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NATIONAL LIBRARY OF AUSTRALIA

SEPTEMBER, 1953 Vol. XXIV. No. 2.

PACIFIC ISLANDS Monthly

COMMONWEALTH NATIONAL LIBRARY 24 SEP 1953



TAHITIAN GREETING: Exponents of the hula in Tahiti seem able to perform anywhere —even in a canoe. These young men and women are saying welcome to the T.E.A.L. Solent on its arrival in Papeete—and obviously are deriving much enjoyment from the performance themselves.

Published 1930

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

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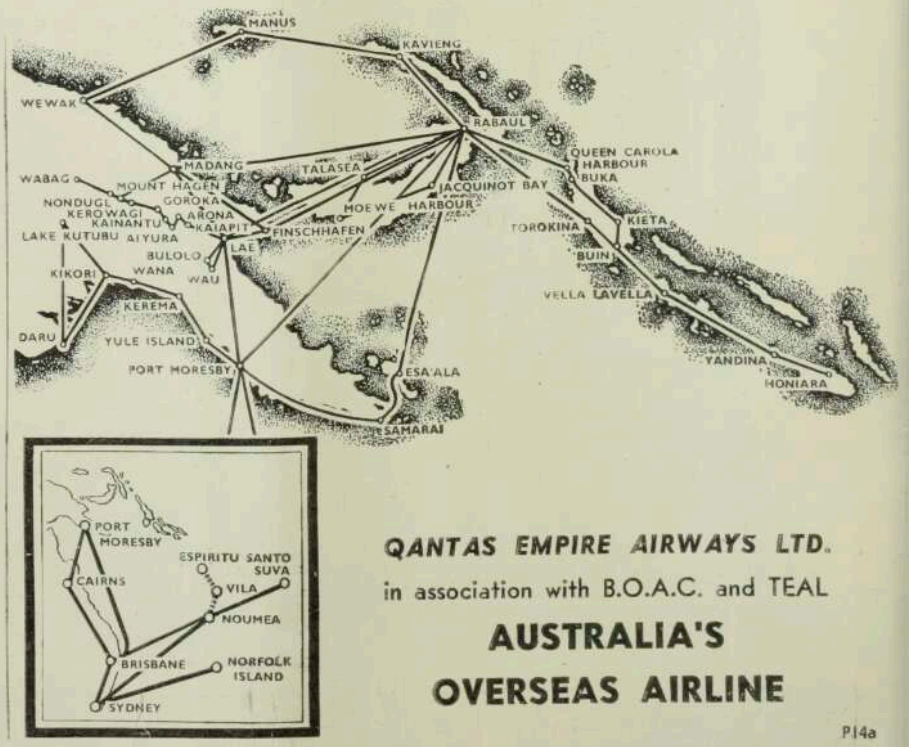
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Over 50 points in the area shown are linked by Qantas Air Services, operating on regular schedules.



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

AUSTRALIA'S OVERSEAS AIRLINE

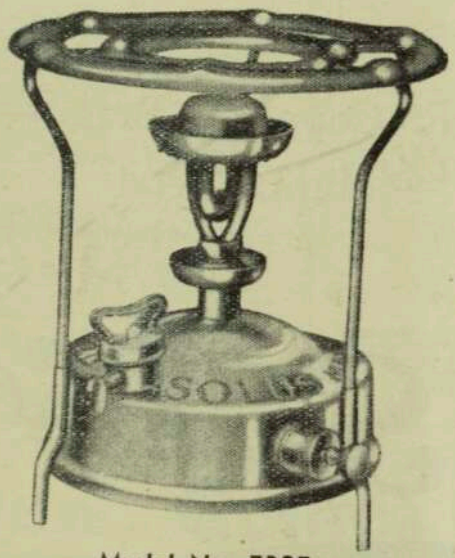
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Coleman

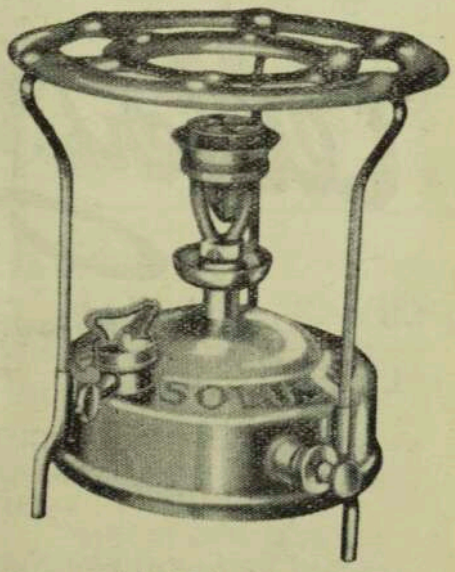
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MADE IN ENGLAND



Model No. 532E
SILENT TYPE

These two Coleman Stoves are of the one burner kerosene type and are available in both silent and roarer models. Their dimensions are height 8½ inches, diameter 8½ inches, approximate weight 2¾ lb. Both models have the same outstanding features.



Model No. 531E
ROARER TYPE

1. Full-Size Fount with Filler Plug of wing type.
2. Air release on side of Filler Plug.
3. Heavy Brass pressure-tested Tanks.
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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 September 23.

MV Malekula left 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 September 22; Soochow, September 12.

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

N. Zealand-Fiji-Samoa-Tonga

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

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

Matua will leave Auckland on her next voyage on October 13.

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.

Sydney-New Hebrides-BSI-Rabaul, Etc.

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

Next sailing from Sydney about mid-October.

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

LONDON - SUVA

FIJI DIRECT SERVICE

VIA

PANAMA

For Sailings and Further Particulars Apply To:—

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New Guinea Australia Line

Regular Three Weekly Service to
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WITH THE MODERN MOTORSHIPS

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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. 17, Apia, Sept. 22, Suva, Sept. 27, Noumea, Oct. 2. (Dates approx. only).

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

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

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

BY PAN-AMERICAN AIRWAYS

With Strato Clippers, using Sleeperettes and Berths

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

Sun. and Thur.—Return via same route.

* Thur. and Mon.—Auckland-Nadi (Fiji).

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.

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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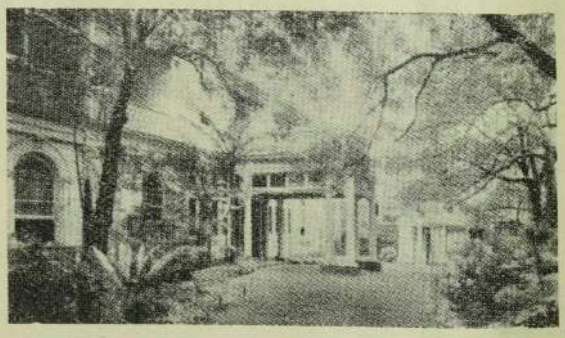
GENERAL STEAMSHIP CORPORATION, LTD.

General Agents

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

PAPEETE—Etablissements Donald Tahiti **APIA—Morris Hedstrom Ltd.**
SUVA—Morris Hedstrