from India. The Fiji-Indians, born in Fiji, speaking English, regarding themselves as British citizens of the South Pacific, are not in the same category as the overcrowded masses in Mother India. They, established and prospering in both Fiji and the Solomons, could become just as good citizens of the British Commonwealth in the South Pacific as are the large Japanese communities of Hawaii good and valuable citizens of the United States.

These things are presented as worthy of consideration. We can no more ignore the emptiness of the undeveloped Solomons than we can close our eyes to the implications of the present conditions in Fiji.

Mr. and Mrs. W. M. Fell, of the Gilbert and Ellice Island Colony, are on leave in the UK.

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FOUR TYPES OF RHINO BEETLES

Asian Kind is the Menace

P. MORESBY, July 25.

THERE was an interesting discussion among Legislative Councillors here this week about the incidence of the Rhinoceros beetle, now threatening the coconut plantations of Samoa, Tonga, Fiji and New Guinea.

District Commissioner Niall said that the distribution of the beetle was considered in Noumea, when he attended a conference there recently. The beetle was not regarded seriously in New Guinea, because it appeared to have been there for a very long time.

Others took the view that there is more than one kind of Rhinoceros beetle in the Islands. There is one kind, apparently indigenous, which is not a serious pest; and another kind, newly arrived, which is a menace.

Finally, Mr. Don Barrett, of Rabaul, brought to the argument a new book, in French, *Les Insectes des Palmiers*, by P. Lepesme, published in 1947. This compilation, well illustrated and documented, made it clear that, in the Pacific Islands, there are four distinct types of Rhinoceros beetle; and that a comparative newcomer, called the Asiatic beetle, is the real pest. The author shows that the Asiatic type is now distributed fairly generally over East Africa, Southeast Asia and Indonesia, and is spreading eastwards.

From this data, it was apparent that the beetle established long ago in New Guinea is a harmless type; that the Asiatic type has spread from Samoa to Fiji; and that the Asiatic type has become established in comparatively recent times (probably during the Japanese invasion) in certain areas of New Guinea.

Tongan Anti-Beetle Measures

THE Tongan Government announced in July that, as a precaution against the rhinoceros beetle, which at present infests only Vavau, the importation of plants of any kind, cooked or uncooked, from other Pacific territories is totally prohibited.

Coronation Bridge Opened

The biggest bridge in Western Samoa was formally opened on Coronation Day by the wife of the High Commissioner, and named "Coronation Bridge." At the opening were, left to right: Hon. G. F. Betham, Judge Marsack, Hon. Malietoa, The High Commissioner (Mr. G. R. Powles), Mrs. Powles, Judge Marrow and Hon. Tualaulelei. (Photo by Rankin).

Typhoid Scare Kills Papuan Desiccated Industry

IN a remarkable fashion, outbreaks of typhoid have flared up in half a dozen widely separated localities in Queensland, New South Wales, Canberra and Victoria. In a way equally remarkable, apparently bewildered medical officers have announced that desiccated coconut from Papua is more than suspect, and have ordered store stocks to be "frozen" and householders to burn any they may have.

Australia eats a lot of desiccated coconut, most of which comes from Ceylon. One by one, the desiccated coconut mills in Papua and New Guinea have folded up, under Ceylon competition, and to-day the only suppliers are at Milne Bay (Bruce Hamilton), Kemp Welch River (Rosser Brothers) and Aroa (Harrison Ramsay).

Medical officers in Melbourne found several typhoid patients who had eaten Papuan coconut; in the coconut, they found some sort of bacteria—not necessarily typhoid—which they had found in the patients; similar data was found in Canberra and later, by research workers at St. Vincent's Hospital, Sydney.

"Tropic Snow" brand of Papuan desiccated was at first the only suspect—in Victoria. However, on August 8, NSW joined Victoria and Canberra by issuing a warning to the public not to eat *any* brand of desiccated if its origin was not known.

Now that the general ukase has gone forth it very probably is the end of the Papua-New Guinea desiccated coconut industry. There will be some Australian prejudice against it, even if cleared of blame at the Papuan end.

Aug. 12: Victorian authorities announced they opened to-day one 65-lb pack of desiccated "alive with typhoid." They believe only one typhoid carrier in Papua is responsible, and that only "Tropic Snow" brand is affected.

FIJI'S CENTRAL PLATEAU

Governor Will Examine Area at 3,000 Ft.

PREPARATORY to a personal survey of the area by the Governor (Sir Ronald Garvey) in September, a Fiji Forestry Department party of 14 persons recently completed an examination of the Nadrau Plateau, in central Viti Levu, at the headwaters of the Sigatoka river.

The plateau area, located about 3,000 feet above sea-level, was exposed to the full force of the 1952 hurricane, and the survey team found large numbers of fallen trees blocking the paths.

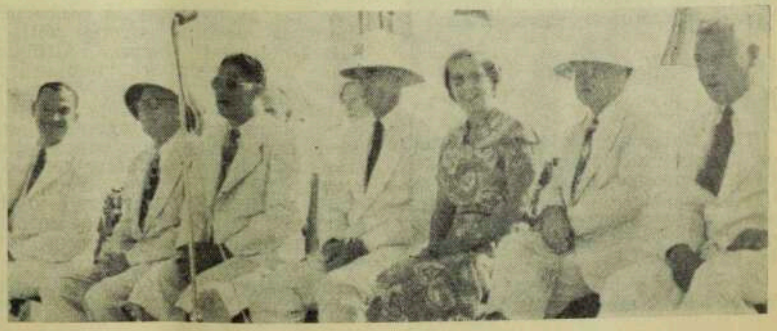
The whole area is overgrown with timber trees, jungle and vines, with large numbers of wild pigs roaming the area—and providing a welcome addition to the diet. Two small species of prawn were found in the rivers.

To assess the quantities of timber available in the area, the party cut tracks through the jungle, in straight lines of 1½ to 2 miles long, at various points across the plateau, and then took tally of the trees for half a chain on either side of the tracks. From the figures thus obtained, the total timber resources will be computed.

The party also cleared a track to the Monasavu Falls, which has been suggested as the site of a hydro-electric power station.

The Nadrau Plateau area, far from being flat or open country, as is often popularly believed, is actually much broken, and some of it is very steep country; but it is here that people familiar with Viti Levu's hinterland believe that the greatest hope for development of the island lies. It is for this reason that His Excellency intends to make his personal examination with a team of experts during September.

Mrs. S. B. Philp, of the Deuba Hotel, Fiji, returned from holiday in Australia in July.



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THE EDITORS' MAILBAG

Malacology Surprised

In the March issue of the PIM we published a photograph, received from Mr. Gordon Thomas, of snails clustering thickly upon a tree-trunk, in the New Britain district. It will be remembered that these giant snails were introduced to the area by the Japanese in the war years, and have been causing havoc in jungle growth and plantations.

Soon afterwards, we received an inquiry, couched in very urgent language, from Mr. Yoshio Kondo, an entomologist of the staff of the Bishop Museum, in Honolulu. Mr. Kondo wanted to know if, in printing the photograph, we had in some way *reversed* the negative.

Wonderingly, we referred the inquiry to Mr. Thomas. He in turn inquired of the photographer. He and we were then assured that the photographic print had not been reversed. We sent on the reply to Mr. Kondo, and expressed our natural curiosity.

Mr. Kondo's courteous explanation follows. Please bear in mind that "sinistral" means "pertaining to left"; while "a dextral shell" is "a spiral the whorls of which turn from left to right."

"If you will kindly examine the photograph a g a i n (writes Mr. Kondo) it will be noticed that each snail on the tree trunk is a sinistral individual, something which only a conchologist is expected to notice, and it is no wonder that my unexplained note puzzled you.

"Now, the giant African snail, or *Achatina fulica*, is normally a dextral snail; in recent years only five specimens of the sinistral mutant have been found in the Pacific, namely, on Pagan, Tinian, Agiguan and a rumored fourth specimen from the same group of Islands, that is to say, the Marianas. The fifth sinistral specimen was discovered in Honolulu this year.

"The probability of an entire colony of this particular species being sinistral is so remote that I was strongly impelled to submit the question to you. Should the photograph be a true copy of the negative, the world of malacology will be in position for a surprise, though not entirely unexpected."

Qld. Thinks Ahead for P-NG

The National Parks Association of Queensland is interesting itself in the question of National Parks in Papua-New Guinea, and has submitted to the Administrator eight areas which it feels should be preserved.

The matter has been discussed before—but mostly by mainland Australians; Papua-New Guinea residents seem to have little real interest in the project, although it might be something in which the proposed Historical Society in Port Moresby could concern itself. Declaration of a National Park is better done early in a country's history, rather than late.

The eight areas which the Queensland Association has proposed are:—

Cape Nelson, Papua, with its fiords and mountains; 15,400-ft. Mt. Wilhelm, which is sometimes snowclad; portion of the Kokoda Track in the Owen Stanleys; Lake Kutubu which is at an elevation of 2,500 ft. and inland from the Gulf of Papua, and the Naora River; Beaver Falls and Gorge on the Mobi River, between Lake Kutubu and the coast; the large waterfall on the October River, a tributary of the Sepik; portion of Goodenough Island; a section of the Bulolo Valley and its unique trees, between Wau and Bulolo.

Any P-NG resident with any suggestions to make in the matter of National Parks should write to Mr. Douglas Jolly of the National Parks Assoc. of Queensland, Box 1883W, GPO, Brisbane.

Houses and Hospitality in Kavieng

Mr. G. F. Clark, proprietor of the Kavieng Hotel, says that the house whose portrait we published in the July PIM is not the only post-war building in Kavieng—and sends along a photograph of his hotel to prove it.

He is, of course, right when he says a number of buildings have gone up in Kavieng since 1946—the Club, the hotel, one or two stores, the new hospital, a new Education Department cottage some miles out of the town—and doubtless a few more elsewhere. H o w e v e r, we specifically said "house" and the one that was shown in July stands out in its magnificence against the native-material houses of the rest of the Administration officials.

As far as livability is concerned, there is nothing wrong with a native-material house. Although those in Kavieng are "temporary," and although the use of native materials does entail more maintenance, considerable ingenuity has been employed in their construction and their chatelaines have certainly spared no effort and trouble to make them attractive—even to the extent of drawing issues of government paint and putting it on with their own hands.

Hospitality counts more than sawn-timber houses round those parts, anyway; and in that department Kavieng comes out with top marks.—JT.

New Era in NI

Norfolk Island residents seem pleased with their new Administrator, Brigadier C. H. B. Norman and his wife. In their praise, one of them writes (under the title "Happy Days are Here Again"):

Since the arrival of Brigadier and Mrs. Norman, life in general has taken a turn for the better.

Both Islanders and Mainlanders appreciate their friendly manner and kindly hospitality. Mrs. Norman is often seen riding round on horseback, occasionally dropping in for a chat and a cup of tea with one of the more isolated Island families. She has excellent taste and has already improved the interior of Government House with carefully selected curtains and carpets, and her keen interest in gardening should give the exterior also a gayer aspect. Many happy parties have already been held at Government House.

Both the Brigadier and Mrs. Norman are good mixers and obviously enjoy the dances which they often attend at Rawson Hall.

Recently a new Council was installed in office and we feel sure that our Administrator will work with them towards a new era for Norfolk Island.

(Brigadier Norman's appointment to the Norfolk Is. vacancy at the end of last year was regarded by many people as just another political hand-out. But he seems to be making NI residents happy.)

Brisbane-Suva Phone

"I used the new radiophone from Brisbane to Suva to congratulate Jocelyn on her 21st birthday. The thing was clearer than a trunkline call within the State. The thrill of being able to sit at home in Australia and hear the voices of one's family in Fiji!"

—A young matron's reaction to the new Australia-Fiji radiophone service, which has just opened, and is very popular.

A Bit of Pidgin

Whenever I read in PIM the word "Kavieng" (a place where I lived and worked about 40 years ago) it reminds me of the following episode:

After a hot day I took, before sunset, a stroll along the waterfront towards the village of Bagail. Passing the then German police-station, I noticed four black boys standing at the roadside. Approaching them I asked: "What name you

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boys linlimboo long this place?" Whereon one boy answered, pointing his hand towards the house of the then German Amtmann, Herr Boluminski, from which piano playing and singing were heard.

"Missis 'e got big feller bockis. Now he fight 'im bockis. Bockis he cry. Misses 'e cry, too."

—Hermann Kirmis, Methler, Germany.

The modern Pidgin description of a piano is: "Big fella Bokis (box)—you fight 'im 'e sing out."

THREAT TO BULOLO INDUSTRIES

Labu-Lae Ferry Near Collapse

A THREATENED breakdown of the Labu-Lae ferry service is causing anxiety to those interests which now make extensive use of the Lae-Bulolo Valley road.

The ferry service, which has been carried on by vehicular punts for at least eight years, is just about worn out. It provides a vital link in the road system.

The road from Bulolo Valley and Wau comes down the south side of the Markham, and ends at Labu, on the southern side of the Markham's mouth. The journey must be completed on the ferry, which runs from Labu, across the mouth of the Markham, to Milfordhaven, the port of Lae, on the north side. Without the ferry, the road is useless.

Because of the decision to build a bridge over the Markham (a few miles up the river, at Markham Point) officialdom has taken no special steps to maintain the punt service. The punts now are in such bad condition that the service may cease at any time. No suitable punts, for replacement, are in sight anywhere. It is unlikely that the new bridge will be in use before 1955.

Cessation of the service means paralysis of the new Bulolo timber industry, which depends on the road for sending out timber. As a breakdown of the timber industry—built up at great cost by both Government and private interests—will reflect badly upon the Administration, urgent attention now is being given to the problem of ferry replacements.

The Mortlock, Carteret and Tasman Islands, off Bougainville, have been closed to recruiting with the single exception that the Carteret natives can be employed as boat crews. A recruiting ban has also been placed on villages in the Keriaka area of the Buka Passage Sub-District.

FIJI'S TAXES

Analysis of Source is Interesting

FIJI, once a place very happily free from taxation collectors, now actually boasts that its receipts from income taxation are very close to £1,000,000 per annum!

An interesting analysis of the figures shows that the taxes have been collected from the various communities in this way:—

Community	*Number*	*Tax paid* £
Europeans .	10,000	859,679
Indians ..	150,000	90,918
Chinese ..	4,000	28,041
Fijians . ..	135,000	2,109

Of the total sum taken in taxation, £646,575 is from companies; and, of this, European companies provide £635,067; Indian companies, £2,950; and Chinese companies, £8,501.

It is a curious and interesting commentary on the economic set-up in Fiji.

Do You Remember ?

From PIM of 20 Years ago.

WITH the August issue, 1933, PIM had completed three years of life and was, we felt, no longer a puling infant but something of an established institution.

In the Pacific, in that month, economic affairs were certainly no worse than they had been for the past several years, but they were no better either. There was, however, no mention of any other new ways of making money. Residents seemed (that month, anyway) to be just digging in and bearing it.

Here are some extracts from our issue of August, 1933:

We had the first first-hand account of Mr. Fred Deckert's Bitza—the first motor lorry to essay the 4,000 ft., 14 mile climb along the bush track between Wau and Edie Creek, NG. The Bitza had been made to Deckert's own specifications and had a three-ft. wheel base, but even then it just fitted the narrow track that formerly had been negotiated only by men and donkeys. The surface of the road was red mud, there was a sheer rock wall on one side and a sheer drop down hundreds of feet on the other. Some of the bends were so sharp that the lorry had to be backed and filled several times before they could be negotiated. Chains for the wheels were regular equipment, but in those days before jeeps and vehicles with 4-wheel drives, Deckert's Bitza filled the bill.

* * *

We reported that the proposed conference between the Western Samoan Administration (the Administrator was then General Hart) and leaders of the Mau was likely to result in a stalemate. The Administration would not agree to the inclusion in the delegation of Mr. O. F. Nelson (lately returned from five years' exile in New Zealand) and the Mau leaders as stubbornly refused to exclude him.

* * *

In a Tropicality we suggested that all the Pacific Island names beginning with "New" (New Ireland, New Britain, New Hebrides, New Caledonia, etc.) should be thrown overboard for native names that did not suggest cold, bleak Northern Europe. They had not the music of such names as Samoa, Rarotonga, Tahiti, Hawaii, etc., we said. Tonga, Hawaii and Samoa had just escaped the clutches of the unimaginative cartographers—until quite recent times they were known as Friendly, Sandwich and Navigator Islands respectively.

* * *

Sulphur deposits on Vanua Lava in the New Hebrides were being investigated, and it was said that several syndicates including Australian, British and French were interested in exploiting them. The deposits were 97 per cent. pure and 15,000 tons were reported to be lying on the surface. (These deposits have been worked at various times but without much financial reward for the people involved).

* * *

In a seven-day wonder case at Rabaul, a solicitor, F. L. Flannery, was convicted of stealing £800, the property of Guinea Airways, Ltd., and sentenced to four years' hard labour.

Before his trial at Rabaul Central Court he was out on bail provided by a war-time comrade, Mr. Charles Booth. However, on the day he was to stand trial, Flannery went bush, somewhere in the Toma District and was discovered in a native house by the police after they had searched for him for a week.

* * *

In a list of appointments as Cadets to the New Guinea District Services Department were these names: K. W. Bilson, H. E. Hamilton, K. J. Hickey, J. R. Black, T. G. Aitchison, M. S. Edwards, D. McCarthy, H. G. Verey, G. Greathead, L. G. Vial.

* * *

From Fiji came an article called "The Indian Problem"—the first time we had called it that— that concerned the then new Indian demand for a "common roll," that is, equal status with Europeans in government of the Colony. Indian members of the Fij Legislative Council had at that time walked out in a huff over the issue and our correspondent saw only one solution—for Fiji to revert to the old Crown Colony type of government which gave equality to all but taxation without representation.

* * *

Cook Islands orange growers were demanding a better deal from New Zealand—where fruit was alleged to be landed in rotten condition, where the market was glutted and where they suspected merchants rigged the market. Better market facilities, cool stores, and better shipping were demanded. The editor of PIM pointed out that, when he first visited the Cooks 19 years before, growers had much the same complaints and that he had written articles about the disabilities of fruit growing in the Pacific for the NZ market. It was high time something was done, he said.

Another 20 years have passed—and in 1953 Cook Island orange growers are still asking for cool stores, better shipping, etc. There are now no orange gluts in NZ but what has the Dominion done to improve matters for the long-suffering CI fruit growers?

BIGGER AND BETTER TRANSPORTATION

Important Plans for WPHC Territories

SINCE he arrived in the South Pacific from London a few weeks ago, the new Marine Superintendent for the High Commission of the Western Pacific, Commander J. H. Deane, has been very busy. His first task has been the compilation of a report on the whole transportation system of the Solomons, New Hebrides and Gilbert and Ellice Territories; and, to obtain the data, he has had to travel extensively in the Southwest and Central Pacific. It is expected that his report will be in the hands of the High Commissioner, and in London, this month.

The new High Commissioner, when he arrived last October, saw that it was useless to plan any economic future for his underdeveloped archipelagoes unless the latter have adequate and dependable transportation; and they have had that at no time, and certainly not since 1941. Sea and air services both are needed, and they must be co-ordinated.

The policy of the British Socialist Government, which had charge of the WPHC areas after the war, was the elimination of private enterprise and the introduction of State-owned transportation. The creation of the WPHC fleet of little trading ships was an exceedingly costly affair; and there has been criticism of the set-up on the score of efficiency. If the private traders, with their ships and their big stores and their drive, had been encouraged to return after 1945, the story might have been different.

The present British Government, anti-Socialist, is eager that enterprise shall come back, and especially that private capital shall introduce and develop new industries. But PE, with its eye on the next British general election (when Socialism may return) is shy; and when it looks at the transportation and labour systems, it is definitely uninterested.

The new High Commissioner, therefore, has done a wise thing in making this important transportation survey. It is likely that, following Commander Deane's report, action will be taken to induce private enterprise to re-enter this field, as part of a plan to encourage economic development.

New transportation may include the inauguration of a regular air service between Henderson Field (Honiara), Nauru and Tarawa (Gilberts). It is many months since the High Commissioner and Qantas first discussed this service; but it has, among other things, raised the question of how to finance so expensive a service, and how to get a bigger and better strip into use on Henderson Field.

The WPHC probably will seek, also, the introduction of a better air service with Australia. At present, the Qantas flying-boat service from Sydney, via Noumea, terminates at Santo (New Hebrides) and high officials from New Hebrides, desiring conference with their HQ at Honiara, have to travel Vila-Sydney-Moresby-Lae-Rabaul to get to Honiara on the Lae-Solomons service, although in a direct line the Solomons are only a few hundred miles away.

The established industries of New Guinea are still not enough to justify the big and expensive air organisation which services that Territory. That factor is even more marked in the case of the New Hebrides and Solomons. However, it apparently is the view of Governments nowadays that economic development will follow the establishment of good transportation services, rather than the reverse.

Rabaul Memorial to Gallant Father and Son

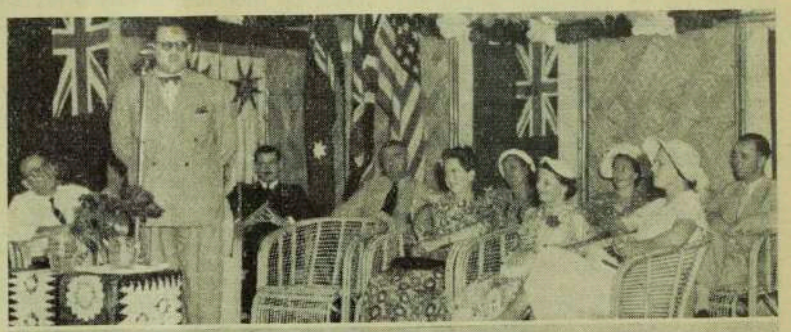
A LARGE cross, carved out of wood and placed in the Rabaul Methodist Church by Mrs. U. Adams, was dedicated, on July 26, to the memory of the late Mr. Harold Page and his son, the late Captain Robert Page.

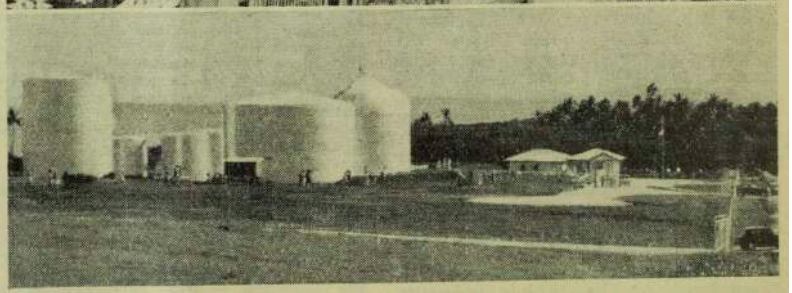
Mr. Page was Government Secretary in New Guinea, and was one of those lost on the *Montevideo Maru* after they had been seized in Rabaul by the invading Japanese.

Captain Robert Page met his death while in Japanese hands in Singapore; and he, like his father, displayed courage and a capacity for self-sacrifice.

Mrs. Harold Page, who had been on a long visit to the Bainings area, was present to witness this tribute to her husband and son.

Oil Company's New Vuda Pt. Terminal





Vacuum Oil's new bulk oil terminal at Vuda Point, Fiji, was officially opened by the Governor of Fiji, Sir Ronald Garvey, on July 23 in the presence of over 400 guests of the company.

Many of the guests arrived by car from Suva, assembled at the installations eight miles across the bay from Nadi Airport at 2.30 p.m., and were conducted around the installations.

The guests then were taken by car to a reception at the airport.

There the Governor declared the Vuda Point terminal officially open, and congratulated the company on the establishment of these important aviation fuelling facilities.

First tanker bringing aviation fuel to the new installation is expected at Vuda Point early August. Most of the fuel will be carried to Nadi airport by a self-propelled tank-barge, but some products will continue to be carried by road tanker.

During the war the Americans established a pipe-line from Vuda Point to the airfield. Enroute, where it traversed mangrove swamps, it was much preyed upon by busy black-marketeers and taxi drivers equipped with metal drills, who more often than not, after filling their containers did not remain long enough to plug the hole.

Eventually, a constant night patrol had to be maintained on this line. Its useful life ended, it was removed some time ago.

Photographs show (top) Sir Ronald Garvey and official party at the reception and (lower) some of the storage tanks at Vuda Point.

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MANY 'HAPPY SEPTEMBERS' TO NEW CALEDONIA!

And Less Tragedy in the Next Hundred Years

Specially Written For "Pacific Islands Monthly."

SEPTEMBER is an important month in the New Caledonian calendar. British people will always remember that on September 19, 1940, the Colony rallied to Free France, and turned out its Vichy-minded governor.

Going back to the very beginning; it was on September 4, 1774, that Colnett, look-out man on the *Resolution*, caught sight of the dim outline of the island's northern mountain range, whose liking to the Scottish Highlands led Captain James Cook to give the country the name which the French have converted into La Nouvelle Caledonie.

The French took possession 79 years after Cook's arrival, on September 24, 1853 and it is this event that the people of New Caledonia will celebrate next month with a fervour which should exceed that with which their grandfathers celebrated the 50th anniversary, in 1903. John Rider Haggard, brother of the English novelist, who was British Consul in Noumea at the time, has left a cheerful account of that occasion.

In New Caledonia, there is no monument to the great navigator who discovered the island, to Cook; but he left names on the map. Besides a reef named after him, there is Cape Colnett, the Isle of Pines, and Botany Bay. To the south, he mistook Ile Ouen for a part of the main island and called it Prince of Wales Foreland. It was not until the 1850's that an English sandalwooder rounded Ile Ouen and gave his name to the delightful little Woodin Passage. And nearby is swift Havannah Pass, named after Admiral Erskine's English warships, there in 1847.

Before the French came, these seas were the haunt of sandalwood and beche-de-mer traders, Paddon, Towns, Rodd, Underwood and others, who brought much wealth to Old Sydney. They also carried to Australia the first kanaka labour, Loyalty boys who worked for the NSW pastoralists, for the Port Eden whaling establishment, and even on Sydney wharves, where their employment caused a strike of ticket-of-leave men who were the lumpers of those days.

At La Conception mission, near Noumea, there is an interesting museum of early history, containing one of the handsome medallions left behind by Cook; and another of these turned up in a native's hut only last year.

IT was at Balade, not far from Cook's landing place, that Rear-Admiral Auguste Febvrier-Despointes, commander of the Division Navale du Pacifique, raised the French flag 100 years ago, in the name of Napoleon III. (Cook anchored the *Adventure* and *Resolution* in the Bay of Bouayaoup, a little to the north). The French then were seeking a big penitentiary establishment, as far away from France as possible. This plan darkened the island's story for much of the following century.

For the first few years, the island was under the French Governor in Tahiti. At first, the tiny settlement of Noumea was known as Port-de-France. That name was abandoned owing to postal confusion with Fort-de-France, in Martinique.

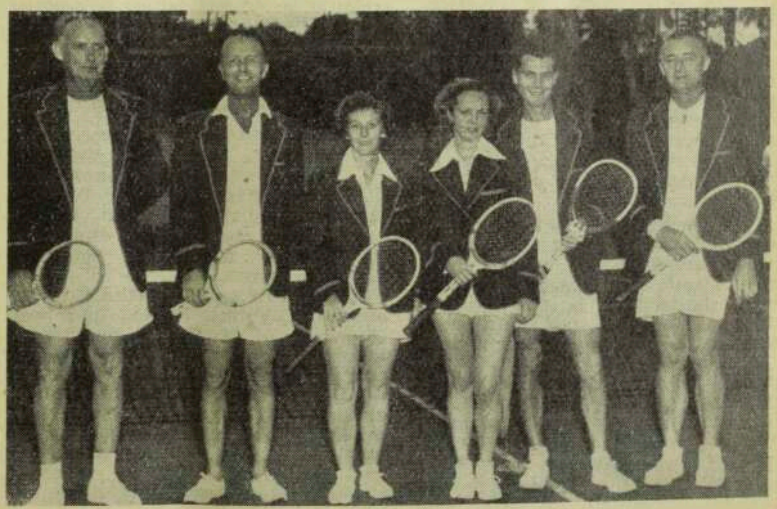
Unlike Cook, the French formed an unfavourable opinion of the natives, who suffered under French rule. There is a long history of massacre; and punitive expedition; down to the final revolt of Chief Noel, of Kone, in 1917-18. Noel, in the end, was decapitated by a formerly friendly Arab, who claimed the big reward offered for his head. This head was put on a pole, on the main highway, by the gendarmes, as a warning to rebels.

The only witness of the original flag-hoisting in 1853 were the crew of the steam corvette *Phoque*, a few Marist brothers, and a tiny military garrison left behind at Balade to protect them. The French chastised the natives who had earlier driven the first missionaries away, to take refuge with Paddon, at Anatom, in the New Hebrides and at the Isle of Pines; one or two also found their way to Sydney. The French naval ship *Seine*, which had gone to their assistance, had run aground nearby and been pillaged by the natives, so that the crew of 250 had been taken to Sydney by an English ship. A dozen sailors of the warship *Alcmene* had also been massacred in 1850.

MANY French writers since 1853 have repeated a statement by Pere Montrouzier, one of the early priests, that the British were about to proclaim sovereignty over New Caledonia, and were only beaten by a short head. There certainly was a British ship of the Sydney station in the vicinity of the Isle of Pines, but she was doing a routine hydrographic survey. Also the Anglican Bishop Selwyn, of New Zealand had paid the Loyalties a visit and touched at Hienghene, on the East coast. But British policy then and for many years later was to discourage commitments in the South Seas, as the Australian Colonies were to find out.

For instance, the first British Consuls in Noumea received explicit instructions from the Foreign Office not to give encouragement to British missions in the area (including the New Hebrides), even though in the Loyalties the natives were coerced by the French who backed their own co-religionists by force of arms in an attempt to make the natives desert their English pastors. This led to an unfortunate religious war on Mare, Lifou, and Ouvea, in which scores of natives lost their lives.

(Continued on Page 111)



Vila (New Hebrides) tennis players were victorious recently in matches against players of Noumea, New Caledonia. They won by eight matches to seven. This is the Vila team (left to right): M. de-Gailiande, P. Lutgen, Mrs. Jamieson, Miss Reid, O. Richards and L. Bairstow.
—Photo by Fung Kuei.

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Poor Impression Made by the Trusteeship Mission

OF all the useless delegations from the Trusteeship Council which have visited the "mandated" Territories of the South Pacific, that which was in Nauru, New Guinea and Western Samoa in April and May made the most unfavourable impression. It was led by Dr. Enrique de Marchena, of the Dominican Republic.

The enthusiasm with which some members of the party entered upon the saltatory exercises at a Rabaul function arranged in their honour has been the subject of comment.

Later in the New Guinea tour, officials at Lae arranged to take the party up the mountain road to Bulolo in Landrovers, to let them see the country and the natives. Dr. de Marchena made history by flatly refused to ride through the country in a Landrover—it was too uncomfortable. He remained in the hotel. Other members of the party showed little interest in what they were shown at Wau and Bulolo.

But the real highlight came in Western Samoa. The Samoans, notable for their hospitality, courtesy and strict etiquette, made the traditional presentations of food, fine mats and tapa and then they put on the Ta'alolo ceremony, reserved for only the most important visitors. The Trusteeship Mission, of course, was enthroned on a dais.

Believe it or not: while the ceremony was in progress, the members of the Mission, led by Dr. de Marchena, came down off the dais, and circled around, trying to get effective pictures for their cameras. And then (according to a well-known New Zealand weekly newspaper of May 13) "Dr. de Marchena adopted every possible attitude to ensure good results, finally lying flat on his stomach a few feet away from a dancing girl in order to get the right angles."

(The worthy Dr. de Marchena evidently was trained in photography in America, where some contend that the best way to photograph shapeliness is to put the camera low down and point upwards—usually with startling results in the picturing of ankles and thighs!) The NZ newspaper's heading to the article was "Contortions With Cameras Over Dancing Girls"!

It is not surprising to learn that the attitude of the Samoans to the Trusteeship Council gentlemen was "courteous but cold."

This may appear to be merely an amusing incident. But it does give strength to the repeated plea of this and other journals that the Governments concerned (especially Britain, United States, Australia and New Zealand) should put an end to this useless Trusteeship farce, and leave the Territories of New Guinea, Nauru and Western Samoa in the complete control of the countries which have efficiently governed them and protected and helped their natives since 1914.

Dr. de Marchena, photographed as he presented his dancing partner to members of the Mission, at an entertainment in Rabaul.

Tariffs in W. Samoa

THE NZ representative to the UN, Mr. L. K. Munro, has informed the Trusteeship Council that his Government has no objection to the abolition of the British preferential tariff and the substitution of a general tariff in Western Samoa.

Mr. Munro said that the Government of Western Samoa had been informed of this and now could take appropriate action. He added that his Government did not feel it had any legal obligation to abolish or vary the preferential tariff in Western Samoa, but it felt it should defer to the wishes of the Samoan people as expressed through their Legislative Assembly.

Miss M. Keeting, P-NG Education Dept., will spend her leave in Australia and USA.

FIJI GOVERNOR'S NARROW ESCAPE

WHILE Sir Ronald and Lady Garvey were returning to Suva, via Queens Road, from a function on the other side of the island, late in July, they were involved in a car accident.

Some 34 miles from Sigatoka the Governor's car, driven by an aide, approached a one-car bridge as another car, travelling fast, came from the other direction. A head-on collision appeared certain; but the aide, by swinging the official car to the extreme edge of the road —and at the same time striking a concrete post—managed to clear the other car by an inch or so. Had the Governor's car been struck it would almost certainly have gone over a steep bank into the river. The other car did not stop, but was later traced by the Sigatoka police.

Their Excellencies went on in the official car, which was not badly damaged.

CONTINUED FAITH IN NONDUGL SHEEP-RAISING

A SUGGESTION in May PIM that Sir Edward Hallstrom, of Sydney, had lost interest in his big sheep-raising project at Nondugl, in the Central Highlands of New Guinea, is contradicted by friends of Sir Edward. They say that he is more than ever determined to show that sheep may be successfully established in the Highlands—not in a big way, but in small flocks, so that they may have the personal care necessary to guard them against tropical diseases.

The August *Bulolo* is carrying to Lae, to be flown in to Nondugl, £1,000 worth of fencing material—iron posts and six miles of netting —which is a personal gift from Sir Edward to the experimental station.

Medical Training in NG Highlands

A HOSPITAL and medical training centre have been opened by the SDA Mission at Omaura, in the Eastern Highlands of New Guinea. The Mission says the purpose is a practical medical training in nursing and first-aid for the young people of that area. Already 21 young men and two young women have commenced classwork. The opening ceremony was carried out by Pastor A. J. Campbell, and Mr. and Mrs. L. Hawkes, graduate nurses of the Sydney Sanitarium, are in charge.

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From Notes Made in New Guinea

By R. W. ROBSON

"COONS," "KONGKONGS," ETC.

I FOUND that, following the Raluana case, Rabaul is a little vociferous on the subject of "coon." A lot of people still use the term to mean a native worker, and it is not used offensively. It is so much easier to say than "native labourer."

Rabaul tells me that the Chinese object strongly to the native name for a Chinese—"kongkong." Some natives have retorted that if the Chinese will refrain from calling natives "bloody kanakas," they will try to discourage "kongkong."

Actually, "kongkong" has no offensive meaning. In the German time, a lot of the Chinese labourers who were brought in came from Hong Kong, and it became the practice to refer to them as "Hong Kongs." The aspirate is not easy for the natives, and so the term naturally became "kong kong," and has persisted since. It is not derogatory.

While the Japanese were here, they forbade "kongkong," and made the natives call the Chinese "China." "China" is in use to some extent, but the easily-spoken "kongkong" is far commoner.

The native name for the European, or white man is "wittiman." It is in the same category as "coon," "kongkong" and "kanaka," but the Europeans show no signs of suffering under it.

NEED FOR A BANK OF NEW GUINEA

ALL leaders of the Territories' commerce and industry—especially the men in Rabaul—are emphatic and unanimous on the need for establishing some kind of bank which will provide finance for the new and expanded industries which the government is so anxious to encourage.

They do not criticise the existing banks—NS Wales and Commonwealth are here, and ANZ is coming in—because those are merely branches of the Australian banks, whose primary function is to facilitate trading. What they want is a financial institution whose special purpose is to appraise the value of new projects, and the character of the men who will handle them, and then advance funds in accordance with a policy for encouraging development.

Some favour an extension of the Rural Bank of Australia. Others advocate a new, special bank for the Territories, owned and directed jointly by Government and private enterprise. The history of all colonial development emphasises the need for such an institution here.

There cannot be much progress, however, until there is a clearer policy announced regarding the resumption of lands now nominally owned by natives; until lands are more readily available; and until it is easier to get titles.

I saw two good men hard at work out in the field—Mr. McCubbery, Commissioner who is restoring the land titles lost in the war, and Mr. McInnes, brought from Australia recently to take charge of the Lands Department, and whose work already is earning general praise.

All this talk about the development of P-NG resources, however, represents much useless beating of the political air, so long as Canberra allows itself to be influenced by the stupidities of the Trusteeship Council, and is afraid to deal boldly and efficiently with land. Land is the basis of everything. Unless the Government overcomes its timidities in this direction, it might as well send a thousand or so officials back to Australia, and leave Papua-New Guinea as a sort of protected zoo, a happy hunting-ground for anthropologists and post-war sociologists.

THE DISTRICT GOVERNORS

I WAS sorry to see District Commissioner D. C. Bates, from Madang, on Lae airstrip, headed South, seeking urgent medical attention. Post-war, he has rendered most useful service in Rabaul and Madang, and is the type of officer whom the Territories can ill spare.

District Commissioner "Horrie" Niall has just resumed his task at Lae, and DC Aitchison, who acted here during Mr. Niall's 5-months' leave, has departed to take charge in Kavieng. Both have a fine administrative record, and are personally popular.

It is remarkable how high all these District Commissioners generally stand in the regard of the unofficial public, although their decisions often, as a matter of necessity, offend some section of opinion.

District Commissioner Keith McCarthy, in Rabaul, maintains his hold on popular regard, despite a little behind-the-scenes mud-slinging during the Raluana affair. The upshot of it all probably will be a clearer directive from HQ to District Commissioners in relation to native policy—which was considerably confused by the thinking of the Ward-Murray regime, and the change of government. McCarthy is booked for long leave in October, but I hear that personnel shortage in District Services creates a problem of finding relief. McCarthy's staff already is depleted, and it is likely that the efficient young McLean will be moved across from Sohano to Rabaul.

INCREDIBLE—BUT IT COULD HAPPEN

BOTH Suva and Papeete will have to look to their laurels as the prettiest towns in the South Pacific. Port Moresby is on their tail.

If anyone, 15 years ago, had suggested that Moresby could develop beauty he would have been laughed at. Moresby then was a dilapidated, untidy and dusty little place—situation good, but condition dreadful.

But the post-war Administrations, plus private enterprise, have done wonders. Each side of the main street is now adorned with modern buildings. All side streets have been re-shaped, given concrete gutters and footpaths, planted with trees and flowers. Ela Beach, with its Casuarina Avenue and its bungalow buildings, is a charming place.

Moresby is in the "dry belt," and no one ever thought it could acquire a tropical and luscious green. But well-selected trees are growing strongly, in and near the streets, and have assisted much to change the appearance of the town.

It needs only a continuance of this cooperation between government and townsfolk for Moresby to become celebrated in song and story (and technicolor) for its beauty.

THE MARKHAM AND ITS BRIDGE

HORNIBROOKS Limited are just beginning the construction of the 500-yards bridge across the Markham at Markham Point, eight miles out of and above Lae. The piers will have to go very deep into this shifting, ugly river-bed, if it is to withstand the river's occasional terrific floods.

Only a few days ago, heavy rain inland sent down a sudden mighty wall of water, which swept away one of the dongas just built for workmen on the bank.

These are good bridge-builders, and should know their job. The real problem lies in the two miles of road just built through sago-swamps from the main Markham Valley-Nadzab road, across to the bridge. During recent heavy rains and floods, this road became heavily inundated and impassable—obviously, not a suitable highway for this area's rainy season. I expect that High Authority will now have the road built up a bit—an expensive business.

The bridge-builders don't care—their job is simply to construct a bridge in a designated position—but a certain gentleman up at Mumeng, who fought so consistently against that Markham Point site, may be getting a kick out of it.

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HOTEL CECIL'S BOSS RETURNS

THE return of Mrs. Flo Stewart to her new Cecil Hotel, at Lae, after a visit to the Coronation, and Europe, and America, was something worth seeing. Sister-in-law Dorothy Stewart, and attractive young daughter Flora Stewart—who gave the hotel some notable finishing touches during the owner's absence—had a welcome-home expressed in flowers and decorations; the locals came in little parties to hear "Flo's" accounts of bull-fighting in Spain and beauty in Honolulu; the dogs were in ecstacies; and even the house-boys—who hold the boss's disciplinary measures in wholesome respect—could not contain their grins.

Right alongside her bonny big hotel this enterprising woman now is erecting a huge new hall, complete with stage, capable of accommodating any kind of public function, from the weekly dance to a theatrical production. The hotel can take 100 first-class travellers; and another double-story building, set back between the hotel and the hall, will accommodate a couple of score of second-class people.

Some effort should be made to develop a tourist traffic to the New Guinea Highlands—unique in the Pacific, and probably in the world—and this new hotel in Lae would be the sightseers' natural stepping-off place for the Highlands.

HARNESSING HIGHLANDS WATER

THE Administration now is taking many active steps to develop hydro-electric power for the benefit of the Central Highlands. Old-timer Jim Ellis (he and Gordon Thomas were prisoners of the Japs in Rabaul, 1942-45) has gone to Goroka with a contract to erect lines to distribute power over a wide area thereabouts; and other minor schemes are under way.

Many streams run continuously down onto those Highlands plateaus from the surrounding mountains; and hydro-electric power may create something very important there before long.

Curiously, I was told by a man who knows the Eastern Highlands that there is a substantial seam of coal to be seen somewhere eastwards of Goroka. Coal there might render the development of hydro-electric power unnecessary. The report is hard to believe. I know of no workable coal seam anywhere in the South Pacific Islands.

¶ The Roman Catholic Vicar Apostolic of the Gilbert and Ellice Islands. Bishop Terrienne, visited Papua-New Guinea during July, first going to the Vunapope Catholic Mission near Kokopo, and then to the Yule Island Mission. He has recently visited Italy and France.

Planes to Link Dutch and Aus. N. G'nea

A NEW air service linking Hollandia, Biak, Lae, Madang, Port Moresby and Australian mainland ports will be starting shortly said the Australian Minister for Civil Aviation, Mr. H. L. Anthony, on July 22.

It will be operated by Qantas Empire Airways and for a start will function once a month—Lae-Madang - Wewak - Hollandia - Biak, and return.

The Netherlands and Australian Governments have agreed on the service and will provide reciprocal information.

¶ Miss Annie Nicholas, daughter of a well-known Rarotonga family, was married to Mr. Vaai Moate, son of Island Councillor Piri Moate and Mrs. Moate, at the LMS Church, Ngatangiia, Rarotonga, on July 17.

Vila Celebrates Coronation

The brightest and most successful Ball ever held in Vila, New Hebrides, was given by the Vila Cricket Club on June 1, 1953, to celebrate the Coronation of Her Majesty, Queen Elizabeth II. The Vila Cricket Club Committee, Messrs. S. G. Jones (President), G. Husband (Social Secretary), H. Horsburgh (Secretary), J. Murray (Treasurer) and R. A. Warren (Team Captain) were responsible for the success of the function. They were assisted by Messrs. G. Ward, N. Gilliland, W. Shipley, L. Bairstow and B. Lodwick, Misses A. Eaton, M. Croker, H. Briat and Mesdames Frou'n, Holder, Warren, Maxwell and Lodwick.

Guests were received by members of the Committee and presented with a rosette of red, white and blue ribbons and a Coronation Badge. Several large photographs of the Queen were prominently displayed in the hall and the main feature of the decorations was a huge Crown suspended from the centre of the ceiling, which supported coloured bunting, and red, white and blue streamers (see top photo).

During the evening various Novelty Dances were enjoyed and handsome prizes were won by lucky winners. The British Resident Commissioner, Mr. H. J. M. Flaxman, proposed the Toast to Her Majesty, which was followed by the singing of "God Save the Queen." Those entertained at the official table by the Vila Cricket Club President and his wife, Mr. and Mrs. S. G. Jones, were Mr. H. J. M. Flaxman, M. P. Anthonioz, Resident Commissioner for the French Republic, M. and Mme. Jouve, M. and Mrs. M. Challons, Monsieur, Madame and Mademoiselle Ohlen, Mrs. Carter, Dr. and Madame Merle and Mr. E. L. Lancon.

The bottom photo shows some of those who attended the Ball.

—Photos by Fung Kuei.

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JAPS GET HUGE HAULS OF FISH

Profitable Operations in the Solomons Area

SUVA, July 30.

FURTHER reports of "mysterious vessels" being sighted in the Solomons area may soon be expected. Japan's largest and most modern tuna fishing fleet—consisting of 30 fishing craft and an 11,000-ton mother ship—sailed from Japan on May 28 to operate in the vicinity of the Solomons, according to a report in an American fisheries journal.

As an indication of the enormous wealth that Australia is failing to exploit in the Solomons-New Guinea area, it is stated in this report that the Japanese expedition expects to take home about 12 million pounds' weight of tuna from this voyage.

Also from Japan comes word that the Government has just approved a subsidy of £A500,000 to private owners to build ten motor-ships of from 240 to 270 gross tons, for tuna fishing in Trust Territory and equatorial waters of the Pacific. The building of this fleet is to be expedited, following favourable fishing reports by an American Fish & Wild Life Department's survey of the area by an expedition from Honolulu in recent months.

Jap Haul in 1952

WE learn from a report received through the Fisheries Division of the Australian CSIRO that in three months, in 1952, the Taiyo Fishery Company of Tokio, operating in the waters of the Solomon Islands, caught 4,580 tons of fish. The breakdown of this remarkable catch was as follows:

	Percentage
Yellow Tuna	64
Big-eyed Tuna	6
Swordfish	15
Sharks	12
Albacore	2
Others	1
	100

The Japanese expedition used, as a mother-ship, the ss *Tanyo Maru*, 11,224 tons, and 28 fishing-boats, of from 70 to 180 tons, each with a diesel engine. The "long-line" fishing method was employed; and the bait was frozen sardines. The fishing extended over 85 days, from June 12 to September 4, 1952.

The official report says: "Out of the fish caught in this operation, all of the first-class yellowfin tuna were quick-frozen in round, and exported to the United States. The other fish were frozen in fillet, and met with domestic demand in Japan."

It may be remembered that, when a Japanese expedition was arrested for fishing in territorial waters off New Britain last April, the Japanese were using approximately similar methods, and appeared to be getting very large quantities of fish. The PIM suggested then that, instead of fining the Jananese, the Administration could more advantageously pay them to show us how to catch fish profitably in those waters. The above merely adds another chapter to the incident.

The despatch from our Suva correspondent indicates that the Jap fleet, which did so well in 1952, is returning to the Solomons waters for similar work in 1953.

(See also article on page 115)

Absurd Status of P-NG Governor

IT has been noted lately that if the Administrator of Papua-New Guinea should have much to do with his neighbours and colleagues —the Governor of Dutch-New Guinea and the Resident Commissioner of the British Solomon Islands—the official set-up could be embarrassing for him and bad for Australian prestige. Don't be misled: in personal quality, Brigadier Cleland is a match for all-comers. But, as a mere lowly Administrator, he is junior in rank to both of his neighbours.

Although, in fact, governor of what is by far the biggest Territory in the Pacific, Brigadier Cleland, because he is classed by Canberra as an "Administrator" ranks below Governors, High Commissioners and Commonwealth Ministers and—believe it or not—even below State Ministers. That is an absurd position.

In the smallest United Kingdom Colony, the Governor takes precedence over everybody, except a Governor-General or High Commissioner acting within his jurisdiction. He takes precedence over the Prime Minister, the Colonial Secretary, and even the Heir to the Throne. What is good enough for Sir Winston Churchill and Mr. Oliver Lyttleton should not derogate unduly from the position of Messrs. Menzies and Hasluck.

But, United Kingdom protocol apart, there are two sound, practical reasons for adding to the dignity, if not to the power, of the Queen's Australian representative in Papua-New Guinea: the natives are likely to misunderstand things if every Tom, Dick and Harry who comes up from Canberra for a week or two takes precedence over their governor. Either he is "Nambawan" or they are confused by the fact (mentioned above) of his permanent inferiority on official occasions to neighbouring Governors.

If St. Helena (population approximately 800) can boast a "Governor and Commander-in-Chief," why not Papua-New Guinea?

Sir Herbert Murray was Lieut.-Governor of Papua. Since then, Canberra has kept the Territories' heads on a lower official status than the Territories Minister.—B.

QUEEN SALOTE

Brief Stay in Sydney

QUEEN SALOTE, of Tonga, is due in Sydney on August 22 on the Orient liner *Orontes*. While in Australia, she will be the guest of the Australian Government. She will be in Sydney only three or four days, however, before leaving by air on her return home, to Nukualofa.

The Tongan monarch has been received abroad with demonstrations of friendship and admiration, not only in the United Kingdom, but also in Europe, where she made a limited tour. She joined the *Orontes* in Naples; and the liner is according her the usual acknowledgments to her rank, and flying her Tongan flag on all formal occasions.

An effort is being made to organise a semi-public luncheon for Queen Salote, in Sydney, but it is feared that her short stay in the NSW capital will not permit of this.

Pacific Trochus Not Good Enough

From Our Own Correspondent

SUVA, July 30

MR. Kenneth E. White of Sydney called briefly at Suva and Papeete in July in the course of a world business trip. He had already called on button manufacturers in England, Europe and New York, and on shell producers elsewhere.

European manufacturers, said Mr. White, were very critical of Papua-NG green-snail and trochus, and of some BSI shippers of trochus, who included large percentages of burnt, dead or uncleaned shell.

Compared with Mergui green-snail shipped from Singapore, the manufacturers said that the Pacific Islands product was inferior in the matter of cleaning, carrying much waste material that should be chipped off before shipment. Buyers are reluctant to pay good money for this waste material.

The European manufacturers, said Mr. White, consider that trochus—and other shell—prices are bound to fall next year as the Japanesse production comes onto the world market.

(See article p. 115, this issue.)

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Woman Pilot Down in N. Guinea Jungle

From Our Madang Correspondent

MRS. PAT TOOLE, New Guinea's only commercial woman pilot, crash-landed her Auster aircraft one afternoon in June, on the only clear stretch of river bed in amongst hundred of miles of rugged, mountainous country.

Mrs. Toole crashed about 20 miles from Drekikir and 50 miles west of Wewak. This area is only just being brought under Administration control.

She apparently lost her way in very bad weather. She flew over the remote patrol post of Drekikir for half an hour trying to find a place to set the aircraft down, then through a break in the clouds she sighted a dry, shingle area in the Om river, and managed to land the plane causing, what appeared from the air, only minor damage.

The discovery of Mrs. Toole was remarkable and can only be described as a fluke. The District Commissioner of Wewak was flying in a Mandated Airlines Dragon aircraft and happened to see Mrs. Toole at the end of the dry stretch of river. Later, when well-known war-time and commercial pilot, Bobby Gibbes, and DCA officials flew over the area, they were unable to sight her.

When Mrs. Toole saw that she had been found, she spelled out a one-word message in stones using a piece of white laplap as a background. The message was FOOD.

After Mrs. Toole had been located, three patrols set out to provide help. One patrol, in charge of Patrol Officer Macgregor, reached Mrs. Toole after 14 hours hard walking through thick jungle country. The patrol had to cut its own track over the last two miles in pitch darkness whilst torrential rain was falling.

Mr. Bobby Gibbes later walked in to the plane in the hope that he will be able to fly it out. The plane is owned by Gibbes Sepik Airways and is based at Wewak for local flying.

Mrs. Pat Toole is an attractive young woman who accepts her unusual job very matter-of-factly. She is the daughter of Mr. and Mrs. W. R. Graham of Kavieng. She and Mr. Toole, who is Gibbes Sepik Airways representative at Wewak, were married at the beginning of this year.

Women commercial pilots are unusual enough anywhere, but Mrs. Toole is the only one to tackle the tough flying conditions of NG, and beat them, even to the extent of coping with the emergency she has just experienced.

SOLVE THE SOLOMONS-FIJI PROBLEMS BY ENCOURAGING INDIAN MIGRATION TO BSI

Review of South West Pacific by JUDY TUDOR

IF the group of Islands in the SW Pacific known as the British Solomon Islands Protectorate were to sink suddenly and permanently, the event would cause few ripples on the economic ocean.

The 17,000 tons of copra which it produces annually, as its chief reason for being, could easily and quickly be compensated for by increased production in more accessible and more bountifully endowed Territories.

If one could ignore the fact that it is now a home for 95,000 Melanesians, that possibly would be the best solution of the problem of the BSIP—in one blow it would remove what is obviously little more than a financial embarrassment to the UK Government, and also the risk that, at some future time, overcrowded Asia might regard it as a legitimate field for migration.

The greater part of what we now know as the BSIP was proclaimed a Protectorate by Britain in 1893, and the rest was acquired and added to it between then and 1900.

The reasons for the Proclamation followed the usual pattern. There were about 50 Europeans living in the Group and, in the previous half-century, a prodigious number of missionaries and others had managed to have themselves murdered by the natives. But this was at the fag-end of Britain's Victorian era of colonising zeal; and the factors that make for growth, vigor and prosperity in a Colony have always been lacking from, or denied to, the Solomons.

In 1905, Lever Bros. began establishing their coconut plantations in the Protectorate, planting up, eventually, 20,000 acres, and this was and still is the hard, economic core of the BSIP. There always were few private European planters in the Solomons, and since World War II, there have been even fewer.

Since annexation, of course, colonial theory has changed greatly. In those days, it was assumed that a Colony should contribute something to the common wealth; profits were not then sneered at. Later, the theory that we, the European governing body, merely held a colony, at our own expense if necessary, until such time as the native inhabitants were fit to run it themselves, was embraced enthusiastically.

Very, very recently the latter phase has been tempered by the thought in high places that if sufficient of the Late Victorian profit-making could be wedded to our altruism as to take some of the burden off the unfortunate taxpayers, it would be a good thing.

And, with this last phase of all, has come the corollary that each country must have a Future, and people therefore speak portentously about The Future of the Solomons.

Well, what is the future of the BSIP? Has it one?

EUROPEAN ENTERPRISE

THE Solomons, to-day, are producing about three-quarters of the copra that they produced before the war. One reason for this is the obvious one that great areas of coconuts were destroyed during the war and virtually no new areas have been planted since.

Officially, however, the view is that the development of the copra industry is the only means by which the BSIP can hope for an early improvement in its economic position. This may be so, so long as the present demand for copra holds. But a one-crop economy is always dangerous and if the BSIP is to have this nebulous thing called a Future—if, indeed, it is not to remain static—new industries are essential. These could be based either on private, individual enterprise, with capital introduced from outside the Protectorate; or based on native enterprise, heavily bolstered by Government money and Government guidance.

Since gold was discovered in Fiji and New Guinea in the 30's and 20's, there has been a corresponding interest in gold in the Solomons; but, to date, nothing has been found in payable, workable quantities, and, to-day, any gold find would have to be at least three times richer than a similar find in the early 30's to make it payable.

But gold still is a possibility, although more as the lucky marble in a lottery than as a factor in a sober summary of future prospects.

BSI's future seems to lie in its agriculture, possibly in its forests. (In this latter department, although there is a small export of logs from near Honiara, there is no mill to serve the timber-hungry township).

After the war, planters were actively discouraged from returning to their plantations. The British Government paid no war-damage compensation, and no assistance was given in transport or in re-establishment such as was afforded, albeit reluctantly, the planters of Papua-New Guinea. BSI planters returned in small privately-owned ships, taking their goods and chattels with them, and beginning from scratch again on their bombed-out

(Continued on Page 85)

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LAUTOKA'S ABSURD SQUABBLES

SUVA, July 28.

AT mid-July, the faction war within the Lautoka Town Council, between present Mayor Hollander and former Mayor C. A. Adams, was still in progress.

The fight seems to have had its genesis in personal feeling, and intolerance. It directly manifested itself in June, when Mayor Hollander—for some reason unknown—refused the use of Churchill Park to the Lautoka Basketball Association (11 clubs) because it was not affiliated with the Suva Basketball Association; whereupon a majority of Town Councillors insisted the Mayor reverse his decision, and allow the Lautoka basketballers to use the Park.

The Mayor says he permitted the use of the ground as soon as he knew more of the circumstances. Mr. Adams says he "surrendered with a bad grace."

All sorts of petty matters then were ventilated. Late in June the Adams section got a special meeting of the Council which, by 6-4, passed a resolution of no-confidence in Mayor Hollander. (Ayes, Adams, Beddoes, Naidu, Nityanand, Patel, Prasad; Noes, Hollander, Stokes, Corbett, Saukuru.)

Mayor Hollander refused to resign over such a "petty" thing; he declared the attack upon him was organised by one man, out of personal grudge. He challenged the malcontents to petition the Government for the dissolution of the Council.

It seems an extraordinary storm in a teacup, and is deplored by responsible people in the Northwest districts. Both Mr. Adams (who has given much excellent public service to this area) and Mr. Hollander (a newcomer, and now the manager of the Northern Hotels Company) are held in high respect in the district; but both now are blamed for an absurd situation.

French Celebrations at Suva

DURING the visit of the French patrol vessel *Tiare* to Suva in July, the 164th anniversary of Bastille Day was celebrated.

Capitaine de Corvette Houdayer, commander of the vessel, and a detachment of French seamen attended the Colonial War Memorial Hospital to lay a wreath there on July 14. The French Consul, Mr. M. Helsen, also attended. The party was met by Dr. J. M. Cruikshank, Director of Medical Services and by the Medical Superintendent of the hospital, Dr. T. A. Doran.

On July 15, Captain Houdayer entertained the Fiji Governor and Lady Garvey and a large party of Suva people aboard *Tiare* at a cocktail party.

TERRITORIES TALK-TALK

By Tolala

AN apology to readers of "Talk-Talk" for my silence in the July issue. It was unavoidable. Every bit of machinery requires overhauling at times and, believe me, even I am not immune from the need for repairs. During my period of "servicing" I received many cheering messages for which I am exceedingly grateful. Especially did I appreciate the thoughtful tributes —good wishes, flowers and reading matter—which I received from the President and Members of the New Guinea Women's Club, as well as the cheerful visits from many of its members. I say a very big "thank you".

. . .

I came across an appropriate reference to Pidgin the other day as I was browsing through "Some Experiences of a New Guinea Resident Magistrate"—C. A. W. Monckton's book, first published in 1920. In the Preface he writes:

"I have abstained from putting into the mouths of natives the ridiculous jargon or 'pidgin English' in which they are popularly supposed to converse. The old style of New Guinea officer spoke Motuan to his men, and I have, where required, merely given free translation from that language into English. In recent books about New Guinea, written by men of whom I never heard whilst there, I have noticed sentences in Pidgin English, supposed to have been spoken by natives, which I would defy any European or native in New Guinea, in my time, either to make sense of or interpret."

Although written over 30 years ago it could easily refer to the present-day method of mutilating the pure Pidgin.

. . .

And when I refer to "pure Pidgin" I mean that *lingua franca* which consists of a mere 350 words and was learned by the new-arrivals in New Guinea before World War I as a separate language, not to be confused with pure English by the non-English speaking people.

The mutilation of Pidgin started with the advent of the Australian soldiery in War I, when they occupied the old German colony, and its mutilation has been steadily progressing ever since, for the reason so many of the English-speaking residents do not bother to learn the real Pidgin and carry on a conversation in a fantastic chop-suey jargon of words, ending in "ee" with a liberal smattering of "fella" and "savee", somewhat along the lines of the Adelaide Pidgin as mentioned in PIM July (p. 32).

Had a letter the other day from a chap, who had been up in the Territories for over 30 years, and he mentioned employing four Papuan carpenter boys, on a New Britain plantation. Three of them from the same village. My friend carefully spoke to them in pure English, which they understood quite well, but he discovered when they worked on their own they spoke nothing but Pidgin!

. . .

A short while ago, in the columns of the PIM, there was some exchange of ideas concerning the activities of the Works & Housing folk in NG. Thus an extract of an article on the Manus base, written by a Special Correspondent of the *Sunday Herald* (2/8/53):

"Unlike the servicemen, they (Works & Housing employees) lived tax-free, were paid an average of £22 a week (£6 for Saturday) and were charged only 16/6 a week for messing. But they worked at such a snail's pace that the sea-air corrosion, termites and voracious jungle growth that are the curse of Manus threaten to overtake the little they did achieve."

Now, however (the article points out) progress is being made with Naval and Air Force personnel who "in a few months have accomplished more than W & H was able to do in four years."

I don't know. I'm merely quoting what a man on the spot writes and I don't think he has any particular axe to grind for any section.

. . .

A step in the direction of real progress is the establishment of a branch of the ANZ Bank in Moresby, where a bank official is reported as saying that ordinary business in Papua "was providing an attractive and growing market."

. . .

It's good to read about the proposed Historical Society in PM (PIM, July, p. 131) and Minister Hasluck (himself an historian of no mean tonnage) will doubtless give it his full blessing.

One of the best sources of research, in TNG anyway, should be the Catholic Missions, especially Vunapope, unless their old records have been sent to the Vatican. Much valuable data was lost when the Japs came in.

. . .

Islands MLC Don Barrett, who is working for the abolition of the Trusteeship over NG, has an uphill fight, despite the fact that 90 per cent. of the thinking Territory population agree with his policy. Top level politicians say the old Mandated area must remain a

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Trusteeship, willy nilly. I have yet to learn what advantage the Mandate system was to the Territory under the aegis of the Permanent Mandates Commission, and the same applies to the present control from UNO.

Australia is far too conscious of outside criticism concerning the administration of NG. A pity she does not take a leaf out of Nippon's book when that country held the mandate for Micronesia following the First War. Japan politely ignored the League of Nations and got away with it. It's impossible to serve two masters and no one must realise that more than Minister Hasluck.

If there is any trouble brewing anywhere it's a pretty safe bet that Bertie Hall will be somewhere about. At the latter part of June, the 25-tonner *Lochaven* left Sydney harbour for a trial run, with Skipper Bertie Hall and Gus Kuster (another well-known Islands identity) and two others. The engines failed and the hooker was adrift for seven days. Conditions were grim when *Lochaven* was picked up and towed into Newcastle. So happily ended another dire experience for Bertie Hall, who has been cruising around New Guinea waters since the First War. Falling down the hold of a ship in Rabaul and breaking his back some years ago put him in Namanula Hospital for a long spell, and internment by the Japs in China didn't add to his enjoyment of life. But despite his ups and downs Bertie—for all his 73 years—gets a lot of pleasure out of this world.

"Stamp duty comes to P-NG," says a heading in the June PIM (p. 15)—but not for the first time so far as NG is concerned. I have vivid recollections of cheque books bearing penny postage stamps back in the '30's, and I think receipts for over £2 required stamping also.

Hanuabadan natives have been told by a District Commissioner to "stop bickering." Says he: "I suggest if you talked less and did a little more, your lot would be a much happier one."

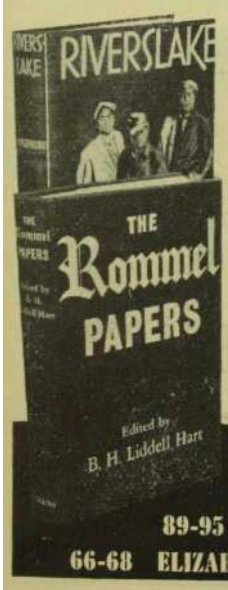
It would appear that the adoption by the Hanuabadans (and many others also) of the Australian way of life has been most successful. Civilisation carries the good as well as the bad attributes to primitive folk.

BEATRICE GRIMSHAW

Commenting on the death (at 82) of South Pacific novelist, Miss Beatrice Grimshaw, Mr. Sydney H. Chance writes:

In my early Papuan days, "Beattie" lived with her brother Osborne and his wife in Moresby. It was a practice of hers to entertain Patrol Officers on their occasional visits to Moresby from the wilds, and thus she gathered much material for her books and stories. She came to Papua for some English newspaper about 1910, when the *ss Bentinck* arrived with the initial staff of the British New Guinea Development Co.

¶ Mr. George Clark, Burns Philp manager in Rabaul, has been elected President of the Rabaul Chamber of Commerce. The former president, Mr. Norman Lee, has gone South on sick leave. Mr. H. Hodson (of Coconut Products Ltd.) becomes vice-president.



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Amphibious Landing Of Honiara Power Plant

From Our Own Correspondent

HONIARA, BSI, July 30.

THE July *Malaita* brought the third of the new engines for the Honiara power-house. Although all three engines have now been delivered, the second and third alternators have not arrived, and the electricity supply of Honiara is still dependent upon the first engine which was installed last year.

The two cases containing the engine bed and cylinder block of the engine that arrived by the *Malaita* weigh five tons each, and as the only means of unloading them was to use the Bomb Disposal Unit's landing craft, considerable difficulty was experienced. There was no crane available capable of lifting the weight, and a bulldozer had to be used to skid the heavy cases off the landing craft.

Unfortaunately the load on the LCM caused the front landing ramp to lean and the vessel being vee-bottomed could not be hauled up on the beach and therefore filled with water. It was pumped out sufficiently to allow it to be anchored against the jetty at Point Cruz, but here intervened one of those things that happen in the Solomons: The crowd of native fishermen on the jetty decided that the barge would be an ideal place from which to fish and the weight of the fishermen, all on one side, plus the water already in the barge, made the barge sink for the second time.

The crates were retrieved by the use of the bulldozer and sustained little damage. An overhaul of the barge engine was necessary.

¶ Frank McNulty, who helped to sail *Wanderer II* from England to Tahiti, arrived in Sydney in June on the MM liner *Tahitien*.

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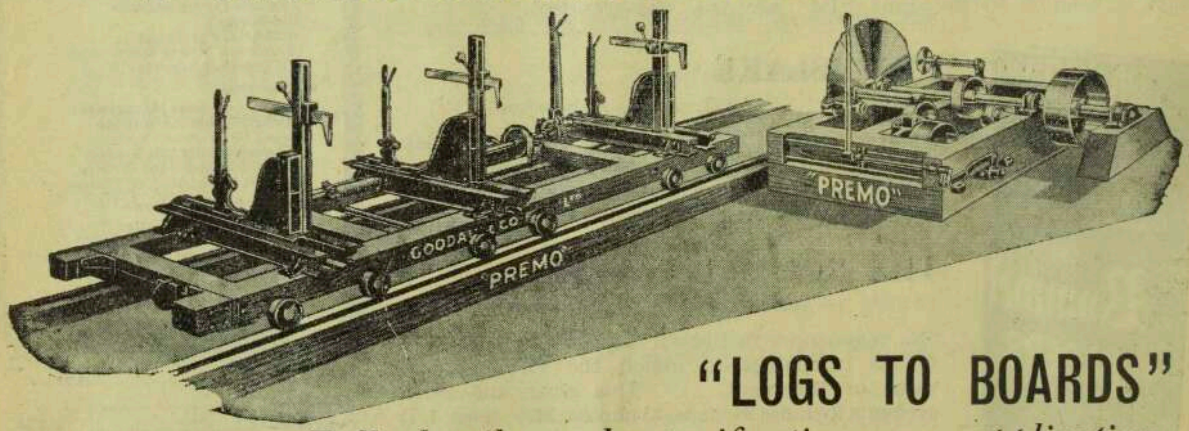

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FIJI COUNCIL

Election on August 29

ONLY member to be re-elected unopposed to the new Fiji Legislative Council is Mr. H. Maurice Scott, European Member of the North-western Division.

Other nominations announced, at closing late July, are:—

Southern Division.—European: J. N. Falvey, C. S. Phillips, J. B. Turner. Indian: Hari Charan Akheel, Hari Charan, Vishnu Deo.

North-western Division.—European: H. Maurice Scott (elected unopposed). Indian: A. D. Patel, Babubhai Patel, Ajodhya Prasad, Hari Shankar, Tulsi Ram Sharma.

Eastern Division.—European: F. G. Archibald, H. B. Gibson, W. E. Willoughby-Tottenham. Indian: J. Madhavan, Odin Ramrakha.

From these will be elected, on August 29, one European and one Indian member for each Division. Two other European and two Indian members will be nominated by the Governor, who also nominates all five Fijian members.

There is a hope in many quarters that the Governor will nominate Fijian-born Indians to the Indian vacancies.

Taveuni Airstrip

WORK is proceeding apace on the new airstrip at Taveuni, Fiji. All palms have now been cleared from the area and heavy machinery is fully engaged in moving the 100,000 cubic yards of spoil involved in levelling the area.

SCREECHING NEWSPAPER FINDS REVOLT IN THE SOLOMONS

UNDER huge black headings ("Japs Arm Natives—Alarm Spreading in Solomons") a Sydney newspaper on July 26 announced that Asian Communists are secretly arming cannibalistic savages in the Solomon Islands with modern rifles and automatic small-arms; that missionaries report the "Marching Rule" is spreading unrest among 70,000,000 islanders north of Australia; that Naval Intelligence officers are "concerned"; that planters fear uprisings and violence; that "Marching Rule" continues to gain ground, with a threat of armed violence. And so forth.

There is not a word of truth in the absurd story; but it is typical of the rubbish with which Australia's more sensational newspapers seek to tickle the ears of their credulous readers.

Guiding in New Guinea

Mrs. A. V. Price, P-NG Commissioner for Guides, and Miss Daphne Carpenter spent a busy few days in Rabaul in mid-July on affairs connected with Guiding.

Miss Carpenter was State Secretary for Guiding in Queensland before she resigned last year to become private secretary to the wife of the Administrator, Mrs. Cleland. Miss Carpenter has not escaped Guiding, however, and has been re-organising the business side of the Association in P-NG.

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LAST LINK WITH RLS
Death of Mrs. Isobel Field

THE death occurred, in Los Angeles, in July, of Mrs. Isobel Salisbury Field, who was the step-daughter of Robert Louis Stevenson, and who was with him in Western Samoa until his death there on December 3, 1894. She had lived to the great age of 95.

Although 60 years had passed since she accompanied her mother and Stevenson in their South Seas wanderings, including five years in Samoa, Mrs. Field never lost her interest in the Pacific Islands. For years (ever since the publication of her charming book, *This Life I've Loved*) and in spite of the fact that she was bedridden, Mrs. Field had maintained a correspondence on Islands affairs with the editor of the PIM. She was a distinguished woman of letters in her own right, apart from her association with the great Scottish writer. Her son, Austin Strong, a notable architect and playwright, died last year, aged 71.

"Her death was a shock to those who, over the years, had seen her fight her way up from these heart attacks," writes Mrs. Elsie Noble Caldwell, also well known as a Pacific Islands traveller and author. "Her strength was not equal to the last one, and she quietly fell asleep."

Her friends brought from San Francisco, and laid across her coffin, the same *'ie foga* (fine mat) that had covered the body of RLS when he died at Vailima, Samoa, 59 years ago.

So passes the last living link between Stevenson and the Samoa he loved so much.

Fishing a Profitable Nadi Sideline

FISHING is becoming big business for some of the Nadi (Fiji) Airport employees, who in their spare time, combining business with pleasure, head forth in a variety of craft that were mostly never designed for the job, and sometimes bring back good hauls.

The Mocambo caterers pay 1/3 per pound for fish delivered to their freezer. More than one employee, striking the fish when they're in the mood to bite, has made better than his salary in a month of spare-time operations. Fish caught are surface feeders, taking lures of various kinds—just what kinds are top secret to the individual fishermen, and frequently known only to the fish, which are fickle indeed in their feeding habits. But when the correct lure for the existing light, weather, and state of sea is struck, the sport—and profits—can be rich indeed.—JPS.

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ECHO OF PAPUA CASE

Former PO Asked to Pay Heavy Damages

A FORMER Patrol Officer in Papua, Lawrence Anderson Wall, was proceeded against in the Supreme Court in Maitland, NSW, at the end of June, by a man, E. W. Murdoch, whom he had charged with theft; and a jury awarded Murdoch £2,500 against Wall, damages for malicious prosecution. It was estimated that the costs of the action represented another £2,000.

Wall now is licensee of the Richmond Hotel, at Lismore. Before that, he was part owner of Manning Motors, in Taree, and Murdoch was employed there by him. Bad relations developed between them; Wall charged Murdoch with theft; and Murdoch was arrested, charged and found not guilty.

In the course of evidence, Wall, under cross examination, denied that at Kokoda, in 1939, he was committed for trial for manslaughter by Mr. Chance, the Resident Magistrate; he denied that subsequently, before Mr. Justice Gore, he was convicted of manslaughter in respect of the death of a native.

Wall was not to know that, sitting outside the court, awaiting his call as a witness, was Mr. S. H. Chance, formerly RM at Kokoda, who committed Wall for trial in 1939. Mr. Chance is now retired, and living in Brisbane. Mr. Murray Mackay Hooke, solicitor, once well-known in Papua, who prepared the case for Murdoch against Wall, somehow found out about Wall's career in Papua, and it was he who brought Mr. Chance down from Brisbane to Maitland. He was prepared to show that Wall was convicted in Port Moresby of manslaughter and sentenced to six months, and was subsequently let off on a bond, and departed immediately from Papua. This evidence was not produced, however, because a curious legal position developed when Wall denied on oath that he had been convicted.

¶ The High Commissioner for the Western Pacific, Mr. R. C. S. Stanley, with Mrs. Stanley and Miss Stanley, visited the Eastern Solomons from June 14-19 in the MV *Bina*. His Excellency inspected Kira Kira Station, and called at the Melanesian Mission School at Pawa on the island of Ugi.

An earth tremor shook Lae, Wau, Bulolo and Kerema (Papua) about 8 a.m. on July 7. This was reported as being a severe shake, but the only casualties were a few bottles and some crockery which tumbled from shelves.

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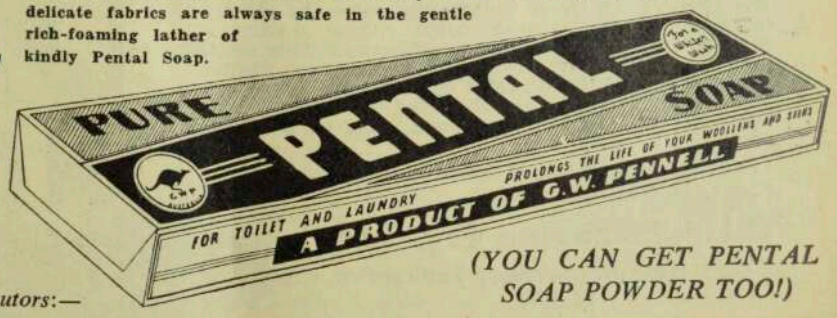

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Fiji's Hotel Programme Going Ahead

From Our Own Correspondent

SUVA, July 28.

GOOD progress is being made on the new South Seas Hotel in Suva, Fiji.

It was anticipated at the end of July that the bar would come into use, though not completed, by late August or September. The hotel itself is unlikely to be completed before the end of 1954, but will come into use in stages before that date.

Round the coast at Koro Levu Beach Hotel extensions and improvements are being made by Sir Hugh Ragg. The new central hall, dining room and lounge should be completed by November.

Thereafter the present central building on the inland side of the road will become staff quarters. Levelling of land on the seaward side continues and further attractive bures for the use of guests are being erected. By the end of the year there will be bure accommodation for 100 guests and a setting as attractive as any in Fiji.

In April, Mr. S. B. Philp, who with his brother, Mr. D. R. Philp, operates the attractive Deuba Hotel on the south coast of Viti Levu, 35 miles from Suva, took over a ten-years' lease of the Mocambo Hotel at Nadi Airport.

Since then Mr. Philp has pressed ahead with improvements to the accommodation there.

Originally it was a barracks-style building divided into cubicles for the very temporary use of air passengers in transit and stopping only for a matter of hours. These cubicles are now being made into comfortable rooms. Partitions have still to be extended to ceiling height but already hot and cold water has been laid to each room and other furnishings provided.

There will soon be accommodation here for 65 guests.

Under existing airline schedules, few air travellers use the hotel for

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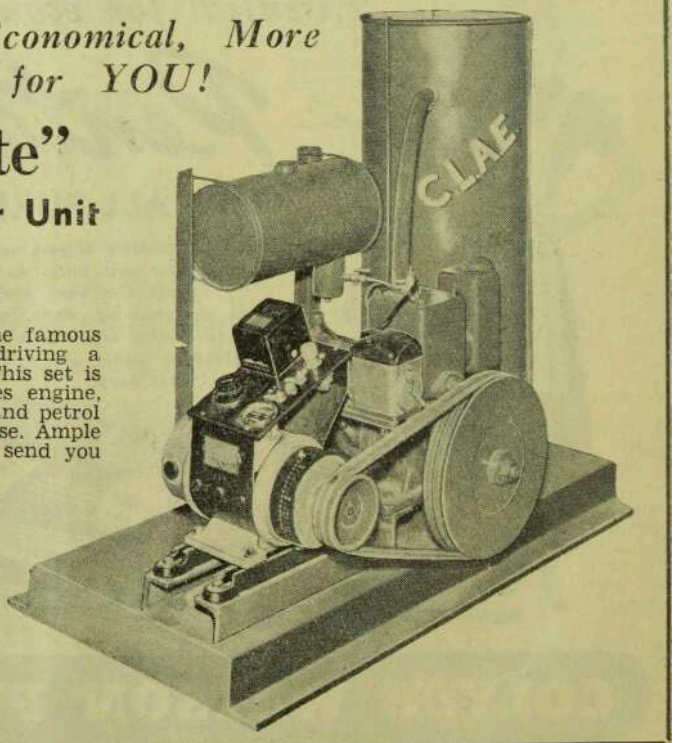

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any length of time and there is therefore much accommodation available for tourists on a longer-term basis, though some is still being used by airport staff pending shifts into their own housing which is also being extended on a large scale.

Mr. Philp has for the past 18 months managed the victualling of 350 airport staff in the special dining room adjoining the Mocambo.

LONDON COPRA QUOTE HAS BEEN UNDER MOF RATE

LONDON, July 24.

AFTER having fallen from £85 Stg. per ton, cif European port, down to £70, the copra price has improved in the last fortnight, and to-day it is £74/10/- per ton. This is a little under the price which the British Ministry of Food now is paying for South Pacific copra under its nine-years contract—namely, £65 Stg. per ton, fob South Pacific port. Freight and costs added to that would make the price approximately £77 per ton, European port.

Ceylon and Straits coconut oil is between £112 and £114 Stg. per ton, cif.

Both copra and oil markets have been affected by irregular offerings from Indonesia.

INCREASING MEKEO RICE PRODUCTION

From Our Own Correspondent

MORESBY, July 20.

A STEP-UP of rice production in the Mekeo area of Papua is hoped for following recent staff reorganisation there.

Production of rice is to be directed jointly by the District Commissioner of the Central District, Mr. S. Elliott-Smith, and the Director of Agriculture, Mr. R. E. P. Dwyer.

The DC will be in charge of production, processing and marketing of all rice, which will include output from both mechanised production and individual village plots.

The Agricultural Department will supervise the technical side of production, and will have two Agricultural Extension Officers working in the Mekeo.

Rural Progress Societies of the Mekeo are to be replaced gradually by co-operative organisations which will handle the buying, processing and marketing of rice.

There are to be five European officers working in the district in connection with the rice production scheme, and at present preparations are under way for the planting season.

It has been proved that the Mekeo can produce rice, and the new system will be watched with interest to see if this area can become the "rice bowl" of Papua.

Output of Bulolo Gold Dredging, Ltd., increased by 49 per cent. for the year ended May 31, 1953; 118,495 oz gold was won from 16,901,200 cubic yards of gravel. Value was 4,147,325 US dollars.

American Cessna aircraft are popular with New Guinea Missions. The Lutheran Mission at Madang has one in use and is bringing another from the United States shortly, also a Piper Pacer. Two other Cessnas have been ordered from America, one for the Catholic Mission at Alexishafen, and the fourth for Bishop Arkfeld of the Wewak Catholic Mission.

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NORFOLK ISLAND NOTES

From Our Own Correspondent

Mr. C. R. Lambert, Secretary to the Department of Territories, has been on an official visit to Norfolk. He appears to be of the opinion that if we can afford an expenditure of £23,000 per annum on liquor, we should be more self-supporting. It must be remembered, however, that tourists are responsible for a goodly proportion of that sum.

There is no doubt that the island's income could be greatly increased if more land were cultivated as recent results have shown from the sale of Norfolk Island green beans (up to 4/7 per lb in Auckland), kumaras, avocados, guavas and cut flowers.

Dr. Stephens, of the Wade Institute, Adelaide, is conducting a soil survey at the invitation of the new Administrator, to ascertain if there is a shortage of mineral elements as alleged by private investigators.

Much to the regret of everyone, Norfolk Island is losing its Medical Officer, Dr. K. Wise, who is moving to Darwin. He will be succeeded by Dr. Neumann.

A strong resurgence of "Nationalism" was noticeable during the Advisory Council elections, and with the exception of one "Mainlander" councillor, whose term of office has another year to run, the Council is now composed entirely of "Islanders." This new interest in Council affairs may have been prompted by the Administrator, who, since his arrival, has shown much social interest in the community.

Mr. L. A. Harris, an expert on land titles, has been visiting the island. Following the re-survey of the island there will be a change over to the system of Torrens titles, old permanent boundaries being recognised as valid.

Mr. G. Buscombe, air port manager, is being transferred to Mascot, his position here being filled by Mr. Holmes.

In Greenslopes Military Hospital in July 1 found three Papuan "Bills." Bill Simpson (famous as PXI in W/War II) is still there under treatment. Bill O'Brien, Treasury Officer, was in there for a general check-up. Bill Brazier, Pay Officer, came south with a heavy, deep-seated cold, and was undergoing a couple of weeks' treatment.—SANASI.

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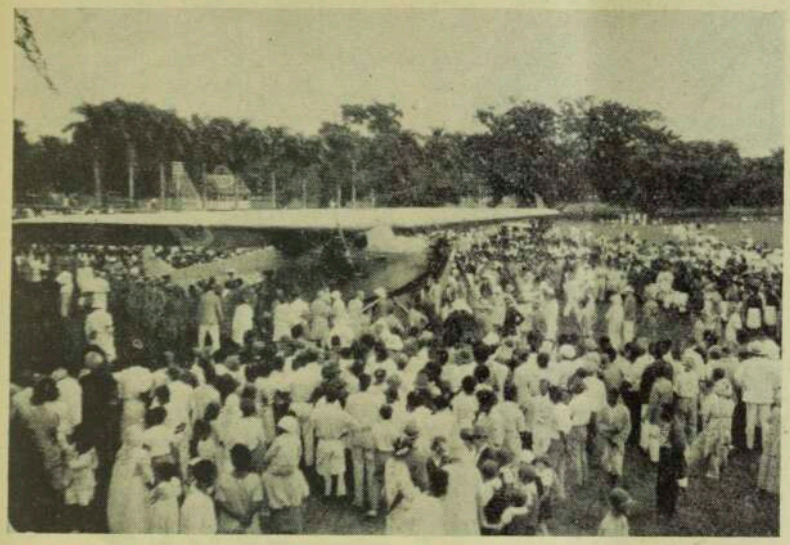
Fiji Aviation—25 Years Ago



The opening of the new Vuda Pt. oil terminal in Fiji—the purpose of which is primarily to serve Nadi airport—is a good time to look back 25 years to 1928, when Sir Charles Kingsford Smith first conquered the vastness of the Pacific Ocean by air. To-day trans-Pacific commercial services take a matter of hours to do the job, whereas "Smithy's" epic flight of 7,054 miles from Oakland, California, to Brisbane was achieved in a flying time of 83 hours 11 minutes.

The middle and longest hop of "Smithy's" flight (Honolulu to Suva, 3,138 miles) was probably the greatest aspect of his memorable flight. The "Southern Cross" landed at Albert Park, Suva, on June 5, 1928, and, although unrealised then, foreshadowed the part Fiji was to play in the years ahead during the great development of international aviation.

These events are recalled in a booklet issued recently by the Vacuum Oil Co. on the occasion of the opening of their oil terminal at Vuda Point.

Our photograph shows the "Southern Cross" at Albert Park after it landed there on June 5, 1928.

The Solomon Islands Arts Club, which includes sketching, music and dramatic groups, is going ahead in Honiara. A recent musical evening, held at the home of the District Commissioner, Central Solomons (Mr. G. A. Skipper) was much appreciated. The dramatic group held a play-reading evening at Government House on July 2, when "The Taming of the Shrew" was read.

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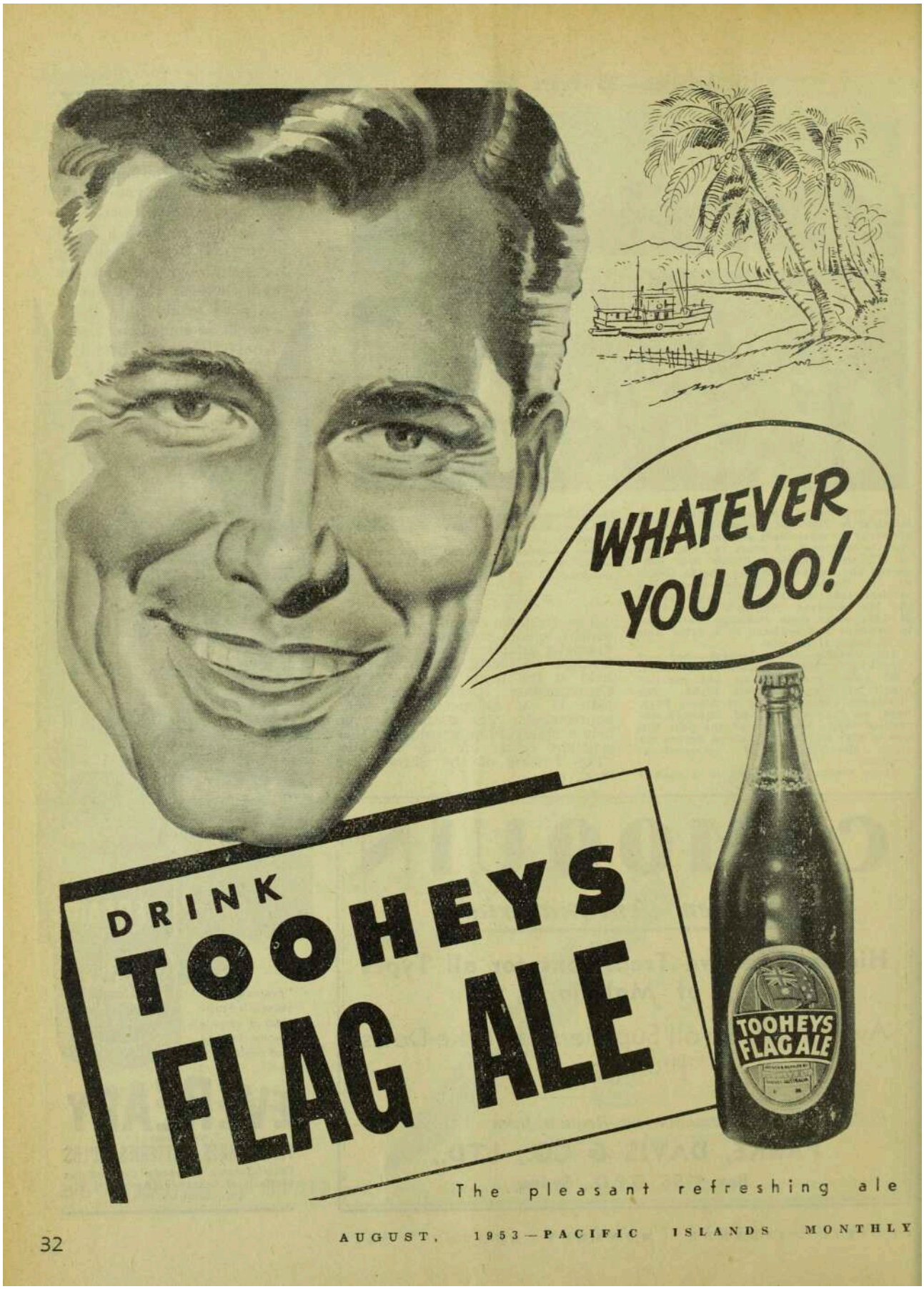

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£1,663,055 in P-NG Copra Stabilisation Fund

WE have received from the Secretary of the Department of Territories the following statement on the two copra funds that have operated in the Territory of Papua and New Guinea since the end of the war:

Until 31st December, 1949, moneys were accumulated for the purpose of maintaining the Territory's copra industry on a sound basis, by setting aside part of the sales receipts of copra purchased by the Production Control Board.

Rates at which funds were accumulated were:

	Per ton
From December 1, 1946 ..	£1 0 0
From May 1, 1947	2 12 0
From August 1, 1947	6 17 6
From April 1, 1948	8 5 0
From January 1, 1949 ..	5 0 0

Accumulations at these rates, together with profits, amounting to nearly £40,000 accumulated from copra trading by the Production Control Board from July, 1943, to June, 1946, and interest on investments, totalled £771,958.

From January 1, 1950, part of the export duty from copra has, under the provisions of the Customs (Export) Tariff Ordinance, 1951, been paid to the Papua and New Guinea Copra Fund established by that Ordinance. The payments have been made at the rate of £5 per ton from January 1, 1950, to July 1, 1951, and £2 per ton from August 1, 1951, to date. The total of amounts accumulated under the provisions of this Ordinance to March 31, 1953, was £891,097.

WHAT IT MEANS

IN the above statement, what is usually unofficially called the PNG Copra Stabilisation Fund is regarded as two funds. The first operated during the Wardist regime from December 1, 1946, to December 31, 1949, and together with £40,000 accumulated from PCB trading during the war years, totalled £771,958.

However, it was never clear what legal right the Commonwealth Government of the day had to levy "stabilisation" deductions of this sort, and in Australia other primary producers who had been forced to make "stabilisation" payments had fought the Government in the High Court and won their case.

From January 1, 1950, the compulsory deductions towards the "stabilisation" of the copra industry were embodied in the Customs (Export) Tariff Ordinance, and the payments at the rate of £5 per ton (and later £2 per ton) were paid into the Papua and New Guinea Copra Fund established under that ordinance.

The total accumulation in the Funds from 1946 to the present day are therefore £1,663,055.

Planters have always been resentful of the stabilisation fund collections—particularly so after a nine-years' buying agreement was made with the British Ministry of Food. They felt that the MOF contract was all the "stabilisation" that the copra industry required.

At the end of last year, the Minister for Territories stated that the Government would not accede to requests of planters for distribution of the fund to individual planters. The New Guinea Planters' Assn. then announced that having received the advice of leading constitutional lawyers in Australia, the Association would take legal action against the Commonwealth and force it to return the accumulation in the fund to the people from whom it was taken compulsorily. Nothing has been heard of this legal action since.

PREPARING FOR ACTION

RABAUL, July 25.

The Planters' Association is not moving hastily against the Government on the Stabilisation Fund. There has been much correspondence in recent months, and Australia's leading constitutional lawyers have been consulted. It is likely that action will be taken fairly soon. The planters seem confident they can recover the money taken from them up to mid-1946. The subsequent deductions may call for more expert legal treatment.

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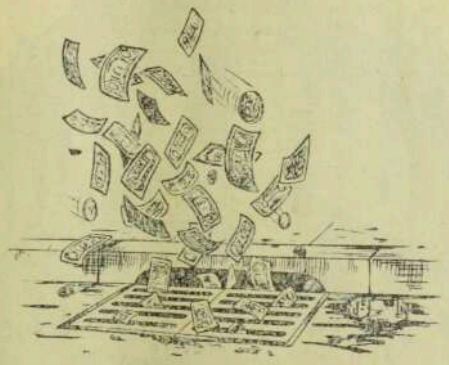

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New Bank Opened in Moresby

The new Port Moresby branch of the Australia and New Zealand Bank, Ltd., is expected to open on September 3, in premises now being completed next to Steamships Trading Co., in Port Road. This will give Moresby its third bank (the other two being Commonwealth and New South Wales). Mr. F. A. S. Robertson has been appointed manager of the ANZ branch at Moresby and, with Mrs. Robertson, arrived there at the end of July in Soochow. Mr. Robertson, until recently, was manager of the ANZ Bank at Crow's Nest, NSW.

Mr. Robertson.

Accident Follows Coronation Ball at Mangaia

SEVERAL people were injured in June when a truck got out of control following the Coronation Ball at Mangaia, Cook Islands. The ball was held in the Kaumata Hall and proved to be a most colourful function, lasting until midnight. A large truck returning dancers to Ivirua village encountered trouble while ascending a steep rise and ran backwards out of control until brought to an abrupt halt by rocks. Many of its passengers were thrown out, several of them sustaining leg and head injuries.

White residents, in view of past accidents, are of the opinion that local drivers are apt to drive too recklessly and feel that stricter measures should be adopted to enforce more responsible driving of motor vehicles.—E.G.

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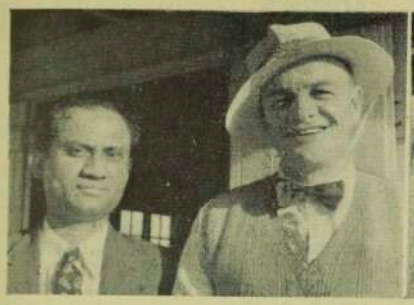

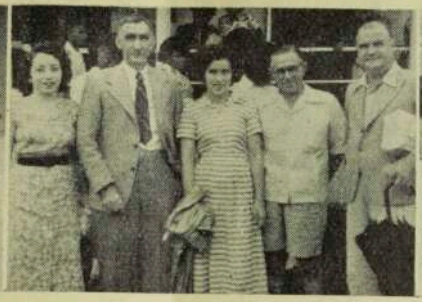

Some travellers snapped in Suva in July: Mr. K. M. Patel, President of the Suva Indian Chamber of Commerce, meeting Mr. C. W. Mansell (of Mackay Kerry Pty., Ltd.), on the latter's arrival from Sydney.

At the BP inter-island vessel Yanawai, left to right: Miss Mabel McKenzie, Mr. R. S. Lyons of Debo, Buca Bay, Vanua Levu, Miss Mona McKenzie, Mr. W. M. Pearman of Suva, Mr. A. P. Ward returning to Buca Bay after one of his rare visits to "town".

Captain W. R. Percy of Yanawai, off on another round of the Group, was farewelled by his wife.

Malaita Natives Grow Cocoa and Rice

From Our Own Correspondent

HONIARA, June 30.

THE Acting Senior Agricultural Officer, BSIP (Mr. C. B. Mead) recently visited Malaita and has stated that Auki, the Agricultural Department's two acres of cocoa, which is now two years old, is generally healthy and thriving. These trees should start bearing in another year.

With seed supplied by the Roman Catholic Mission at Rokera, Malaita, several other small areas of cocoa have been planted near Auki by Malaita natives, arrangements having been made by the District Commissioner, Malaita (Mr. V. J. Andersen).

There are quite a number of small areas of cocoa throughout the Protectorate and these could provide seed for a considerable area of new planting each year.

At Hauhui, the Government's Community Development settlement on Malaita, over two acres of rice were being harvested, producing a good crop. Hulling is being done by hand-operated wooden denkis introduced by the Agricultural Department. Considerable interest is being taken in these machines and a number of variants have been constructed by the natives in an endeavour to find the best method of hulling. Interest in rice seems to be spreading in the area and seed is being sold to natives in surrounding villages.

¶ Warrant Officer August Watson, of the Fiji Military Forces has been awarded the Efficiency Medal.

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WHY NOT KEEP THE ADMIN'N SCHOOL IN N. GUINEA?

SOME experienced observers of Territories conditions are inclined to argue that the Territories Department's School of Pacific Administration should be in a central place in Papua-New Guinea, instead of in Mosman, Sydney. I am told that academic gentlemen connected with the School ridicule the idea that it should be anywhere else. I am no expert in these matters, but I have some sympathy with the critics.

The young men selected for this training put in a brief time in the Territory, and then are sent South to the School for two years. The weakness of this system, according to the critics, is that the young officials, during this period of training, are completely out of touch with the natives. Yet they, above all, are the men responsible in the future for satisfactory European-Native relationship.

The critics also say that too many of these cadets come under the influence of academic sociologists, whose idea of what should be the white-brown relationship is generally idealistic, rather than practical. Events of recent years give some colour to that argument. No one can rule this country satisfactorily unless he has learned about natives through direct personal contact with them.

The critics contend that most of the specialised knowledge provided by the School could be given just as well in the Territories (where the chief lecturers would have to reside); that the School's curriculum should be revised, to keep the students in more constant touch with natives and native activities; and that the students could, in some degree, be available for limited help in the Administration during their two years' specialised training.

I found that in the District Offices in both Lae and Rabaul there is a serious shortage of personnel, and administration is suffering accordingly. Yet there are scores of able young officers immured in Sydney, undergoing special training.—R.W.R.

Sigatoka Valley Road

EXCELLENT progress is being made on the Sigatoka Valley Road, Viti Levu, which will open up much country in the centre of the main Fiji island. The road has now reached a point 26 miles up the valley, and an access track has been cut through the final seven miles to Keiasi Village. Five bulldozers are engaged on the job.

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Tonga Makes it Tough for Away-From-it-Allers

MANY of Tonga's early European settlers arrived by the simple method of jumping their ships and never going away. Others merely come on visits and stayed a lifetime. These days, would-be seekers of a South Sea island paradise do not find it so easy to get into Tonga which, like other Pacific island countries, has tightened up considerably on regulations concerning entry.

Just in case any penniless artist, frustrated city dweller, or victim of wanderlust thinks Tonga the ideal spot in which to settle down and "go native," here is a copy of questions he will have to answer to the satisfaction of the Tongan Government before he will be admitted:

Surname, christian names, sex, occupation, marital status, place of birth, date of birth, nationality at birth, present nationality, race, reason for going to Tonga, connection with and name of business, if visit for business purposes, dates of any previous visits to Tonga, proposed address in Tonga, last permanent address outside Tonga, names of any references in Tonga, passport number, date of expiry, conditions of physical and mental health, the amount of money possessed on arrival in Tonga. He or she will also have to make a declaration as to good character and reputation, and that "if called upon to do so will defray the cost of maintenance, deportation and any other expenses incurred on behalf of any person herein named who will accompany me and myself, and that if called upon to do so I will give such security by bond."

Visitors to Papua-New Guinea who have complained about "Permits to Enter" that Territory may be interested in above.—*Tonga Correspondent.*

RISING CONSUMPTION OF MARGARINE

IN his opening speech at the International Congress of Edible Oil Manufacturers at The Hague, in July, the Netherlands Minister for Agriculture stated, inter alia, that the consumption of margarine in the Western world has increased considerably in recent years. Domestic consumption of margarine per head has increased in:

	From	To
Britain	9.9 lbs	18.2 lbs
W. Germany	13.2 „	22.0 „
USA	3.0 „	6.6 „
Netherlands .	14.3 „	40.0 „

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FIJI'S FIGHT AGAINST RHINO BEETLE

LATEST move in the Fiji campaign against the rhinoceros beetle was the proclamation by the Governor in mid-July of the whole of Viti Levu island and islets within 5 miles of its coast as an infected area, and the total prohibition of removal of root vegetables from this area to other parts of the group.

Vegetables may, however, be taken on inter-island vessels as ship stores after they have first been washed down under supervision. The danger with vegetables lies in the possible transfer of beetle eggs on the root soil.

During July, evidence of the presence of the beetle was discovered on palms in the Viti Levu Bay area of eastern Viti Levu south of Port Ellington. So far there has been no evidence of beetles discovered on the north-west coast between Sigatoka and Raki Raki.

In view of the widespread, if light, infestation of the beetle on Viti Levu, the Eradication Board has announced a new plan of campaign which may be summarised under the following headings: extension of the system of inspection of shipping; maintenance of a small mobile labour force to work in areas where breeding has been discovered; maintenance of several small mobile units of skilled workers to detect further areas of infestation; further research to discover what probable factors are at present holding the beetle in check—as it is believed that some predator, such as perhaps the toad, must be responsible for preventing a more rapid spread of the pest; and finally, continued support of the SPC scheme for the investigation of control measures on a regional basis.

The South Pacific Commission will soon appoint an entomologist for the work. Research is commencing on palm-leaf material to discover what it is that attracts the beetle to palms.

The Fiji Eradication Board has

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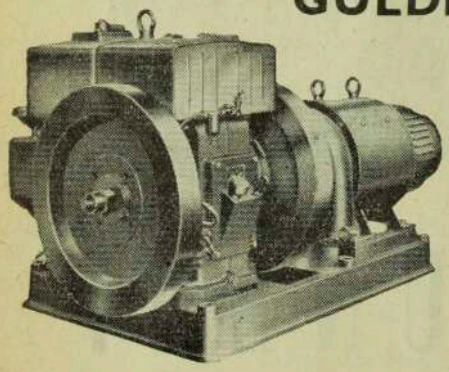

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engaged Mr. H. W. Simmonds, former Government Entomologist and lately retired, to carry out field work in collaboration with the Government Entomologist in the search for natural predators of the beetle.

Meanwhile, wherever beetle damage has been discovered compost "traps" have been established. In these the beetles tend to breed and the grubs are then killed as they hatch. Experiments are continuing with chemically treated compost, it having already been discovered that certain poisonous chemicals actually attract the grubs and cause their death.

Though the compost traps offer the best counter measure at the moment, there is a very great danger that such traps, if not closely attended could become prolific breeding places and have the very opposite effect to that intended. The Board is fully alive to this danger.

No Let Up on Rhino Beetle In Tongan Group

From Our Vava'u Correspondent

THE rhinoceros beetle has not yet gone from Vava'u, Tonga, but it is now well under control and it is expected that the group will be free of this copra-destroying pest in the not remote future.

If earlier criticisms concerning the laxity of authorities and the levity and unconcern of the teams of beetle hunters were, in some instances, justified, they are so no longer. Once the average Tongan came to realise that the beetle could destroy his economic security and all chance of obtaining the European amenities and goods which have become so important to him, he was only too glad to co-operate with control regulations and to take his turn with the hunting teams.

At present, all able bodied males between the ages of 16 and 60 give one day a week to hunting the beetles. Beetle traps have been laid in various places and a rigid inspection is maintained of people and goods moving from one island to another in the Vava'u group as well as of those travelling to the other Tongan groups.

The fact that the beetle has not spread to other parts of Tonga nor to the outer islands of Vava'u speaks well for the present system.

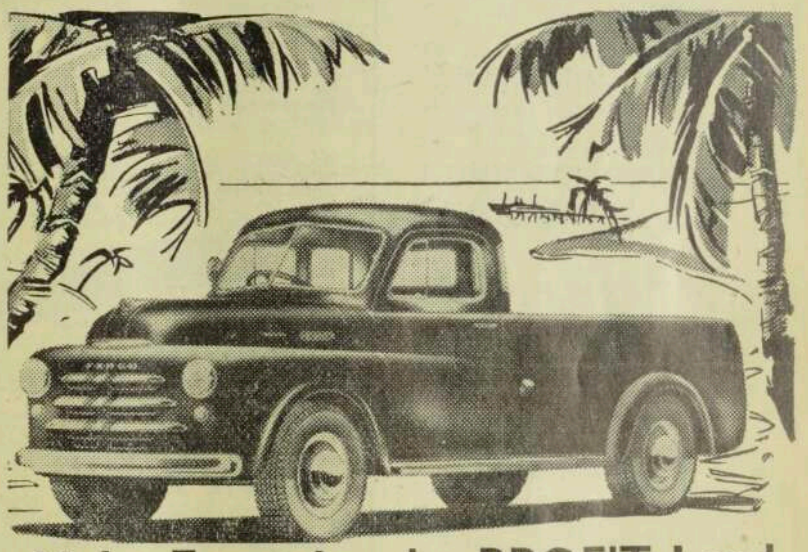
The latest control advance is a fumigation station which will be established at the port of Neiafu and will be in charge of Sione Vaipulu, who has recently returned from NZ where he was sent for special training in fumigation technique.

The entire programme is under the direct supervision of Mr. Mickey Miller, whose skill at winning battles against the rhinoceros beetle was proved some years ago when he completely eradicated it from Niuataputapu, another Tongan island which was far more badly infested than Vava'u has ever been.

¶ Assistant Police Superintendent A. D. Pysten, of Fiji, who is on his way to Britain on leave, was so impressed by one-man police stations he saw in Australian country areas that he hopes to introduce similar stations in the outlying islands of Fiji on his return there.

Cars Smashed at Rarotonga

THREE almost new cars were badly damaged in separate accidents at Rarotonga recently. Captain Andy Thomson's new Austin, driven by one of his sons, left the road at Arorangi; the driver was unhurt but the body of the car is wrecked. Next, a car belonging to Mrs. Lucy, of the Rarotonga Hotel, crashed into a tree near Black Rock. Mr. Gordon Caldwell then overturning his car. Mrs. Caldwell was admitted to hospital shaken and slightly injured. The three cars will be shipped to New Zealand for repairs.



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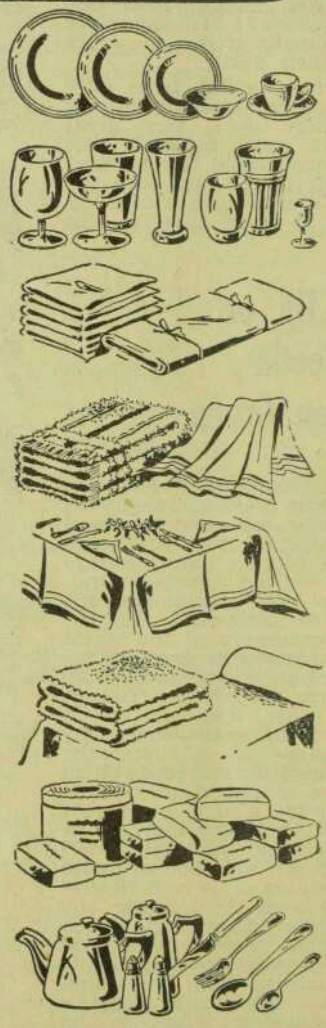

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FRANCE'S GRIP ON NEW HEBRIDES

Picturesque But Forgotten Story of John Higginson

By H. E. L. PRIDAY

THE French hold on the New Hebrides was the work of one man, English-born John Higginson, whom the London *Morning Post* dubbed the "Cecil Rhodes of the South Pacific." He had previously made a fortune in Caledonian nickel, and with Rothschild capital had founded the great French Nickel Company, which has since virtually run the older colony. For this work he was given special naturalisation papers by the President of the French Republic, who loaded him with honours.

Higginson was very much involved in the Hebridean labour traffic, and employed some of the most notorious of the blackbirders. It was neither the whalers, the missionaries, nor the secretive sandalwood traders, but the recruiters who revealed to the outside world the riches awaiting exploitation in this seductive yet treacherous and fever-stricken group.

Yet when Higginson began to take notice he found the British planter and trader in possession from the tiny Banks islands in the north to Anatom in the south, with not one single Frenchman settled in the entire archipelago. While British settlement was going on, French national ambitions had been weakened by defeat in Europe, while New Caledonia was exclusively occupied with the first nickel rush and the great native revolt which followed in 1878-79.

HIGGINSON'S colonisation of the New Hebrides, which he aimed to make a dependency of New Caledonia, has been termed his epic achievement; the way he turned the tables on the casual British was dramatic in the extreme.

He was the first to boost the economic possibilities of the group, the first to hold out promises of adequate protection for the white settler, and at one time he came near to securing right-out annexation to France. His idea was to secure a French preponderance of interest so that the British would be prepared to exchange their interests for concessions elsewhere; and it took him only a few months to make this result seem possible.

Higginson claimed that New Hebridean soil was so fertile that it could become a garden colony, contributing its quota to the wealth of France and to the rapidly developing mining colony of New Caledonia, to which he considered its resources were complementary. His was a real 19th century imperialist's dream. The French Cabinet told him to go ahead, though it was felt that proclamation of French sovereignty should await the establishment of active branches of French trading concerns.

(Over)

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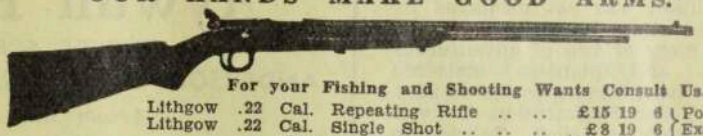

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Higginson returned from Paris at a time when Sir Arthur Gordon, the first British High Commissioner for the Western Pacific, was making it known that titles of land acquired from natives in the New Hebrides could be registered with the British authorities in Fiji. This guarantee of possession was encouraging British planters and traders to stake a claim in this primitive, forbidding no-man's-land where death was never far away.

A copy of the British proclamation quickly fell into Higginson's hands; and he read it as a move designed to draw the group into the British orbit; but it gave him the idea how to beat the British at their own game. And behind the scene, of course, the diplomats were busy, France protesting that the move was not in accordance with the tentative understanding that neither country would do anything to prejudice the independence of the group without first consulting the other.

Higginson was not dismayed by the fact that the British already had a score or two of adventurous traders and planters scattered thinly among the innumerable isles. If the Fijian Registration Act was legal, then a New Caledonian Registration Act would be equally legal.

His plans were far more prompt, decisive, wholesale and ruthless than anything the British had thought of. He saw to it that the widest publicity was given to the announcement that settlers, no matter from where, could secure titles to New Hebridean territory by registering their claims in Noumea.

THOUGH it may seem strange to us to-day, practically all the British settlers — discouraged because warships of the Australian

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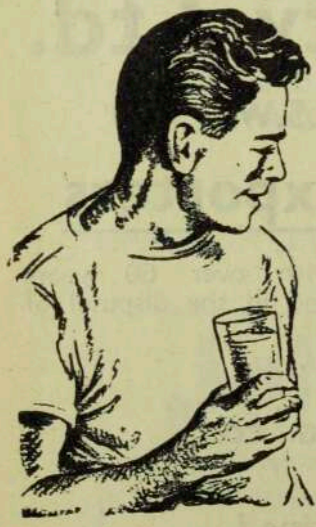

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station did not adequately protect their lives, while they were apt to apply too strictly the liquor and recruiting laws—rallied to Higginson's banner. His only opponents, and they were implacable, were the Presbyterian missionaries; but to them the British planters were antagonistic because of their tendency to hamper recruitment of kanaka labour.

Sir William Morgan, ex-Premier of South Australia (who had deserted politics in 1881, when his ministry was defeated) was, with his two sons, already closely involved with Higginson's mining and other ventures in New Caledonia. He owned the blackbirding schooner *Energy*, and had founded in Noumea what was described as "a speculative company for developing the New Hebrides." He now threw in his lot with Higginson's famous Compagnie Caledonienne des Nouvelles Hebrides, whose initial capital of £20,000 was quickly raised to £80,000, or two million francs. Its avowed object was to assist French settlement of the group and "to inaugurate a reliable and unobjectionable system of procuring native labourers for New Caledonia."

The French Government gave the company its blessing, and at different times down to our own day has been ready at crucial times to weigh in with political and economic aid.

IT was in the latter half of 1882 that the Australian Colonies and the British in Fiji woke up to find that Higginson had stolen a march on them. His move had been to charter the small steamer *Caledonien*, which he loaded up with 100,000 francs worth of merchandise and lots of ready cash. Leaving Noumea, the ship called at just about every settlement or port of call where white storekeepers, planters or native chiefs had land, labour or other assets for sale. The temptation proved irresistible; within a few weeks practically all the then settled areas of the New Hebrides, apart from the missions, had changed allegiance.

The *Caledonien*, master Captain Vidal, had on board three of Higginson's most influential agents: Alphonse Bernier, a rich Efate settler named Peterson Stuart, and Higginson's lifelong friend, the capable Captain B. Gaspard. Their job was "to supervise and ensure the legality of all transfers, purchase and agreement entered into on behalf of the company". The scramble for the cash and trade goods—gin and carbines, beads and calico, tobacco and axes, jews harps and so forth—was such that the company quickly had on its books most of the fertile coastal areas.

Although for trifling payment many of the natives blandly signed away whole areas which on subsequent inquiry turned out to be tribal or family rather than individual property, the Caledonian administration hastened to recognise their marks, duly witnessed by Higginson's envoys, and issued titles to the lands thus acquired.

The full extent of Higginson's coup was only realised in Australia following a loud outburst from the Protestant missionaries, who proclaimed with bitter vehemence in the Sydney and Melbourne papers that much of the land had been "sold" by natives quite incapable of understanding the nature of a legal contract; that the price paid in goods was in most cases derisory; that a good many thousand

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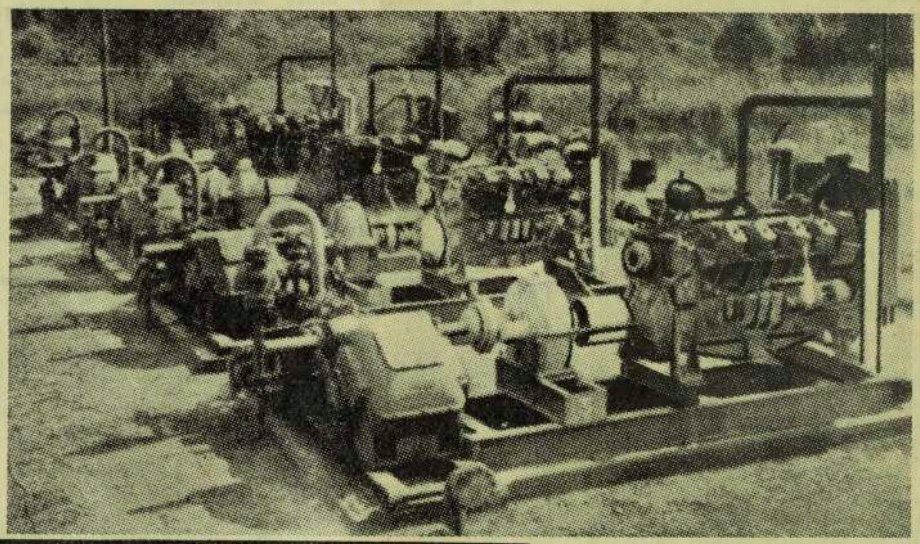

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hectares (a hectare is nearly 2.5 acres) had been already "sold" by the same natives two or three times over; and that they were quite ready to "sell" them all over again to the next European who came along with a bottle of gin or a bale of cotton.

The French ignored these protests, and many of the Europeans, feeling as has been said, that the French would give them better security of life and property and a greater latitude in trade and recruiting matters, were induced to stay on as salaried managers and agents of the company.

On Efate alone Gaspard, on this and subsequent trips, bought 92,000 hectares from the natives, besides acquiring the pick of the plantations formerly in British hands. The key to his success was that the most influential settler in the group, Captain Donald MacLeod—by all accounts an extraordinary man as well as being the richest of the original planters, and the founder of Port Vila—threw in his lot with Higginson. He brought in most of the other planters, who declared they were tired of asking the Fijian and Australian authorities to take some practical interest in their welfare.

SO, by the end of the year, from Efate to Espiritu Santo, the French company was able to boast that it had acquired three million acres of the choicest land, for situation and fertility, in the archipelago. MacLeod was likewise of great use in inducing the chiefs, who looked upon him almost as a god, to sell their coastal lands and move their villages elsewhere. He also engaged native labour for the company's plantations and for Higginson's New Caledonian mining and agricultural ventures.

The "salt water" chiefs, informed of the ship's impending arrival by MacLeod, went on board at bay after bay to make their marks on title deeds already prepared. Wherever possible the company bought up big lots of from 8,000 to 10,000 hectares at a time; and wherever parties landed the French flag was ceremoniously hoisted.

At the same time the *Caledonien* was commissioned to recruit labour. On Efate, where the missions had been the longest established, the labour situation was the most unsatisfactory, for the men generally refused to work for the white man, though they did not object to going to other islands to work. The depopulation of this thickly inhabited group was already under way. Most of the natives sent to Higginson's nickel mines died within a year or two. (The Noumea papers used to print periodical lists of them, running to several columns, but suddenly gave up the practice.)

To fill the labour gap caused by the decline of blackbirding, the French later introduced thousands of Japanese, Indo-Chinese and Javanese coolies to do plantation

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and mining work in the French Pacific, but this source of labour has been denied to those planters in the New Hebrides who have retained British nationality.

HIGGINSON was so well satisfied with Gaspard's report that he decided to make a tour of the New Hebrides on his own account. He did so on a ship named after him, the *John Higginson*, an iron vessel of 400 tons and finest of the Caledonian coastal craft, belonging in the first place to Higginson, Morgan and Co. (A year or two later she was wrecked on the Kouakoue Reef.)

Higginson's tour was a triumph. With him were directors of the Compagnie, including John and William Morgan, sons of Sir William, importers in a very big way who had built the Noumea flour mill, then the tallest building in the port, and who ran it with huge orders from the French penitentiary. Also on board were the Mayor of Noumea, Mr. J. B. B. Dezarnaulds (grandfather of the present Sydney solicitor of that name), businessmen named Violette and le Granval, a penitentiary boss named Verignon (who was investigating the possibility of introducing convict labour to the New Hebrides), and Paris journalists named Mourot and Julien Bernier.

Higginson clinched deals with Bush and Co., a British concern owning several rich plantations, and with MacLeod, Peterson Stuart, Young and other planters, as well as with the chiefs, adding a further 240,000 acres to the company's holdings. There was so much flag-wagging that the missionaries accused Higginson of taking possession of the group, not only in the name of the company, but of France. This charge seemed justified two or three years later, when France sent soldiers to occupy strategic points in the Hebrides; they were only withdrawn after strongly-worded British protests.

With much to report, Higginson again visited Paris. He returned with a French Government promise to survey the company's territory free of charge, and with a contract

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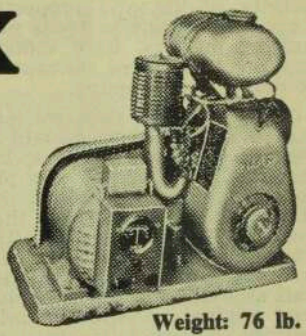

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from the penitentiary to furnish him with 2,500,000 days of free convict labour for his Caledonian nickel mines. In return he handed over 20,000 hectares of Hebridean soil to the French Government and agreed to establish a coaling station for French warships and to carry mail between Noumea and the Hebridean group.

HIGGINSON paid several other dramatic visits to the Hebrides, two of them in 1884. He took staff with him for a new store at Port Sandwich, on Mallicolo, to be on the same scale as those already operating at Havannah and Port Vila. The coastal chiefs came on Board the *Chevert*, where the great man stood surrounded by French officers and representatives of the company, and were presented with military uniforms in which, with sabre at side and kepi on head, they strutted about with considerable pride. Higginson explained to Nearn Bangere, Sam (his son), and Timbou, chief of the Bangaou: "You white chiefs now. When white ship come you put on uniforms and say you French chiefs." The assembly toasted La Patrie in bumpers of champagne.

On returning to Port Vila, Higginson was presented with an illuminated address praising his work as empire builder, but hoping it was not France's intention to turn the place into a convict colony. In Paris, his offices at No. 8 Rue de la Paix, were deluged with inquiries from would-be colonists, but out of 2,500 applicants not more than 50 seem to have reached the group and most of these perished miserably. In addition to managers, agents, and planters, a few score convicts of good behaviour were allowed to work at the company's depots in the Hebrides and on plantations owned personally by Higginson, who built up a personal estate in the group worth £150,000, quite apart from his interests in the company.

Ballande and Sons, of Bordeaux ("the Burns Philp of the French Pacific," as M. Milliard, a former managing director in Noumea, once described them to me) also started a shipping service and bought up plantations wholesale, particularly in the south-east of Mallicolo and around the south of Santo. France granted Ballandes 200 convict employees for a ten-years period, and L. Henriques, a member of Higginson's board, got a further 200.

BUT the Presbyterian missions found a strong supporter in James Service, the Victorian Premier; but for his prompt and determined action it is more than likely that France would have annexed the New Hebrides without real opposition from the British Foreign Office.

The French story is that Britain was disposed to cede her interests in the New Hebrides for the island of Rapa (south of the Society group), on condition that France should agree to suppress transportation to New Caledonia, but the French Government refused. In any case Service roused Australians against the dangers of French recidivist policy, his argument being that were France allowed to annex the Hebrides yet another colony at this continent's eastern threshold would be swamped with "the worst type of colonist."

Australia therefore enthusiastically supported Britain in 1889 when she successfully demanded the withdrawal of French armed forces from the New Hebrides. Soon after, when the Societe Francaise des Nouvelles Hebrides took over the Compagnie Caledonienne's land and assets, the New South Wales Government replied to French shipping subsidies by subsidising Burns Philp to operate a service calling at the New Hebrides every second month.

The New Hebrides officially

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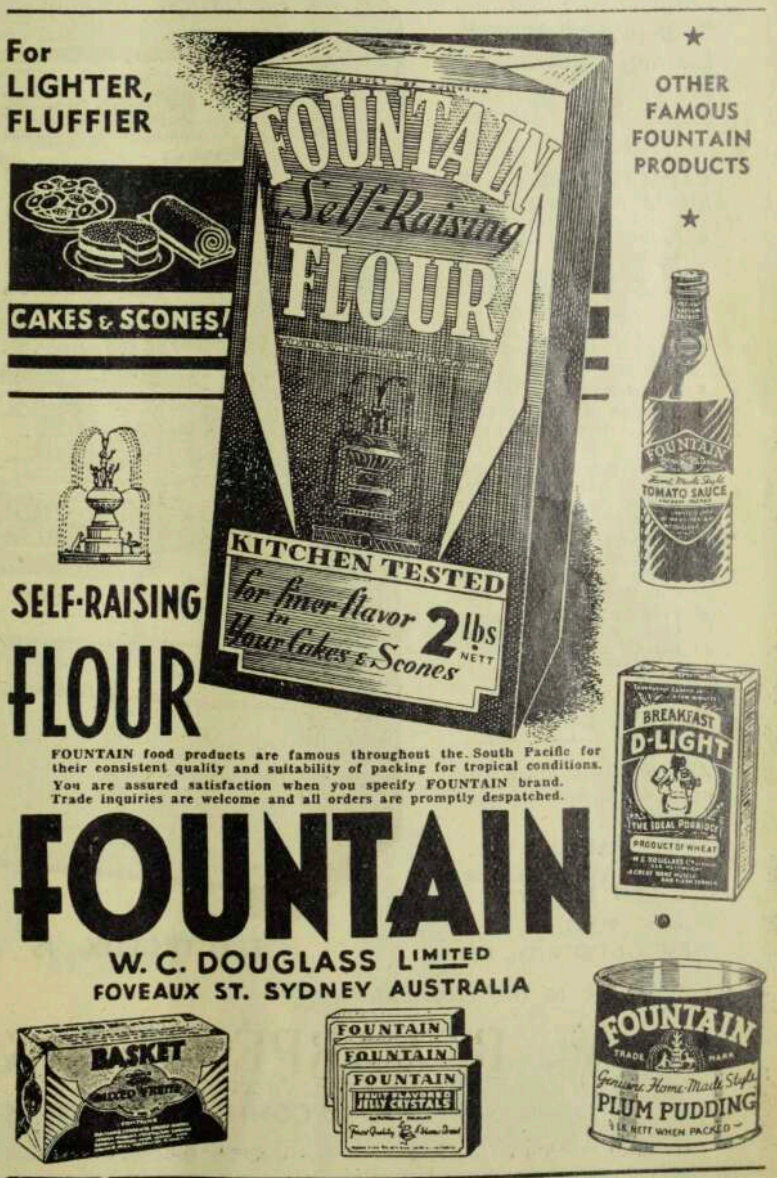

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ceased to be a no-man's-land only on December 2, 1907, when the Condominium was proclaimed at Port Vila.

The ensuing years have shown the tenacity of French settlement as established by Higginson, for although the white population has regularly increased, the British colonists are still relatively fewer than the French, who solved their labour problem by bringing in Asiatics. Nevertheless, two World Wars have shown all New Hebridean whites how dependent they are on Australian goodwill; the nationals of both countries are today excellent friends, now that the Age of John Higginson has passed—or is rapidly passing.

Coronation Day at Buka Passage

Sohano was the centre of the Coronation celebrations held by the Buka Passage (NG) community. European residents from surrounding plantations and natives from Buka and other islands all congregated in Sohano for the great day. The wharf and Administration buildings were gaily decorated and the craft were festive with flags and pennants.

Mr. Cornwell, of Skotolan Methodist Mission, conducted the Church Service after which a parade of natives, headed by a detachment of the Royal Papuan and New Guinea Constabulary marched into position round the flag pole. The District Commissioner, Mr. Colin Maclean, gave an address, followed by the Oath of Loyalty, two minutes' silence, cheers for the Queen and concluding with the singing of the National Anthem. At the march past, the salute was taken by the District Commissioner supported by Mr. Alf Long, president of the local sub-branch of the RSL. A tree-planting ceremony, displays by the police squad and the schoolchildren, and native pageants completed the day's programme. Special mention should be made however, of the Marist Mission's pupils, who formed a living Union Jack in colour, and of the children's whistle band with its enthusiastic drummer and diminutive drum-major.

In the evening the District Commissioner held a reception and dance at his residence, where guests were able to listen to the broadcast of the Westminster Abbey service. The Royal Toast was honoured after the Queen had been crowned.

Fireworks and bonfires added to the enthusiasm of the natives feasting and dancing on the football ground.

A Fiji army rugby team which was flown from Malaya to Indo China in June, defeated a combined French army-navy team at Saigon 42-3—and a French air force team by 76-0. The Fijian team was headed by Battalion Commander Lieut.-Col. Edward Cakobau.

Replacing the *Matua*, which is relieving on the New Zealand inter-island service, the USS Co's freighter *Katui* made a trip to Suva early July, loading nearly 15,000 cases of bananas for Lyttelton, NZ. She was to make another trip late July. *Matua* was expected to leave Auckland in resumption of her normal service August 22.

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Western Samoa's Coronation Awards

From Our Own Correspondent

APIA, June 30.

AT the official Coronation Ceremony at Government Central Office, Apia, on June 2, the following awards of Coronation Medals to residents of Western Samoa were announced by the High Commissioner:

Guy Richardson Powles, High Commissioner; Tupua Tamasese, Fautua; Malietoa Tanumafili, Fautua; Joseph Darnand, RC Bishop of Samoa; Charles Croft Marsack, Chief Judge; F. J. H. Grattan, Secretary to the Samoan Government; Tualaulelei Mauri, Member of the Executive Council; G. F. D. Betham, Member of the Executive Council; Emily Richmond Smyth in recognition of outstanding contributions to social welfare; Alesana, Head Teacher at LMS Malua College; D. R. Eden, General Manager New Zealand Reparation Estates; C. L. Williams, head of the Methodist Mission; P. Kightley, London Missionary Society; Gatoloai Peseta Sio, chairman Fono of Faipule; L. M. Cook, President Returned Servicemen's Assn.; H. Gow, president Chamber of Commerce.

TOKELAU AWARDS

A. E. B. Macdonald, resident Catholic Priest in the group, Manuele Preira magistrate and faipule Tokelau Islands.

¶ Mr. and Mrs. E. F. Paul of Apia travelled to Tahiti in July for the National fete celebrations.

¶ Private Semisi Vulivosa, 1st Battalion, Fiji Infantry Regiment, was wounded on July 1 when a truck in which he was travelling was ambushed in the Yong Peng area of Malaya. He was evacuated to the British Military Hospital, Kluang.

¶ Mr. C. L. Cheng of Suva made a trip to Sydney in June to visit his sons David and Cecil who received their Bachelor of Engineering Degrees while he was there. David is on the staff of Malley's Ltd., electrical engineers, and Cecil has joined the staff of Chloride Corporation, Newcastle. The boys were educated in China before attending Sydney University.

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NEWS ITEMS FROM WESTERN SAMOA

From Our Own Correspondent

APIA, July 10.

AN acute beer shortage, which caused criticism of the Samoan Government's administration of he liquor scheme, was partly re-eved when the Government re-ently imported 200 cartons of merican canned beer from neigh-ouring American Samoa.

A pint can of beer is being sold t 1/8 by the Customs.

The liquor regulations governing he importation and issue of beer nd spirits will shortly be revised—robably on the basis of the report ubmitted by the recent commission f inquiry into the Liquor Scheme.

The Secretary to the Samoan Gov-rnment, Mr. F. J. H. Grattan, left pia by plane on June 27 to at-end a meeting of the UN Trustee-hip Council in New York as special epresentative of the New Zealand overnment. The meeting held in arly July discussed the report on Western Samoa, and the NZ Gov-rnment's Development Plan.

Dr. J. S. Armstrong, of the amoan Health Department has left Western Samoa after completing his econd term of service in the Ter-itory.

The repeal of the Trade Debts rdinance, 1925, under which amoans could not be legally sued or trade debts, came into force on uly 1. All debts for goods supplied r money advanced to Samoans by raders will now be recoverable at aw. The measure repealing the rdinance was passed by the Legis-ative Assembly at its April session.

Petty thieving and pilfering has or a long time been prevalent in nd around Apia. Recently, poultry wners in Vaimea district lost nearly ll their best fowls when some night rowler broke into their properties.

The Police Department later dis-overed over 100 head of poultry, in-luding imported stock, on the pre-nises of a Chinese restaurant eeper. He bought the stolen fowls rom a Samoan for 2/- a head normally fowls fetch some 6/-ach). Subsequently, the Samoan ffender was arrested and is await-ng trial.

Owners of the stolen fowls were appy to recover their property still alive) from the Police Station.

A Boy Scouts' Association has een formed at Apia recently to sup-ort and assist the Scouting Move-ent in Western Samoa. The meet-ng at which the new body was ormed was sponsored by the High Commissioner, Mr. R. G. R. Powles.

There are at present four scout troops in Samoa—the Anglican, Pesega, Avele and Marist troops. A strong Committee was elected and Mr. S. Fish, Assistant Director of Education was appointed District Scout Commissioner. Representatives of the various troops will go to the next Scout jamboree in New Zealand.

Residents of Savu Savu, Vanua Levu, met early in July at the residence of the District Officer, Mr. C. A. A. Hughes, to discuss the formation of a social and sports club there. Proposals put forward by the District Officer met with general support and a committee was formed to consider ways of implementing them.

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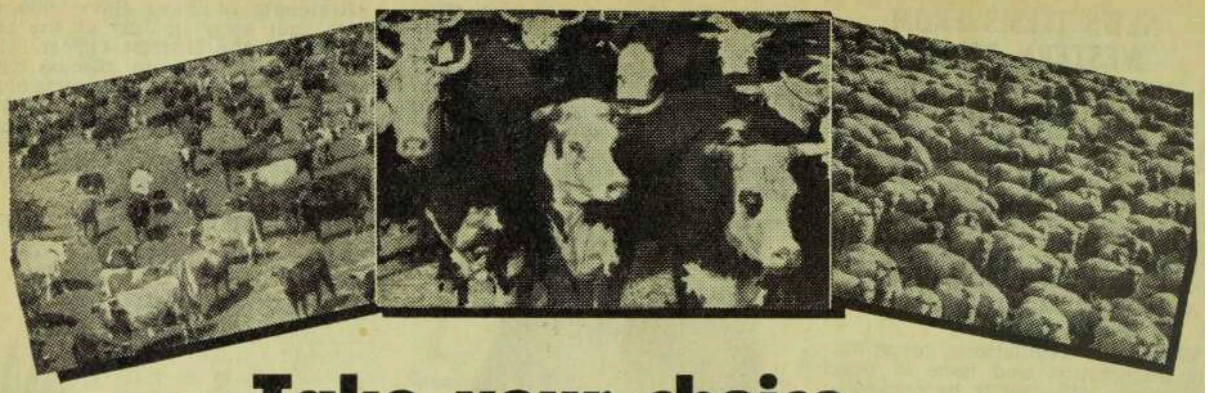

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12-oz. Trim (Pork and Beef).
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8-oz. Flair Fish Cutlets.
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16-oz. Beef Sausages.
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12-oz. Sheep Tongues.
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16-oz. & 30-oz. Sliced Apple in Syrup.

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12-oz. & 24-oz. Quince.
24-oz. Quince Jelly.
12-oz. & 24-oz. Marmalade.
12-oz. & 24-oz. Sweet Orange.
12-oz. & 24-oz. Strawberry.
24-oz. Redcurrant Jelly.
12-oz. & 24-oz. Peach.
12-oz. & 24-oz. Apricot.

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How to Grow Cauliflowers in New Guinea

ALTHOUGH the New Guinea Highlands produce good peas, potatoes, beans, cabbage and other European vegetables, cauliflower culture has not been entirely successful. Yet in Fiji, in the dry season, excellent cauliflowers are grown—and down at sea-level.

A former agricultural officer of Fiji says that this is how it is done:

• First, you import the seeds from Suttons, of Calcutta.

• Secondly, you plant them in seed boxes or beds and as soon as possible you transplant them into rows, fairly close together. When the plants are about four inches high, you transplant them again, with wider spaces between; and when they are six or seven inches high you transplant them finally into their rows, about eighteen inches apart.

These shock tactics are called "vernalisation" (or something like that) and it agrees with cauliflowers. If transplanted once you produce cauliflowers about the size of a tea-cup—but those transplanted several times produce something that is large and white and family-sized. Anyway, cauliflower-growers in the NG Highlands might like to try out the idea.—JT.

Mr. and Mrs. O. Denny, of Lae, NG, were in Sydney in July.

INTERESTING MOVES IN JUTE MARKET

PEOPLE in Papua-New Guinea who say that kenaf fibre has already achieved its purpose in that the price of jute has fallen to about half its peak price, may be interested in the Australian version of this fall.

There the impact of kenaf, or the threat of kenaf in the future, is believed to have little to do with the present price of jute. It is believed, instead, that Australia's development of bulk handling of wheat and sugar supplies the answer to the spectacular fall.

Bulk handling was itself a direct development of the high cost of jute, but this method of dealing with wheat and sugar is now likely to stay, no matter how low jute prices fall.

In addition, Australia has large stocks of jute on hand and this year will take only about 40,000 tons of jute—half normal purchases.

It is believed that the Indian Government is worried about the new trend in their lucrative Australian market and may make a move to put a ceiling on the export price of jute.

At a meeting at the Lautoka Mosque, Fiji, on July 5, a Fiji Muslim Women's Association was formed. The patron of the new association is Mrs. M. T. Khan, and the President Mrs. M. S. Khan.

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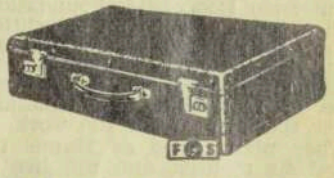

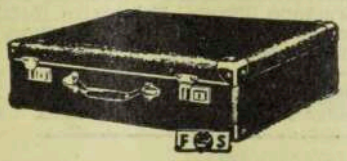

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Noted Anthropologist Revisiting NG

From Our Own Correspondent.

PORT MORESBY, July 10.

THE well-known American anthropologist and author, Dr. Margaret Mead, is back in New Guinea. This makes her fourth anthropological visit to New Guinea, and this time she is going back to Manus, where she made her original study of New Guinea natives. That was around 20 years ago, and she then made a special study of the native children who to-day will be the adult population of the community.

Dr. Mead is being assisted in her present study by two other American anthropologists, Mr. and Mrs. T. Schwartz, and the expedition is being financed by the American Museum of Natural History and a grant from Rockefeller Foundation. The expense of such an expedition is now six times as great as on her first visit. However, the party is equipped with all the very latest type of recording equipment and other special gear for the work.

They plan to be at Manus for about six months, and will live in the village where she made her original study of the children, and gathered material for her first book, "Growing Up In New Guinea." Since then she has written three other books about New Guinea natives. A new popular edition of her first book has just been published in the United States.

Dr. Mead is at present Associate Curator of Ethnology at the American Museum of Natural History, New York. She visited Australia in 1951 as the guest of the Commonwealth Government on the occasion of the 50th anniversary of Federation.

Encouraged by the success of the Coronation race meeting, big social event of the Coronation season at Nadi, Fiji, the Namaka Racing Club is holding a further meeting on August 1, Bank Holiday week-end. Principal event will be the Johnny Walker Cup, presented by Sir Hugh Ragg, with £50, £20 and £10 prizes for winning horses. The races are run over a straight course—an old road which connected a former fighter strip with the main Nadi air strips.

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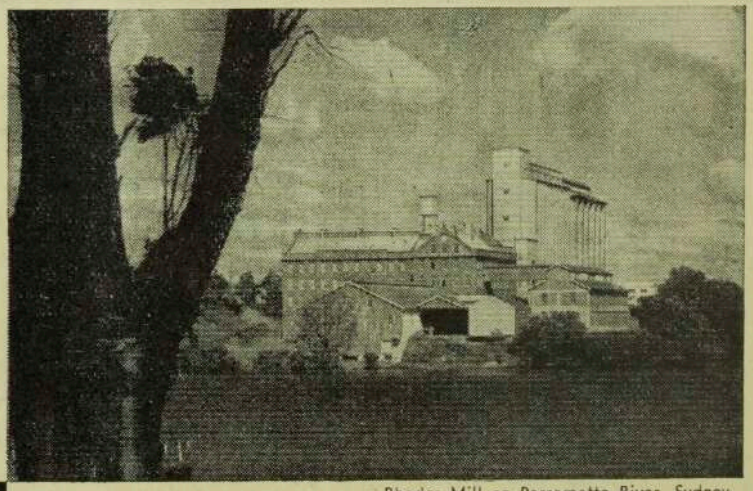

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WHERE SHOULD THE NG NATIVES BE PAID OFF?

ON this question of where time-expired labourers in Papua and New Guinea can be most conveniently paid off, it is interesting to examine the practices of former years (writes Mr. S. H. Chance, a former RM in Papua).

On the Manus plantations in 1920 most of the natives from other districts were sent with their contracts of service to Rabaul, and there paid off and sent home. This system was bad. The locals were paid off at Lorengau, and were able to buy their needs locally, at Makaring, and get home with them. This was a good system.

In the Western Islands (the H. R. Wahlen-GMBH concerns) the paying off of labourers in "trade" was still permitted (early 1920). The common labourers were very primitive and it would take 6 months to tame them enough so they would not go bush when a white overseer appeared. A trade-box of goods was made up at the local store, and the T/E labourers would be handed it, with no questions asked or desired. All the goods were invoiced out, and all seemed fair; but such a system could not possibly work these days!

In Papua, for many years after 1922, paying-off was mainly in Samarai or Moresby. The natives would be herded into the stores, and expected to spend most of their earnings! What was not thieved from them (or lost in gambling) before they got home was, apparently, no concern of the employers.

This system was *wholly bad*. Trade stores along the coast were kept mostly by poor-white types, and the goods available were so much trash. Once, on my way to the Delta Division with about 60 "Pay-offs," several boxes were lifted from the native owners while their attention was distracted, and the result (bad for recruiting) was that the "pay-offs" got home with next to nothing.

When the late Commissioner for Native Affairs, Mr. J. T. O'Malley, brought in, with certain exceptions a law enforcing "pay-off at home stations" he was attacked by everybody except the outside traders (good types like Percy Hinds—who had to stock up with lots of good lines) and the shipmasters who got the freight on the bulk goods. That system worked admirably.

Except in very special cases, a native should always be paid off at the Government Station nearest his home. It is better for the native himself, and for his past and his future employer; it makes for a healthier coastal shipping service, and decentralises the white populations, and the centres of industry, stores, etc. A good thing for any Territory.

An Auckland Provincial women's hockey team is to visit Fiji for a short tour in July, arriving July 18 and returning at the end of the month. Managed by Miss P. Hickson, the fifteen players are paying their own expenses.

Twenty-year-old Diane Cilento, daughter of Sir Raphael and Lady Cilento, made a big hit in London recently in a Shaw play. She was born in NG when her father was CMO there.

Mr. H. Standen, of the Bamu River Mission, Papua, was in northern NSW on leave recently.

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SPC RESEARCH COUNCIL PLANS FOR 1954

THE fifth annual meeting of the South Pacific Commission's expert advisory body, the Research Council, was held at Noumea headquarters, New Caledonia, June 8-11. Chairman was Mr. D. R. A. Eden, General Manager of the New Zealand Reparation Estates in Western Samoa.

Twenty-two members attended: 18 economists, doctors, agriculturalists and educationists working in Pacific territories, and four specialist officers in charge of the Commission's work programme of economic development, health and social development.

Work carried out by the Commission since the Research Council last met in June, 1952, was reviewed, and plans were made for its continuance during 1954. These plans will form the basis of discussions by the Commission at its twelfth session, to be held at Noumea in October.

PACIFIC COPRA SURVEY

The copra industry in French Oceania is now being investigated by the Commission's coconut officer, Mr. W. V. D. Pieris, who left Noumea for Tahiti on June 19.

French Oceania is the eighth Pacific territory visited by Mr. Pieris in his investigations of the copra industry for the SPC. Mr. Pieris believes that copra storage is a major problem of the area. Each year producers suffer heavy losses, due to shrinkage and deterioration of copra through mould and insect infestation. There is urgent need for the development of a well-ventilated, insect-proof copra store of cheap construction which can be easily sealed for fumigation purposes.

CATTLE BREEDERS' INTEREST IN SANTA GERTRUDIS

Cattle breeders in New Caledonia have shown keen interest in the articles that appeared in the Commission's "Quarterly Bulletin," April, 1953, relating to Santa Gertrudis cattle, a new breed specially developed for tropical conditions at the King Ranch, Texas, by the crossing of European and Indian species. Several station owners are considering importing sires to improve their herds.

In Fiji also, the early importation of Santa Gertrudis stock for a local grading-up scheme is contemplated.

The improvement of stock and pastures in South Pacific territories forms an important project in the Commission's work programme for economic development in the area.

IMPROVING PACIFIC FOOD RESOURCES

The Commission is studying ways of improving the production and utilisation of subsistence foods in the South Pacific. Last April it appointed M. Jacques Barrau for three years as technical officer to work on this project.

(Next Page)

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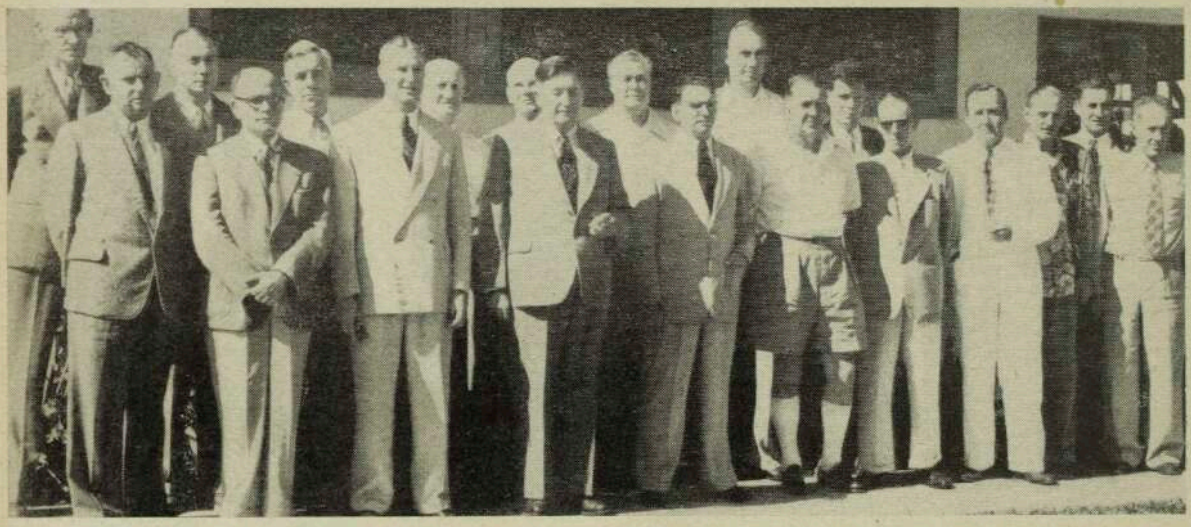
SPC Research Council Meets



The Fifth Meeting of the South Pacific Commission's expert advisory body, the Research Council, was held at Commission headquarters, Noumea, New Caledonia, from June 8 to 17, 1953. Shown are some of those who attended: (left to right).—Sir Brian Freeston, (Secretary-General), Mr. B. E. V. Parham, Mr. Homer L. Baker, Dr. A. Perk, Dr. A. H. J. Kroon, Dr. E. M. Ojala, Mr. W. C. Groves, Mr. H. E. Maude, Mr. D. R. A. Eden, Dr. Homer G. Barnett, Mr. J. E. Willoughby, Dr. Ch. J. Grader, Mr. H. H. Hickling, Mr. M. Legand, Dr. R. W. D. Maxwell, Mr. John Ryan (Deputy Secretary-General), Dr. J. T. Gunther, Col. P. Filippi, Dr. E. Massal.

M. Barrau, who was formerly Director of Agriculture in New Caledonia, will concentrate on subsistence crops, assemble information on existing methods of preserving and processing foods, taking into account the close relation between village agriculture and food production.

LEPROLOGIST RETURNS TO HEADQUARTERS

Dr. N. R. Sloan, United States leprologist appointed by the Commission last year to undertake leprosy investigations in the South Pacific, returned to headquarters on June 20, after surveying leprosy conditions in the Trust Territory of the Pacific Islands, American Samoa, Western Samoa and the Cook Islands.

Previously he had carried out a six months investigation of leprosy in Netherlands New Guinea.

PILOT COMMUNITY DEVELOPMENT PROJECT

The Commission's publishers are now printing a report on a pilot community development project carried out under Commission auspices on the island of Moturiki in the Fiji Group.

The report is by Mr. Howard Hayden then Director of Education in Fiji, who was chairman of the advisory group directing the project.

OTHER COMMISSION REPORTS IN BOOK FORM

Two volumes on social anthropology "Social Anthropology in Polynesia," by Dr. Felix M. Keesing, and "Social Anthropology in Melanesia," by Dr. A. P. Elkin, form the second and third expert reports prepared for the Commission and published in book form under its auspices by Oxford University Press. The first

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was "Vocational Training in the South Pacific," by R. A. Derrick, Director of Technical Training, Fiji.

Other reports scheduled for issue in the next six months include "A Linguistic Survey of the South-Western Pacific," by Dr. A. Capell, Reader in Oceanic Languages, University of Sydney, and "Community Development on Moturiki Island," by Howard Hayden, Director of Education, Fiji.

DEVELOPMENTS IN FIJI COMMUNICATIONS

From Our Own Correspondent

SUVA, July 10.

THE Fiji Department of Posts and Telegraphs annual report for 1952 gives some interesting details of developments in the Colony last year.

It shows that when the hurricane struck early in the year, 1,500 telegraph poles on Viti Levu were either snapped clean off their cast-iron mountings at ground-level or bent at grotesque angles. In the few hours blow, about 500 miles of copper wire were written off—hopelessly tangled, broken in small lengths, or blown away. Replacement costs are estimated at £50,000.

Since then the policy of laying underground cables whenever possible has been instituted, especially in Suva, and 37,000 yards of trenching, with cables carrying from 26 to 208 pairs of lines, was completed by the year's end.

Although equipment for the new Suva automatic telephone exchange came to hand, work is lagging on the building and it is not expected now that the job will be completed before the end of 1953.

Also scheduled for this year is a considerable extension to the Suva-Lautoka telephone service, with carrier equipment to provide six-speech channels over the land lines and a new very-high-frequency radio circuit across the island via Nadarivatu. (Since the report was issued a radio telephone connection has been established with Levuka—a service which has not been available since the telephone cable broke 15 years ago).

During 1952 radio stations were opened at 13 new points, 3 of them privately owned, bringing the total outstations to 58. No island of any importance in the Fiji Group is now without radio contact with Suva.

Eight more inter-island vessels were equipped with radio telephone, bringing the total to 18.

Improved radio telephone transmitters were established at Lautoka, Labasa, Savusavu and Taveuni. To serve all these outstations, improvements were made at the Suva receiving station at Vatuwaqa.

The radio telephone service, especially to the outer islands, is becoming very popular, it now being possible to pick up a telephone in Suva and speak direct to passengers aboard inter-island vessels or at many points that were formerly very isolated.

The report shows that Fijians have a natural aptitude as telegraphists and that before long all wireless operators will be Fijians.

Snowsill-Bolton Wedding

MISS SHIRLEY JEAN SNOWSILL, daughter of Mr. and Mrs. H. B. Snowsill of Rarawai, Fiji, wore a white embroidered-organdie frock when she married Mr. John Bolton, of the CSR Company, on May 16.

The wedding ceremony took place in the CSR Co.'s Hall at Rarawai and the reception at the home of the bride's parents.

Miss Susan Snowsill was bridesmaid and Mr. David Strong bestman.

The Pacific Islands Society

(Founded 1937).

Visitors from the Pacific Islands to Sydney, or persons interested in Islands affairs, are invited to communicate with the Honorary Secretary of the above Society which was formed to constitute a social and cultural centre for those interested in the Pacific Islands.

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

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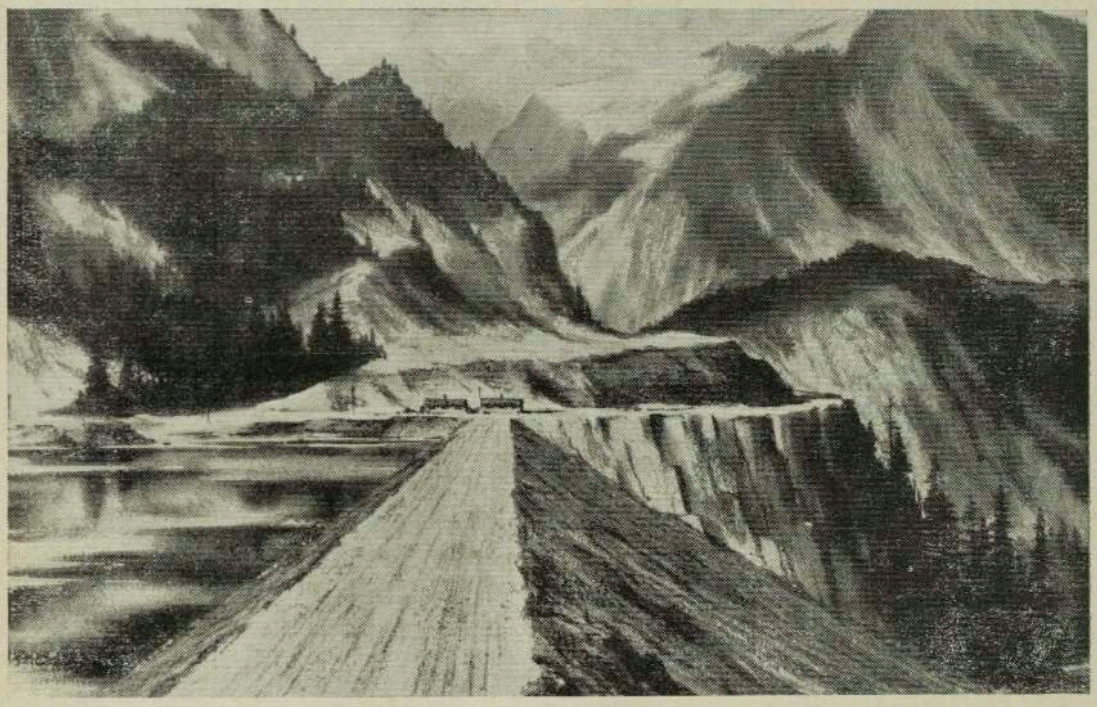
aluminium adventure



reversing a RIVER SYSTEM

Reversing the course of a river system was one of the first problems to be overcome by the Aluminum Company of Canada Ltd. in their new hydro-electric project now taking shape in British Columbia. This is being done by means of a huge dam across the Nechako River, which, by the skill and ingenuity of modern engineering, will convert the river system into a huge reservoir, with a surface area of 350 square miles. The water in this reservoir has only one escape route—through a ten-mile tunnel drilled through the coastal mountain range. At the farther end of this tunnel, half a mile lower than its intake, the water will become power. Here, in a cavern carved out of the mountain, will be the largest underground power station in the world. When fully developed, it will generate sufficient power for the smelting of nearly half a million tons of aluminium a year at the great new smelting plant of Kitimat. All this to attain one end—the large-scale production and distribution of aluminium and its alloys, from mine to market, by members of the Aluminium Limited Group of Companies.

As demand for aluminium increases, and its usefulness as a major raw material becomes more widely recognised, so must production be expanded. One of the leading organisations engaged in this task is the Aluminium Limited Group of Companies, whose resources encompass many widespread activities. These cover every aspect of the industry—the mining and shipping of raw materials, the generating of hydro-electric power, and the ultimate extraction and fabrication of the metal. To these must be added world-wide selling services and a programme of continuous research designed to improve production methods and to find new alloys.

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PROSPECTS FOR COCOA AND COFFEE GROWING IN SOME PACIFIC ISLANDS

A Summary Issued by the South Pacific Commission

A SERIES of reports on surveys made for the South Pacific Commission envisages the production of cocoa and coffee on a large scale in the South Pacific area.

Mr. D. H. Urquhart, former Director of Agriculture, Gold Coast, was engaged to assist in these investigations. In past years he had made a special study of cocoa and since his retirement three years ago has visited various tropical countries on behalf of Cadbury Brothers Ltd., to assess potential cocoa production and give advice and help to planters, interested companies and Governments.

The territories visited in the course of his SPC engagement last year included New Caledonia, New Hebrides, Western Samoa, Fiji and Netherlands New Guinea.

Mr. Urquhart says that it is impossible to forecast world prices of copra, but if they fall it will mean serious reduction in the incomes of many of the territories he visited. He believes that cocoa prices are likely to remain high, and that a possible loss of copra income could be offset if a policy of cocoa planting were embarked on now.

There is, of course, the chance that if Mr. Urquhart's suggestions for increased cocoa acreage are adopted by all the Territories, there is a possibility of a world glut of cocoa developing with a consequent drop in price.

His surveys cover territories where cocoa flourishes—as in Western Samoa—and range through others where little has been attempted, to the New Hebrides which presents a picture of neglect of a once flourishing industry. The reports are summarised below.

FIJI ISLANDS

COCOA trees were first planted in Fiji towards the end of last century, and despite long periods of neglect some of them survived. Mr. Urquhart noted that vegetative growth was good, some trees were in bearing or flowering, leading to the conclusion that they would have done well with normal attention.

The texture and depth of the soils in the wet zone of Fiji (Viti Levu) appeared suited for cocoa, and areas would also be found on the islands of Vanua Levu, Taveuni, Kandavu, Koro, Ngau and other smaller islands. The total area would be considerable.

As European (and Indian) interests are mainly concerned with coconuts, sugar-cane and pineapples, the main hope of building a cocoa industry lies with Fijian peasant farmers.

The native system of farming annual crops where the bush or forest is cut, burned out and farmed for four or five years and then left to grow to bush or forest again, lends itself to the easy establishment of a permanent crop such

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as cocoa. Instead of leaving the garden to return to forest, cocoa can be planted between food crops in the second or third year and some food crops, such as yams and cassava, would provide primary shade. Permanent shade could be established in the meantime.

NETHERLANDS NEW GUINEA

THERE is a small amount of cocoa already growing in Netherlands NG. The trees were derived from Java and bear beans of good shape and size. The rainfall is adequate for any tropical crop, but the difficult nature of the terrain and the widely scattered population are factors which make for difficulties in development.

As the climate everywhere in the lowlands, excluding Merauke, is suitable, cocoa can be grown where the soils are suitable, although considerable experimental work is required.

The most satisfactory way to plant cocoa here would be to clear the forest completely and grow the cocoa under temporary shade and later under permanent shade. As the local people are generally lacking in energy and industry, it may be impossible to induce them to undertake the necessary labour of clearing the forest completely. A compromise is a partial clearing of the forest, leaving some of the forest trees as shade. Local people might be encouraged to plant suitable trees gradually as permanent shade, and when these grow up the forest trees could be removed.

WESTERN SAMOA

EXPORTS of cocoa from Western Samoa began early this century and by the year 1910 had reached just short of 500 tons. The average export figure between 1911 and 1930 was under 1,000 tons per annum and between 1941 and 1950 it had risen to an average of 1,857 tons. In 1951 3,212 tons were exported, valued at £801,801. (For the same year 14,619 tons of copra were exported, value £781,172).

Climate and soil conditions are suited to growing cocoa, and pests and diseases are less prevalent than in most parts of the world where cocoa is grown on a large scale. NZ Reparations Estates control 1,600 acres of cocoa, and on both main islands (Upolu and Savai'i) there is much spare land capable of cultivation.

Western Samoa has far the largest and most important cocoa industry in the Pacific and it has maintained a steady increase over the last 50 years but there is considerable risk attached to the complacent attitude which appears to assume that the increase is likely to continue.

More detailed soil assessment is necessary, more research directed towards increasing the yield per acre, more study of disease-resistant trees, and consideration to the types of cocoa required by the world markets.

Cocoa might well become the country's main source of income if these steps were taken. Samoa has a more promising prospect for increasing output under these conditions than any other cocoa-growing country to-day.

NEW HEBRIDES

IN dismal contrast with the flourishing picture presented by Western Samoa, is that of the New Hebrides, where neglect of the plantations owing to labour difficulties has resulted in a startling decline in production.

In 1935 the production of cocoa was given as 2,770 tons, whereas in 1951 the export figure was only 400 tons. The decline is partially due to labour shortages—the cocoa and other industries flourished when indentured labour was available from Indo-China. Now that it is not, some plantations have been neglected and others abandoned.

If the New Hebrides is to avoid serious decline in income it must rebuild its plantation industries. The natives will not come to work on European plantations in sufficient numbers to enable the European plantation industry to expand.

This is Western Samoa's Lafi No. 7—a cocoa tree which won some fame last year when it was called a "wonder tree." With high yield it combines extreme disease resistance and considerable breeding has been done from it. Under the tree are Mr. W. P. F. Kelby, manager of Central Group, NZ Reparation Estates, and Mrs. D. A. Donald, wife of the Chief Agricultural Officer, BSIP.

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The report suggests that the only alternative is to take the plantation industry to the natives. Although the natives are primitive, says Mr. Urquhart, much of the palm oil and cocoa of Africa have been produced by natives just as primitive.

The estimates for 1952 made financial provision for a Department of Agriculture and much will depend on its adequacy and efficiency. The climate is suitable for cocoa and there are extensive areas of good soil on both Santo and Efate.

COFFEE IN NEW CALEDONIA

THE SPC has issued also a report by Mr. Urquhart on coffee growing in New Caledonia. In 1951 there were 14,570 acres under coffee cultivation in the area, where it grows well and is capable of giving high yields of high quality. Cyclones and floods are the outstanding features in the climate which are unfavourable to coffee.

The limitations to the extension of coffee planting are decided at the present time mainly by the availability and cost of labour and lack of access to more land suitable to the crop in favourable climatic conditions. The difficulty of finding regular labour has led some planters to adopt a system of employing tenants with their families to tend the plantations and harvest the coffee on the basis of one-third of the crop going to the farmer and two-thirds to the tenant.

The natives of New Caledonia number about 30,000 and, as they are natural agriculturalists, it is suggested that the future of coffee in New Caledonia rests with them. The report suggests that surveys of the soil should be made and an experimental station established to investigate coffee problems. Low-yielding trees should be replaced with trees giving a high yield and efforts made to improve quality. It is generally admitted that the skill applied to the preparation of the bulk of New Caledonian coffee to-day falls far below the standard which was applied in the early days when coffee from this island enjoyed such a high reputation in France.

COOK ISLANDS

A SMALL section of the report on cocoa growing in Western Samoa is devoted to the Cook Islands, where the climate is marginal for cocoa.

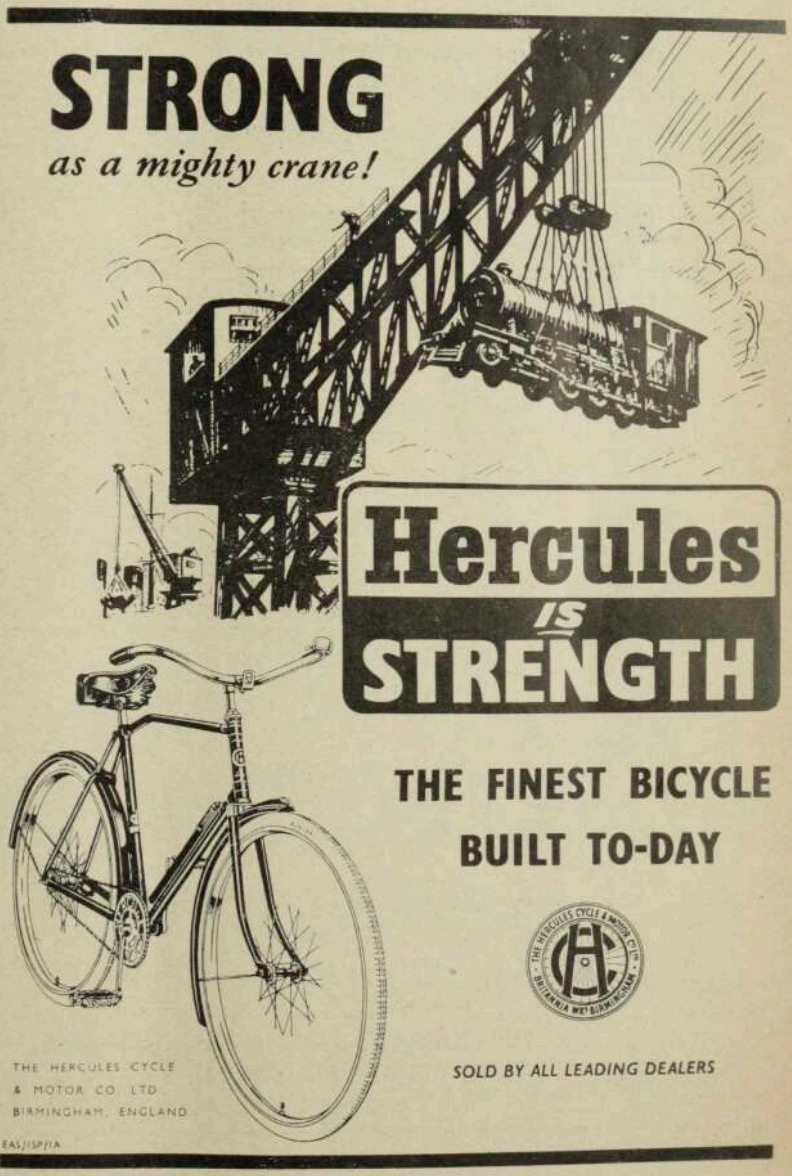
There are a few cocoa trees growing in Rarotonga and it is considered possible to grow cocoa in the valleys, provided that the trees are well sheltered. It should be possible to obtain rooted-cuttings of high-yielding trees from Samoa, when there is a supply available.

In past years, there was an export of coffee from the Cook Islands. A certain amount of this crop is found growing in a semi-wild state in all the Lower Group Islands. The Department of Agriculture has recently planted some Arabica coffee in its experimental station. Rarotonga is in approximately the same latitude as New Caledonia where coffee grows well. Given adequate shelter by trees or hills it should be possible to grow coffee profitably on the foothills and in the valleys of Rarotonga.

The foregoing are only brief summaries of what Mr. Urquhart has to say about cocoa (and some coffee) growing in the Territories mentioned. In his reports he covers each Territory thoroughly as to soils, climate, history of the crop, agricultural research, suitable varieties, etc. Each Territory is treated in a separate report and the reports are available from the South Pacific Commission, Noumea, New Caledonia, or from the South Pacific Commission, GPO Box 5254, Sydney, Australia, for 2/- Stg. per copy.

¶ Lady Maraia, wife of Ratu Sir Lala Sukuna, was among the 300 guests presented to the Queen Mother at a garden party given by the Women's Corona Club in the grounds of Lambeth Palace. Ratu Sir Lala Sukuna and Lady Maraia expect to leave London early in September. On their way back to Fiji they will visit the 1st Battalion, Fiji Infantry Regiment, in Malaya.

Less than 3 per cent. of the 148,000 Indians in Fiji were Christians, Mr. Sultan Ali, an Indian missionary from Fiji, said recently when speaking at Maughan Church, Franklin St., Adelaide. The work of evangelising this Indian community was the biggest task remaining for Christians in the South Pacific.



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In Praise of the Papuans

MEMBERS of the Royal Papuan and New Guinea Constabulary Coronation contingent made a favourable impression on those who came in contact with them during their visit to London. Dr. Stefan Wurm, Lecturer at the Vienna University and authority on native languages and anthropology, met the contingent for the purpose of linguistic studies.

He has now written to Mr. Hasluck, Minister for Territories, warmly praising the men. "I am convinced," he says, "that the P-NG Service can be rightly proud of their policy which has produced such outstanding men."

In his letter, Dr. Wurm points out that in the course of his studies of native languages he has met numerous natives with a certain European background, and that in the majority of cases he has found a number of unpleasant features. Natives having a superficial acquaintance with European civilisation despised their own native culture and looked down upon everything connected with their former tribal life, developed a remarkable laziness, laxity and lack of interest, and showed loss of individual personality.

Dr. Wurm could find none of these negative features in the RP-NG Constabulary contingent. He found them to be keenly interested in everything, active, well-disciplined without submissiveness and servility, and of natural and unconstrained behaviour, manners and politeness which would put to shame many a European.

MANGAIA'S ORANGE CROP

THE May pay-out for oranges from Mangaia, Cook Islands, was £9,000, the highest on record for any month in the season. The islanders had worked hard, often under unpleasant weather conditions, to ensure bumper shipments of fruit to the NZ markets.

Though this return sounds good, it should be remembered that it has to be divided among the island's adult population of 2,000.

However, trading stores did good business following the pay-out.—E.G.

Coastwatchers' Memorial

A permanent memorial, in the form of a navigation light, is to be erected somewhere in the P-NG area to Coastwatchers who lost their lives in the last war.

The organising committee hopes to collect £1,500 for this purpose, and recently substantial cheques have been received from business houses in NG and from individuals in Australia.

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IN DEFENCE OF BODS AND SMELLS

BODS have softly and suddenly vanished from Honiara, as though Judy Tudor were a boojum. Involuntary users of the word may be seen looking furtively backwards. Close behind them treads a reader of the June PIM.

It's a pity, really. The word in Honiara grew up, gradually, and as your correspondent now sees, unnoticed, from the usage of certain Administrative Officers, most of whom have transferred to other Colonies, and it became not so much a habit as a custom.

Its essence was the genuine and most sensitive courtesy of the English towards strangers and other people you aren't on familiar terms with. By inference, as J.T. has partly seen, it implied the oneness of humanity—His Excellency the High Commissioner, Heads of Departments, tourists, cookboys and the poor native labourer with the polio withered leg. There was neither Jew nor Greek, Government nor free, male nor female; but all Bods.

I don't know where we'll get a better word.

Honiara is more used to criticism than to the generous praise J.T. has given to those aspects of the settlement she saw and appreciated, but I should like to speak for Government staff.

The arrival of the High Commission intensified both the housing shortage and the shortage of junior staff. For a time every available resident applicant (or bod), together with staff already employed, was needed. All were given a trial and most proved very good value. Few earned anything like £15 a week.

I believe that in general no Government staff in the British Commonwealth has worked harder, and for longer hours of voluntary, unpaid overtime, than both senior and junior members of the Western Pacific High Commission, during the last six months.

Our total losses usually deport themselves, in due course, drifting back to Sydney hotel bars, where over the years, and beers, they have gained publicity by anathematising the incompetence of any Government which failed to appreciate their worth. In most small tropical communities, they come, and they

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go, and are forgotten, except for an occasional reminiscence.

One more word, mainly about Rabaul, which has so many greater attractions than indoor outhouses.

Tourists are ex officio preoccupied with plumbing, since travelling in small ships is hard on the works, and nature does not automatically lead people to the right place. I have been grateful to my nose for guidance more than once.

Rabaul may be primitive in patches, but it has charm and colour, and it is arguable that colour to the mind is the result of a variety of smells combined with visual impressions. Nostalgic memories of the gorgeous East are almost inseparable from stink. Memories of post-war Rabaul pleasantly combine frangipani, wet grass after rain, the salt sea smell of the harbour, an overtone of beer and sulphur fumes and dust, incense and mildew from Chinatown (with an occasional acrid undertone of drains) the fresh, clear coolness of morning at first light; the strong scent of wharves slippery with copra, and the aromatic warm smell of the lovely tree-lined Kokopo road by moonlight, where the fireflies flash their brilliant fairytale signals.

There is no colour in the sight or smell of a scrubbed orphanage, or of asepsis in a hospital theatre, though admittedly there is no glamour in a dirty saucepan.

Most of us coming back from leave have scrambled ashore from a dinghy somewhere on the way home, or landed on a tumbledown rickety wharf, where a few old coconuts and bits of driftwood and pumice are bobbing on the tide, and taken a deep breath of copra, and mildew, and something unidentifiable which is possibly not quite clean, and suddenly with an indescribable thankfulness known that we were back again in the islands.

This is not a song about Please don't burn our Outhouse Down, but a plea for the unabashed variety of tropical smells, by contrast with the

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grey disgusting combined odours of tens of scrubbed basement restaurants, hundreds of washed early morning delicatessens, thousands of hygienic dieseline bus exhausts, and half a million deodorised workers, all breathing our civilisation.

I like Rabaul.—KAY POOLE.

(Mr. D. S. Askew, writing from Wewak, TNG, says that "Bod" is a war-time word—e.g., "How many bods will be needed for a certain operation?")

The Natives and the 'Exploiters'

"THESE (South Pacific Islands) are the only remaining regions where colonial powers are carrying out their work of control with reasonable security.

"The people of these areas have learned nothing of unity to press their own claims, and have become pawns in the hands of nations. Tonga, alone, is an independent kingdom, controlling her own way of life.

"For years the South Pacific peoples have been sources of material profit for those who would exploit them.

"It took the war to bring them from the seclusion of their tropic isles to the front line of world interest.

"New and sweeping changes have come across the lives of these people by the contacts they made as hostilities swept around them. Now comes the swift impact of the world through our twentieth century life and thought. They know a great deal of the way in which the West is thinking and acting at the present time.

"They have now exploded the myth of the infallible white man, and they are coming to feel that they have the power to build their nations.

"As we have a White Australia Policy, so they are telling us 'We have a Brown Pacific Plan,' and 'Tonga for the Tongans' is a cry that is heard in not so isolated groups.

"There is a strong claim that they should share the fruits of their own labours and lands. They claim the right to some responsibility in the government of their land, and a greater-share in external responsibilities."

The foregoing is an extract from a report, in "South Coast Times" (NSW), June 18, of an address delivered in Corrimal by Rev. C. F. Gribble, General Secretary of Methodist Overseas Missions, Australia.

The 1953 Goulburn (NSW) Lilac Time Queen will win a two weeks' cruise to Fiji and other S. Pacific islands on the *Orcades*.

BEQA FIREWALKERS BOOKED FOR AUCKLAND

From Our Own Correspondent

SUVA, July 15.

THOSE Beqa firewalkers are booked for Auckland. (See PIM Tropicalities for July). Mr. A. W. Sands, who went to Fiji in June on behalf of the Auckland Public Relations Office, reported before departure from Suva that 18 men will be flown down to give three performances at the Auckland Industries Fair in January, 1954.

The Firewalkers' Union, it appears, normally demands a four-day cool-off period between walks, but after some hard dickering they finally settled for three days to allow the three performances to be given within the period of the Fair.

They also insisted that their own Beqa stones be used for the job—so a large consignment will go forward by ship in time for the event, which should prove a major drawcard in New Zealand, where the last fire-walking performance took place in 1907, at Christchurch.

¶ In Adelaide en route for the UK in the *Stratheden*, Josua Rabukawaqa, a local preacher of the Methodist Church in Fiji, recently addressed the Blackwood branch of the Methodist Women's Auxiliary to Oversea Missions.

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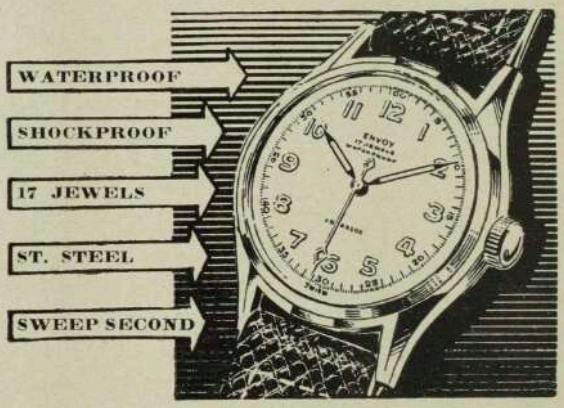

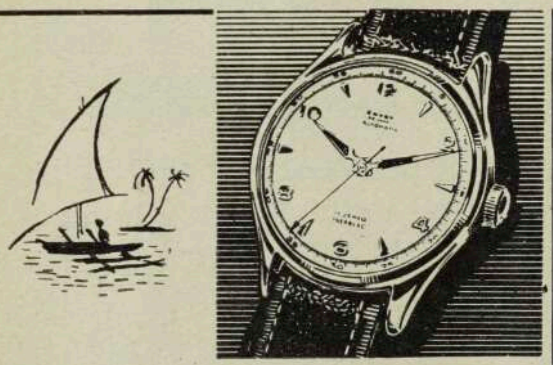

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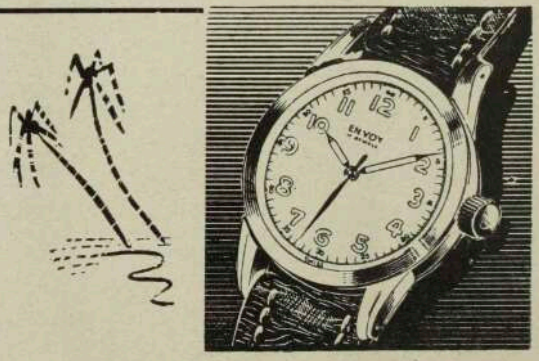

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MAGAZINE SECTION

Tropicalities

WITH MUSIC EXTRA

"AND what's the price of beer in Papeete now?" we inquired of a recent visitor.

"Well, at what time?" was the rather puzzling reply.

"You see," he continued, "it's 25 francs a bottle until the music starts—then it goes to 35 francs. And the music starts at 8 pm Saturday and Sunday—so advise them to get the serious drinking in before then!"

GOLF ON WHEELS

TWO ex-Fiji residents, Mr. E. L. Baker (formerly a Senior District Commissioner) and Mr. H. C. Monckton (formerly Secretary of Fijian Affairs) have mechanised their golf at Manly, NSW, and so have made the newspaper headlines.

With a third friend (a retired NSW Deputy Commissioner of Taxation) who has a mechanical caddy (a golf bag with a pneumatic wheel) they all admit to over 70 years, and have been playing golf together for many years.

The Baker and Monckton bicycles are fitted with a steel carrying rack at the front for the golf bag and swinging arms at the side which prop the bikes up when their owners are playing. Between shots the bicycling golfers mount their bikes and their friend trundles his caddy. (The Manly course on which they play is very flat).

GRANNY HERALD—BEST SMOKE PAPER

THERE'S a big trade in old newspapers from Sydney and Auckland. Maybe the shippers think they are being used to wrap parcels there. Perhaps some are; but on Fiji's outer islands a *Sydney Morning Herald* is worth a penny per sheet to-day to the Fijian smokers of twist tobacco.

Other papers have varying values on the smokers' market. The yellowish, rather fragile type is only used as a last resort; and the expensive, glossy finishes don't get a look in. That's what a Buca Bay trader reported in Suva in July on one of his rare visits to town. (The SMH has always been top-favourite as smoke-paper among New Guinea natives).

WANTED—WHALES' TEETH

WITH a Royal visit in the offing, *tabua*, the ceremonial whales' teeth which Fijians use for presentation on important occasions, are likely to be in short supply.

A Sydney paper reported recently that Fiji was in the market for anything up to 500 of them and that an official was looking through New Zealand museums with a view to easing the current shortage.

Since that paragraph appeared, however, Fiji possibly now wants only 460 *tabua*—as a sort of wish-fulfilment on a grand scale, a 57-ft sperm whale, from which the teeth come, was stranded on Wakaya Island a few weeks ago and Fijians working there were able to extract 40 teeth from it!

Tabua are now more or less prohibited exports from Fiji but it was not always so and a campaign in Australia and New Zealand would likely unearth many of these large teeth—probably from people who have small idea what they represent or even what they are.

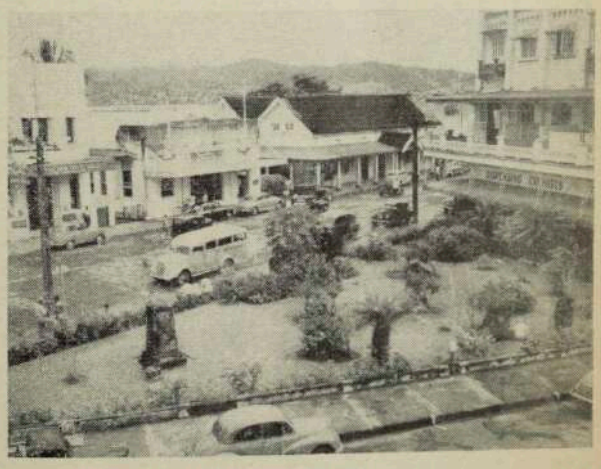
A year or so ago the writer of this paragraph saw two healthy-looking specimens in the surgery of a Sydney dentist. Apart from the fact that he may have thought they were good ornaments for the workshop of one of his craft, this dentist had no affiliations with Fiji. He said that they had been given to him by a missionary who had lived in Fiji long years ago.

UNREHEARSED

SIGHTSEERS in Lautoka, western Fiji, had an unrehearsed thrill on Coronation Night. An athletic Fijian, bursting with goodwill, climbed 85 feet, to the top of the framework which supported the set-pieces for the fireworks. When the display commenced the Fijian, to the horror of the spectators, began to sing and dance, amid the sparks and the rockets. His favourite song apparently was "God Save the Queen". After the distressed organisers had howled themselves hoarse, ordering him away, he climbed quietly back to the street. The law had its talons out—but no one had the heart to arrest him.

(Over)

With or Without Coconuts . . .



This green oasis in the centre of Suva's business centre is called the Triangle—its coconut trees gave a graceful touch—and a tropical touch that tourists liked. But alas, the coconuts are no more—felled because they were said to be a "menace to public safety" (though they survived the January '52 hurricane) and the Triangle is now as shown on right.
—Photos, Fiji Public Relations Office.

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VIENNESE MOTU

A PORT MORESBY resident tells us that Dr. Stefan Wurm, a lecturer at the Vienna University, who was in London at Coronation time, astounded the native members of the P-NG Royal Constabulary Contingent by talking fluent and pure Motu and excellent Pidgin, although he had never visited Papua and New Guinea.

In talking with them he further disclosed his close academic knowledge of the Territory by naming the local district of each member as he gave his home district.

The natives were so impressed by his fluency that both Motu and New Guinea members asked how he could know their language so well when he had never been in their country.

It is believed that in the early post-war years, Dr. Wurm applied for a position with the Administration as a native language expert, but the salary offered was too low.

MENACE TO NAVIGATION

A SUVA POINT resident tells an amusing tale of a little Fijian odd-job boy and the RNZAF. Like boys everywhere, this one loved flying kites. But some of the Suva kites are works of art, feather-light, beautifully finished, and the pride and joy of their owners. Some time ago, shortly after the boy had finished his morning chores, the RNZAF Lauthala Bay fire-tender was heard roaring down the road. The lady of the house was surprised when it came to a screaming standstill at the front gate and an aggressive looking sergeant jumped off and sprang to the door.

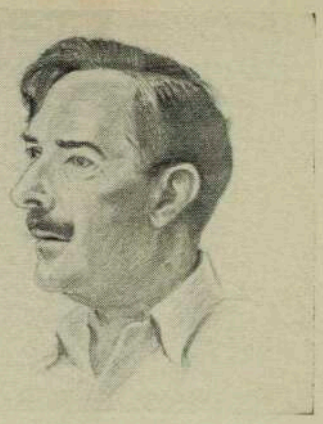
"Madam!" he barked, "is that your kite?"

Amused at the sergeant's aggressive manner, the lady had a mind to say that she was beyond the kite stage, but it was evident that this was no time for flippancy. She admitted that it might belong to the house boy.

"Then it must come down instantly, madam. That Catalina up there is endangered by the thing. The control officer insists that it be immediately grounded." So there was a general movement to the back yard where the offending obstruction was secured to the branch of a tree. It was certainly flying at a great height.

The sergeant leaped to the cord, then a look of dumbfounded amazement came over his face. He had obviously expected at least string, possibly even some very heavy wire. But all that was holding this little work of art was ordinary machine cotton. For a moment he hesitated. No, orders were to ground the thing. There would be watchers at the control tower, so down it came, hand over fist, the delicate cotton a hopeless tangle on the ground—and the kite itself, when finally landed, no larger than two hands, and as harmless as a moth.

Duty done, the sergeant roared off in his juggernaut—looking slightly red and just a little guilty—and the Catalina made a final circuit and came in. The little boy, sighting the descent of his kite from afar, and hurrying to the scene, was obviously very, very puzzled—and annoyed. The action cost six new reels of cotton.—J.P.S.



A Brett Hilder drawing of James Murray Joyes of Iwi and Kekere plantations, Bougainville. Mr. Joyes has been in New Guinea since 1921, when he arrived at Rabaul to work under the late C. I. H. Campbell at the Commonwealth Bank. In 1927 he bought Iwi plantation from the Ex-Pro. Board, and later took over Kekere as well.

In 1937 Jimmie Joyes married Irmgard, elder daughter of Dr. Kroening, of Bougainville, who had been Doctor and District Officer there for the German Government until 1914.

During the Second War Jimmie joined the Australian Army, and was loaned to the US forces on Bougainville, with the rank of Captain, piloting ground patrols through the country he knew so well, and he was responsible also for native intelligence. After the war he passed through ANGAU on his way back to plantation life, and in 1950, to overcome the inefficiency of local shipping, he joined a syndicate of local planters in the Bougainville Company Ltd. An English coastal firm supplied the m.v. "Pollurian", which has developed an excellent service between Rabaul and Bougainville, and most of the management has lately been in the capable hands of the subject for this month's drawing.

PIM CROSSQUIZ NO. 42

(Solution on page 81)

ACROSS

1.—What pseudonym was used by the spy who stole British military secrets from the Ambassador's safe in Ankara during World War II?

4.—Which Queen was killed in a motor car accident?

7.—Who devoted his life to caring for lepers on the island of Molokai?

9.—What is the term for American soldiers of Japanese parentage?

10.—What gas is associated with petroleum?

13.—What is the term in knitwear when the jumper and cardigan match?

14.—What was the earlier name of the Duchess of Windsor?

19.—What does the sign "ampersand" stand for?

20.—Where is Australia's only burning mountain?

21.—What violet-blue dye is obtained from the stalks of a plant?

23.—Which range of mountains separates Spain from France?

24.—What are burned on the 5th November?

DOWN

1.—What foreign quarter of San Francisco is one of the tourist attractions of the city?

2.—In which range of mountains did Rip Van Winkle go to sleep?

3.—What is the term for half the diameter of a circle?

5.—What are the colours of light called when separated by a prism?

6.—Where is the Taj Mahal?

8.—Which insect is noted for its attitude of supplication?

11.—Who composed "The Barber of Seville"?

12.—What popular American singer entertained troops in the South-West Pacific and visited Australia during World War II?

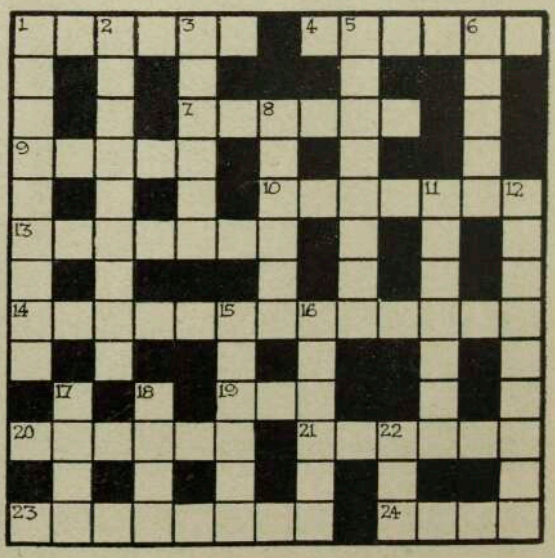
15.—On which river do Stephen Foster's "old folks" live?

16.—East and West of which islands are on opposite sides of the globe?

17.—Which flower did Christ tell his disciples to consider?

18.—What is the name of an "S"-like mould?

22.—What is a harrier?



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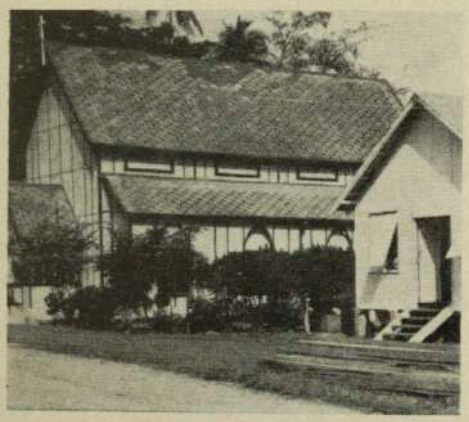
SAMARAI BY THE SEA

SAMARAI, a tiny story-book island off the extreme eastern point of Papua, has recovered from most of its war wounds (it was effectively scorch-earthed) although virtually all of its old landmarks are gone—the pubs, for example. Newer and bigger buildings have been constructed or are in the course of being so; the gardens are flowering again and the sea, sometimes blue, often misty grey, is there within a hop and a step of anyone's back door.

The same road, with leaning coconuts, encircles the island—and you can still walk right round in 20 minutes. But now you are apt to meet a truck coming round one of the bends—there are three (trucks) on the island.

In comparison with many of the other P-NG natives, those around Samarai seem happy, polite, willing and, as house-boys, the best in the S-W Pacific. Of happy memory are my hosts' house-boys, particularly the one in the spotless white lava-lava with his name lavishly embroidered in lazy-daisy stitch: JIM ROSSEL BOY. He said his



girl-friend executed this piece of finery. Spotless white lava-lavas, with or without lazy-daisies, are mighty rare in P-NG these days—possibly as a direct reflection on the price of cloth (about 5/- per yard as against the pre-war 4d or 6d).

The photographs show, top: Some of the elaborately shell-decorated sailing canoes of the local natives.

Centre, left: The old church on the waterfront—almost the only building to survive the war. Right: part of the new wharf showing the new store of Buntings, Ltd., on the left. The interior of the store is very modern and attractive and most of the work was done by Papuan carpenters and workmen.

Lower left: Native sailing boats tied up along the sea wall. The boat in the foreground was built entirely by its native owner who lives across the water at Kwato Mission. Right—the coastal road. —JT.

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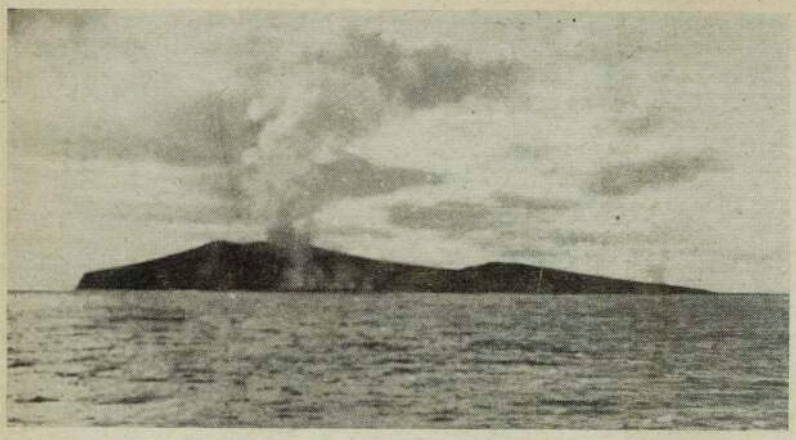

A photograph taken of Falcon in 1928.

Tongan Jack-in-the-Box

By J. D. WHITCOMBE

FALCON ISLAND, reported some months ago as "currently missing," flickers in and out of the sea, and PIM pages.

This is an account of its early life.

Falcon is a marine volcano. When it is in eruption, and shortly afterwards, it consists of volcanic ash and cinders. The sea then sets to work to wash it away, and succeeds, until the next eruption.

THE curious Tongan jack-in-the-box island, known as Falcon Island, which lies to the westward of Haapai, between the two ports of Nukualofa and Lifuka, was most likely first seen by the Spanish discoverer, Maurelle, who reported a bank in this area in 1781. There is also little doubt that it was also seen by the Frenchman La Perouse.

Its first authenticated appearance was in 1865, when it was seen as a reef by HMS *Falcon;* some time later the warship *Sappho* reporting that smoke was seen issuing from it. In 1885, it appeared as an island, and was surveyed by the British surveying ship *Egeria,* in 1889. It was then found to be 1.3 miles long, north to south, and one mile wide, shaped like a wedge, the highest point being 153 ft above sea level at the southern end. It was formed of loose volcanic ashes and cinders which were constantly slipping down into the sea so that the size of the island was as constantly being reduced.

By April, 1894, Falcon Island had to all intents and purposes disappeared but renewed volcanic activity in December of the same year caused it to re-appear. It was then 50 ft high, 3 miles long and 1½ miles wide. Four years later the island had disappeared again and its place was occupied by a shoal about 100 yards in extent. By April, 1900, the "shoal" was about 9 ft above water, but it had disappeared again by 1913.

When HMS *Veronica* examined the site of Falcon Island in 1921, a continuous break in the sea was observed at the south-west corner of the area, caused by a rock about 15 yards in diameter. By 1927, the island had re-appeared, HMS *Laburnum* reporting that it extended 1,730 yards in a north-south direction and 1,430 yards in an east-west direction. Steam was seen issuing from the island.

On March 17, 1928, Captain Gunderson of the Panamian motor ship *Beulah* passed that way and reported as follows: " I saw the island about 2 miles long, one mile wide, and 600 ft high, by angle bearing, my vessel being three miles off. At the time, the island was in heavy eruption, but as the wind was from the east, the hill was building up west of the volcano. The volcano had encircled itself with a high bank on the eastern side so that no steam or water was coming up. We passed around the island and saw it was bordered by a cliff about 60 to 80 ft high. There was some coarse material, but the bulk seemed to be of the nature of dust. There did not seem to be any shoal water from the island as the sea broke close-to."

Two years later, Falcon Island was reported to be about 1.2 miles long and 475 ft high.

Falcon Island was first annexed for the Government of Tonga in 1892 by Sateki, the then Premier of Tonga. Sateki and my late father, C. D. Whitcombe (then Minister of Foreign Affairs for the Tongan Government), took with them the Minister of Police, and a number of prisoners, who were to help plant some 2,000 sprouting coconuts after the Tongan flag had been broken out on the staff.

These coconuts flourished and were doing well until 1894, when Captain William Ross, of the schooner *Ysabel* arrived at Nukualofa and reported that the island had once again disappeared.

The captain of the SS *Upolu* arrived at Nukualofa the next morning and reported seeing some hundreds of young growing coconut palms floating in the sea in the vicinity of Falcon Island.

I remember when it appeared again in October, 1927, when clouds of smoke and steam rising thousands of feet, could be seen distinctly from Nukualofa 45 miles away. In May, 1928, the island was visited by a party of scientists and also by the Premier of Tonga, the late Prince Tungi, who annexed the island for the second time for the Government of Tonga.

ANOTHER jack-in-the-box island appeared off Tonga about 1909, and thereby hangs an amusing tale.

After a number of earth tremors, reports arrived from Hihifo that a new island had appeared some ten miles off the coast, and the then Premier, the Hon. J. Tubon Mateialona, and the Auditor General, Mr. Thomas V. Roberts, decided to go at once and annex the new island for the Government. Instructions were accordingly given to prepare the Government launch for the trip, plenty of provisions and liquid refreshment being shipped as well as the flag of Tonga.

However, the Premier's launch was not to be alone. The manager of the German firm (D.H. & P.G.) also thought that it would be an excellent idea to annex this new island for his Imperial Government, so his launch was provisioned and started on the journey in the wake of the other launch. It promised to be a great race and nearly all Nukualofa gathered on the waterfront to watch events.

When the boats were about half way on their journey there was a severe submarine disturbance and the new island sank beneath the Pacific Ocean. On seeing this both launches headed for the lovely island of Fa Fa, where they turned their great adventure into a glorious island picnic, arriving back at Nukualofa in the early evening after a wonderful outing..

New Zealand House, a treatment clinic donated by the Lepers' Trust Board of New Zealand, will be opened at the Ducos leprosarium near Noumea in August. His Excellency Governor M. Angemarre will perform the opening ceremony. The building will bear a plaque commemorating the 200 New Zealanders who died in New Caledonia during the war and who are buried at Bourail cemetery.

Additions to the Bookshelf

IF for no other reason than it holds the largest concentration of Europeans in the Oceanic area, Australia is important to Island residents. Sooner or later the majority spent some time in the Commonwealth and whether they like what they find there, or not, the tendency is, more and more, for Australia to intrude into things Pacific.

There is much that the Islands dweller can learn with profit about Australia and in recent years, no dearth of books from which to learn it. Most of these books —when their authors keep away from the fiction medium—are excellent, and excellently produced.

The first two books reviewed herewith can almost be regarded as companion pieces: another, is concerned with Australia's largest post-war human experiment —migration; and the fourth comes within the realms of culture—something which overseas highbrows say Australians have not got much of!

THE FACE OF AUSTRALIA (by Charles Francis Laseron, FRZS). Many people coming to Australia for the first time from countries softer, more superficially spectacular in the scenic sense, are repelled by the local country-side. The red soil, the monotonous green of the eucalypt, barren hills, bare plains. Small use to tell these folk that the country "grows on you" (as it surely does), but they might be helped to understand it better by reading Laseron's book, for, if nothing else, they could become interested in antiquity in place of mere prettiness.

If you have the imagination this book will completely fascinate you. Forget about the Australia you know to-day—its cities, its political merry-go-round, its man-made problems of what man has done and not done—think only of a vast land, some of which came into existence 1,500 million years ago and has remained unchanged for the last 700 million years. A land in which the forces of erosion have played an important part, yet in one area—the Barkly Tableland west of Cloncurry—where the land, 600 million years old, has never been high enough to permit erosion on any great scale and the shales and limestones that lie beneath their protecting layer of soil, remain undisturbed just as they were deposited in the sea that divided Australia into two parts in the Cambrian era.

Laseron tells us about Yilgania, a "land of such antiquity that figures alone are beyond the conceivable," the remnants of which now form part of Western Australia, and the eastern bastion of which was probably the Musgrave Ranges in Central Australia. He tells us also of the effect of the various ice-ages on the topography of Tasmania (the warm era through which we are now passing may be just another brief—10,000 years or so—interlude in the last ice age!); something about the glaciers and volcanoes and great earth disturbances that went into the making of the more spectacular scenery of the south-east and east of Australia; what caused the Australian coast and the Barrier Reef to be as they are; the origin of that region of strange beauty, the Alice, and Australia's Centre; how Australia's typical bush and stranger flora came to the country, adapted itself and lived on.

This and much more you will find in "Face of Australia"—a book about a LAND and refreshingly not concerned at all about that upstart, man. If you are contemplating a touring holiday in Australia soon, read it before you start out; better still, take it with you on your trip. (Published by Angus and Robertson, Australian price, 21/-).

★

WITH THE SUN ON MY BACK, by J. K. Ewers. This is quite a different kettle of fish. It goes over much of the same country as does "Face of Australia," but this time it is the story of man, particularly man as he is in the 1950's and what he has done and not done with the land that was formed, maybe, 1,500 million years ago.

This is one of the best books in years about the Australian outback—those little-populated regions of the Centre and the Territory and the North-West of West Australia—and its problems of black and white, of isolation, of climate, of the dilatoriness of men and Governments and the dead hand of remote Canberra control. Ewers, like many modern Australian writers, is inclined to over-sentimentalise the Australian aborigine. It is obvious that all black men cannot now be good, any more than the opinion of 50 years ago, that they were all bad, could be correct. Moreover, he says himself, where black and white become as two opposing forces, black always wins; there appears to be something about the Australian aborigine that reduces the European who has to deal with him to a state of baffled frustration. Colour, however, is one with the overall problems of the region.

Of Derby he writes: "When Japanese fighter-planes machine-gunned Dutch seaplanes in Roebuck Bay, white residents took to the bush. Figuratively they are still there . . . Here are mixtures of all colours from full-blooded aborigine to blendings of Malay, Koepang, Indonesian, Chinese, Japanese, black, white in every known combination. The visitor feels the vitality of these people. In the residential area the whites pursue a round of social functions—influenced to a certain extent by the fact that more than half of them are Government officials removed from the hazards which the majority of whites shared in the past . . . Meanwhile the coloured people form a rising tide of arrogance and self-assertion . . . Obedience is no longer one of their qualities. Like hermit-crabs they have taken over and forage for some sort of living in the ruins of the past. They are alert, watchful, waiting—and breeding! In the shanty town along the foreshore, the coloured people are rich in their fecundity. 'Someday we will come back,' said Samsudin ben Kalib" (an Indonesian under threat of deportation).

Meanwhile the pearl-shell which has been worked only in a small way since the war scattered the pearling luggers matures on the seafloor and it seems no-one's business to do much about it.

Ewers writes with insight of this vast area of Centre and North which has provided platitudes for a century of politicians. Of problems that are not without solution but which will probably remain unsolved until outside pressures compel Australians to do something about it. The question is—will it then be too late?

Tourists have found the Territory now, of course, but the country and the people Ewers describes are still unknown to the great majority of Australians who could not care less about what lies beyond their cities or the narrow coastal belt and to whom the problems of the wide open North are much more remote than the mystery of peace in Korea or the private lives of our Royal Family in London.

It cannot, of course, be said that those who have peopled the North and the Centre have acquired merit simply by the fact of their being there. Most are there because they wish to be; many have taken what they wanted from the country and put nothing back. But they are a different breed of men, and women, and although so far removed by geography and climate and conditions from the dwellers in the Pacific Islands —not entirely without some of the same kind of problems.

It is an interesting book, well written and with humour . . .

"At the Governor Broome Hotel we slept three in a room . . . my companions maintained such a chorus of snoring I lay awake until long after midnight. One snored in high treble, the other in a deep, resonant bass such as I have never heard before. The owner of this remarkable nasal trombone was a Scotch rubber planter from Malaya. As we were nearing Port Hedland next morning in the plane he touched me on the back.

" 'Excuse me,' he said, 'but would you mind telling me if I snored last night.'

" 'I'm afraid you did,' I said.

" 'Was I very bad?'

" 'Well,' I said, 'I've never heard anything quite like it before. It was magnificent!'

" 'Oh,' he said, crestfallen. 'I'm terribly sorry to hear that. You see, I've always snored noisily and I've had an operation to cure it. I havn't seen my wife for 10 years and she's waiting for me in Perth. I hope she doesn't find it as bad as you thought it was.'

"What could I say? I have often wondered how his wife reacted to the result of the operation."

(Published by Angus and Robertson: Australian price, 21/-.)

(Continued on Page 79)

DANGER UNLIMITED !

By Judy Tudor

Foden outside Mumeng Hotel.

ONE day towards the end of April I arrived back at Lae with the design of a Foden diesel truck firmly imprinted on my back and a slightly stiff neck from the concertina action of bouncing in and out of river beds on the Wau-Labu Road.

The driver of the truck was a taciturn Scot with the unusual name of Jock who was full of dire forebodings about the whole trip. It had rained heavily for some weeks and the evening before all the creeks had been in flood. "Likely as not," he said with deep gloom, "we'll not get there till tomorrow." It was then about 8 a.m. and he left no possible doubt that the prospect of spending the night in the bush, alone with me and the mosquitoes, had no appeal whatever.

I had been wished on Jock by the management of BGD whose amazing hospitality I had enjoyed the previous day when I had been shown the new Bulolo that had risen from its war-time ashes, and the new plywood factory then in the course of construction. It was Jock's job to cart some of the 17 tons of cement they were using each day to make the three acres of floor.

We left about 9. The last trip I had made down the road was also under the auspices of BGD—that was in 1946 in a jeep with Messrs. Fred Rose and Bob Gay. That was a social occasion; this was strictly business. Anyhow, I defy anyone to make particularly animated conversation in a diesel truck that has to be literally fought round all the bends of that road.

Until we reached Mumeng no word was spoken. Sad, in a way, as I will probably now never know who owns the many acres of peanuts (I think) on the flat land where the river (Snake?) seems suddenly to flow the wrong way.

We wound up the hill to the Mumeng Hotel. We drew up and Jock excused himself and departed. A little later a small man in khaki pants sawn off just below the knee came out on a sort of back verandah and yelled out to come and have a "kola or something." The Mumeng Hotel was temporarily defunct, and in fact, apart from selling a few drinks to wayside travellers, one wonders what purpose it could ever serve as a hotel.

I was shown around with a sort of proprietorial pride (although I never did discover whether the lad in the sawn-off pants was the owner); the lounge, dining-room, bedrooms, kitchen—each a grim, gaunt apartment shrieking of the ghosts of departed travellers; empty and forlorn. It had the air of a derelict pub in a Western movie ghost town. Only the creaking doors, the dust storms and the tumbleweeds were missing.

But out in front of the pub, spread out in the sun, were hundreds of sealed tins of cigarettes, small, cupboard locks and trade goods generally. Our host and his jeep had got caught in a creek (crick or drift?) the previous evening when a flood came down. This filled Jock with renewed pessimism. The worst of the road, he said, was between the hotel and Zenag which we could see away up there on top.

Before we left, Host led me round to a side verandah and from it pointed down the valley to a pocket-handkerchief sized piece of rough, overgrown grass that ran steeply uphill. This, he said bitterly, was the Mumeng airstrip, now, like the hotel, abandoned.

"All for the want of £30 per year," he said. "The Administration won't pay that paltry amount for its maintenance. Put that in your paper!"

I promised that I would, while privately considering that—for once in a while—I couldn't agree more with the Administration, or who ever was responsible. Locked in there among the mountains and hills it looked about the most unpropitious place for an aerodrome that I had seen for a long time.

BACK into the truck; down to the Mumeng which you cross six times in the next quarter mile and where I saw at last in concrete form, all the reasons for Jock's dire predictions. The Mumeng is a canyon of madly shifting gravel; a many-mouthed funnel down which a sudden storm in the mountains above could send an avalanche of water. Presumably something is to be done about this crossing before the Bulolo factory begins freighting out its plywood early next year.

One wheel at a time, the Foden waddled into the crossings, churned and rocked and kept afloat somehow by Jock, waddled out the other side. Six times, then back onto the road, a good road now, straight up the mountain to Zenag at about four thousand feet and down the other side, looping and twisting through heavy timber and occasionally a village.

About noon we stopped by the wayside to eat our sandwiches, and Jock told me sorrowfully about the 16-hours' day the transport drivers worked and the huge money they made as a consequence. He seemed glad about neither the one nor the other. In an effort to be cheerful, I suggested that, as far as this particular journey was concerned, the worst was behind us. But not a bit of it. "The most dangerous part is the last five miles," he said. This surprised me and I said so.

"Yes, that's where I want to fall asleep. Just can't keep awake. Not only me, all the drivers feel it. Some of them have ploughed their trucks into the bank." He thought it was some miasma—although he didn't call it that—that came out of the swamps.

Happy thought. We set off again, round the bends at high speed, looping and curling around the mountains and hills and, sure enough, when we reached comparatively flat going in and out of banks of tall kunai with an occasional glimpse of the Markham

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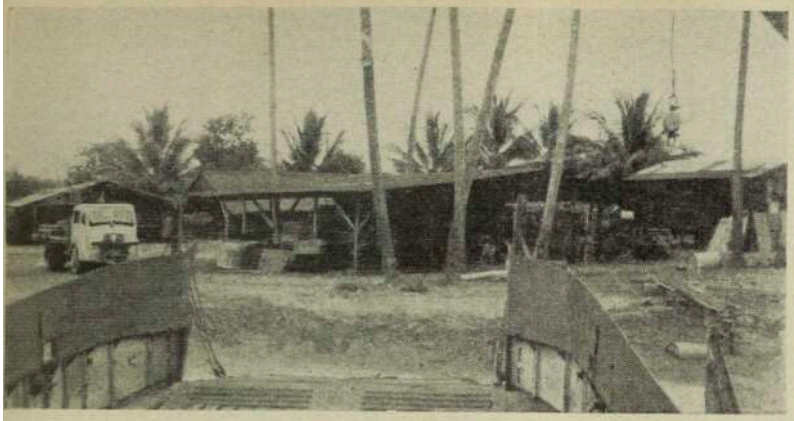

River, Jock's eyelids drooped and he went at snail's pace alternately with sharp bursts of speed. But nary a bank did we plough and in the nature of such things eventually pulled up at Labu. 'Now," said Jock, "it remains to be seen if the sea is rough. I certainly don't like crossing in those old barges when the sea is rough."

The sea was not rough at the Markham mouth but we had to wait 2¼ hours at Labu for the barge in order to find this out.

We pulled into the depot about 7½ hours after starting out—all in one piece, sound in wind and limb.

All the potential hazards were there, Jock—let's hope your next passenger is an easy scarer!

Labu and the Foden from the back of the barge.

More About Tahiti's Nature Man

By *Stephen Haweis*

IT is easy to guffaw at the nudist, and jeer at E. W. Darling, but the "PI Monthly" for February, 1953, at least published his photograph—a very handsome and distinguished face it is.

Mr. Oscar Nordman does not tell a tithe of the Nature Man's story, which I heard when I visited Darling in Tahiti in 1912.

How did he become a "crank?" Apparently by the same route which creates many other nature enthusists—ill health. At Stanford University he contracted tuberculosis, and was told that he had not long to live. Well, that is discouraging to any young man who has no means to buy himself an expensive cure, and give himself the best chance.

"If I'm going to die, I'll die the way I want to, at least," he said. It seemed worth taking a chance on a totally different way of life. He took his clothes off and went to live in the Arizona desert. He ate whatever he could afford and was easy to prepare: I do not think he was a strict vegetarian. The doctors shook their heads; they said he would merely hasten his end, but somehow it did not!

He threw off the infection and became healthier than he had ever been before, and in his delight and surprize he became slightly bewildered. Perhaps he had stumbled on a truth—that all the petting and care of consumptives was wrong? He had risen from the near-dead, and he wanted to tell the world. But it laughed at him.

Having lived for a year or more without conventional clothing, and taken great pleasure in simple nudity, he began to believe that perhaps God and the Indians were not so far wrong as respectable people thought; but it was a lonely life. He was cold-shouldered everywhere. No place in the United States would tolerate his way of life. He tried several, but the respectable always hurried him along; he was despised by people with colds in their noses.

There must be some place, he thought, where a man could live without pills. Eventually he took ship and went to Tahiti.

There he bought a few acres with the last of his slender resources, and built himself a shack. "U.R. Free 2 D-nude rite Now," he wrote up for visitors to read, and other similar information. He did not have many visitors, but he worked hard at growing his food, and he kept rabbits. He told me that he allowed the bucks to run free, because they would always come home to their does.

Most of the time he wore shorts because they made his work in the bush easier, but the simple life is not an easy one anywhere, and the trouble with a cult is that it may always turn around and bite you: He often hurried back to his hut when he saw visitors approaching —to take *off* his trousers! Then life had become too hard, his money ran out, and in 1912 he put on clothes and got a job in the Customs House in Papeete. He loved to go naked, but could not afford it.

Later I heard that he was gone. When I arrived in San Francisco and saw my first American New Year's Day celebration, with elderly gentlemen in paper hats, blowing whistles and shaking rattles, the Nature Man's life did not look so ridiculous or childish, and then suddenly I saw Mr. Darling again.

He passed me so quickly in the passages of the San Francisco Examiner Building that I did not speak to him, he did not see me. He was striding along wearing nothing but shorts and carrying a sack upon his back containing, presumably, his food and all his worldly possessions. The glow of perfect health was still upon him. He was the only man in San Francisco who was not cold on that bleak, damp January morning in 1913.

I do not think that he went to the United States to find a wife, but rather a job and an audience. He still felt that he was an apostle bearing good tidings which he felt would save doctor's bills, if not the world. He, the tuberculosis patient, was the living proof of the doctrine he preached, but nobody would listen. He was twenty years ahead of the nudist-camp craze.

Linger Longer, O Queen

This jingle appeared in a London paper after Queen Salote of Tonga had driven through the rain in the Coronation procession and told a reporter she liked English weather.

LINGER longer, Queen of Tonga,
Linger longer wiv us.
Longer while the English summer
Gives us all the shivvas,
While the summer east winds blow
And shake our English livvas.

Queen of Tonga, linger longer,
While the blizzards blow.
Wait to see the hail at Henley,
Ascot in the snow.
See our flooded cricket fields
Awash before you go.

Linger longer, Queen of Tonga,
Till the summer's through.
Watch ye Englyshe Maypole dancers
Dance with noses blue.
(Dancing round with naked toe
In ye slush and in ye snow
Round ye merrie merrie-oh).
Linger longer, Queen of Tonga,
Linger longer, do.

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WHAT TO EAT TO KEEP FIT IN THE TROPICS

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

Very often we are told that it is difficult to keep really fit in the tropics; that boils, skin rashes, sores and fatigue are unavoidable.

All this is untrue. The food we eat and drink is largely responsible for our general health. So it is very important that we should know how to plan and prepare nutritious meals.

Meal planning in the tropics requires special thought and consideration. In the first place, there are the unfamiliar new foods and new recipes to be learnt; there are the difficulties of keeping foods; and sometimes difficulties in buying what we want.

But there is a second reason why planning meals in the tropics is important—that is, the lack of appetite or interest in food due to the heat.

But while heat and humidity may lessen our appetite they do not lessen the body's need for body building material—for the foods containing proteins, vitamins, and minerals.

We can do with less of the energy-giving foods such as starchy potatoes, bread, cakes, and biscuits, or sugars or the fatty foods.

Some people find they put on weight in the tropics, and this is partly because they continue to eat the same amount of these starchy, sweet and fat foods as they did in a temperate climate. In between meals, such as morning and afternoon teas, are not really necessary in a hot climate. Sweet cakes and scones and biscuits should be replaced by cold fruit drinks, iced tea, iced coffee or a piece of raw fruit.

On the other hand, there are the people who always lose weight. These are usually the ones who try to carry on with normal work and play on a smaller amount of food. If you continually cut down on the amount of food you eat, ill health will inevitably result.

So while it is permissible to cut down a little on starches, sugars, fats and fried foods, especially if you are overweight, you still need the vitamin-containing fruits, vegetables and the wholegrain cereals such as in oatmeal, wheatmeal, and wholemeal bread and the rich sources of protein such as meat, milk, eggs, cheese and fish.

So let us get down to the practical business of planning the days' meals for the family. Firstly we should replace hot stews and soups of cold climates by cold salads and iced foods, and we should remember that our menus must tempt the family's appetite.

Did you know that fatigue affects appetite? So don't try to force tired people to eat. Always relax for a while before a meal, especially at the end of the day. Even ten minutes will do good. Don't drink large amounts of any fluid before a meal—this will temporarily satisfy one's hunger and lessen the appetite.

Too often breakfast is the one meal that is skimped. This is bad, as in the tropics most work is done in the mornings so a good breakfast is necessary, especially for school children. Check up on your breakfast this morning. Did your family have the best breakfast pattern, starting with fruit or fruit juice followed by cereal, preferably a wholegrain one, and milk. Then, a protein dish containing egg, bacon, meat or fish, and finally the energy foods, toast and butter with marmalade, honey or vegemite. And a drink of tea or coffee or milk.

Midday is the hottest time of the day, so lunch should be a light, attractive meal. But even a light meal or a sandwich lunch can still follow the rules of good nutrition. One of your sandwiches should be made from a protein food such as egg, meat, fish or cheese; add some salad vegetables, fresh fruit and a drink of tea, coffee, milk or fruit juice. Or at home, follow the same pattern by replacing the sandwiches with a light savoury dish from fish, cheese, meat or eggs with salad.

It is a good plan to serve the main meal of the day at the coolest time—in the evening. Start your meal with an appetiser such as fruit or avocado cocktail, or iced fruit or tomato juice or an iced savoury gelatine mould with salad.

Then the main course, with the protein food—meat, fish or a cheese or egg dish accompanied by a root vegetable, and at least one green or yellow vegetable.

And lastly, a hot or cold sweet to suit your own taste, or some fresh fruit. Check over and make sure that each day you've served three good meals and that you've included these protein, mineral and vitamin-containing foods somewhere during the day's meals:—

MILK: At least ½ pint for you and the other adults, and for the children at least 1 pint for each one up to about 12 years, and 1½ pints for the adolescents.

FRUIT: At least one serving of citrus fruit, or fresh tomatoes, or pawpaw, etc., and 1 serving of another fruit.

VEGETABLES: One serving of potatoes or kumala or other root vegetable and at least 2 to 3 servings of other vegetables preferable green or yellow, including one serving of raw vegetables.

CEREALS AND BREAD: One serving of whole grain cereal such as oatmeal, wheatmeal, or wholemeal bread.

MEAT AND FISH: One serving of meat, fish, eggs or cheese. Use liver and kidneys once a week and, in addition, have eggs and cheese three times a week each.

You need extra fluid in hot weather. Train every member of the family to drink plenty of water or fruit juice. If fruit is not available make lemon tea by steeping lemon leaves in hot water, cool the liquid and sweeten with a little sugar. This drink has been made since time immemorial by Pacific Islanders.

And here is a very economical and most useful recipe for lemon essence. You can substitute oranges, grapefruit or limes for the lemons.

LEMON ESSENCE

1 oz Tartaric acid.
Packet epsom salts.
Rind of 2 lemons.
2 lb sugar.
Juice of 6 lemons.

To these ingredients add 2 quarts of boiling water. Cool and keep in the refrigerator. To use, take quarter of a tumbler of essence and fill up with cold water.

The theory that tropic dwellers need extra salt in the form of salt tablets has been considerably over rated. For the newcomer to the tropics, it is wise to take more than your usual amount of salt with your meals. Once you have become used to the temperature, extra salt may only be needed after profuse perspiration as on a very hot day or after violent exercise. In any case all the salt required may be taken with the food we eat. Salt tablets and saltine drinks are not necessary for the average person.

Pacific Cook Book

The topical, tropical recipes of Renata Cochrane which have been a feature of the "South Pacific Post" in Port Moresby have now been reprinted in the form of a handy little recipe book.

The recipes are 184 in all and cover methods of dealing with tropical fruits and vegetables, egg, meat and fish dishes, some exotic cookery from other parts of the tropics, and last, but by no means least, how to deal with the ubiquitous tin that all too frequently turns up on the menu of outport dwellers.

The recipe book is obtainable from South Pacific Post, Port Moresby for 4/- Australian currency, and as a sample of the goods here is how to make "Lodua"—that is, Pumpkin a la Eastern Papua.

Toast a piece of coconut meat in the oven until well browned. Grate it and mix it with mashed pumpkin. Add half a cup of coconut cream, season with salt and pepper and serve very hot.

RECIPE CORNER

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

EGG-FRUIT IN COCONUT CREAM

Peel and slice egg-fruit into a fireproof dish alternately with sliced onion, a sprinkle of salt and some finely chopped green chilli. When the dish is full, pour coconut cream over, add a layer of bread crumbs (if liked) cover and bake slowly in a moderate oven.

Coconut Cream (or Lolo)

Grate the flesh of a ripe coconut. Pour a cupful of very hot water over it and squeeze the mixture well to express all the goodness. Strain the liquid through muslin. As well as with the egg-fruit, this cream can be used with many other vegetables and fish or as a substitute for cream with sweet dishes.

—"Marsala," NSW.

(Continued on Page 78)

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Recipe Corner

(Continued from Page 76)

PAWPAW UPSIDE-DOWN CAKE

2 cups sliced pawpaw.
2 tablespoons lemon juice.
1/3 cup brown sugar.
1¼ cups flour.
2 teaspoons baking powder.
¾ cup sugar.
1 egg.
½ cup milk.
¼ cup shortening.
¼ teaspoon salt.
1 tablespoon butter.

Pour lemon juice over pawpaw and allow to stand 15 minutes. Melt butter and brown sugar carefully in an oven-proof flat dish. Place layer of pawpaw on sugar mixture.

Cream shortening, add ¾ cup sugar and when well beaten add beaten egg. Sift flour, salt and baking-powder together. Add to mixture alternately with milk. Pour batter over the pawpaw. Bake in moderate oven 50 to 60 minutes. Serve lemon or lime sauce.

Lemon or Lime Sauce

1 tablespoon butter.
½ cup sugar.
¼ cup cold water.
1 tablespoon arrowroot.
¾ cup boiling water.
2½ tablespoons lemon or lime juice.

Mix sugar and arrowroot to a smooth paste with cold water. Cook until mixture clears and thickens, stirring all the time. Take off stove and add butter and lemon juice.

—Mrs. E. J. L., W. Samoa.

¶ A young lawyer from Queensland is now practising in Port Moresby with Mr. Norman White. He is Mr. Desmond Gordon Sturgess, who was admitted to the bar of the Supreme Court on July 3.

¶ A Malaria Research Officer, Dr. Laird, and his wife, who are engaged in the South Pacific Commission's research scheme for investigating the conditions under which anopheles mosquitoes will breed, arrived in Honiara, BSI, in early July. From research conducted in various islands of the Pacific, it is hoped to find out why malaria is prevalent in some Pacific islands, while other similar islands are malaria-free.

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FOR THE BOOKSHELF

(Continued from Page 73)

AUSTRALIA AND THE MIGRANT (published by the Australian Institute of Political Science from papers read at their Summer School in January, 1953). This tells the how and why, the good and bad of Australia's migration drive that in the peak years 1947-51 gave over half a million "New" Australians to the country.

The pros and the cons (and it was generally agreed that there were more desirable features in the experiment than undesirable ones) was debated by leading citizens and scholars of the Commonwealth in Canberra at the beginning of this year. The small book that results from those discussions gives ample statistics of the economic and social repercussions that have and will result from this large influx of new people.

The human side of migration has been touched on only lightly—that is usually left to the daily newspapers and their reports of battles between the migrants and their would-be governmental benefactors who stand as father and mother to them in their new country. Migration —large scale migration—is, of course, of human problem. But this book will at least give you the figures and the science behind it. (Published by Angus and Robertson; Australian price, 12/6).

TOWARDS AN AUSTRALIAN DRAMA (by Leslie Rees, Federal Drama Editor of the Australian Broadcasting Commission). The history of Australian play-writing, acting and presentation from the earliest days, through the Bland Holt era to the present day when most of the Australian local talent in this direction is in the medium of radio.

A very small proportion of Australians are actively interested in this form of art expression. Most Australians at some time listen to Australian radio plays—but the vast majority prefer to take their entertainment at American or British movies.

The book is likely to be of considerable value to those who are interested in the theatre or in writing for the theatre or radio, but is unlikely to do very much towards influencing the majority towards an interest in drama. (Published by Angus and Robertson; Australian price, 8/-).

A member of the East and West Indies Bible Mission in the NG Highlands has imported a hive of bees. They were obtained in New South Wales by Mr. W. Bromley when he returned by the *Bulolo* from leave in Australia. The bees got their first experience of "flying conditions" in the Territory when they were released for an exercise flight during the *Bulolo's* northbound call at Port Moresby. They were given their liberty from Upper Port Road, and all but a few stragglers found their way back to the travelling hive after a short interval.

¶ Dr. J. Legg, Director of Research, Yeerongpilly (Queensland) Animal Health Station, is going to New Guinea to inspect cattle imported from Queensland and to ascertain whether stock disease control measures recommended by him are being correctly carried out.

¶ The British Resident Commissioner, New Hebrides (Brigadier H. J. M. Flaxman), arrived in Honiara, BSIP, by Qantas aircraft on June 22 to confer with the High Commissioner for the Western Pacific, Mr. R. C. S. Stanley, and left again by air on June 30 for Vila via Sydney.

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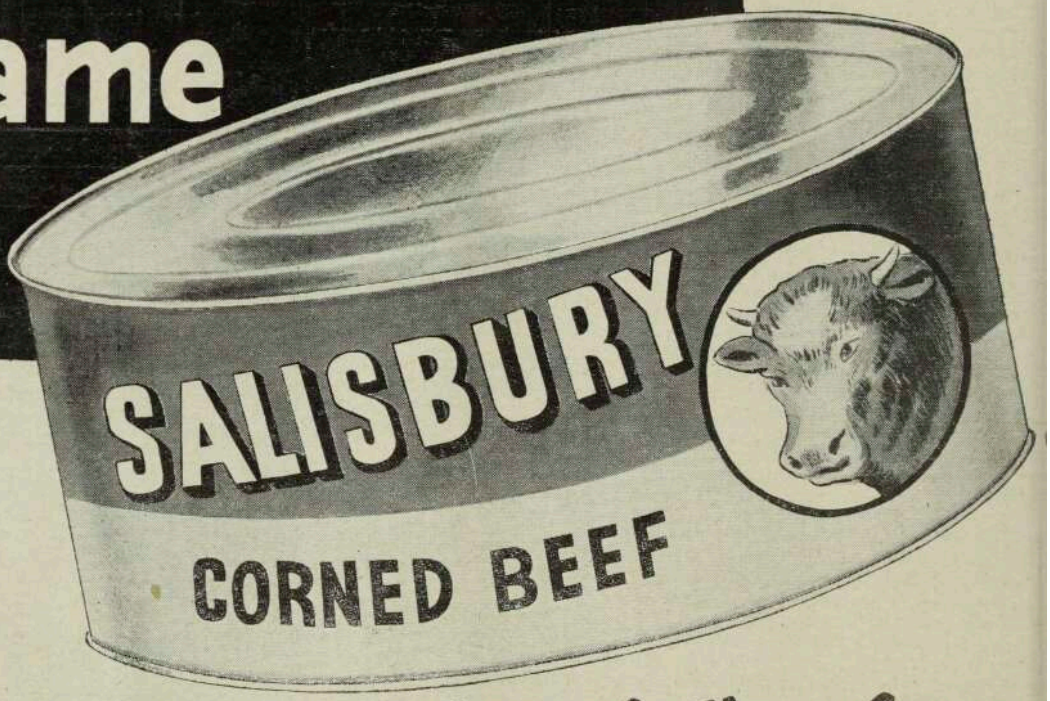

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MISSIONARIES GO OVER THE MOUNTAIN

Road Building at 10,000 Feet

By RENATA COCHRANE

There has been much publicity given to roadmaking in Papua-New Guinea in recent issues of PIM. But this story tells of a private-enterprise, unpublicised effort.

THE French Fathers of the Mission of the Sacred Heart, Yule Island, have just completed a road across the massive range of the Owen Stanley Mountains of Papua. Very few people know of the effort that has gone into this tremendous undertaking. Very few people, in fact, know that the building of this newest section of road is the culmination of 600 miles of road-building.

After penetrating into the incredibly rugged mountain country behind the Mekeo plain, the missionaries, dependent on their headquarters at Yule Island for essential supplies, were obliged to build a network of roads where before only back-breaking native tracks had existed. During the last 30 years, the roads have been extended to link together six main mission stations and seventy secondary stations. The roads are well graded and wide enough to take a fully laden pack-horse.

Soon after his appointment as Bishop, in 1947, the Most Reverend Andre Sorin, MSC, decided that the Mission should extend its activities to the Chirima valley on the other side of the Owen Stanley Mountains. This meant that a road had to be surveyed and pegged across the heights of the dividing range.

The Bishop chose Father Dubuy, ace road-maker of the Mission, for this tremendous task. He had founded Ononge Station, in the Goilala Sub-district, in 1913, and had remained in the mountains every since, combining his missionary activities with a prodigious programme of building, which included the magnificent church at Ononge, schools, dispensaries, and many miles of expertly graded roads.

When Father Dubuy set out to survey the new road, he was already over 60. He took with him 50 natives from Ononge and the Chirima Valley. In the six months it took him to complete the survey, he lived under canvas in the dripping, cheerless rain-forest of the high mountains. He found that the road would have to cross the Owen Stanleys at the very foot of the three peaks of Mount Albert Edward at an altitude of 10,000 feet.

On the other side of the range, he was confronted with a wilderness of cliffs and overhanging precipices 400-500 feet deep. Across this nightmarish country he had to peg the

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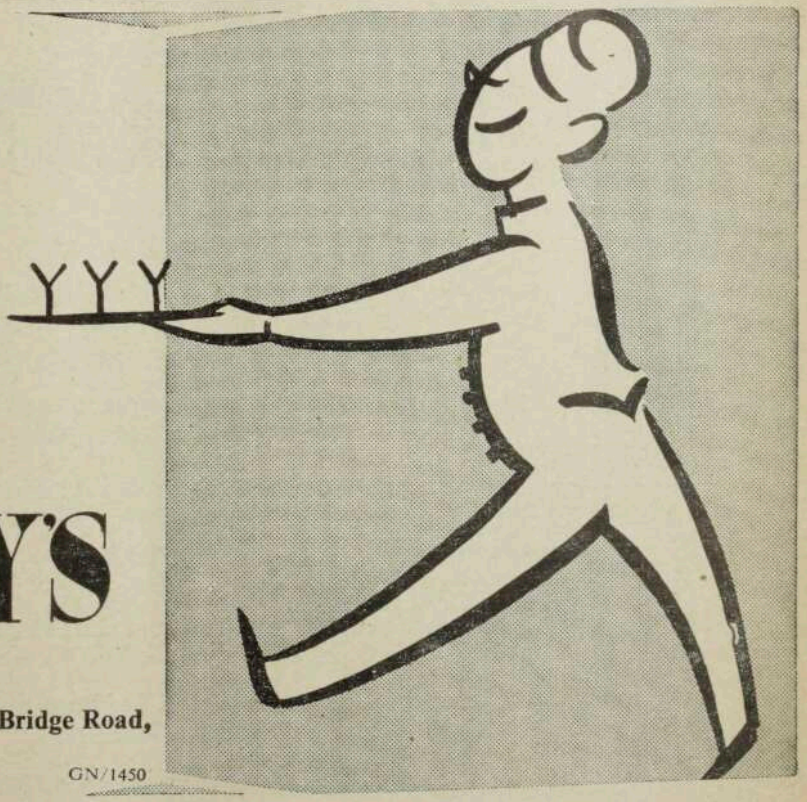

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road so that it would gradually descend to 5,600 feet. He used red paint to mark the places where explosives would later blast the track. Many of the places were inaccessible on foot.

Nothing daunted, Father Dubuy had himself dangled over the edges of precipices with ropes of lawyer-vine.

IN 1948, he was able to write to Bishop Sorin:—"The pegging of the road is completed. It will be a tremendous work, especially from Murray Pass to Jongai (in the Chirima Valley). In my long experience of road-making, I have not yet found such dangerous cliffs as the ones through which this road will have to be blasted."

From his own experience, the Bishop knew what such an undertaking meant for his missionaries. In 1935, while working on a road, he himself had been caught in a landslide and severely injured, and his companion, Father Garreau, had been killed. Yet he decided to go ahead.

He notified the Administrator of his intention to open up the new road and asked for financial support. A total sum of £2,444 was granted as part-payment for the new section of road which was to link Urun in the Vanapa Valley with Jongai in the Chirima Valley.

Father Dubuy set to work with natives who had volunteered from nearly every village of the Vanapa Valley. The first step was the planting of huge gardens to provide food for the workers. Father Dubuy appointed Brother Hilaire, MSC, another veteran roadmaker, to help him, and within two years the road was completed up to its highest point. Thereafter, he had the enthusiastic help of three young priests, Fathers Bel, Cadoux and Barthe, who had just been appointed to evangelise the Chirima District.

It was at this point that all sorts of difficulties cropped up. Before work could be started on the north-eastern slopes, new gardens had to be planted. In the meantime, a tribal war had broken out between the Uruna people and the Chirima

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people. It led to several payback murders which at times made the work of the three young Fathers very hazardous.

Another holdup occurred when an officer on patrol reminded the natives that, being free Papuans, they were under no obligation to work for the Mission. The people took this to mean that the Administration did not wish the road to be built.

When work was finally resumed, Father Cadoux nearly lost his life while blasting a cliff. In another place the road, which was being built on solid rock, slid down the precipice no less than six times, until finally it was firmly established by Brother Hilaire over a vertical chasm of 300 feet. In spite of everything, the young Fathers pushed on with the road, with the result that it was finally opened in April, 1953.

IT is now possible to ride on horseback from the Papuan coast at a point across from Yule Island, to the Government Station and airstrip at Tapini, in the Goilala Subdistrict, and to cross the Owen Stanleys into New Guinea as far as the village of Jongai, three days' walk from Kokoda. It is hoped, before long, to continue the road as far as the Government Station there. The journey on horseback, from the coast to Jongai, given good conditions, takes a minimum of 11 days.

The only other road ever to be built over the Owen Stanleys was the wartime road from Bulldog to Wau, built by Australian Army Engineers. That was a tremendous feat. But the achievement of the Missionaries of the Sacred Heart is all the more astonishing when one remembers that for tools they had only picks and shovels, crowbars and dynamite.

Father Dubuy did not live to see the completion of his last and most difficult road-building task. He was killed in a landslide near his own station of Ononge on August 16, 1952.

There still, from time to time, appear a few irresponsible people who assert that the Territory of Papua and New Guinea would do much better if it were not for the presence of missionaries. They should go and make a survey of the Kairuku and Goilala Sub-Districts, and see for themselves how the Fathers are not solely concerned with the teaching of Christianity. The work of the French Missionaries of the Sacred Heart should be better known, as it reflects this spirit of unselfishness which is not discouraged by any difficulty and which has maintained unabated the enthusiasm of the old pioneers.

¶ Mrs. J. Hodgkinson, of Pymble, recently left Sydney with her two small daughters to join her husband at Lautoka, Fiji.

FIJI BROADCAST SERVICES EXTENDED

SUVA, June 25.

SUVA broadcast station ZJV has announced an extension of broadcasting hours to 10.30 pm, except on Sundays, as from July 1. This is the latest move in a steadily improving service provided by the station under the management of Mr. Frank Exon and his small but active staff.

The station gave a particularly good coverage of the Coronation celebrations in June, not a single important event being missed. The new short-wave outlet provides good daylight reception in all parts of the Group.

To date, the morning and midday sessions have not been broadcast on the short-wave channel except during the Coronation period. It is anticipated that the short-wave transmitter on 3980 kc/s will, however, be brought into full use in July in parallel with the broadcast-band frequency of 930 kc/s.

¶ Two boxers, Kitione Lavae, a 13-stone Tongan, and Jone Roke Soro, a Fijian, arrived at Auckland late June for a programme of fights in New Zealand. Lavae, aged 19, having won all his five contest fights in the Islands, claims to be heavyweight champion of the South Pacific Islands. Soro, a middleweight, is champion in his class in Fiji, having won all his nine fights there.

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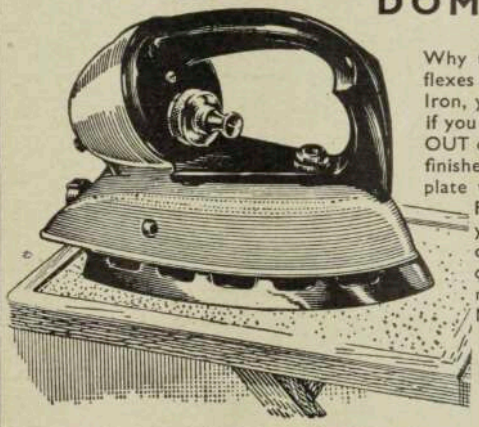

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A Beautiful Sinabada

From Our Own Correspondent

MORESBY, July 15.

WHEN the Papuan and New Guinea Coronation Contingent arrived back in Moresby from Britain on July 7, they were still rather tongue-tied about their experiences abroad, and few got farther than saying everything was "Number One too much."

But it is a safe bet that by now, and back among their own people, they are telling some wonderful stories about the trip.

Sergeant Major Guiz gave a clue to the Papuan policeman's view of their Queen when he repeated a remark made by one of the lads who described Her Majesty as "a beautiful little Sinabada." Apparently it was a great surprise to find that the Queen was young; and they all agreed that she was beautiful.

From their talks over the A.B.C. Native Session at Port Moresby, it was clear that among the many wonders of the great town of London the sight of double-decker buses was really one of the Big Things. The Spithead Naval Review left most of them speechless, and while on sea topics the boys were intrigued, and perhaps a little concerned, when they learned from some chance conversation that people who died at sea were buried at sea.

But no doubt the best accounts of their experiences and reactions are being given to their own people, to wide-eyed village groups, and their comrades in the police force.

It was gratifying, and a tribute to the Force, that on their return Inspector Sinclair, the officer in charge of the Contingent, was able to say that the men had gone through the trip with exemplary behaviour. "They were splendid," he said, "I didn't even have to speak to them once on the point of conduct."—Moresby Correspondent.

¶ Mr. McKenzie, Secretary to Government, Gilbert & Ellice Islands Colony, who recently resigned, left for New Zealand in June.

Solution to Crossquiz from page 70

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Legion of Honour for Mother Agnes

During the visit of the French patrol raft "Tiare" to Suva in July, Captain Houdayer had the pleasant duty of bestowing on the Rev. Mother M. Agnes, of Makogai leper station, the award of Legion of Honour. Mother Agnes now lives in retirement on Mokogai.

Accompanied by His Excellency the Governor (Sir Ronald Garvey), the French Consul (Mr. M. Helsen), the Director of Fiji Medical Services (Dr. J. M. Cruikshank) and Wing Commander Trignance of the RNZAF, Captain Houdayer was flown across to Makogai in a RNZAF Catalina. There a Boy Scout guard of honour greeted the party. They were welcomed by Dr. T. Jefferson.

Speeches were made and the photo shows Commander Houdayer pinning the decoration on Mother Agnes.

—Fiji Public Relations Office Photo.

Another Governor for American Samoa?

GOVERNOR Lawrence Judd, who was appointed to Eastern Samoa about three months ago and arrived there in mid-April, departed again on May 25 due to ill health.

It is believed that Mr. Judd has not actually resigned as yet, although his return to Samoa appears to be in doubt.

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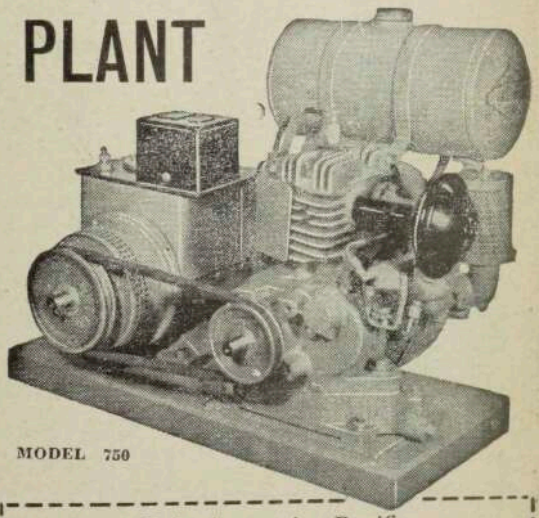

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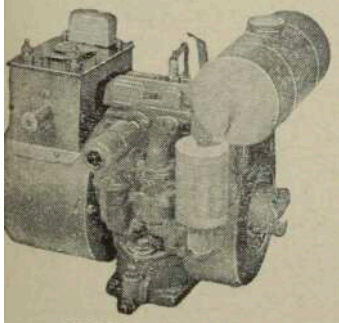

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SAMOAN BANANA SHIPMENTS INCREASE

HELD back by a dry season last year, Western Samoa's promised large exports of bananas have definitely "arrived" this season.

To the end of June, this year, 129,663 cases had been shipped—with reasonable prospects of a further 100,000 cases before the season closes, if weather and shipping behave.

Last year only 35,784 cases were shipped in the entire year.

W. Samoa's Director of Agriculture, H. S. Newton, reports that the new smaller crate, holding 20 less fruit, is proving very popular with all who handle it—and especially with the producers who are receiving the same 9/- for the smaller quantity of fruit.

ANOTHER MALARIA CURE?

DR. L. T. COGGESHALL, dean of the division of biological sciences at the University of Chicago and a well-known authority on malaria, is reported to have claimed that primaquine, a drug derived from coal tar, has been proved as a cure as well as a preventative for malaria. It is taken by mouth once a week for a period of ten weeks.

A well-known medical authority says that primaquine, also known as pentaquine, is one of the very new drugs being tried out in the USA and Great Britain, and so far very little about them has appeared in medical journals.

The works committee of the Lautoka (Fiji) town council recommended late June that a loan of £15,000 to £20,000 be raised for the erection of new council chambers and offices. The committee considered that an alternative site might be investigated, other than the park opposite the Lautoka Hotel. Use of that site would deprive the town of an attractive park.

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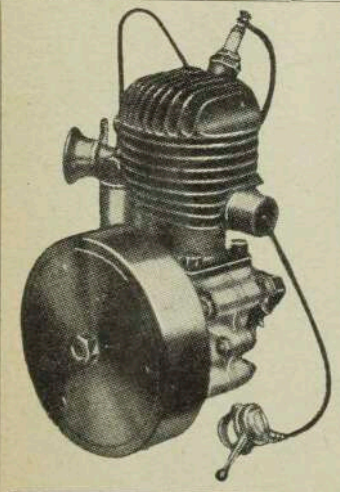

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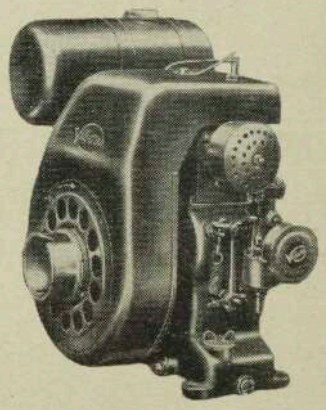

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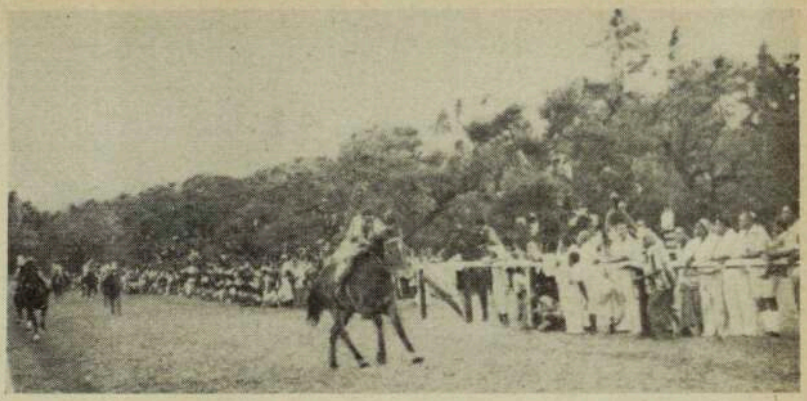
Apia's Coronation Race Meeting



Spellbound is shown here winning the Coronation Purse at a race meeting held in Apia, Western Samoa, on June 3. Valant was second and Sonny II, third.

Highland Trainee Nurses

Two native girls from the Chimbu District in the New Guinea Highlands have started training as nurses at the Saiho Infant Welfare Centre in the Northern District. They will probably go home on leave after the first year, and then return for another two years' training. By that time it is hoped that other Chimbu girls will have started the course.

Eventually they will return to help in the care of mothers and children at the Chimbu Native Hospital.

Several other native infant nurses are doing courses at Port Moresby and Saiho.

New School for Tarawa

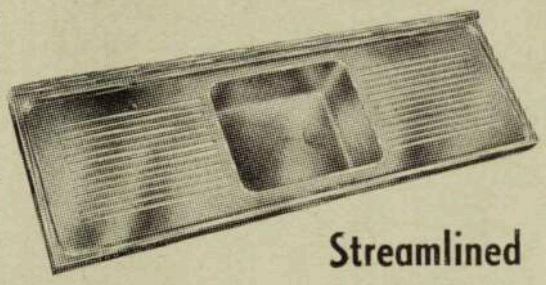
THE new King George V government boarding school was opened at Tarawa, Gilbert Islands, on June 3, by the wife of the Resident Commissioner of the Gilbert and Ellice Islands Colony, Mrs. M. L. Bernacchi.

It is not yet completed, but will eventually accommodate about 150 boarders. In June, 30 Gilbertese boys were attending, and a further 30 were expected from the Ellice Is.

The new school, which is located at Bikenibeu, about 8 miles east of Bairiki, replaces one of the same name formerly at Bairiki and destroyed during the war.

The new Government hospital will eventually be built in this area close to the school.

Mr. A. Henderson, officer in charge of the Meteorological Office, Suva, left Suva in June on three months' leave in New Zealand.



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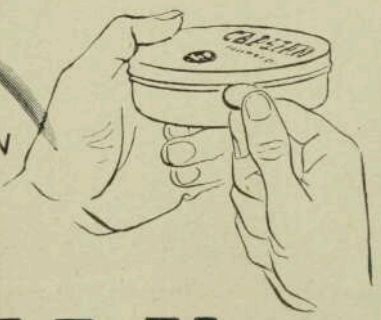

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(Continued from Page 20)

plantations. As soon as they began again to produce they were attacked ferociously by the Internal Revenue Department with a newly devised income tax.

It is small wonder, then, that there has been no clamouring at the gates by strangers to invest money or grow new crops in the BSIP. Such enterprise as there has been in the Solomons since the war has been connected with the wasting asset of war-scrap or of the taking-in-each-other's-washing variety in Honiara.

It is interesting to note that although Papua-New Guinea was equally beset by Socialists after the war, it has at least acquired some promising new enterprises; also that although it has at least two British firms—one making cutch from the mangroves of Western Papua and the other surveying hydro-electric potential in the same region with a view of refining bauxite—no British firm has favoured the Solomons with anything of a similar sort.

The first essential of a new large-scale industry in BSIP, as elsewhere in the Pacific, is a reliable and adequate labour supply. The official opinion is that the labour potential is by no means fully utilised—while private opinion is that the labour force *at present presenting itself* is totally inadequate for any large scale step-up of production, and that moreover, it is, on the whole, inefficient labour.

Cost of importing food to the Solomons, plus local wage rates, does not make it cheap labour, either. Semi-skilled jobs of carpentering, etc., which in Papua are performed by Papuans, are done in Honiara by Fijians and Indians brought across from Fiji.

TRAVELLING in a ship for the 16 to 24 hours it takes from Santa Anna and Santa Catalina, up along the coast of San Christoval Island into the long inland passage between the larger islands of the Solomons Group, and so to Honiara half-way along Guadalcanal, the traveller is struck by the forbidding look of these islands and the feeling that they are lands without people. Few villages can be seen along the shores by day and at night there are gaps of many miles between village fires.

The total land area of the Solomons is 12,000 square miles. The population is about 95,000 natives, of whom over 40,000 live on the 1,500 square-miles island of Malaita. Compare that with Fiji, which has a total land area of about 7,000 square miles and a population of 313,000.

BSI has a similar land policy to that of Papua-New Guinea—that is, native land can be leased through the Government from the native owners.

But at this stage it is probably opportune to ask ourselves what

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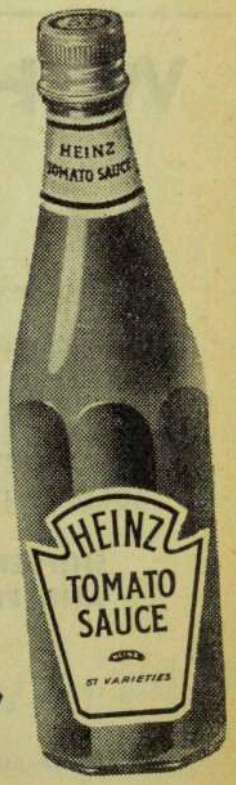

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BSIP has to attract new enterprise, new capital and new blood that cannot also be supplied by other Territories better endowed with transport services, proximity to markets and without the income-tax factor that must be considered in the Solomons.

NATIVE ENTERPRISE

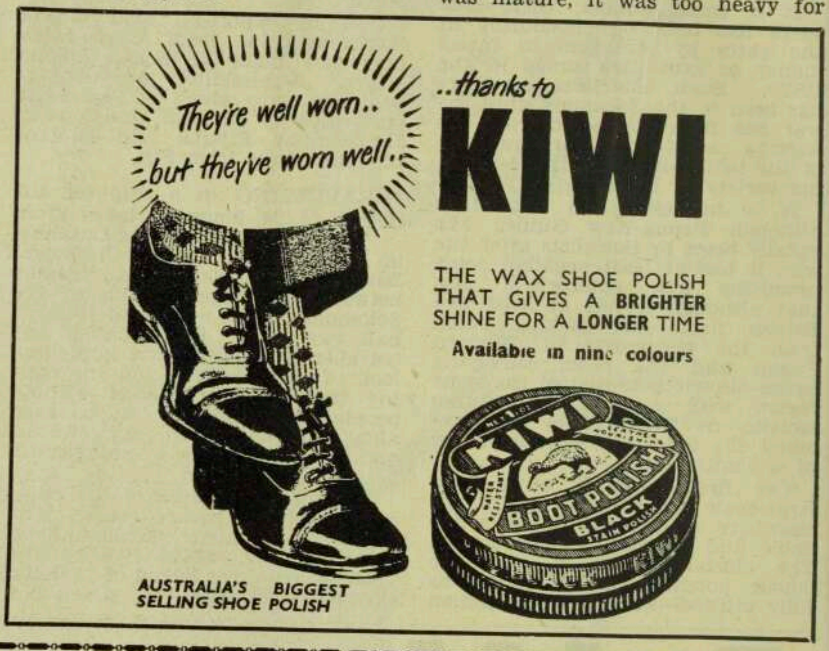
AS an alternative to European enterprise, let us consider the case for an economy based on native enterprise. This obviously was the plan of the immediate post-war years, when Socialism was in full flower and private individuals were actively discouraged from returning to the Solomons.

If the Solomons are to be developed to a first-class Pacific territory by this means it is going to take a great quantity of Government money, a great deal of time and an even greater amount of patience.

During the war, the American forces had a farm at Ilu, about 12 miles out of Honiara, and this produced large quantities of vegetables for the local forces. This appears to have been one of the factors in the decision to put the capital at harbourless Honiara. The Yanks had produced bountiful supplies of vegetable crops—ergo, with this and the fertile plains on the east coast of Guadalcanal, native peasant-farming could be established forthwith.

Rice was then scarce and expensive, and natives like to eat rice—so planners immediately decided to experiment with rice at Ilu. The seed was imported from Fiji—although most of the rice grown in that colony is of the submerged variety and the rice to be grown at Ilu was dry rice.

The first crop grown at Ilu shot up like Jack's beanstalk to about six feet high—probably due to the wrong variety of seed being used and possibly because of a high residue of fertilisers left after US army "truck" farming. It set a heavy crop of grain; but, when it was mature, it was too heavy for



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the long stalks, which toppled over and could not be successfully harvested.

The second attempt was a complete failure, due to drought. The rice experiment was then abandoned. A tremendous rice-harvester is standing idly in a shed at Ilu, without any work to do.

But the plan to grow rice locally has not been entirely abandoned. Rice is grown at St. Joseph's Catholic Mission school, near Ilu—and, as it is a success in New Guinea, there seems no good reason why the right varieties should not be grown satisfactorily on Guadalcanal.

Ilu at present is the home of about 30 or 40 cattle, imported from New Zealand and Fiji for experimental purposes, and a few large white pigs. No crops are grown.

THE failure of experimental agriculture in the Solomons can not be attributed to the local Department of Agriculture. For the whole of the Solomons, the agricultural personnel of all grades, from the chief executive officer to the tractor mechanic, could be counted on the fingers of one hand. To introduce agriculture to natives on a large scale—and this must have been the plan at one stage—it needs a big team of vigorous, enthusiastic agricultural officers, and a great deal of cash. Papua-New Guinea is 50 years ahead of the Solomons in this department; yet here, too, progress is impeded by lack of qualified officers, particularly on the veterinary and scientific side.

Although Guadalcanal is the largest of the Solomon Islands—2,500 square miles— the population is only about 15,000. The villages around Honiara are few, indeed, and on the road between the town and Ilu not one is seen. North of Honiara, there are one or two very small villages.

The plains in this part of Guadalcanal may be the most fertile land in the Solomons; but the natives show complete indifference about it. They have not even sufficient energy to provide an adequate fresh vegetable supply for Honiara.

The comparatively small island of Malaita contains almost half the population of the Solomons. The island is poor in natural resources, and the old law of survival makes the natives the most vigorous and energetic in the group. It was Malaitamen who traditionally were the workers in the Solomons—until post-World War II, when they developed a new nationalism which usually goes under the name of "Marching Rule."

If there is scope for native industry, and an economy based on that, it probably exists with the Malaita natives; but this also probably means their partial transplantation to the less populated areas of the Solomons. There seem to be no official plans for anything of this sort—if, indeed the Malaita natives themselves would countenance such a move.

WHY NOT THE FIJI-INDIANS?

THERE is another possibility for the future of the Solomons—but one which may cause horror in certain places, and the implementation of which would call for a considerable amount of courage.

Fiji and the Solomons still have many affinities. But while in Fiji there is a large, landless section of the community—the Fiji-Indians, who make up half the population—in the Solomons are large areas of land lying idle for want of people or inclination or plans to develop them.

Why not cancel out the two problems by giving the Fiji-Indians a stake in the Solomons, and affording them the opportunity of providing the Solomons with this Future of which so many speak so glibly?

The Fiji-Indians, of course, may not be interested. They could, however, be given the opportunity of offering. At present, except for a

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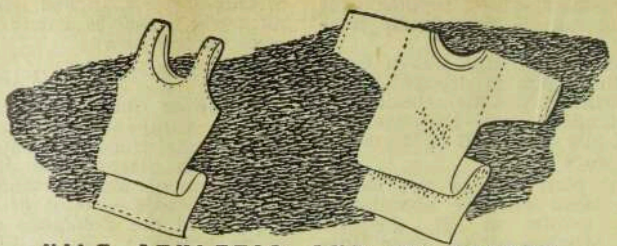

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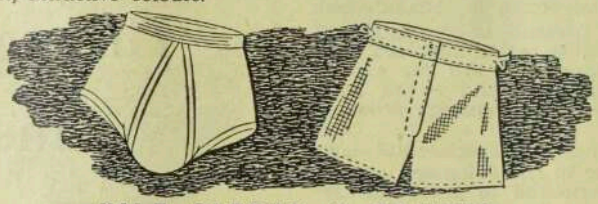

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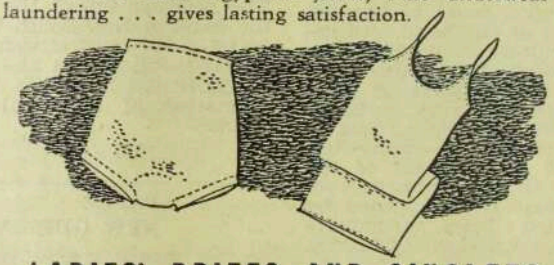

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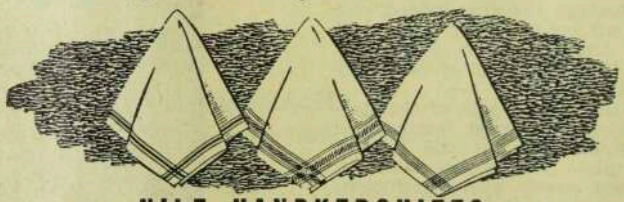

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few artisans who are brought in temporarily they are apparently not allowed into the BSIP.

If Papua-New Guinea can grow rice, peanuts, coffee, cocoa, kenaf and fibres, why cannot these things be grown in the Solomons? Why not let the Fiji-Indians have the opportunity of proving that it can be done?

It is not suggested that the Indian community should be shifted entirely from Fiji. Whether that is desirable or not, it is not practicable. Fiji is accommodating her present population (150,000 Indians and 130,000 Fijians) comfortably enough.

But in Fiji, as in BSI, it is the future that is ugly. Both Fijian and Indian communities are growing rapidly; and trouble will commence before another 25 per cent. increase is recorded. But the shape of the picture might change very much if the future surplus population of Fiji-Indians were given land-ownership and opportunities in Pacific Islands similar in character to the islands of Fiji.

The migration scheme could be carefully controlled and sponsored by the governments of Fiji and Solomons. Land and technical assistance could be made available to the migrants; and, in their train, in course of time, would come the artisans and the skilled tradesmen, new enterprises and organised transport.

"And what would happen to the poor Solomon Islanders?" asks someone. "In half a century the place would be over-run by Indians," yells someone else.

And why not? If not Indians it will probably be someone else. Only for the might of the American armed forces, Japanese would now be colonising the British Solomon Islands, just as they colonised Micronesia between 1920 and 1940. It is too bad for the Islanders that the time has now passed when the mere fact of being was sufficient excuse for inhabiting the earth.

Are the 17,000 tons of copra which the Solomons now produce sufficient reason for their continued existence under the present set-up?

If the handful of Europeans and the 95,000 Solomon Islanders cannot do more with their country than that, is it not better to plan realistically for some one who can, rather than wait, hands folded, until in the fullness of time population pressure from Asia forces the issue?

This problem, of course, is not one peculiar to the Solomons. But the Solomons are the least developed of the fertile islands of the Pacific. There, more easily than in most territories, it would be possible to take time by the forelock and anticipate the inevitable, and while there still is time to shape it to our own ideals.

Such a step would need bold planning; the obstacles are obvious and many; there would be no lack of critics to denounce the plan. The Indians may not be interested—or they may prove a dismal failure at the job of pioneering.

But the alternative? To carry on as at present, with UK disinterested; a few unfortunate officials, caught midway between better things in the West Indies or Fiji or Africa,

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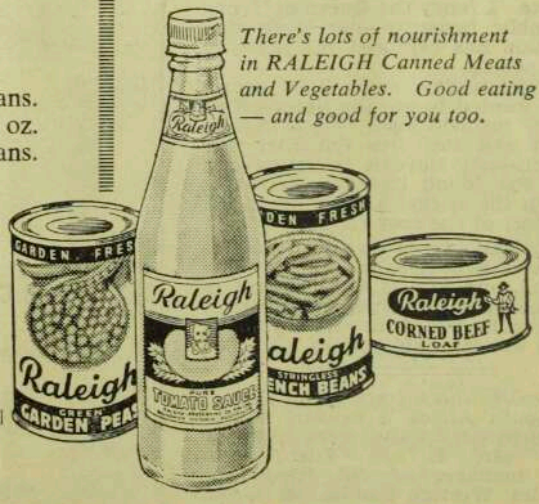

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High Cost of France's War Against Communism

Tahiti's New Secretary-General Speaks Out

MONSIEUR T. H. DIFFRE arrived in Papeete, Tahiti, from Paris on July 9, as new Secretary General and Deputy Governor of French Oceania. M. Diffre succeeds M. Gaston Sully, who was withdrawn to Paris in June.

Madame Diffre will join her husband in the Tahiti capital in August, travelling from France by the new MM liner *Tahitien*.

M. Diffre was active in the Resistance Movement under General du Gaulle, and served in the 8th Army at Bir Hakeim and elsewhere under General Koenig. He was awarded the Legion of Honour and the Liberation Cross. He has recently been Chief of Staff to the Minister of French Overseas Territories, and prior to that, Technical Adviser to the French Premier on Overseas Territory problems.

En route to his new post, M. Diffre, in the United States and again in Fiji, made a plea for a greater appreciation by English-speaking peoples—especially those in the Pacific—of the enormous, and perhaps unappreciated, price that France is paying in the fight against Communism in the Far East.

The English-speaking press, preoccupied with the war in Korea, tends to overlook the struggle that continues in Indo China, he said. For France, World War II has never ended. Month by month thousands of young Frenchmen are dying in that struggle, and the financial burden is tremendous.

When people return from a brief visit to Europe and speak adversely of the reconstruction in France as compared with Germany, let them remember what a fortune in treasure and lives is being poured out overseas by France, M. Diffre said.

Let them remember, too, he continued, that beneath the surface game of party politics in France there is plenty of stability. It is perhaps not appreciated that since 1944 there have been but two French Foreign Ministers—and both of the same party. The French political system is very different to that of England, Australia or New Zealand. Even when a government resigns the same Ministers carry on with their jobs until a new government is established. There is no interruption to programmes of public works, etc., which have been approved by a retiring government.

While in Suva, M. Diffre paid a courtesy visit on the Governor, Sir Ronald Garvey.

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MORE EXPERT STUDY OF SOUTH PACIFIC NATIVES

I WAS not favoured with a review copy of *The South Seas in Transition: A Study of Post-War Rehabilitation and Reconstruction in Three British Pacific Dependencies*, by Mr. W. E. H. Stanner, a lecturer at the Australian National University. Nevertheless, because of the respect I have for Mr. Stanner (he is now Australia's junior Commissioner on the South Pacific Commission) I procured a copy, and tried conscientiously to read it. I wanted to see what Mr. Stanner is bringing to the SPC. Frankly, I don't know.

An enormous amount of work has been put into the compilation. Anyone who wants facts and figures relating to the post-war administration in Papua-New Guinea, Fiji and Samoa may find this record helpful. But, because of the professional style of writing, and the long involved sentences, no one will read the book unless he is compelled.

Fiji and Samoa each get 100 pages of intensive sociological study; 170 pages are devoted to New Guinea; and there are nearly 70 pages of weighty conclusions. Here, among the New Guinea conclusions, is a typical sentence:

The breakdown of all shape and line in the traditional native social structures and the dissolution of traditional cultures into unrelated fragments continue in a context in which, it can safely be said, the number of new coherences appearing is unequal to the number disappearing, though some fascinating native experiments in mixing new and ancient ways are occurring very widely. The upshot is completely unpredictable.

Well, we at least are assured that the SPC will be guided conscientiously through the mazes of sociology, as applied to the natives of the South Pacific Islands—RWR.

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SUVA "WELCOMES" TAHITI'S MAYOR

SUVA, July 15.

M. ALFRED POROI, Mayor of Papeete, leader of the Right Wing political coalition of French Oceania, and leading citizen of Tahiti, will probably not quickly forget Suva, Fiji.

He passed through there recently on his way to and from France.

It might be thought that someone in the Colony of Fiji would be well aware of M. Poroi's status in the community, but when he arrived from Papeete in June no one in Suva made the slightest move to welcome him officially.

On his return to Tahiti by TEAL via Auckland and Suva in July, he arrived in Fiji to find himself without so much as a bedroom, although PIM's representative had passed the word to several interested quarters that M. Poroi would be in Suva.

Inquiry revealed that TEAL's booking department, noting that the name on the passenger list "appeared to be that of an Islander," booked him in to the poorest hotel in town and one of the few that will accommodate "natives."

This error was rectified to the extent that M. Poroi was transferred to the Grand Pacific Hotel —and given a bed in a passageway, and the use of a bathroom-lavatory in which to hang his clothes.

Sir Alport Barker, a resident of the GPH, and Mr. W. H. Grove did some pleading on his behalf in various quarters but it appeared that nothing could be done.

If nothing better than this awaits a distinguished visitor it seems high time that Suva looked into its machinery for showing a little more hospitality to unexpected guests.

The slight offered M. Poroi would certainly never happen in Tahiti.

Fiji's New Broadcasting Policy

AN important policy decision reached at the first meeting of the newly formed Fiji Broadcasting Commission on July 3, was that commercially-sponsored programmes will be used to help cover operational costs.

It was also decided to seek the services of a manager of proved outstanding ability on secondment from one of the broadcasting organisations of the British Commonwealth.

Due to delay in the building of the new Broadcasting House, the Commission will not take over full responsibility for Broadcasting in the Colony until the middle of next year.

Mr. Len Usher was appointed interim Secretary to the Commission.

Mr. S. G. Marshall, Acting Colonial Secretary (Development), attended the meeting by invitation.

Hotel Les Tropiques Re-opened

ON July 4, about 500 people attended the gala re-opening of Papeete's popular Hotel Les Tropiques, now altered, extended and improved. The new joint-owners, Captain F. I. F. Barnes, of Sydney, and Mr. Don Beachcomber, of Honolulu, arranged a special feast and floor-show for the occasion, with hula dancer Augustine the star performer. Eddie Lund provided the music. Special cocktails, invented by Don Beachcomber for the occasion, were an important feature.

A considerable fall in the net profit of Lolorua Rubber Estates Ltd., Papua, has been announced. Net profit for the year ended April 30, 1953, was £9,920, showing a fall of £22,382 on the previous year. Dividend has been reduced from 20 per cent. to 8 per cent.

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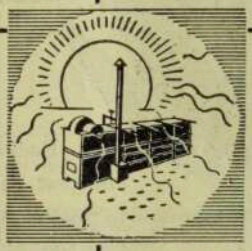

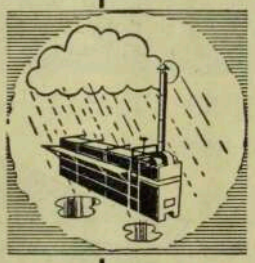

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FLOODED REWA BRINGS DOWN DRIFTWOOD AND SOIL

From Our Own Correspondent

SUVA, July 15.

FOLLOWING a Suva dry-season week-end, in which 11 inches of rainfall was measured in 24 hours, heavy flooding took place in the Rewa River and its tributaries early in July.

On the morning of July 7, when the TEAL flight was due to leave Auckland for Lauthala Bay, the bay was a mass of floating logs, driftwood and debris of all kinds—an obvious danger to a flying-boat. As a result, the Solent, which had a full load of holiday-makers bound for Papeete Bastille celebrations, was delayed 24 hours.

Just how many hundreds of tons of rich, brown Viti Levu soil went swirling seaward from the Rewa during the first week in July would be interesting to discover. It was an instructive demonstration of how serious is the erosion problem in Fiji.

Aircraft pilots tell of a broad, clearly defined, brown band of water from the Rewa mouth, which extends south-east towards Tonga for 150 miles or more when the big river is in flood.

Rabaul Basketballers

Rabaul basketball finalist teams for the Coronation Cup—Banks and Comets. Comets had a comfortable victory, 20 goals to 10.

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FROM NIGHTCLUBS TO NUKULAELAE

Mr. Cyril Andersen, a part-Polynesian who recently completed a four-years' tour of American nightclubs, was a passenger on the Matua to Suva in May, en route to visit members of his family in Nukulaelae, Ellice Islands.

As a soloist, and also in partnership with a Hawaiian girl he met in New York, Mr. Andersen performed Polynesian songs and dances at nightclubs in Canada and the USA, including the famous Copacabanca Club and the Hawaiian Room in New York's Lexington Hotel.

His professional name is Tonoa, a title selected from a list of Polynesian words supplied to a Canadian theatrical agent. It means "big bowl!"

Mr. Andersen, who says that Canadians and Americans showed great interest in Polynesian songs and culture, will return to Canada early next year.—JACK THORNTON.

¶ The Rev. C. W. Whonsbon Aston, representing the Anglican Diocese of Polynesia, has recently been on a lecture tour in Adelaide and the south-east of South Australia. He has spent 22 years in the South Pacific as a missionary, including four in NG and 18 in Polynesia.

¶ Mr. and Mrs. B. P. Rattan, school teachers from India, who joined the staff of the Deebandhoo High School, Suva, were welcomed by a large section of the Indian community of Suva at a gathering late in June. Mr. J. F. Grant, MBE, presided. Other speakers included Mr. S. Pratap, Mr. G. Patel (acting headmaster), and Mr. A. I. Deoki. Plans have been approved and the foundations of a substantial school were about to be laid on a beautiful site near Suva. Mr. and Mrs. Rattan are graduates of Benares University.

¶ Mr. Tom Crowe, a former deck officer in CSR vessels, and now attached to the staff of Suva Meteorological Office, returned to Fiji in May after leave in New Zealand.

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SAMOAN HIGH CHIEF BEFORE COURT

From Our Own Correspondent
APIA, July 10.

HIGH Chief Fautaga, of Upolu, Western Samoa, was charged and convicted of "intimidation" in the Apia High Court in June, was fined £20 and subsequently deprived of his seat in the Fono of Faipule (Samoan Parliament).

Fautaga tried to compel two youths of his village to sell their copra to a certain co-operative store in which he was interested instead of to a private store, as they wished. When they refused, he fined them.

Pitcairn Islanders' Coronation Celebrations

Three days were devoted to Coronation celebrations by the population of Pitcairn Island. Games and parades occupied the first day, which ended with a concert in the new school. On the second day Pastor Ferris, SDA missionary, conducted a service in the church, then the colours were broken out and each child received a commemorative medallion. That night will be long remembered by the islanders for the grand display of fireworks which followed another concert in the school.

Some of the children were frightened at the noise the rockets made but all agreed it was very beautiful.

On the third day people assembled at the Courthouse by 2 a.m. to listen to the broadcast descriptions from London of the Coronation processions and of the service in Westminster Abbey. The celebrations concluded with a dinner and a concert in the Courthouse. Mrs. Ferris had made a three-tier Coronation cake surmounted by a crown. After the dinner each child was given a piece of the cake and a flag.

The islanders intended to hold a tree-planting day in memory of the Coronation. Each family had a tree to plant and the ceremony will take place when the elements have provided a suitable quantity of rain.

Oil Exploration in Papua

AUSTRALASIAN Petroleum Company Pty., Ltd., and Island Exploration Company Pty., Ltd., reported in mid-July that operations to free the stuck drill pipe in the Omati bore are in progress. An expert from USA, with special equipment to assist in these operations, in now at the well.

The companies' general manager, Mr. L. A. Pym, and chief Geologist, Mr. N. A. Osborne, have recently returned from a visit to UK and USA, in the course of which future exploration programme in Papua was discussed with overseas technical advisers. It has been decided to commence road construction to an additional drilling location early in 1954 and, also, at an early date to employ helicopters for jungle transport in order to speed up seismic surveys.

MM For Fijian Sergeant

IT was announced in Suva on July I that the Military Medal had been awarded to Sergeant Naikava Lagi, of the First Battalion, Fiji Infantry Regiment.

In March, Sergeant Lagi led two men in an outflanking movement of a terrorist look-out post. All four enemy occupying the post were killed. One was a Branch Committee member.

Sergeant Lagi, in seven months' continuous operational service, has led his platoon in five successful operations accounting for the death of 11 terrorists. He is a veteran of the World War II Solomons campaign, and was a member of the Colony's Victory Contingent.

¶ Lieutenant Colonel R. A. Tinker, MC, MM, retiring Commanding Officer of 1st Battalion, Fiji Infantry Regiment, left Suva on July 15 for New Zealand.

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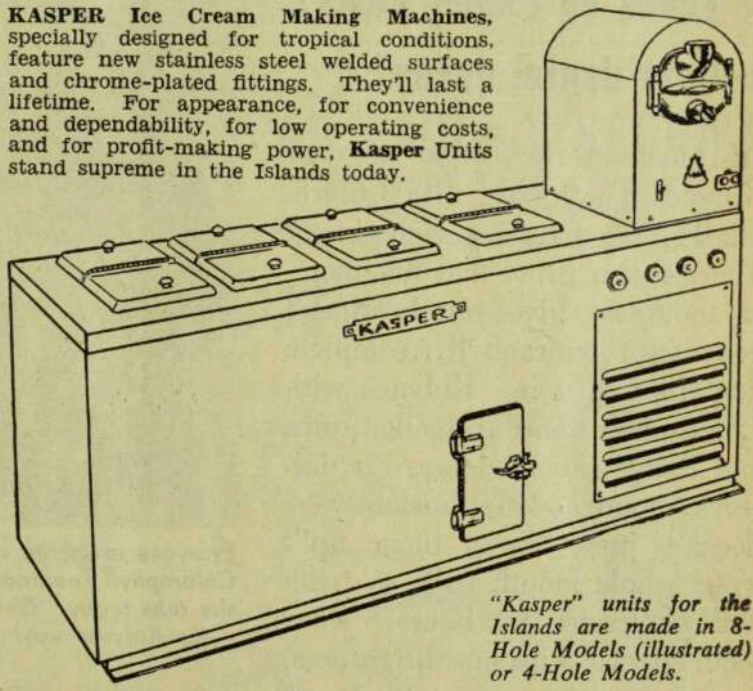

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NEW HOSPITAL AND HIGH SCHOOL FOR WAU

WAU, July 30.

THE Wau-Bulolo Town Advisory Council has received official advice that provision for the erection of a new hospital and also a High School for Wau, has been made in the current year's works programme. Public tenders will be called soon.

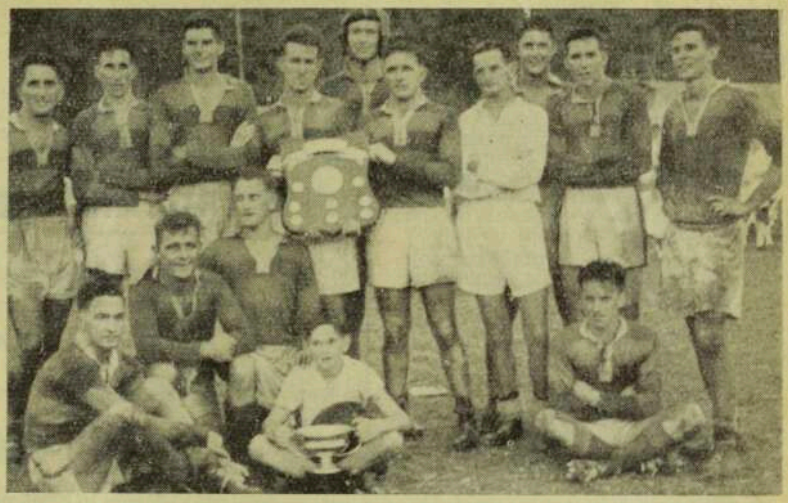
PEANUT CULTURE

Mr. Betchell, of Queensland Agricultural Department, has inspected crop and cultivation methods of local farmers growing peanuts, especially White & Baker's 30 acres now nearing maturity. The Red Spanish variety, he said, was the best he had seen here or anywhere else, and he predicted a prosperous future for oil-producing nuts. The Virginia Bunch were of good quality and the White Spanish so well filled that he undertook to examine the potential value of this variety also for oil production.

Mr. Austin Ireland drove Mr. Betchell to SumSum, about 30 miles on the road to Lae, where he examined further maturing crops with equal satisfaction. Mr. L. G. Baker took him to see extensive operations at Gabensis (15 miles from Lae) but owing to heavy rains and floods inspection was impossible.

The Wau District Agricultural Show, being revived this year, will take place on November 15, and the sections will comprise Floral, Culinary, Arts & Crafts including Needlework, Agriculture, Live Stock and a special section for school children.

Successful Rabaul Rugby Season



Rugby League football has completed a successful season in Rabaul, NG. This is the Army team, mud-spattered but victorious, winners of the competition. This is an unofficial Bank team—the majority are on the staff of Commonwealth Bank.

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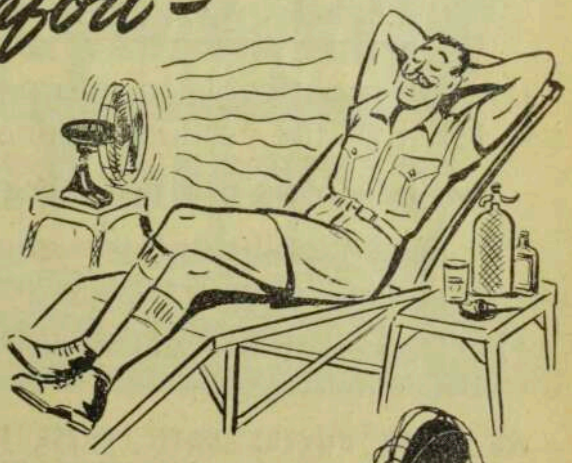

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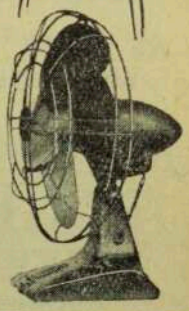

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GOING TOO FAST

Criticism of PNG Co-ops.

WHILE there was much to be commended in the Administration's plan for assisting the economic and social advancement of the natives by encouraging the formation of native co-operative societies, it was important that this phase be not hastened unduly, said Mr. Don Barrett, of Rabaul, at the P-NG Legislative Council in July.

Mr. Barrett was commenting on information given at his request by the officials.

It appeared that Government aid given the co-operatives in last financial year totalled £31,061, and in three years it was nearly £77,000; and he then produced figures and argument to show that the co-operatives applied themselves to unprofitable copra production at the expense of native food production —in other words, the native economic system was being gravely upset, and the Government was subsidising that disturbance at the rate of £31,000 per annum.

"This co-operative movement is moving too fast," he said. "I urge a thorough review of the whole policy in relation to co-operatives. I suggest that the movement be explained to the natives and controlled by the experienced men of the District Offices, and not directed and urged forward as at present by the less experienced and knowledgeable men of other branches. Let the whole co-operative plan be adapted gradually and carefully to the native way of life."

The Anderson freezer barge at Port Moresby has been purchased by the Boroka Trading Company which is owned by Mr. J. B. Wilson. Price was £5,000. The barge will be used as a meat storage depot.

The *John Williams VI* brought 33 men, women and children south from the Gilberts early July to join the Gilbertese colony on Rabi Is., Fiji.

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BACK TO MR. HASLUCK!

Planter Rep's Stinging Answer To Official Reproach

THE condensed version of a statement by Mr. Paul Hasluck, wherein the Australian Minister sharply reproved New Guinea residents for not taking a keener and more practical interest in Territories affairs, was not kindly received by the older unofficial people. Their viewpoint was expressed by Mr. Carl Jacobsen, Lae's elected member, at the Legislative Council, on July 27.

Mr. Jacobsen said the Minister would have been more helpful if he had been more specific and explained wherein the people had failed. In the past, Territorians had not only helped themselves, and endeavoured to develop their country without Australia's financial and other help, but also they had materially—and unselfishly—assisted Australia, in a practical and valuable manner, when the Japanese invasion threatened Australia.

These Trust Territory problems began when Australia took a belated interest in Territory Administration problems after World War II, said Mr. Jacobsen. "A well-thrown boomerang returns to the thrower. I would like the boomerang, on its return trip, to convey to the Minister the fact that civic apathy—if any—may be blamed on the worse apathy shown by the Australian Government, in its delay in implementing an overall plan for Territory development."

He heartily agreed with the Minister's statement that Territorians should "look after their own affairs, accept some of the burdens of public responsibility, and shoulder the task of managing the public affairs of their own towns and districts"—but only when development and greater population warrant it.

A large percentage of the European population were Government employees. This transient population was not in any one district long enough to take an interest in the civic affairs. In any case, there was not a town in the Territory at present which could finance its own local government.

When development and unofficial population reached proportions to enable them to handle local government, sufficient civic-minded men and women readily come forward to do their civic duty.

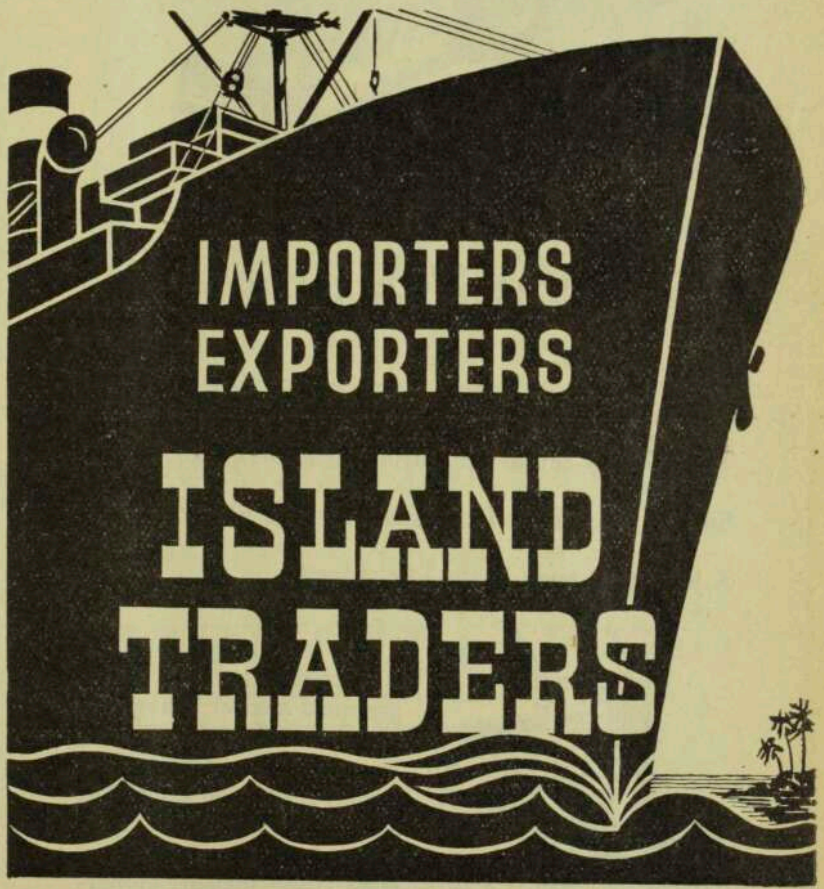
Much development had taken place under the present Government; but still more could be done; Australia should realise that it owes a duty to its European population, as well as to the indigenous inhabitants of the Territory.

"To my mind, agricultural development will provide the future backbone of Territory finance. To achieve this objective, Australia must grant this Territory much more finance, if its desire for such a development is sincere, and if it expects to hold the Territory.

"We do not ask for a gift of £35,000,000, such as was given the Colombo Plan. All we ask is a loan in the form of some Rural Credit Scheme, which will enable planters and farmers to take their part in agricultural production, as it is from this source that most of our future revenue should be derived. The present Administration has made land much easier to acquire than hitherto—but very few people have the finance necessary to take advantage of land availability. In my area we have many young men with the necessary qualifications, desirous of going on the land, but they have not the finance to do this—particularly when the clearing of rain-forest country costs from £85 to £100 per acre."

Visiting Senators, Ministers, and Members of Parliament had stressed the necessity for the establishment of a rural credit scheme—and nothing more was heard of it. If the Australian Government does not propose to take any notice of their opinions, why were they sent to New Guinea? In the circumstances, such visits appeared to him to be futile and a waste of public money.

'We do not ask for Government subsidies or grants, such as are



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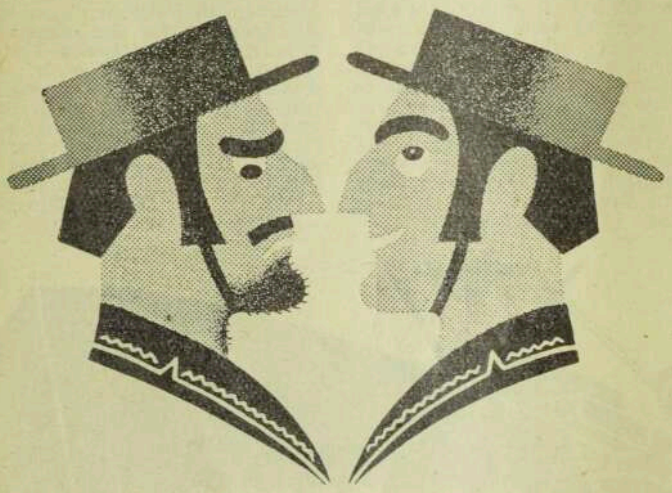

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enjoyed by Australian producers but we do consider that the Commonwealth Government should give sincere thought to providing some form of rural credit to assist agricultural development, and without delay."

Enterprise of NG Applies For Oil Permit For Sepik R. Area

ENTERPRISE of New Guinea Gold and Petroleum Development No Liability which has its registered office at Melbourne, has filed an application for a petroleum prospecting and mining permit in NG.

The area sought is one of 1,650 square miles at the headwaters of the Sepik River and not far from the Dutch border.

The application was made by Mr. S. E. Watkin, a director of the company, and also by its manager, Mr. A. B. Kaines.

The firm's Territory address is given as Wau, and the date of the company's registration in the Territory as November, 1936.

The company, although formed with the object of searching for oil as well as gold, has never made very much headway with either.

For years it was denied an oil-search permit, but about a year ago the Minister for Territories informed the company that the granting of such a permit to cover a specific area in NG depended upon the company's proving that it had sufficient capital to carry out such an undertaking.

Non-Ferrous Scrap for Japan

From Our Own Correspondent

P. MORESBY, July 20.

THE first P-NG licence to export non-ferrous scrap metal to Japan was granted recently to G.V. Miller & Company, of Rabaul, who shipped out a consignment of 236 tons.

In the past, licences for non-ferrous scrap shipments have been granted only for export to approved markets, but this limitation was relaxed due to the low level of the Australian and British markets.

Further applications for release of non-ferrous scrap to Japan will be considered on their merits by the Administration—the deciding factor will be whether or not a reasonable price can be obtained on the approved markets.

¶ Mr. George W. Giddy, manager in Australia for the Commercial Union Insurance group, paid a business visit to Fiji during July.

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ABSURDITIES OF PERMIT SYSTEM

More P-NG Criticism

AN urgent plea for the simplification of the Permit-to-Enter system, under which Australian bureaucracy controls all Papua-New Guinea travel, was made in the P-NG Legislative Council in July by Mr. E. A. James.

He spoke especially for established residents of Papua. He said it was a most improper thing that well-known citizens of this old Australian Territory should have to fill in the Sydney or Brisbane questionnaire, whenever they wanted to return home, or submit to Customs interrogation whenever they wanted to move between Papua and New Guinea, just as if they were suspects from a foreign country.

He spoke in scathing terms of the system under which Papua residents were asked to put up a bond when they proposed to visit the Trusteeship Territory.

The Administrator apparently doubted the latter charge, and asked Mr. James to repeat it.

Mr. James said he had reason to believe that this demand was made not long ago.

. . .

All travel between Pacific countries is subject now to some form of control; but the system between Australia and Papua-New Guinea is a particularly irritating one. Travellers from Sydney must first get a form from the Territories Department office, away out on George St. North. Therein they are asked a whole series of questions about themselves, their ancestry, and their business—a well-known person, travelling on a clearcut mission, is treated exactly as if he were an unknown wanderer from behind the Iron Curtain. He fills in the form and returns it; and is informed—if he does not make strong and urgent protest—that he will get a reply in a fortnight. If he protests, he can get an answer in a few days. When the Permit is graciously granted, he cannot get it unless he goes personally to the isolated office and does some more signing.

It is an absurd, time-wasting, expensive system, typical of the worst and stupidest kind of bureaucracy. If the Territories Department were half as efficient as it claims to be, it would make some arrangement under which Territories residents and well-known officials, merchants and professional men, going to Papua-New Guinea in the course of their work, would merely have to fill in the usual form for Customs

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check-up. Or the operation under which all persons must seek a Taxation clearance, surely could be made to serve the double purpose of taxation clearance and customs and security screening.

VOLCANIC BELT IS UNEASY

THERE seems to be a great deal of seismic activity in the south-west Pacific—generally along or near the line of volcanoes, which runs along the north coast of New Guinea, and on through the northern Solomons towards the New Hebrides, Tonga and New Zealand.

After the outbreak on Long Island, there was a very sharp earthquake in Lae in early July, which did a good deal of damage to glassware shaken from shelves.

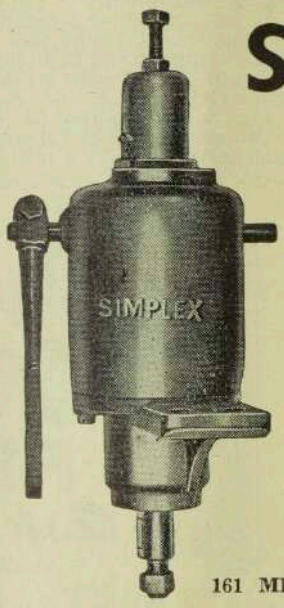
There was a milder shake reported about the same time from Kerema, in the Gulf district, west of Port Moresby. Such manifestations are rare on the south side of New Guinea.

Late in July, it was reported that the volcanic activity had extended to Mount Balba, in the middle of the big island of Bougainville (northern Solomons). It is always active, but this was a very lively demonstration.

¶ Mr. J. S. Thomson has been posted to the Fijian Office to act as Deputy Secretary for Fijian Affairs.

¶ An Indian nurse, Miss R. C. L. Columbus, daughter of Mr. and Mrs. David Columbus, of Suva, has passed her preliminary nursing examination at Wellington, New Zealand, after 18 months of the four-year course.

¶ Mr. and Mrs. J. S. Kean and daughter arrived in Suva from Melbourne in July. Mr. Kean will replace Mr. J. C. Mahon as Shell representative, South-west Pacific, when Mr. Mahon returns to Australia on transfer in August.



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Boost for Fiji Manganese Industry

From Our Own Correspondent

SUVA, July 21.

MANGANESE mining on a considerable scale is expected to commence on Viti Levu, Fiji, soon, following extensive exploratory work during June-July by a new organisation, Consolidated Manganese & Mining Syndicate of Fiji.

Since the war, Mr. J. P. Bayly and others have carried on small-scale manganese mining, quantities exported rising from 70 tons in 1948 to over 36,000 tons last year. The new company, with overseas finance, envisages shipments of 10,000 tons or more per month by direct ship when roads and loading facilities are established in the area, on the north-west coast.

Government assistance has been promised in establishing these facilities.

The Syndicate is headed by Col. A. Ottaway, an almost legendary figure of World War II's Burma campaign, whose extraordinary exploits figure largely in a recently published book. Prior to the war Col. Ottaway managed a number of tin and gold mines in Malaya employing 12,000 men and is an acknowledged world authority on mining.

He and others in Australia were interested in the present project by Mr. Shankar Pratap of Oceania Agencies, Suva, some months ago. Col. Ottaway came to Fiji, was greatly impressed by what he saw, and despatched Mr. G. F. Hall, another member of the syndicate, to carry out further prospecting.

With the assistance of Fijian chiefs and people in the area, large-scale trenching was carried out during July. Results were reported highly satisfying.

The syndicate has now opened an office in Suva which will be managed by Mr. Hall, who returned to Sydney by air late July to bring his wife and family to Suva.

It is understood that the mining will be entirely of an open-cut nature. With current prices ranging from £14-16 per ton, unrefined, f.o.b. Fiji, the enterprise promises to be a valuable money earner for the Colony, especially as most, if not all, of the output will go to dollar destinations.

Eighty rare New Guinea birds that have been waiting at Nondugl, NG, for some time, were flown to Manus at the end of June and there they were picked up by American Air Force planes and flown to the US via Guam. The birds are the personal gift of Sir Edward Hallstrom to four American zoos. Each bird has its own private travelling cage.

SAMOAN SCHOLAR'S SEVEN STEPS TO THE UNIVERSITY

A NATIVE of American Samoa is now at the University of the Philippines. He is Nikoloa I. Tuiteleleapaga, who was awarded a United Nations Scholarship to study for one year in the Philippines Islands.

To get to the Philippines he went from Pago Pago (American Samoa) to Apia (British Samoa) by small ship; from Apia to Suva (Fiji) by plane; then overland 40 miles to Fiji's airport at Nadi; then by Pan American plane to Canton Island; then to Honolulu; thence Guam; and from there to Manila.

As assistant to Dr. Herbert S. Spencer (director of education in American Samoa) Mr. Tuiteleleapaga is responsible for teacher personnel, pupil personnel, buildings and grounds. He received the first United Nations scholarship given to any native of American Samoa.

¶ Dr. Keith Barry, Programme Controller of the ABC, visited Papua and New Guinea in July. A Children's Session, Argonauts Club and School Broadcasts will be introduced to 9PA and VLT before the end of the year.

The Rugby Union team of the Fijian Infantry Battalion in Malaya, recently beat a French Army team in Saigon, 70-0.

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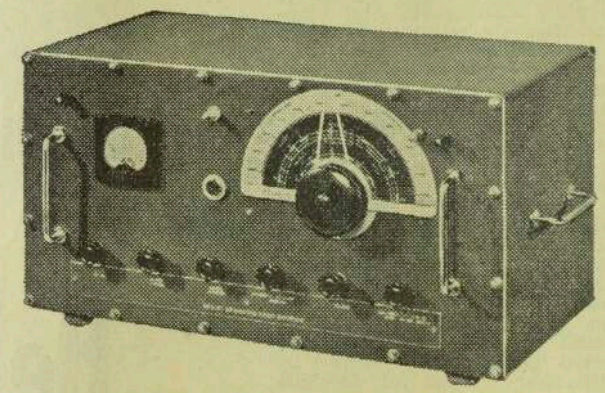

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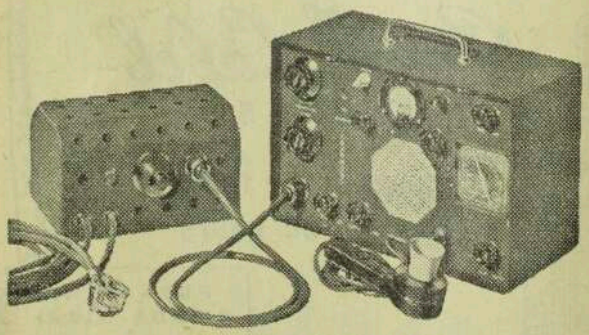

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ISLAND HAMS: Let your Pacific neighbours know you're active by checking in on your favourite band with a CQ at 0100/0700/1900z. Use of a known time will help you—and them.

NEWS to hand this month has a strong VR2 tendency, absence of an all-band receiver or of a suitable location cutting the Column off from the world of Hamdom beyond Fiji.

However, Stan, VR2AS, reports briefly on conditions as experienced at his Lauthala Bay location: 7 mc/s, moderately good with many W's, VE's, KH's, ZL's and VK's on CW and phone; 14 mc/s, very unstable, with moderately good conditions at times in the late afternoons for W's, and JA's coming in well in the early evenings, but more generally very poor conditions.

Stan, a diligent antennae dabbler, after hoisting and lowering Windoms of various shapes, sizes and formulae for months past, suddenly tore the whole mess down in mid-July and reverted to the old centre-fed. Result: immediately better reports on both bands worked. The experts have yet to convince him that a Windom is worth the grief and strain.

Up on the rise overlooking the Bay, Laurie, VR2CT, put himself on the map one fine Sunday afternoon when an errant fifth harmonic from his 7 mc/s ZC-1 emission somehow got on top of the Sydney radio-telephone which the C & W station was contacting. Whether Laurie's effort was intended to outdo Stan's—he was recently heard mixing up with a church sermon from the local broadcast station—we do not know. These things ARE embarrassing!

Laurie, we understand, was, at the time of the above incident, giving Wyn, VR2CG, a report on signals from his new mobile car transmitter. We had the opportunity of sighting this splendidly compact piece of workmanship at Nadi. The 15-watt crystal transmitter uses an 832 and operates on 7/14/21 mc/s, with quick changing of any two crystals, and doubling if desired. Mounted in the boot, the transmitter is controlled by a foot dip-switch. The receiver is an Ekco auto set, band-spread and with an added converter. Only remaining problem is the whip-antenna loading which must be variable. The whip is mounted aft.

Noel Finch, ex-ZL2AMW, hard at work in the cool (67 degrees) air conditioned Nadi operating room, contacting the Fiji "goonies" (the outer island Met stations!) found time between contacts to tell us that he will appear with a VR2 call—one of these days. He and others were, incidentally, careful to explain that the air conditioning which makes this room the pleasantest spot in Fiji is installed for the equipment—not for the staff. Breakdowns have markedly lowered as a result.

Jack Paton, briefly sighted, says that it may be a while yet before VR2AC gets going. Meanwhile, having sampled a month or two of sunny, fresh Nadi weather, he never wants to see Suva again.

Elsewhere at Nadi, Keith Lane, VR2CJ, inactive for a long time, is preparing some SSB gear for a fresh onslaught. Bruce Fraser, VR2CB, is also reported rebuilding. Eric Clark, VR2BL, is still inactive. We somehow seem to have missed reporting the departure late last year of Erol Neil and of Ken Mowat, VR2BQ—so delete these from your list.

Back on the Suva side of Viti Levu, Alan Akins—we've finally got the spelling—still settling in to a new house, has not yet appeared on the air. Also working for the same firm, complete with a lot of VHF and other gear in cold storage, is Allan Winsbury, ex-VQ4CD, temporarily incarcerated in a DC-wired hotel. If and when he makes an AC area he's likely to be a keen man for the cardsters.

A pleasant call was made, one Sunday afternoon, on Dick Northcott, VR2CM, ex-VK3LR, at Nausori. Diligently unwinding a power tranny and over a cup of tea he told us the set-up there. Power (110 v. AC) comes on at 6 p.m. and goes off at 10 p.m.—so those are the Hamming hours. A BC-348 and 21 mc/s converter handle the receiving, with a 6V6 vfo and parallel 807's, modulated, providing the signal. Bands worked: 7/14/21 mc/s depending on conditions during hours when power is available.

Ex-VR2AM/ZK-1-AZ, Thor Gundersen, who swallowed the anchor and became a land agent early this year, closed the

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Auckland office desk and went back for a run to the Cooks in his old ship, Maui Pomare, in July, relieving Ken Windsor—ZL-1-OM as radio officer for a voyage. Coconut radio had it that Ken was taking the big plunge—an attractive Wellingtonian was cited.

During the month ZK2AB was heard having W-trouble—all America calling him, and all at once on the same frequency. Whether he finally managed to talk to anyone we do not know. As with Phil on Fanning, we sympathise.

New calls reported recently: VK-1-BA, B. A. Fiebig, and VK-1-RL, R. L. Fraser, both on Macquarie Island. Delete VK's 1-RG/SW. Change of address: VK9FK, C/o DCA, Lae.

Apia Short-Wave Transmissions

THE Director of Broadcasting, W. Samoa, has advised that, due to unavoidable delays, the new short-wave transmitter for 2AP was not available for testing as expected. By now, however, the 200-watt transmitter should be on the air on one or other of the two frequencies—3241/6040 Kc/s.

In mid-July it was expected that the lower frequency would be the first one to come into service.

Suva, early in July, again put its 5980 kc/s transmitter on the air, in parallel with 2980 kc/s. The lower frequency is best received in Fiji, but some receivers do not cover that band. The 2980 kc/s channel is being well received in the Gilberts.

The British Solomon Islands branch of the Red Cross Society is holding a series of first-aid classes conducted by the Protectorate Medical Officer (Dr. R. F. Payne).

The sale of debentures for the Fiji Development Loan, launched early 1952, ceased June 30. The original target was for £1 million, but the response was so good that the target was raised by half a million. The debentures, in three classes, bear interest at 3%, 3½% and 4%, maturing in 1959/64/72 respectively.

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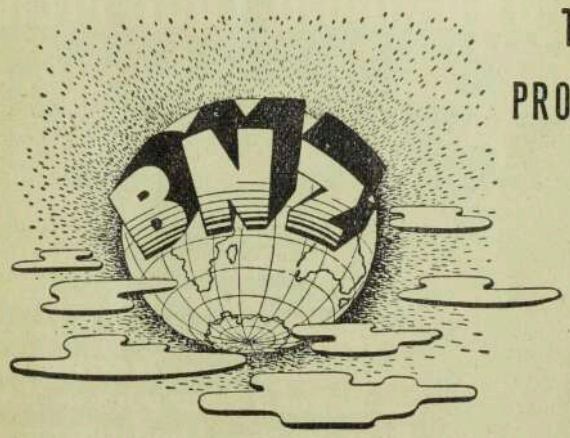

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Japs Show Us How To Fish For Pearl Shell

AFTER a month of fishing about 45 miles north-west of Bathurst Island in the Timor Sea, the Japanese pearling fleet had won about 200 tons of pearlshell—worth £100,000.

The fleet consists of a mother-ship and 25 60-ft. luggers. It left Japan in mid-May and began pearling in June. It is expected to remain adiacent to Australian Territorial waters about three months—or until their quota (said to be 600 tons) is filled.

Japanese pearling fleets operated off Australia before the war but this is their first post-war expedition. If it has not precisely the blessing of the Australian Government, it is at least working under rules laid down during the recent fisheries conference between Japan and Australia.

A fisheries' inspection vessel is with the Jap fleet to see that there is no violation of Australia's three-mile limit and *HMAS Macquarie*, recently stationed at Darwin, also keeps a watchful eye on the activities of the Japs.

There are about 15 men to each lugger—six of them divers who work one hour on (or in!) and one off, in parties of three. Because they are not permitted to land in Australia they all must live on the ships for the full time that they are absent from Japan. They wash themselves and their clothes in salt water, and drinking water is strictly rationed. Crew members from *HMAS Macquarie* who visited the fleet said that conditions for the 317 men on the luggers and mother-ship were intolerable. Their sleeping quarters were like dungeons, there was no where to sit down and their food seemed to consist of dried pearl-shell oyster and boiled rice.

However, the Japs do not appear to notice these discomforts and they are showing the Australians how to fish for shell. They are getting anything up to ten tons per day.

Darwin pearlers are already complaining that the Japanese fleet will "wreck the Australian pearl industry." The Jap tally is already twice as much as collected during the whole of the last season in Darwin. Local pearlers say that they are handicapped by heavy taxation—among other things—and that Jap activities will create a surplus of pearlshell and depress the market.

The pre-war Torres Strait pearling industry depended for its prosperity on Japanese divers. But when the industry resumed after the war High Authority decided that it could be conducted with Torres Strait islanders instead of Japs and considerable assistance was given the Islanders to purchase and work luggers of their own.

Like many other post war theories this one has not worked as planned and pearlshell has been both scarce and dear. However, now that the Japs are back in the field with low-cost, mass-production methods it is likely that there will be a steep fall in the phenomenal prices that pearlshell has been bringing.

It is reported that American interests will be firmly in the market for the Jap-fished shell.

(See article on Japanese fishing elsewhere this issue.)

The first Annual Meeting of the Honiara Parents' and Citizens' Association was held on July 15 in the Red Cross Hut, and office-bearers were elected for the coming year. Mr. D. Howell was elected President, and Mr. N. D. Robertson Secretary-Treasurer. Committee members elected were Mrs. R. J. Minnitt, Mrs. R. A. Avery, Mrs. G. A. Skipper, Mrs. G. F. C. Dennis, Dr. R. F. Payne and Mr J. P. W. Logie. The Chief Secretary (Mr. R. J. Minnitt) addressed the meeting.

¶ Mr. C. D. Bates, District Commissioner, Madang, NG, is on three months sick leave in Australia. Mr. W. B. Giles has taken over as Acting District Commissioner.

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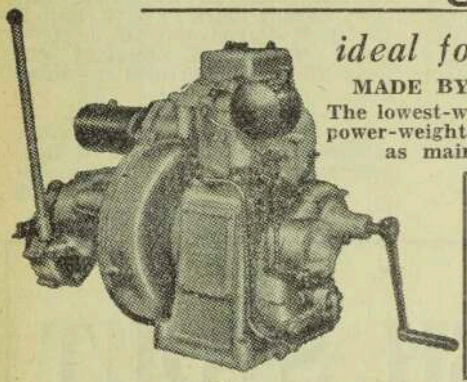

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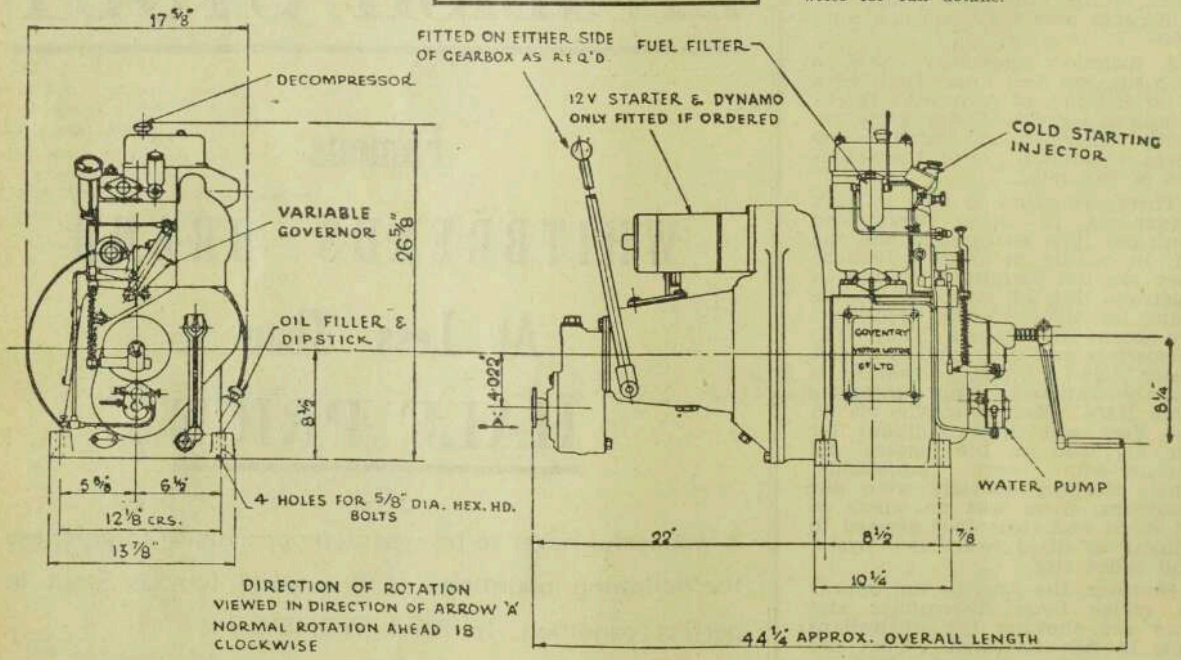

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NEWS OF THE SMALL-SHIPS

PATROL VESSEL *TIARE*

The red pompoms of the French Navy were seen in Suva during July when Capitaine de Corvette Raymond Houdayer, Legion d'Honneur, Croix de Guerre, and a crew of 28, brought the patrol vessel *Tiare* from Noumea for drydocking.

To seat the 136 ft, 252 g.t vessel on the slip cradle, it was necessary to ballast her stern with seven tons of chain cables and anchors and about the same weight in drums of water, thus raising the forefoot.

Tiare and her sister vessel *Lotus*, based on Papeete, are former American yard mine sweepers (YMS). At least two other similar craft, converted to trade purposes, are operating in the South Pacific. One is *Manua Tele*, of Pago Pago, and the other *Taumotu*, of Papeete.

On arrival at Suva, Captain Houdayer paid a courtesy visit on the Governor and this was later returned by his Aide. Other functions were held while in port. *Tiare* sailed July 19 for Wallis and Futuna, Apia, Pago Pago, Nukualofa on courtesy visits. She was to call again at Suva on August 10 for refuelling en route to base at Noumea.

MAUI POMARE MAKES APIA TRIP

NZGS *Maui Pomare*, normally on the New Zealand-Cook Islands run, made a voyage to W. Samoa for bananas in June-July—her first since late 1949—due to the absence of the USS Co's *Matua*, temporarily relieving on the NZ inter-island service.

ANOTHER FIJI CUTTER LOST

Bound from Suva for her home port of Moala, in the Lau Group, the 9-ton, 26-foot cutter *Tagimaucia* was lost near Nasilai reef in the early hours of July 1. One member of the crew, Waisake Yavala, lost his life. Four others and two passengers managed to get ashore.

When they met heavy head weather an attempt was made to turn back to Suva but in bringing the sailing craft round she was overwhelmed by a sea and sank immediately. She was owned by the people of Cakova, Moala, and was the second sailing cutter lost in Fiji waters within 6 weeks—BP's *Yalewa* having been lost May 26.

RANUI SOLD

The sturdy double-ender ketch *Ranui*, which has lain idle in Wellington harbour since she was withdrawn from a period of service for NZ Island Territories Department in the Cook Islands, was reported sold in July. The vessel had been advertised in Island newspapers. Buyer's name not available as yet.

Ranui was built at Stewart Is., and equipped with radar during the war to assist her in locating Campbell Island far to the south and usually enshrouded in bad weather. When it was discovered during World War II that German raiders had seemingly used some of New Zealander's southern islands for careening purposes, Coastwatchers were established there. *Ranui* became a mobile Coastwatching station, operating at various points in Campbell, Auckland, Antipodes and Snares Groups. Later she was used to serve Raoul, Kermadecs.

SAN MICHELE NOW *NUKULAU*

After delays in transferring registry from the Italian to British flags, South Pacific Shipping Co's recently acquired 500-tonner *San Michele* should have cleared Fumagusta, Cyprus, late July.

Formerly owned by the big Shoham Maritime Services Co. of Haifa, this and other similar vessels of the company were registered in Italy to evade difficulties with Egypt. As the name *San Michele* is already in use on the British register, the new owners have temporarily renamed her *Nukulau* (after a small picnic islet near Suva). The name may be changed again later.

This ship, similar to, though larger than Tasman Steam Ship Co's *Ada*, was built in 1947 in Sorrento. She has a cargo capacity of 550 tons, is 407 tons gross register, with dimensions 141 ft x

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28 ft x 14 ft and is powered by a 300 hp Ansaldo motor.

On the delivery voyage to Fiji she will probably carry a crew of nine. Master, Mate and Engineer are part-owners. The others are migrants with permits to enter Australia.

ADA ALSO CHANGING NAME

Tasman Steam's *Ada* left Suva for Tarawa July 19 on a 40-days' charter to Western Pacific High Commission.

Captain R. G. Keyworth, manager of the company at Auckland, who had been in command since she left New Zealand on June 12, returned by air from Suva. The command was taken over for the charter by Captain E. Harness, Harbour Master, Suva, who is at present on leave. Mr. Ross, chief officer, will eventually be master.

Captain Keyworth reported that, as with *San Michele*, the name *Ada* is already occupied in the British register. Several new names are under consideration, the most likely being *Vonu* (turtle) or *Vasa*.

Ada carried petrol from Auckland to Niue, thence 100 round-trip deck passengers to Pago Pago, Apia and return to Niue. Further passengers were then taken aboard at Nukualofa for Vavau before heading for Suva, where she was transferred from provisional British registry to Fiji registry. Some of the 8-men crew were returned to NZ by air and the vessel signed on a local crew of 14.

In addition to a full load of general cargo and oil, *Ada* carried a 22-foot launch and a 23-foot lighter for Canton. These had been built at Millers boatyard, Suva. The launch, a useful type of work-boat, was powered with a 20-hp Gardner diesel.

There were also two passengers aboard.

On completion of present charter voyage to Gilbert, Ellice and Phoenix Islands, *Ada* will return to Auckland for a further load of petrol for Tonga-Samoa.

RANNAH

Mr. D. C. Brown's latest fleet addition, the 304 g.t. wooden, twin-screw, freezer vessel *Rannah* cleared

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THP.I.

Wellington June 21 on her first voyage in the New Zealand-Cook Is. service. She was commanded by Captain George Mouncer, who was one-time Mate of *Melva*, a vessel known in the Islands. With him in *Rannah* were Messrs. Cooper and Burdett as Chief and Second officers. Mr. McQuarrie, formerly of Island Territories *Ranui*, was engineer.

Rannah at present remains on NZ registry, carrying a complement of 11. She has no cabin passenger accommodation.

First voyage was to Rarotonga, then Manihiki, where MOP was loaded and a party of 105 deck passengers for Aitutaki. Back at Rarotonga the vessel loaded 4,870 cases of tomatoes and other cargo for Auckland. Some trouble was experienced with freezer machinery on her first run south.

It is anticipated that *Rannah* will make about five voyages to Auckland during the tomato season, then will remain on the inter-island trade within the Cooks until next season's fruit is offering.

APPRENTICES IN *JOHN WILLIAMS VI*

Chief Officer F. Bottom, of the smart LMS vessel *John Williams VI* had some interesting news for Island boys who aspire to become trained navigators and ship's deck officers, when the ship arrived in Suva in July.

Mr. Bottom said that three Island apprentices will be trained in the ship henceforth. One Gilbertese and one Ellice boy joined recently and a Cook Islands boy will be joining the ship soon. *John Williams VI* will thus be the only vessel operating entirely within the Pacific Islands which trains officer apprentices.

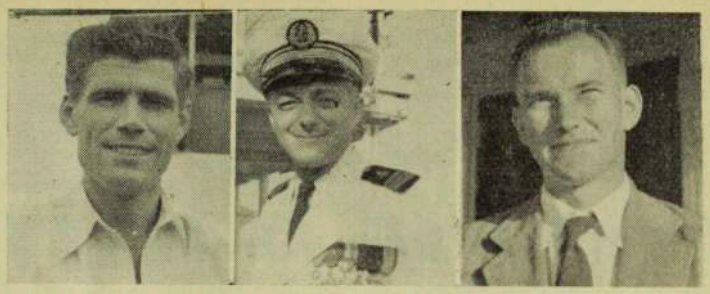
John Williams VI was scheduled to visit Samoa then Papua on clearing Suva late July.

PURAU ON FIRE

Another Papeete vessel, the little auxiliary vessel *Purau*, narrowly escaped complete destruction on July 24. The vessel was lying at the Customs wharf at 1.30 a.m. when flames 30 feet high were seen pouring from her. The Army's fire brigade made a good save, though the 5-ton craft was extensively damaged.

MANU'A TELE

The Pago Pago YMS trading vessel *Manu'a Tele* will drydock in Suva during August. *Manu'a Tele*, owned by the chiefs of the Manua Group and the E. Samoa Government, by a charter arrangement with the W. Samoa Government, now provides the only regular sea communication between Apia and the Tokelau Is. The vessel carries no armament but otherwise is identical with the French naval patrol craft *Tiare* which docked in Suva in July. She maintains a regular passenger service between Pago



Captain R. G. Keyworth, manager of Tasman Steamship Co., brought Ada to Suva.
Capitaine de Corvette Raymond Houdayer, in command of Tiare. Mr. Peter Throckmorton, of Reliable Engine Repair Service, returned to Honolulu (see July PIM).

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Pago and Apia and makes other occasional charter voyages.

MOQUEUSE DEPARTS

Moqueuse, French naval gunboat, completed her service in the Pacific and cleared Papeete for Toulon, July 23, firing a 21-gun farewell salute as she slid down harbour for the reef passage homeward bound. *Moqueuse* became well known in New Caledonia and French Oceania waters and the ships' company leaves many friends in the Pacific.

OIL BARGES FOR FIJI

Under construction at present in Millers' boatshed, Suva, is a 75-foot oil barge for Shell Oil Co. for use between the company's Suva terminal and Lautoka. Of all-welded construction, 75 ft x 20 ft x 6 ft, the barge will weigh about 30 tons and will carry 84 tons of oil in four tanks. There will be additional buoyancy tanks.

It is the largest steel barge to be built in Fiji, from Millers' own designs with modifications by Shell Co. A special feature will be the shallow draught permitting navigation of the Wainibokasi river.

Another barge, self-propelled and powered by twin 118 hp Hercules petrol motors giving a speed of about 8 knots has recently been built in Australia for Vacuum Oil Co. It will be employed on the Vuda Point-Nadi service, replacing the *VO-1*, an LCT which has been operating from Suva to Nadi for a number of years.

Vacuum's new barge measures 68 ft x 25 ft x 10 ft and weighs 102 tons empty. Oil will be carried in four 5,000-gallon tanks and discharged by a Gardner diesel pump capable of handling 400 gallons per minute.

KIA KIA IN SUVA

Tallest ship of the WPHC fleet, the auxiliary ketch *Kia Kia* arrived in Suva from Tarawa July 4, having left the Gilbert's capital June 20. Calls had been made at Tabiteuea and Funafuti.

Captain W. Schutz was in command with Philip Wilder engineer. In addition, there were 11 seamen, mostly Ellice Islanders, and 7 passengers. Captain Schutz reported that a six-weeks-old baby had died on the voyage and had been buried at sea between the Gilbert and Ellice groups.

Earlier plans to send *Kia Kia* to Honiara were altered. An extensive refit will be carried out in Suva, including removal of and repairs to the tall hollow masts.

Kia Kia was built in 1938 by the Hongkong & Whampoa Shipyard of Hongkong, as a medical patrol vessel for the WPHC. Since the war she has been used mainly in transporting Government officials about the G & E Groups. She measures 75 ft x 18 ft x 6 ft 6 in., is teak-planked, has about 10 tons of cargo space, and excellent accommodation for so small a vessel. A feature is the carved Chinese figure-head.

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TASMAN SEEKING ANOTHER

Refuting a rûmour current in Auckland in June, Tasman Steamship Co., who recently purchased *Ada*, reported in July that far from selling their trans-Tasman trader *Viti*, they are, in fact, seeking an additional vessel for that service. *Viti* recently towed a pile-driving barge from Auckland to Sydney in nine days of good weather.

HIFOFUA RESUMES

Tongan Government's 90-foot ketch *Hifofua*, in Auckland since April 11, completed an extensive refit mid-July and returned to Nukualofa to resume her ordinary duties of transporting officials within the Group.

The refit included a complete new suit of sails, which called for over 500 yards of Royal Naval canvas. This job was handled by Mr. Maurice Carr, of Sails & Covers Ltd. and was the largest of its kind to be carried out in Auckland for some time. The firm has the largest sail loft in Australasia.

YATU LAU

Commissioned earlier this year, the *Yatu Lau* exhibits some of the best workmanship to come from a Fiji shipyard. Built by Millers Ltd., the specifications called for a craft rather beamy for her length—she measures 54.7 ft x 20 ft x 7.5 ft, so the appearance is rather squat, but of comfortable design. She is under-powered by a 57 hp Gardner diesel, which gives her a smooth-water speed of about 7 knots without the aid of her ketch-rigged sails.

Of 39.38 tons register, she is now operating for the Fijian Affairs Department on the Suva-Lau Islands service. She carries 50 tons of copra and has a 17-day fuel-tank cruising range.

KURIMARAU TO BE REPLACED

The WPHC flagship *Kurimarau*, 288 g.t., built in Hongkong in 1930, will be replaced within a couple of years, according to present plans. The vessel is said to be not entirely suitable for the requirements of the British Solomon Is. Protectorate Government and is approaching the end of her economic life.

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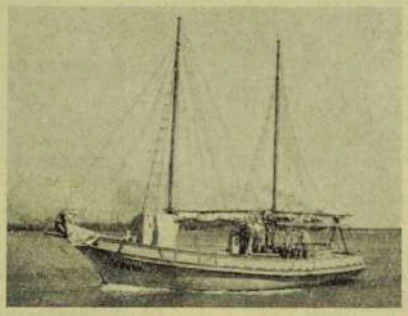

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SCOT

Scot, Mr. J. B. Turner's ex-New Zealand scow, has caused some interest in Suva. First, the little trader somehow got her name accidentally changed to *Scott*. Name changing is not a thing that may be done lightly—so the name is again *Scot* as registered. Then, early July, at a dangerous anchorage on the south-west Kadavu coast, she fouled her propellor on the reef, bending all blades.

A launch was despatched from Suva with a new propellor but failed to arrive—so the RNZAF was called in to make a search. The launch had been sheltering and eventually delivered her cargo, *Scot* returning safely to Suva.

The vessel may be going to the New Hebrides soon.

HONOLULU-TAHITI YACHT RACE

PAPEETE, August 1.

The yacht race from Honolulu to Papeete started on July 31. There are only three starters—*Primavera* (a 38-ft sloop, owned by Mr. Paul Hurst, of Santa Barbara); *Chiriqui* (which will have on board Mr. R. B. Terkel, who is assisting Dr. Percy Wilson, of Honolulu, in charge of the race), and *Temptress*.

MONIQUE MISSING

The 250-tons freighter *Monique* was, in early August, reported overdue on a voyage between the Loyalty Islands and Noumea. A search for the vessel by sea and air was continuing.

There were over 100 persons on board—at least 20 of them Europeans.

PEER GYNT ON A REEF

The 30-ft ketch *Peer Gynt*, which left Sydney in October with Sylvia Roach and Norman Rome, on a world cruise, went aground on a reef of the Witu Islands, off the north coast of New Guinea, on August 10. The ketch, after many vicissitudes along the coasts of New South Wales, New Hebrides and the Solomons, reached Rabaul in July, and thence departed for Madang.

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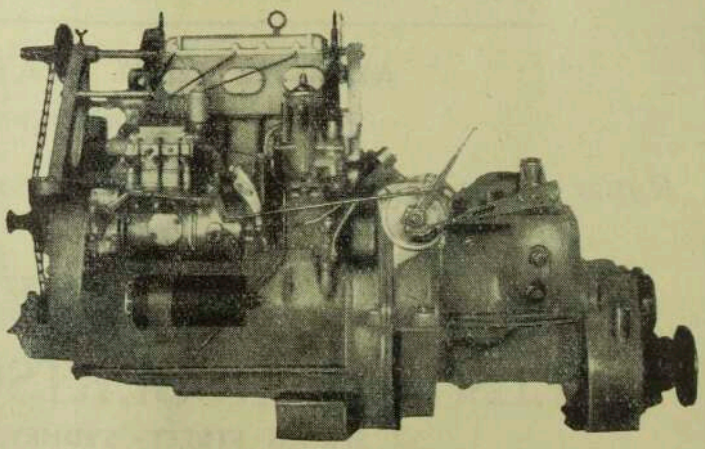

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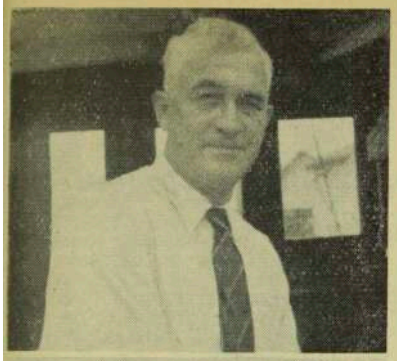

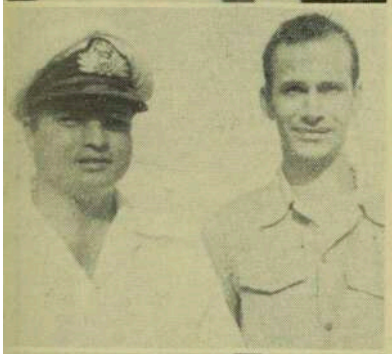

Commander (E) J. H. Deane, MINA, RN Retd., newly appointed Marine Superintendent for WPHC.

Captain W. Schutz and Engineer Philip Wilder brought Kia Kia south to Suva for refit.

Captain Edwin Sandys of Tovata listens to a recorded interview which Cif Roy, of Edmonton Travel Service, Canada, has just made with him for use on Canadian radio.

TRANS-PACIFIC RACE

The Trans-Pacific Race on the 2,225 miles course from Los Angeles to Honolulu was won on handicap by the 39-foot ketch *Staghound*. Thirty-two yachts took part and fastest time was made by the 161-foot schooner *Goodwill*.

News of Cruising Yachts

• *Bounty*, Auckland ketch with owner K. Furley and crew, met trouble in June en route from Auckland to Nukualofa on the first leg of an Islands cruise. She arrived in the Tongan port with both masts snapped and under a jury rig. Very heavy weather had been experienced—*Ada*, in the same area reported winds of force 10. It is likely that new masts will have to be obtained from Auckland before resuming the voyage.

• *Sundance*, American ketch, purchased in Auckland and heading Statesward, was reported at Aitutaki in June-July, and preparing for the next leg to Papeete.

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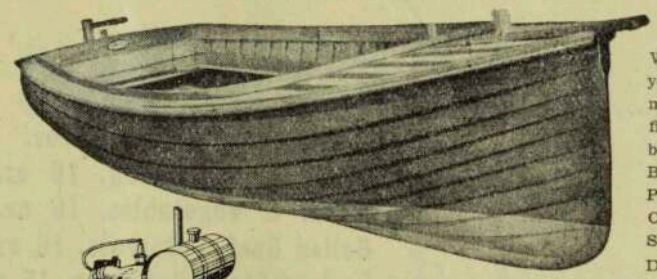

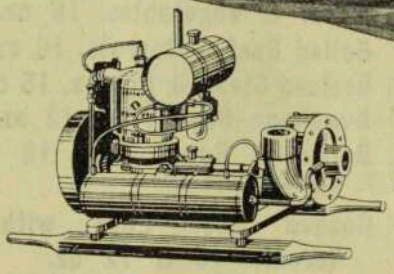

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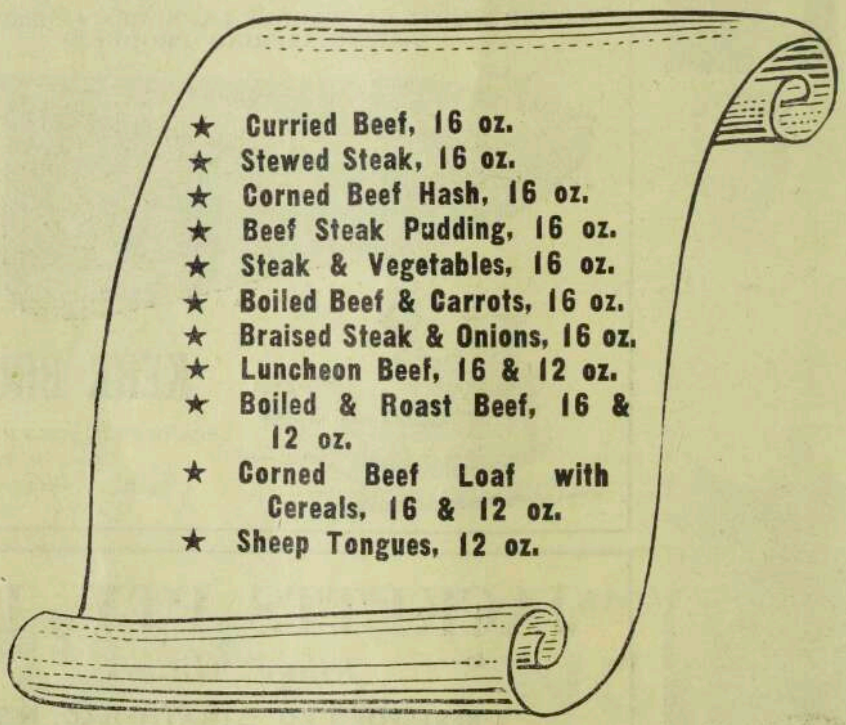

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• *Philante II*, converted English Fairmile, which has slowly worked her way westwards, was reported to have finally changed hands at Noumea in July. Said to have been sold to M. Leconte, a mining man, for use as a house boat. Price believed 1½ million Pacific francs (£A10,700).

• Captain George Dibbern, of *Te Rapunga*, prefers a feminine crew. He made headlines in July when he reported from his Hobart anchorage that he won't be heading seaward before December, but then with an all-girl crew. Eileen Morris, of New Zealand, has been his shipmate in past cruises but the 64-year-old German master-mariner will enter *Te Rapunga* in the Auckland-Sydney Trans-Tasman Race next January with others in addition. He plans to cruise to Auckland via south of New Zealand and the east coast in the 32-foot veteran ketch. An Islands cruise will follow later.

• *Skyline*, 36-ft cutter, cleared Auckland end of June for Papeete. Owner Dennis Ryan built the vessel with assistance. He and one other member of the four-man crew (Ken Searle) are experienced yachtsmen. The other two, Bryan Dabeth and Len Goodsall, are Dargaville farmers, heading for Canada. Cruise will probably occupy 6 months in the Eastern Pacific groups before returning to Auckland.

• During July, the 33-ft ketch *Viking* made a short stay at Port Moresby. Its owners, Mr. and Mrs. Sten Holmdahl, of Sweden, were already one year out from their home port, and expected to be at sea for another twelve months before returning to Sweden.

Viking has no auxiliary engine and since leaving Sweden in June, 1952, for England, has called at ports in France, Portugal, the Canary Islands, the West Indies, Panama Canal, Marquesas Islands, Tahiti, Fiji and the New Hebrides. From Port Moresby, next ports of call will be Darwin, Capetown and back to Sweden.

To make their two-year voyage around the world, the Holmdahls sold their home in Sweden, which they built themselves, bought the hull of the *Viking*, fitted it for the long trip, stocked up with supplies

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and gear, and set off. When they get back they will re-establish themselves by selling the ketch and buying another home.

• *Sobrina*, Col. Frank Royce, of Honolulu, again cleared Papeete northbound, July 23, with planned calls at the Marquesas and Line Islands.

• Wanderer III, with Eric and Mrs. Hiscock aboard, arrived in Suva July 13 from the Eastern Pacific. They plan to remain in Fiji waters until the New Zealand spring, when they will head south for Auckland.

• *Wakaya*, of Auckland, arrived in Suva July 16.

• *Sundance*, which had moved on from Aitutaki to Rarotonga, was chartered there July 14 by Mr. D. C. Brown to run some supplies north to the 22 Manihiki pearl divers currently employed in exploratory diving at Suwarrow (Suvarov) atoll. (See elsewhere this issue).

• *Bounty*, double-dismasted, en route Auckland-Nukualofa, was again in trouble late July, when word was received from Vatoa Island, Fiji, that she had arrived there again dismasted. It is assumed that the yacht may have had a temporary rig while bound for more permanent repairs at Suva, and that this gave trouble when more bad weather appeared.

PURPLE SEA IN BSI

The ocean-going yacht *Purple Sea* (Capt. R. E. Johnson) with a crew of one (Mdlle. Marcelle Joveux) arrived in Honiara on July 2, from Sydney. Rough weather was encountered on the way up, and the crew was very seasick.

Capt. Johnson, who was born in Essex, emigrated to Australia at the age of 17, and his adventures have previously been recorded in PIM. His first sailing venture was from Auckland for Tahiti in a newly acquired 60-footer, the *Thelma* with one companion, having only once before been aboard a yacht and then as a passenger. He reached

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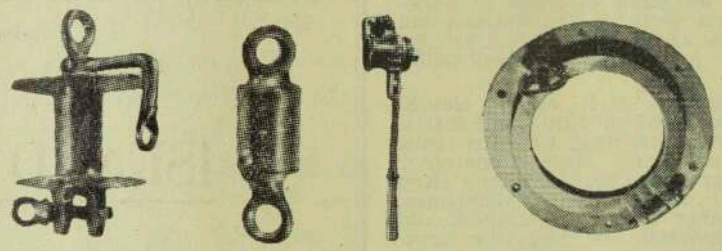

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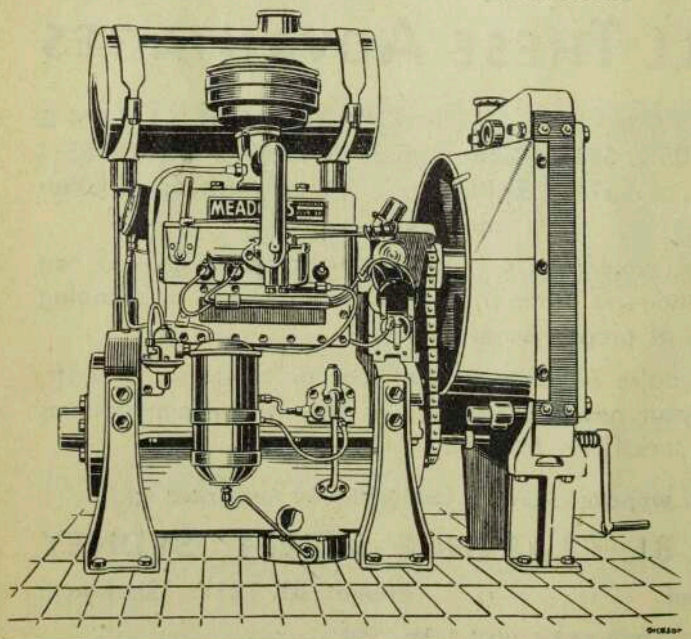

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Tahiti. Later, he sold the *Thelma* to the United States Navy in Honolulu. In 1947, he bought an engineless submarine chaser, the SC 671, in Honolulu, and arranged for a tow to Tahiti. The towing hawser broke during rough weather. Captain Johnson refused to abandon his ship, and after drifting for four months and surviving several storms, his vessel was blown by the southeast winds into the Fiji waters and both were rescued.

Captain Johnson said in Honiara that being adrift in the Pacific was pleasant enough—no work, no worries, no responsibility, and plenty of peace. He has no fixed itinerary for his present voyage, but hopes to do a little inter-island cargo- and copra-carrying, and to get some photographs. The *Purple Sea* left Honiara for Gizo via Yandina on July 12.

In describing how castaway airmen may live off the New Guinea jungle, a writer in a British newspaper refers to the "Guria pigeons and their eggs (in underground nests)." I am afraid he got a little astray (writes SHC). I suppose he meant the Gaura (sometimes incorrectly spelled Gauri) pigeon. A Guria, of course, is the common earthquake. I have seen hundreds of nests of the Gaura Coronata pigeon in the lower branches of trees, where they lay their white eggs.

MARIPOSA NOT FOR PACIFIC

AFTER 8 years of idleness, the Matson-Oceanic liner *Mariposa* is being sold to a Panamanian-registered company, thus ending constant rumours that the vessel might be brought back to the trans-Pacific service.

W. R. Carpenter & Co's 100-passenger *Lakemba* is now the only passenger vessel operating on the trans-Pacific service, but there are still frequent reports and denials that Matson plans to operate a service with one or more modified Mariner-class vessels.

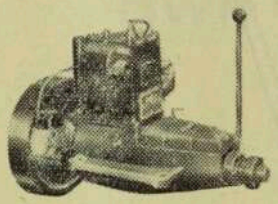
The sale of the *Mariposa* may clear the way for the company to go ahead with whatever plans it has in this respect.

Soldiers' Wives for Malaya

WITH the eighth draft of reinforcements to leave Fiji for Malaya at the end of July, went the wives and children of two New Zealand officers of the Fiji First Battalion.

They will be followed later by the wives and families of such Fijian officers and men as cannot be easily spared from service in Malaya to return home on leave. Houses are at present being prepared for these people.

¶ Miss Lesley Mayne, daughter of Mr. Stan Mayne, well known Suva optician, passed her State Final nursing examination at Wellington, NZ, Public Hospital recently.



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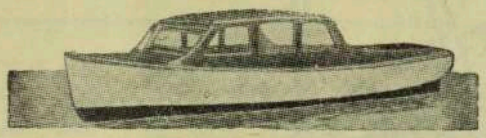

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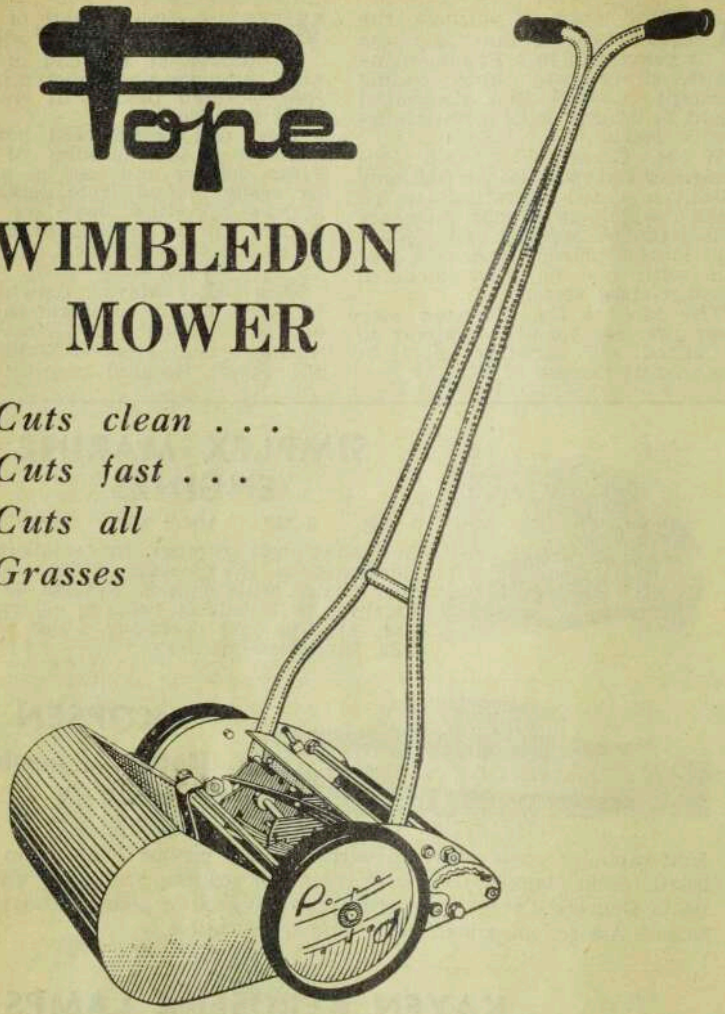

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Another Coronation Climb

Baines Reaches Top of Mt. Victoria

From Our Own Correspondent

PORT MORESBY, July 30.

MR. CHARLES BAINES, a technician on the staff of the Postmaster-General's Department at the ABC station, Fort Moresby, reached the summit of Mt. Victoria in the Owen Stanleys on July 23 and affixed a Coronation plaque there.

This expedition was the realisation of a long-cherished plan by Mr. Baines who was on leave prior to transfer back to his home city of Brisbane after several years at Port Moresby. The main crag of the mountain is 13,363 ft; it was first climbed by Sir William MacGregor in 1888, during his term as Lieutenant-Governor of Papua. Since then several Europeans have added Mt. Victoria to their list of alpine feats.

Progress reports of Baines' climb were relayed to Port Moresby over his two-way radio from a base camp at 12,000 feet. He said the last 150 feet of the climb, up an almost sheer rock face, was the hardest part of the climb.

¶ M. Henri Guillemot, Islands representative for Ventura Trading Co. Pty., Ltd., left Sydney by air on August 3 on a six weeks' business visit to New Hebrides and New Caledonia.

¶ Mr. John Hohnen, general manager and a director of New Guinea Goldsfields Ltd., was in Sydney early in August.

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OFFICIAL APPEAL TO RALUANA NATIVES

Sequel to Gaoling of Tuvi

THE closely-reasoned judgment of Chief Judge Phillips, wherein he cleared District Commissioner J. K. McCarthy of the charge of assaulting the native teacher Tuvi, in the Raluana case, and sent Tuvi to imprisonment for four months, has made Territory history. The Judge gave the Raluana natives every opportunity to present their case; but, under his careful sifting, it was obvious that there had been collusion in the preparation of evidence, and he rejected it as valueless.

However, apart altogether from the legal position, the gaoling of the insolent Tuvi and the vindication of the District Commissioner, were the best possible sequel to the unfortunate occurrences in Raluana on May 21.

It is important, from the Administration viewpoint, that the Raluana section of the Tolai people should accept the native village council system. They have tried to escape their obligation by insisting that they are poor, ignorant people, incapable of functioning as a council. That rabbit won't run.

They actually are among the most competent and shrewd native communities in the New Britain area. Further, more than one observer believes that the bricks which the Raluana natives have been throwing at the Administration were made by a very

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"Big Sister" Choice **PLUM PUDDING**, 16 oz., 34/6 doz.; 1¾ lb.	60/- doz.
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cunning and subversive but, so far, hidden white hand. If their defiance had been permitted and accepted, the effect on native government would have been calamitous.

In a praiseworthy attempt to bring peace to this district, the Minister for Territories (Mr. Hasluck), accompanied by the Administrator (Brigadier Cleland) and District Commissioner McCarthy, went out to Raluana and met 2,000 natives from that and adjoining villages, and formally urged them to accept the village council. This was on July 17, a few days after Tuvi was gaoled.

Discussion was lengthy, and frank. The natives—respectful, but grim and unsmiling—said that they did not want a village council, because they were uneducated—and they pleaded for educational facilities.

Both Administrator and Minister said the Village Council Ordinance was set up to improve the status of the natives, to give them experience in local government and to teach them responsibility.

Brigadier Cleland reminded them that they had been in contact with the Administration for many years and, as a result of education already given them by the Administration, they had been able to run one of the most successful co-operative stores in the Territory.

He asked them to forget the past and start anew. He asked the groups to appoint 10 spokesmen who should meet the District Commissioner with a view to coming to an amicable arrangement. He said he had the utmost faith in the District Commissioner and his administration of the area.

The natives promised that 10 men would be appointed to meet the DC later on.

A new bank-note issue is being prepared for Fiji. The notes will be of a standard size, similar to the US dollar bill, and printed in distinctive colours.

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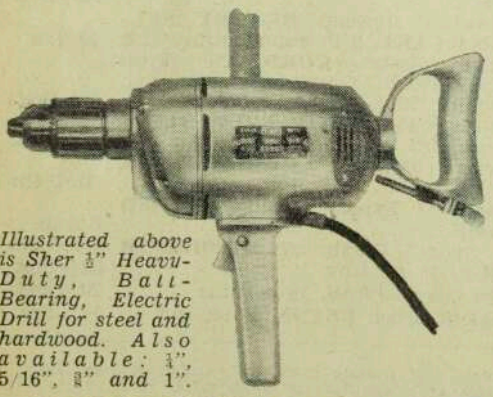

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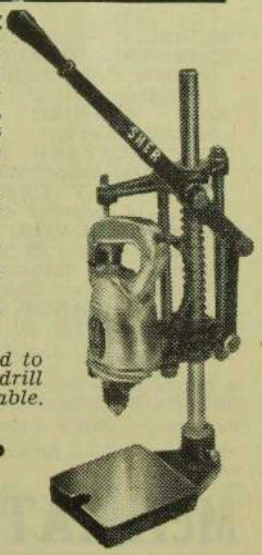

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RUNAWAY LABOURERS

Serious Industrial and Social Problems in NG

THE native Legislative Councillor Simogun (he was decorated for war services and is held in high regard by Europeans) made an urgent plea to the Council in July on behalf of the numerous Sepik area villages which he represents.

He said that 150 village elders had met him before he left for Moresby, and had asked him to tell the Government that, as a result of unbalanced recruiting, the whole area now was most seriously short of young men; and the effect, from the social, industrial and food-production standpoints, was bad.

Simogun said, also, that there were not enough official patrols through his area, with the result that the Government did not get information about their plight. Further, the Administration's practice of moving District officials elsewhere, after they had become well known to the people of the area, had a bad effect. He pleaded that the officers who came and learned their conditions and their ways should be allowed to remain with them for a longer period.

SIMOGUN'S appeal has given colour to very strong action which has just been taken by the New Guinea Planters' Association, of Rabaul, in relation to what is described as the failure of the Native Labour Ordinance.

The Association, in anger and despair over the failure of Territories Minister Hasluck to attend to its urgent representations, is now by-passing the Minister and addressing itself directly to the Prime Minister of Australia.

The Native Labour Ordinance (NLO) was bequeathed to the present Administration by the Ward-Murray regime of the post-war period. Before the war, natives could be recruited for labour on a three years' contract; and if the native ran away from his employer, he could be arrested and brought back by the police and, if still resistant, he could be gaoled. The Ward-Murray regime described this as slavery; and, as part of its campaign against private enterprise, it reduced the native labour contract period to one year, and wiped out all penal provisions.

As time passed, and the natives discovered that they could leave at any time without penalty, the position steadily deteriorated, until today (according to Mr. Don Barrett, the planters' representative on the Council) there are large numbers of broken-contract labourers wandering about the Territories, living upon the native communities, working how and when they please as

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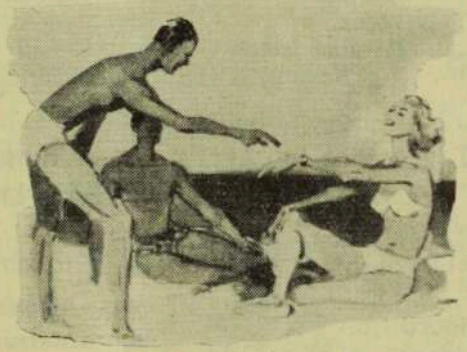

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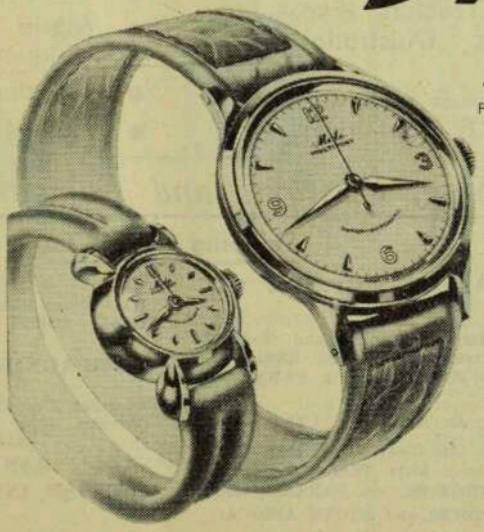

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casuals, and causing increasing social trouble and economic disturbance.

The present Australian Minister tried to improve matters by extending the contract period to two years, with option of another year; but because of that Minister's extreme timidity in political matters nothing has been done to introduce a penal clause. A native may walk off a few months after his employer has paid heavily for his recruitment, transport, equipment and repatriation; and the employer has no remedy except a civil law action —which, in the case of an elusive New Guinea labourer, would be absurd.

ALTHOUGH his native has disappeared, the employer still is held responsible for his repatriation. He has been forced to deposit with the Administration a sum to cover repatriation costs. Under the present law, the employer cannot get a refund of that money. The Association has fought, in vain, for amendments in the Ordinance to provide:

- Refund of the transport money to the employer if the runaway native has not been repatriated within three months from the time he breaks his contract;
- Some definite form of punishment, to ensure that the native will have placed upon him the same compulsion to observe the labour agreement as does the employer;
- Enforcement of the provisions of the NLO, so that unscrupulous employers, who are responsible for neither recruitment fees nor transport, cannot employ or get benefits from a broken-contract labourer.

As the Minister and Administration have done nothing to improve the position, after eight months of pleas and discussions, the Association has decided to appeal for relief direct to the Australian Prime Minister and people.

It emphasises that the increasing number of wandering and unattached and unrepatriated labourers is creating a double social evil —namely (a) these irresponsible men are loafing about the towns, getting into mischief and living upon the native villagers and (b) their absence from their own villages is causing grievous social problems, as described in the Council by Simogun.

¶ Father M. H. Lelong, noted ethnologist, passed through Sydney on his way to New Guinea where he will carry out research studies among the Melanesians. A Frenchman, editor of the famous journal *Vie Intellectuelle* and the author of 15 books on ethnology, Father Lelong has lived among the primitive races in Africa and S. America, and recently spent several months in Japan among the peasants of the North.

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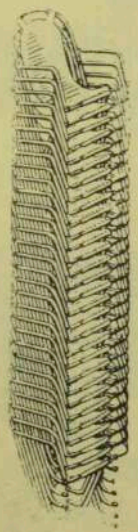

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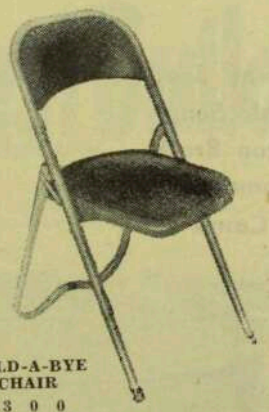

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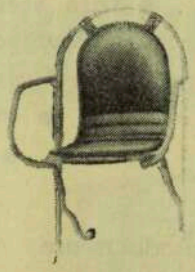

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Pidgin—"Illegitimate But Here to Stay"

WHEN the UN Trusteeship delegation returned to the US recently and said that Australia should ban the use of Pidgin in New Guinea they started a rabbit running—and it has been pursued ever since by newspapers and inveterate writers of letters-to-the-editors of newspapers all the way from Lake Success to Sydney.

Most of the people who have entered the lists for or against Pidgin have not the remotest idea of the problems involved in introducing plain English into New Guinea. One writer said that it should be "completely prohibited"—and one immediately has a vision of the thousands of Pidgin-speaking natives of New Guinea—and their employers—suddenly being reduced to sign-language.

Others, including Mr. Colin Simpson, writer and ABC commentator, call Pidgin a "slave-language"—they fear that continued use of it will give the natives a perpetual inferiority complex.

On the other hand, Dr. Ian Hogbin, lecturer in anthropology at Sydney University, whose views on native-European relationships are well-known and who could scarcely be called pro-European, is all for Pidgin. He has gone on record as saying that it is the white man's most valuable gift to the natives of the South-West Pacific.

During this period of newspaper interest in Pidgin, one of the best-balanced articles on the subject came from the pen of Sidney J. Baker, and was published in the *Sydney Morning Herald* in mid-July. He said that it had earned

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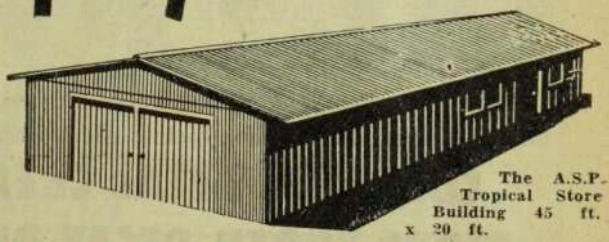

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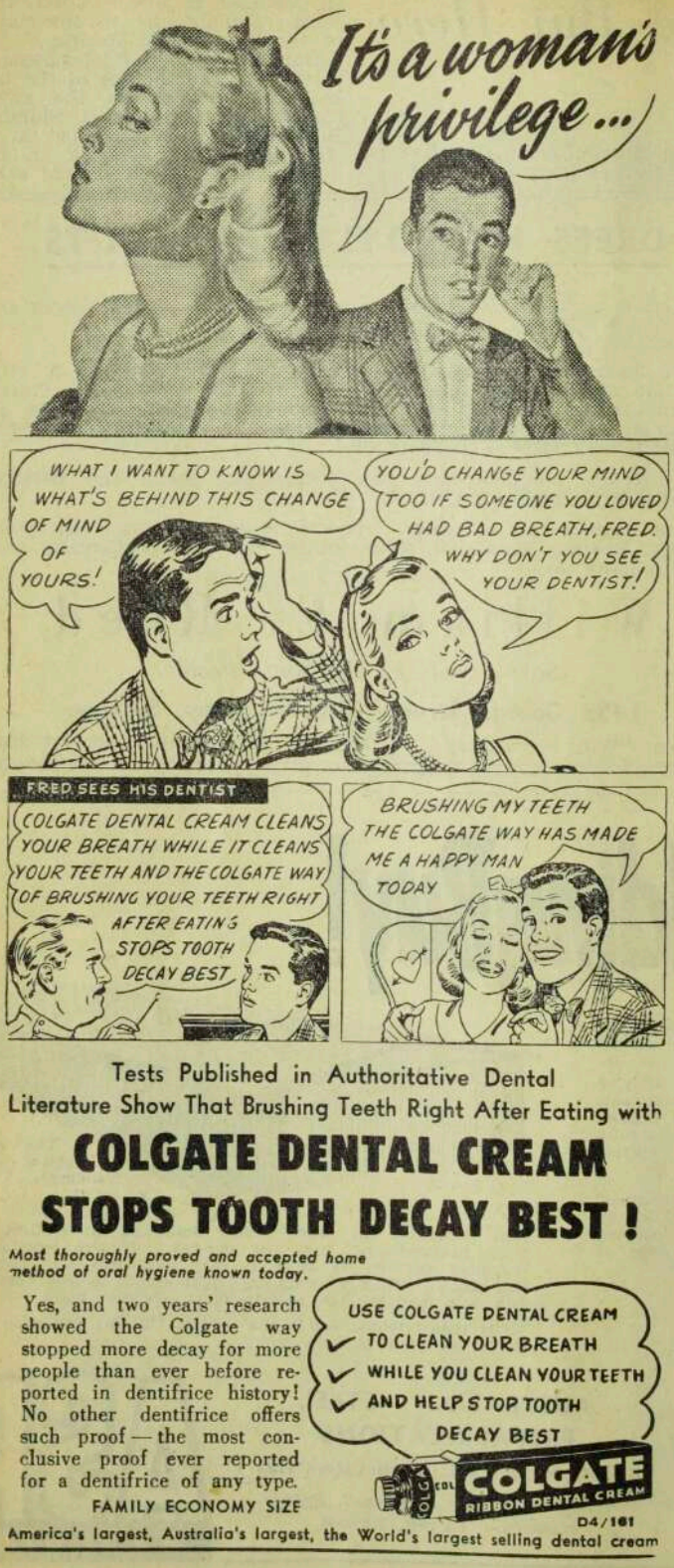

the right to be regarded as an independent language—an illegitimate offspring of English, maybe, but none the less an offspring—and that no amount of gushing and table-pounding in UN will kill it.

This was not the first campaign against Pidgin, he said—the Germans tried to root it out over 50 years ago, without success—and if the Germans failed then Australia has small chance now.

MY own personal observation is that it is better to have some cut-and-dried language, even if it is illegitimate, than to have indecision. Even though I have not lived in New Guinea permanently for years I can still, through the medium of Pidgin, make myself understood to the natives there, and understand them.

In Port Moresby, although I was told that most of the native inhabitants understand straight English, that some understand Motu and some Pidgin, I had no such luck and simply drew blank looks. Now, before the 6,000 enraged European residents of Papua spring to their typewriters or pens to tell me that I must be inordinately stupid or that I obviously spent my time in Papua in the wrong company, I repeat that that was *my* experience.

It may be, of course, that I tried my English on Pidgin or Motu-speaking natives, and my Pidgin on the English-speaking ones—but there it is. (No one, incidentally, appears ever to have started a heresy-hunt about Motu, or Police Motu as it is officially called, although I am told by those who understand it that this *lingua franca* of official Papua bears about as much relation to pure Motu as Pidgin does to straight English).

Recently I visited a school where a very courtly Papuan was teaching his class in straight English. On the blackboard, in the most beautiful lettering, he had written: "A rolling stone don't gather no moss." It is a matter of opinion whether that sort of English is better than the Pidgin circumlocution, which would say roughly the same thing.

Finally, it seems to me that Pidgin is just as easy on the ear as the so-called English spoken by the "lower-orders" in Australia where education, in English, has been compulsory for generations.

IN the meantime, Australian newspapers are doing nothing for the cause of Pidgin by publishing the most extraordinary gibberish which they fondly imagine is the Pacific (or Beche-de-Mer) variety of Pidgin. This gem appeared in the Sydney *Daily Telegraph* recently and was supposed to have been uttered by two Solomon Islands seamen from the BP vessel *Malaita*:

"Talk-talk men longa UNO bin bagarap yabba longa deewhy" (UNO spokesmen are barking up the wrong tree.)—JUDY TUDOR.

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DEATHS OF ISLANDS PEOPLE

MRS. ISOBEL SALISBURY FIELD

Mrs. Isobel Field, step-daughter of Robert Louis Stevenson, who was with him in Samoa 60 years ago, died in July in Los Angeles. (See article elsewhere).

MR. FRANCIS GRIFFEN

Mr. Francis (Frank) Griffen died in Auckland on July 23, aged 77 years. He was for many years on the staff of the Government Storekeeper, Walu Bay, Suva, until retiring due to ill-health some years ago.

He married a daughter of the late Mr. John Jack. He is survived by his wife and five children. Another son, Patrick, was recently lost at sea in the vessel *Awahou*.

THE REV. BROTHER CUTHBERT

The Rev. Brother Cuthbert of the Marist Brothers Schools, Fiji, died recently aged 36 after a illness of some months. He was in charge at Taveuni at the time of his death, after having previously served at Suva, Nailiilili and Cawaci.

He was prominent as a sports coach and had remarkable success as a singing teacher. He came to Fiji from New Zealand in 1945.

MISS E. B. INCHBOARD

Miss Ellen Berth Inchboard died at Vakabalea, Navua, Fiji, on July 24, aged 87.

She had lived in the district all her life. Her family came to Fiji in 1865, Miss Inchboard's father purchasing 4,000 acres of land, but this area was later reduced by the Land Commission to 1,150 acres.

Miss Inchboard was born on the estate, and at her request she has been buried there beside her father.

MRS. JANIE MACNAIR

The death occurred on July 9, 1953, at the Victoria Infirmary,

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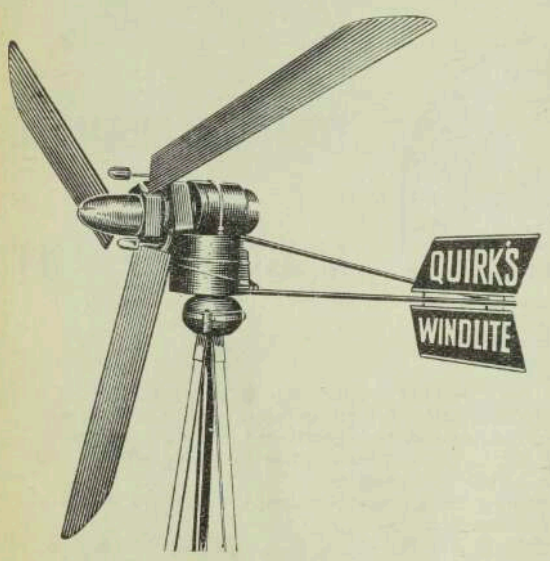

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Glasgow, Scotland, of Mrs Janie Brown Macnair, wife of Mr. J. S. Macnair, now of Glasgow and formerly of Fiji Colonial Service.

Mr. and Mrs. Macnair were married at St. Andrew's Presbyterian Church, Suva, in December, 1912, and Mr. Macnair joined the Service in Fiji in 1914. The latter part of his duty was served at Makogai of which both he and Mrs. Macnair were very fond. Mr. Macnair retired in 1936, and is at present living at 2 Sannox Gardens, Glasgow, E1.

BABULAL

Mr. Babulal, better known as "Mahajan," died in Suva on July 23, aged 96. A resident of Fiji since 1898, he was considered the richest man in Navua in the early 1900's.

He went to Suva to retire in 1946.

He leaves a wife and several sons well known in Suva, the eldest being Ram Narayan, manager of Century Theatre.

MR. HENRY LOVETT CAMERON

The death occurred on July 13, at Namanula Hospital, Rabaul, of Henry Lovett Cameron, of Djaul Plantation, New Ireland.

He was 34 years and had recently returned from Sydney where he had been married four weeks before.

Mr. Cameron, who served as a Coastwatcher during World War II, was buried with military honours.

Fellow AIB and Coastwatchers assisted at the graveside—the New Britain District Commissioner, Mr. J. K. McCarthy, A/Director of District Services, Mr. A. A. Roberts, Mr. J. McPhee, of Kap Kap Plantation, and Messrs. J. Gilmore, J. Read, G. Black, W. Dalby and M. Foley, of Rabaul. Pall Bearers were Messrs. J. Sedgers, J. Perryman, A. Richards and D. Edgell.

MR. J. B. McKENNA

One of Port Moresby's most popular residents, Mr. Joseph Bernard McKenna, died in Brisbane on July 23, aged 65. He was born in Tasmania; and in 1911, he was selected from a large number of applicants to go to the Philippines for special training in tropical agriculture. When he returned to Australia in 1917, he was sent by Sir Rupert Clark and Mr. Whiting to their Kanosia Rubber Plantation, in Papua, to take charge. He became one of the outstanding rubber planters of the Territory, and a prominent and highly-respected citizen. He was remarkably successful, not only in caring for his plantations, but in handling native labour. Mrs. McKenna pre-deceased him (in 1940). His son, Mr. Jack McKenna, lives in Papua. Terry McKenna lost his

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life in the RAAF, and is buried in Sweden. Donald McKenna is with a big motor firm in Brisbane. Daughter Breen, born in Moresby, is now the wife of Dr. K. King, of Townsville.

MR. F. M. CAMPBELL

BSI residents were saddened to learn of the death of Mr. F. M. Campbell on July 11, at his plantation, at Waimamura, San Cristoval, BSI. Although he had been ill for some time, his death was not expected.

Mr. Campbell arrived in the Solomons in 1913, and as the first Superintendent of Police, 1913-21, organised and established the Solomon Islands Armed Constabulary. The first members of the Force were natives recruited from the island of Tanna, in the New Hebrides.

Later, Mr. Campbell recruited the first local members of the police from Malaita. He told the story of his first arrival at Tulagi, where, late in the afternoon, he was met by the Resident Commissioner (Mr. C. M. Woodford). After welcoming him, Mr. Woodford said he was particularly glad to see him, as there was a murderer to be hanged at a.m. next day, and the execution would be his first job.

He was afterwards sent to Malaita, where he established the first Police Post. Shortly after his arrival there, he hanged the first native to be executed on Malaita, for the murder of Mr. Otto Keller, a partner of the late Mr. Henry Kuper.

Mr. Campbell was later appointed District Officer at Kira Kira. In 1921 he resigned and established his plantation at Waimamura, where he remained until his death. He leaves two sons, Messrs. P. and J. Campbell.

FATHER BOCK

Father Bock, a Roman Catholic missionary well known and highly respected in the Bougainville-Solomons Islands area, where he had served for 45 years, died suddenly in Bougainville on July 28, after a heart seizure. He was born in France, and was 75 years old.

MR. TED NIELSEN

Mr. Ted Nielsen, a resident of Levuka, Fiji, for over 35 years, died there aged 63 on July 13. Mr. Nielsen was a sailmaker and rigger. He had been in good health and died suddenly.

Predeceased by his wife, and by a son who died in the Royal New Zealand Navy during World War II, Mr. Nielsen leaves two sons in Levuka and two married daughters, one in USA and the other in NZ.

MR. R. L. CORNEY

A Papuan old-timer, in the person of Robert Lawrence Corney (usually known as "Old Bob") died in Brisbane at the end of June.

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'Many Happy Returns' For New Caledonia

(Continued from Page 15)

On the main island, the worst revolt—or rather the worst of a state of revolt which was to cover 65 years—came in 1878-80, when 200 whites were massacred in a matter of weeks. This was followed by a war of extermination in which no quarter was given on either side. The outcome was a decline in the Melanesian population, which lost all faith in the future. The remnants of the decimated tribes have since become reconciled to living on reservations, but the decline has been finally arrested (at something like 16,000 on the main island in recent years). It is hardly to be wondered at that up to now the native inhabitants have played little active part in the making of the present New Caledonia.

THE early days are of interest because of the story of Paddon, the famous trader whom the French found in possession of Ile Nou. Paddon was a man beloved by all he met, French and English, black and white. He is the recognised Father of the Colony, this seaman from Portsmouth who was so well known in Sydney's colonial days.

The French were suspicious of most Britons they found on the island on their arrival. They claimed that the Sydney captains touched the chord of self-interest by telling the natives that once France took over the supply of trade goods would dry up. The French shot out-of-hand two Britishers and an American—their names, Fred Williams, William Smith and Samuel Baily—on Hienghene beach, though nothing definite was proved against them. The matter was hushed up for fear of international complications, but it may have been because of this affair that Paddon temporarily left the colony.

Directly he had gone, the French prayed him to return. Shipowner in a big way, he was their only link with Australia, and that meant with the outside world. On him the infant settlement relied for supplies as well as for immigrants; and the immigrants he brought were among the best free citizens and pioneers the island was ever to get. It was after 1880, with the discovery of great mineral wealth, that the free settler, whether from Australia or France, was discouraged, and the country handed over to interests which used unpaid or little-paid convict and coolie labour. Paddon's influence with the chiefs saved the first whites from extermination.

The long story of opposition and bitterness between the local-born free white population and the government and penitentiary officials who backed the nickel interests began in 1880. Their points of view were irreconcilable.

From this period, too, one can trace causes of friction with Australia which were to last through the remainder of the century—until the end of transportation in 1898, followed by the New Hebridean Condominium settlement and the Entente Cordiale, brought a welcome change of temper in South Pacific relationships. Two world wars have cemented the French Colonial friendship with Australia and New Zealand, following a long period of estrangement.

In or about 1880, France passed many laws—navigation, mining, trade, and so on whose apparent purpose was to discourage the Colonists and assist the new metal industries.

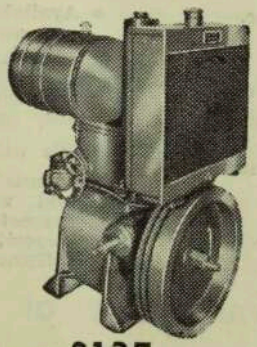
UP to 1897, 25,000 convicts were brought into the island. The result was to repeat in a small country all the features and horrors of a system that Australia had been only too thankful to rid herself of. We find on Ile Nou, at Bouloupari, and elsewhere, the convict station system which formerly disgraced Tasmania, New South Wales and Norfolk Island. We get the same tales of inhumane warders; of convicts drawing lots as to who should "do in" the other; the same chain-gang miseries; the same tales of bushrangers and escapees, and of white derelicts (known as ticket-of-leave men) roaming unwanted through the island, and consorting with the blacks, who sometimes put them in the pot, and sometimes brought in the escapees trussed like pigs for the customary 25-francs reward. Now and again we also find the occasional convict making good and being allowed to join the body of free and generally worthy citizens.

One Australian worry was the number of escapees who turned up in Queensland and had to be repatriated. Another was the French threat to stock the New Hebrides with convicts on an employment basis. There were hazardous escapes in open boats as far afield as New Guinea.

There was a bad development when the Paris Government signed over to the mining companies, and to big commercial concerns, large numbers of unpaid convicts, who thus became lifetime slaves in very fact—many of these contracts covered periods of up to twenty years. This so-called "market in human flesh" caused strong protests in the French Parliament which, however, voted that the system should continue. The free settlers of the colony became very irate indeed, but the nickel bosses paid no heed. The colony was not directly represented in Paris, and self-government was practically unknown.

As a result of this policy, hundreds of Australian, New Zealand, Cornish and Dalmatian miners, as well as French settlers, packed up and left the island never to return. Hundreds of kanaka labourers from the New Hebrides, brought along by Higginson's blackbirders, were sent to virtual slavery in the mines alongside the convicts.

Few of the convicts founded families or stable homes, so the island was unable to build up a permanent labour force. With the decline of the convict element, instead of turning to free and fairly paid labour, the mining interests brought in some 15,000 Japanese, Indo-Chinese, Javanese and other Asiatic



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Speed Range: 600-1,000.

Rated B.H.P.: 4 at 1,000 R.P.M.

Weight of Radiator-Cooled Engine complete with Petrol tank and muffler: 287 lbs.

Overall Dimensions: Length 1' 10"; Width 1, 9"; Height 2' 8".

Price £135 plus tax.

The Simplex Single cylinder engine is a complete unit in simple but ideal form ready to bolt down anywhere. It will give reliable power and faithful service over many years. Economical in operation. All working parts are totally enclosed. Complete with fan, radiator, fuel tank and muffler.

Made by the manufacturers of Simplex Marine Engines.

HARDMAN & HALL

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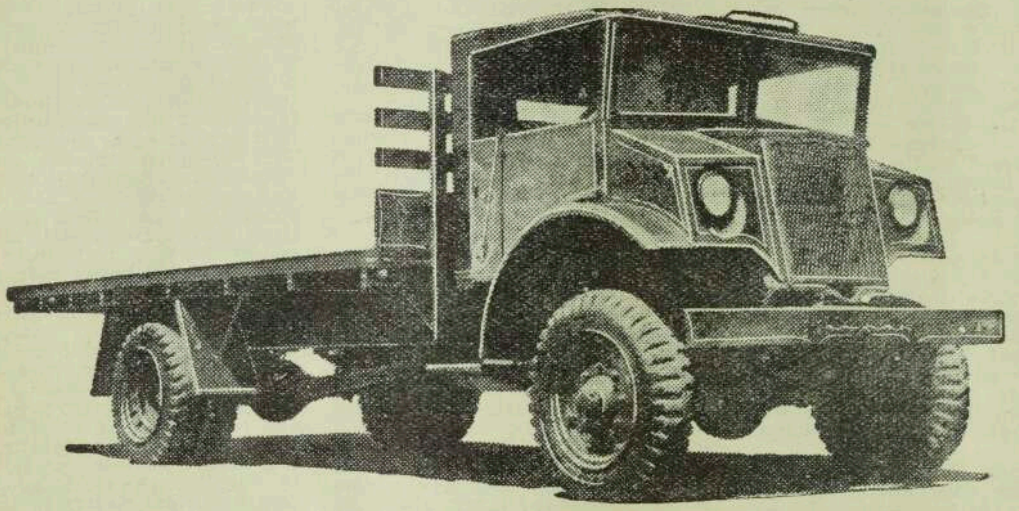
FORD V8 AND CHEVROLET EX-DISPOSALS
FOUR WHEEL DRIVE TRUCKS



£625 **PRICE** **£725**

Fitted with 10.50 x 20 Single Tyres.

Fitted with 7.50 x 20 Tyres, Duals on Rear.

FEATURES:

- Direct from Disposals, no civilian use.
- Genuine low mileage. Each truck's average mileage is about 2,000.
- May be driven in four or two-wheel drive:
- Has high and low range, giving equal to 8 forward speeds.
- Standard Ford V8 or Chevrolet engine and gearbox.
- Booster operated hydraulic brakes.
- Equal to new and will do the work of any £2,000 truck that you can buy to-day.
- Available in 30 cwt./2 ton, 3 ton, 5 ton and upwards.
- New Table Top bodies.
- Painted in commercial colours and comfortably upholstered for civilian use.
- We will trade-in your present truck.
- If unable to visit Sydney, mail £25 deposit and we will forward MATLA Engineer's Inspection Report and ship vehicle to you. Deposit will be refunded if Report is not satisfactory.

FULL AVAILABILITY OF SPARES

RUSSELL PEARSON MOTOR SALES PTY. LTD.

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coolies to replace the convicts. The Asiatics, poorly paid and accustomed to low living standards, have not done the colony much good. Unlike the convicts, they were allowed to raise families on the spot, usually big ones, so that the population has steadily increased—but has become less white and less Melanesian.

Now, with the end of World War II, cheap Asiatic labour is at an end, and the mining concerns are in something of a dilemma. The heterogeneous mass which, based on the original pioneer and freed convict stock, make up the majority of New Caledonia's citizenry are now demanding that the opening of the Colony's second century be marked by a new policy. There always has been a desire in the Colony that the mining industry should employ adequately paid labour, so that whether recruited locally or brought in from outside, workers should have a real stake in the country. Such a development could be more satisfactory to Australian and New Zealand sentiment than coolie labour importations.

The New Caledonians who are now claiming a degree of self-government, are a patriotic and a friendly people. They fought readily and well for and in France in World War I, and were the very first to rally to Free France in 1940, sending contingents to help the Eighth Army in the desert. They have the will to be good neighbours and always give a friendly welcome to Australians. There is much commercial and social intercourse between New Caledonia and Australia.

A suggestion was made in the Sunday edition of a Sydney newspaper that Sydney and Noumea should adopt or "marry" each other, as certain English and French towns have recently arranged to do. In any case Australians will do well, on September 24 next, to wish New Caledonia not only many happy returns, but a century of greater progress and less tragedy than the one that has passed.

Queen Salote, of Tonga, was received in official audience by the Pope at the Vatican during her visit to Rome. The Queen, who was accompanied by her daughter-in-law, was presented with a commemorative gold medal by the Pope.

Mr. A C. (Bill) O'Reilly returned to Suva recently as secretary to W. R. Carpenter & Co. (Fiji), Ltd., and associated companies. He was transferred to New Guinea as secretary to Coconut Products, Ltd., two years ago, but before that he was formerly secretary to Islands Industries, Ltd., Suva. While in Rabaul he took a prominent part in the commercial and social life of the town.

Moresby "Body-Snatches" Rabaul Driver-boys

From Our Own Correspondent

RABAUL, July 31.

RESIDENTS of Rabaul, NG, called it "body-snatching" when the Government Transport Department in Port Moresby advertised in *Rabaul News* (the Pidgin news-sheet distributed by the Education Dept.) that "Moresby i laikim 15 Tolai draiva"—in other words, that this Government department in Moresby would like 15 of Rabaul's experienced and licenced car or truck drivers.

As an added inducement, the Department was offering each successful applicant a house in Tolai Avenue, Kila, Moresby. (The natives of Gazelle Peninsula, New Britain, are usually referred to as Tolais; sufficient of them have migrated to Moresby to have a street in a native suburb now bear their name).

Proprietors of Rabaul's taxi services are sour at the new effort to entice away experienced driver-boys. They say that no town of Rabaul's size can afford to lose 15 of these boys. If the Government Transport Department must have drivers, then they should be prepared to train them.

At the July meeting of the Rabaul Town Advisory Council, Mr. Don Barrett, MLC, said that employers of labour should play the game and not steal other people's employees. Territories Minister Hasluck, Administrator Cleland and District Commissioner McCarthy, who attended the meeting, heard Mr. Keith Cummings, of Town Taxis, state that only that week a local Government Department had one of his driver-boys up before them for a whole morning trying to persuade him to work for them. He said he would name the Department if necessary. Three other experienced drivers from Town Taxis had now applied for the Port Moresby jobs. (A District Office spokesman said that when applying the drivers had said they were unemployed).

¶ Wing Commander B. V. Lepine, of Wellington, has been appointed Commanding Officer, RNZAF Station, Laucala Bay, Fiji. He succeeds Wing Commander K. W. Trignance.

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Here's an easy, safe way to conquer smoking before Smoking Habit conquers you.

FREE BOOKLET TELLS HOW

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Success Guaranteed

Women STOP as well as Men.

My Anti-Smoking discovery Banishes all craving. **Acts like magic,** improves appetite, feel 1000 times better in health. Save money, be pounds in pocket. Genuine Testimonials galore.

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Send for FREE BOOKLET, "How To Stop Smoking," with Special Application Form. Enclose name and address and 2 stamps for postage.

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"PURITY" Flour

"TURTLE" Sharps

Agents:

PEARCE & CO., SUVA, FIJI.

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NEW BRANCH PORT MORESBY

Through the Branch to be opened at Port Moresby on Thursday, 3rd September, 1953, A.N.Z. Bank will extend to Papua the comprehensive service already available through over 720 Branches and Agencies throughout Australia and New Zealand, in Fiji and in London.

* * *

The Port Moresby Branch will be managed by Mr. F. A. S. Robertson.

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in which are merged

The Union Bank of Australia Ltd. (Established 1837)

Bank of Australasia (Established 1835)

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COOK ISLANDS' JUDGE RETIRING

THE announcement of the retirement at the end of July of Mr. Justice McCarthy, of the Cook Islands Supreme Court, has been received with regret by all the islanders.

Mr. McCarthy is the only qualified barrister of the NZ Supreme Court in the Islands, and his courtesy and scrupulous fairness have made him popular. His duties have necessitated his travelling many hundreds of miles among the islands, and he has never hesitated to put duty before personal convenience.

His retirement from the Bench is, according to Public Service Regulations, necessitated by age, and it is understood that he intends spending his retirement at his home on Mauke Island.

Mr. Justice Morgan, who holds the Land Courts, is also due for retirement, but so far no new appointments have been announced.—E.G.

FIJI WANTS TO SHARE IN RICE BOOM

A SPECIAL fund of £3 million has been allocated by the Colonial Office for rice-growing projects in the Colonies and Fiji feels that it would like to have a share of it. It is understood that a grant has already been applied for, and that the authorities are anxious to extend plantings in Fiji.

At present, most of Fiji's rice is grown in pocket-handkerchief sized plots by Indian farmers. It is of the flooded variety. Large-scale or mechanised production of rice has not been attempted.

There is plenty of scope for rice-growing as it is estimated that the rice eating population of the world is increasing at the rate of 12 millions per annum. World rice-production, on the other hand, is still less than pre-war.

Most of the rice eaten in the South Pacific is now supplied from Australia's irrigation area on the Murrumbidgee River. This costs about 10 times the pre-war price of rice when Australian growers—then in a small way—had to compete with plentiful supplies from Indo-China and other parts of Asia.

The Murrumbidgee rice-growing area is limited to the amount of irrigation available, but it is hoped to expand production in parts of Australia's north and in Papua and New Guinea.

The motor-vessel *Pollurian*, 328 tons, now owned and operated by the Bougainville Co., left Brisbane for Rabaul early in August, after an extensive overhaul in a Brisbane dockyard.

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Classified Advertisements

Rate: 1/6 per Line—Minimum: 10/6.

TENDERS

ESTATE LAURENCE HENDERSON (DEC'D.).—Tenders are invited and will be received by the undersigned until 5 p.m., September 30, 1953, for the purchase of the undermentioned two plantation properties which will be sold as one lot.

Location.—NAUAMATA, Crown Lease No. 334, Vol. II, Fol. 334, coconut plantation is situated between two hills of about 500 to 600 feet high on the island of Nauamata, off the north-east coast of Goodenough Island, and the area planted is between the two hills, which can be considered as first-class coconut land.

Area.—The area is 128 acres 2 roods, exclusive of the Esplanade reserved around the island, 150 links from and above high water mark.

Lease Rentals.—Lease of the property has a currency of 99 years which commenced from August 6, 1910. Rental now payable is 5% per annum of the unimproved value of the land.

Improvements.—The approximate area planted with coconuts is about 30 acres in all. The trees are 30 feet apart and classed as excellent, of about 40 years of age. The planted area is cover cropped with pasaflora and centrasema, and is now reasonably clean. This plantation at present is entirely worked by native labour and under supervision of a native boss-boy.

Buildings.—Copra Drying Shed: Size 30 ft. x 12 ft. x 9 ft. high, roof and sides of second-hand galvanised iron, construction material of bush timber in good order. **Copra Storage Shed:** Size 27 ft. x 17 ft., outer walling of black corrugated iron, flooring native black palm. Roof of native sago leaf, in fair order. **Native Quarters:** Size 18 ft. x 15 ft., entirely of native bush timber with sago leaf roof; in fair order. **Boss Boy House:** Requires re-roofing with sago leaf, needs repairing or rebuilding.

GOODENOUGH ISLAND.—50 acres as per Granted Application 311/26 of unsurveyed land in the name of Laurence Henderson and in respect of which no Lease was ever issued. The grant is "for 99 years, under Section 25 of the Land Ordinance 1911-1924 of as much of the area as is Crown Land, and subject to survey regulations". Lease cannot be issued until survey is done, but is capable of assignment to purchaser. Rent is paid to June 30, 1953.

Location.—The plantation is located on the mainland of Goodenough Island, and is about 2 to 3 miles from Nauamata Plantation.

Improvements.—Of the total area of 80 acres, there are only 10 to 12 acres of land planted with coconuts, comprising about 600 trees fully bearing, approximately 30 years old.

Buildings.—Copra Drying Shed: Size 31 ft. x 12 ft., roofed and walled with second-hand corrugated iron, construction of native bush material, and in good order. **Copra Storage Shed:** Size 20 ft. x 13 ft., walled with second-hand galvanised corrugated iron, roofed with sago leaf, wire mesh flooring. **Store Shed:** Size 14 ft. x 12 ft., roofed with second-hand galvanised corrugated iron, black palm flooring. **Boys' House Dwelling:** Size 22 ft. x 14½ ft., walled with second-hand galvanised corrugated iron, roofed with sago leaf, flooring black palm, in fair order. **Residence:** Size 45 ft. x 25 ft., on 7 ft. high piles, black palm flooring, sago leaf roof, built early 1952. Containing three 11 ft. x 9 ft. bedrooms, 1 store room, 1 bath-room, all walled with fibro-cement sheets, attached to building. Kitchen 12 ft. x 9 ft., roofed and walled by second-hand galvanised corrugated iron, flooring black palm.

Terms.—The properties will be sold subject to the consent of the Administrator of the Territory of Papua-New Guinea. Upon acceptance of tender, ten per cent. (10%) of the tender price to be deposited and the balance is to be paid free of exchange in Sydney upon execution by the Trustee of a conveyance of the property or such other document or instrument as the successful tenderer may reasonably require to evidence the sale in the absence of a registerable transfer. There is a proviso that the sale can only be effected subject to the issuance of

(CONTINUED ON NEXT PAGE)

CHEVROLET 6 CYL. MARINE CONVERSION

Factory rebuilt motor, fitted with new Simplex Heavy Duty Plate Clutch Reverse Gear, Water Cooled Manifold, Flexivane Water Pump with Ball Bearing Drive, complete with Generator, Starter and Instrument Panel. Price £425, plus tax on conversion parts. We can supply all parts necessary to convert your Chev. 6 motor to a high-class marine engine. Write or phone for particulars.

HARDMAN & HALL,
161 Missenden Rd., Newtown, N.S.W.
'Phone: LA 3597.

J.A.P. ENGINES

Just landed small shipment of 4/3 model. Weight 88 lb.

1.7 BHP at 1,600 Rpm.
2.25 BHP at 1,800 Rpm.
3.5 BHP at 2,400 Rpm.

Price: £75, plus tax.

HARDMAN & HALL,
161 Missenden Rd., Newtown, N.S.W.
'Phone: LA 3597.

KASSEL'S WINES PTY. LTD.

Wish to introduce their products already well-known throughout N.S.W. to the residents of the Pacific Islands.

We are makers of Liqueurs, Sparkling Wines, Sauternes, and Vermouth, bottlers of all Wines, Gin, Rum, Brandy, Scotch and Australian Whisky. Orders promptly attended to.

Distribution rights for certain areas available. Please write to:

F. & N. KASSEL PTY. LTD.
80 Wentworth Park Road, Glebe, N.S.W.
Telegrams: Kasselwine, Glebe.

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I just have to get extra money to meet the increased living costs and here's the fastest, pleasantest way to get it.

EARN £5 to £10 and more WEEKLY AT HOME
MAKING FRENCH FLOWERS OR GLOVES

No experience needed. Distance no object. None now imported—HELP AUSTRALIAN INDUSTRY. We need more workers. LA PAULA SPECIAL POSTAL COURSE includes FREE working outfit and materials. Your work is purchased under our MARKETING BOND—Boxes supplied—Postage paid on all orders sent to us. You Earn as you Learn.

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TENDERS — Continued from previous page.

Grant of Letters of Administration to the Trustee named in the Will, Burns Philp Trust Company Limited.
The highest or any tender will not necessarily be accepted.

Also For Sale in the ESTATE OF ELIZABETH MAHONY (DEC'D.).—SUDEST
Pastoral Lease No. 256 of 999 acres;
Pastoral Lease No. 257 of 700 acres;
Pastoral Lease No. 258 of 56 acres;
Pastoral Lease No. 259 of 2,008 acres.
These Pastoral Leases are located near the Catholic Mission.

It is desired that the purchaser of Nauamata and Goodenough leases offered for sale take over these 4 Pastoral Leases at a nominal figure.

BURNS PHILP TRUST COMPANY LIMITED.
Administrator,
7 Bridge Street, Sydney.

CARS FOR HIRE

"COMING TO BRITAIN?"—1951/1952 8 to 18 h.p. cars to Drive Yourself, from £35 to £50 monthly. Delivery anywhere, Southampton free. Special Winter terms. **Martins Selfdrive Service**, High Street, Winchester, England.

DRIVE YOURSELF CARS.—At your service in Brisbane. **Lloyd-De Laurier Pty. Ltd.**, Rowes Cafe Lane, Edward St., Brisbane, Queensland. Phone: B 3375. Enquiries invited.

MEADOWS 4 CYL. MARINE CONVERSION

25-50 H.P. Petrol/Kerosene Motor in first-class order, fitted with new Simplex heavy-duty plate clutch reverse gear, Flexivane water pump, with ball bearing drive, Scintilla impulse starter magneto, Zenith carburettor, hot spot manifold, full pressure lubrication. The ideal engine for heavy, pleasure, fishing or work boats.

Price: £285, plus sales tax.
HARDMAN & HALL,
161 Missenden Rd., Newtown, N.S.W.
'Phone: LA 3597.

PERSONAL

MAKE FRIENDS BY MAIL.—Find happiness by joining my Friendship & Matrimonial Correspondence Club, the most select and confidential club in Australia. Men and women of all ages seeking companions. Send stamp for details. Confidential. No obligation. **Locker P, DOROTHY POPE FRIENDSHIP CLUB (Regd.)**, Box 182 Haymarket, Sydney, N.S.W., Australia.

EX-GI (U.S. ARMY), formerly stationed Port Moresby, Hollandia, etc., interested securing photos, news items, native curios, etc., regarding post-war New Guinea to aid in writing book. Correspondence welcomed from any part of the Territory. **Jack Hartley**, 88 Diamond Bridge, Hawthorne, New Jersey, U.S.A.

WANTED TO PURCHASE

GUEST HOUSE or similar.—Middle - aged English couple, seeking semi-retirement within next 12 months, desire purchase Guest House, or any proposition giving small income with easy life; sub-tropics, Norfolk Island or similar climate. **R.M.G.**, 151 Sea St., Herne Bay, Kent, England.

BOOKS

"WHERE THE TRADE WINDS BLOW," by R. W. Robson and Judy Tudor.—A collection of tales and sketches of the Pacific Islands, by PIM writers, R. W. Robson and Judy Tudor; well bound and profusely illustrated. 175 pages. **Price:** 7/6 (8/3 posted or $1.00 U.S. currency). From Steele's Book Store, Suva, Fiji, or direct from the publishers, **Pacific Publications Pty., Ltd.**, 247 George St., Sydney (Box 3408, G.P.O., Sydney, N.S.W.).

NO MATTER where you have tried for that English book you want, I can find it if anyone can. Booklet of testimonials free on request. To save time on both sides, I need a deposit before I commence. This deposit must **NOT** be posted to U.K., but paid into my account at the Bank of New South Wales, either at King's Cross Branch, Sydney, N.S.W., or at Lambton Quay, Wellington, N.Z., as you prefer. Be sure to airmail me counterfoil and write name and address on the back. Full refund if no success.—**Philip R. Boulton**, Westbury, Wilts, England.

ACCOMMODATION

DR. AND MRS. H. L. ZIELE, New Ze landers, wish to announce they ha opened their home, centrally situated peaceful surroundings at Double Bay, f Pacific Islands and Interstate guests, f bed and breakfast. Laundry facilitie adjacent to excellent restaurants Double Bay; 10 minutes from Ci Under the personal supervision of M Ziele, 37 Manning Rd., Double Ba Sydney. Phone: FM 2761.

NORFOLK ISLAND, "Burnt Pine" R Estate Agency. Cable Address: "Ada Norfolk Island". Properties for sale peaceful surroundings and beautiful clim of Norfolk Island. All enquiries promp attended to.

ISLANDERS intending to settle in N Zealand should consult Mr. Fritz Krug late of Western Samoa, now represent Stacey & Wass, Real Estate Agents, Queen Street, Auckland, N.Z., bef purchasing any property.

POSITIONS WANTED

AUSTRALIAN, ex Air Force (Korea a Japan) requires position in Islands, Ho Kong or Singapore. Accountancy qua fications and experienced all spheres A ministration, Stores Control and Labo Supervision. Married, no children, age Will consider any offer. **R. Brennan,** Botany St., Bondi Junction. FW 3215.

EUROPEAN, 23, well educated, sin desirous of learning plantation mana ment; has had experience with nat labour (Egypt); fluent in English a German, will pay own fare to any pl in the Islands. Reply: **"F.K."**, C/- I 3408, G.P.O., Sydney, N.S.W.

QUALIFIED SECRETARY.—Army Offic Widow, British, seeks position in So Pacific as Secretary/Housekeeper. Sho hand and typing good speed—at pres Confidential Secretary to general mana of large steel works. Seeks change; encumbrances; pay own passage. Re **Mrs. N. Gwynn,** C/o The Indian Iron Steel Co., Ltd., Burnpur (West Beng India.

WANTED TO EXCHANGE

STAMP EXCHANGE.—Br. C Commems., Pics., with med. to adv. col Send reqmts. and method of exch. o I will send first. Space fillers beginners also. **L. Maddox,** 40-B Lor Melayu, off Changi Road, Singapore.

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"Sexual Behaviour in The Human Female"

Orders are now being accepted for this important book. Owing to present dollar restrictions, supplies will be limited, but we absolutely guarantee delivery of all orders accepted, and advise that in anticipation of the enormous demand, we may be obliged to refund your money unless you return your order early.
At present the first volume, "Sexual Behaviour in the Human Male," is reprinting in America, and further supplies are expected to reach us about October, 1953.
All orders will be acknowledged by return mail. Please use the coupon below.

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Please forward as soon as available:—
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I enclose remittance for £.....
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EUROPEAN ENTERPRISE IN NG HIGHLANDS

What New Settlers Are Up Against

THERE has been an important development in the Highlands of New Guinea where, under the leadership of Mr. George Greathead (formerly District Commissioner there, and now manager of the Cottee fruit-pulping establishment) the new European settlers have formed a Farmers' and Settlers' Association, for mutual self-help and the development of the area.

Meetings were held in Goroka on July 1 and 5 and among those present were Messrs. Greathead (chairman), Clarke, Wells, Macfarlan, Blackley, Primrose, Riley, Wallace, Lane, Wilson, J. L. Taylor, James Leahy, Noel Stagg.

Some interesting history, and reviews of settlement efforts, were given by the various speakers—specially Mr. Greathead— and disappointment was expressed that so little real help had been given by the Australian Government to the Returned Soldiers League, in its attempts to get servicemen established in the areas as primary producers.

The consensus of opinion was that suitable men, land and opportunities existed in the Highlands for large-scale and valuable development of the rich "pockets" in the area; but that initiative and progress now were hamstrung because of the total absence of any institution, whether provided by Government or banks, to provide necessary finance. The provision of capital was essential to further development; and that meant that the Government must take steps to ensure titles for land—the basis of all rural finance.

Between July 1 and 5, a delegation from the new Association interviewed the Administrator (Brigadier Cleland), who said he welcomed the new organisation. The delegation discussed with him such matters as the establishment of a Land Settlement Scheme; rationalisation of air services affecting the Highlands; the scope of the proposed home-building plan—and Mr. J. L. Taylor, on behalf of the delegation, reported afterwards that "the picture looked considerably brighter than most of us had believed."

The members of the new body now are drafting a Constitution.

EDITORIAL NOTE: There has been astonishing progress made in European settlement in the Highlands; but the settlers cannot get much further forward without help. There is the same spirit of individual enterprise apparent in the Markham Valley, in New Britain—in fact, all over the Territory. But it is slowing down because of insufficient finance. The Administrator is eager to help; but, so far, he has not been able to say one word publicly to indicate that necessary finance is to be provided . . . All appeals appear to be beating hopelessly upon three barriers—first, a Minister who talks a great deal but provides no concrete developmental plan for the future. Second, the blank wall of the Trusteeship system, which insists that land ownership generally shall be reserved for the natives—only limited areas can be made available, under a form of lease that does not interest financial institutions. Third, an implacable Departmentalism centred in Canberra, that is retarding local administration and crippling enterprise generally. The Hasluck-Lambert combination is being increasingly criticised throughout the Territory.

★

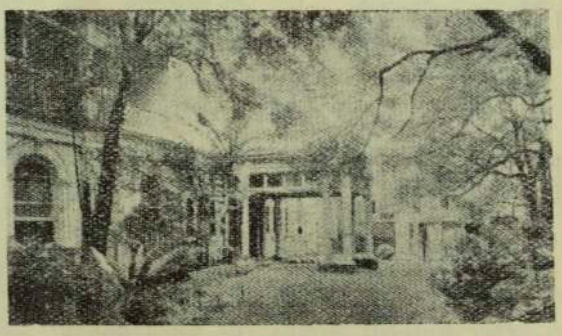
Coming of Age Party

Samoan social event of July in New Zealand was the 21st birthday party of Ane Tuaumu, daughter of High Chief and Mrs. K. P. E. Fulmaono Ta'ala.

Over 150 guests attended the birthday party at the Commodore Lounge, Auckland. Here is the guest of honour, with her father and mother, cutting the cake.

★

Stay at TUSCULUM in Sydney



Ideally situated in its own delightful gardens, Tusculum is only five minutes from the business and social centres of the City. It is renowned among ISLAND VISITORS for its comfort, restful atmosphere, and 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.
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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 £F64/15/- - £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: 93 Metrop. francs per kilo in store, Marseilles (£A120 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 August 4 was £Stg.275 (£A343/15/- approx.) c.i.f., ton, Cont. ports.

N.G.—£295 approx. per ton, in store, Sydney.

New Hebrides.—Sales to France recently brought: 255-260 Metrop. francs per kilo (£A329-£A332 approx. per long ton) for Superior grades; average grades, 240 Metrop. francs per kilo. (£A309 approx. per long ton); all in bond Marseilles.

Samoa.—Sydney agents in August quoted Samoan cocoa at £Stg.260 (£A325 approx.) f.o.b. per ton, first grade. (Samoan currency equals Stg.)

COFFEE.—Islands prices ruling in Aug. were: **Papua-N.G.**—Few sales in Sydney lately; first of new season's crop expected to arrive shortly. Most recent price was (nominal) 5/6 per lb. (£616 per ton).

New Caledonia.—Crop mainly exported to France. Recent quotation was 398 Metrop. francs per kilo (£A513 approx. per long ton).

RUBBER. Papua-New Guinea.—Market fluctuates from day to day, based on price ruling in Singapore. Quotation on Aug. 1 was: 28⅝d Aust. lb. **Singapore** rate August 1 No. 1 grade RSS (sellers) spot 61⅞c lb. c.i.f. (approx. 26¼d Aust. lb.).

VANILLA BEANS.—Sydney nominal quotations (by Victor Karp, Tulk & Co.): **Tahiti:** White Label, 29/-, Yellow, 29/-, Green, 28/-, all per lb, c.i.f. Sydney. No supplies available at present.

RICE.—New season's (1953-1954) price: **Papua-N.G.**—Dry brown £90 per ton; Dressed £96 per ton. Other Pacific Is. except NZ dependancies, £96 per ton.

DESICCATED COCONUT.—No supplies available in Sydney at present owing to ban imposed by Dept. of Public Health. Recent quotations were: **Ceylon,** 1/6 Stg per lb. spot, delivered to store, Sydney (1/10½ Aust. per lb.). **New Guinea,** 2/5½ lb. spot, delivered in store, Sydney.

PEARL SHELL.—Prices fixed between Torres Strait producers and Otto Gerdau Co. (USA) for 1953-1954: AA/A/B grades 85c 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. No change from last season. **Manihiki** blacklip.—American market firm at 35-37 cents U.S. per lb. f.o.b., Rarotonga; producers currently receive 1/9 lb. Aust. (approx. £A196 long ton). **Tuamotu** blacklip.—£A500 f.o.b. New York; divers receive 47 Pac. francs per kilo. (£A336 per long ton) on beach.

TROCHUS SHELL.—Sydney quotations ex wharf. **B.S.I.,** £A140 per ton; **N.G.** £A170-£A190 per ton; **New Hebrides** £A120 f.o.b.; **Fiji,** £A160 f.o.b.

GREEN SNAIL SHELL.—Sydney agents recently quoted: **N.G.,** No. 1, £A180-£A200; No. 2, £A70-£A100—per ton, ex wharf. **B.S.I.,** £A200 per ton, ex wharf. **N.H.,** £A280 approx. per ton.

PEANUTS.—**P-N.G.,** recent sales in Sydney brought 1/6 per lb.

LONDON PRICES

LONDON, June 11.

Copra, c.i.f., Continental Ports, ton:—
New Hebrides . . . . . 89,000 Metrop. fr. (£A114/17/- approx.)
Tahiti . . . . . 92,500 Metrop. fr. (£A119 approx.)
FM Straits, June-July . . . . £Stg.81/10/- (£A103/0/6 approx.)
Ceylon, F.M.S. . . . . Nominal
Philippines, bulk . . . . . US$210 (£A93 approx.)

Coconut Oil, c.i.f., ton:—
FM Straits, 3½% drums . . . . £Stg.129 (£A161/5/- approx.)
Ceylon, bulk £Stg.122/10/- (£A153/12/6)

Cocoa, per 50 kilos, c.i.f., Nth Continental Ports:—
Accra, June-August . . . . . £Stg.14/2/6 (£A282/10/- approx. per long ton)

EXCHANGE RATES

FIJI.—Through BANK OF NSW, ANZ BANK and BANK OF NZ. Australia on Fiji, basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. **Fiji-London,** basis £100 London: B. £110/12/6; S. £112. **NZ-Fiji,** basis £100 NZ: B. £111/11/9; S. £110/4/3.

SAMOA.— Through BANK OF 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), **BANK OF NSW** (Port Moresby, Lae, Rabaul) and **ANZ BANK** (Port Moresby) 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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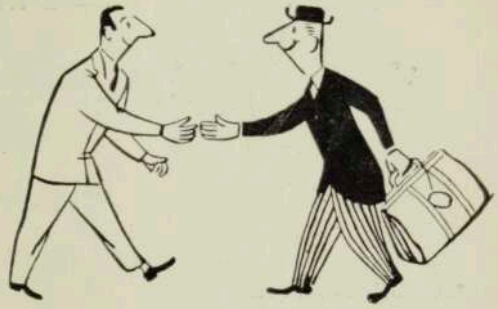

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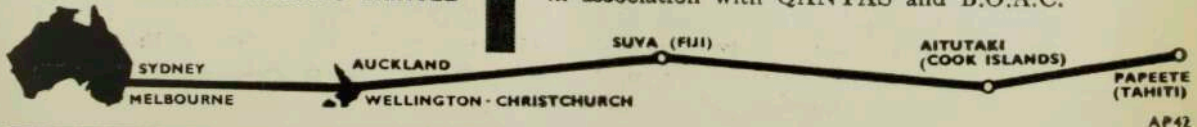

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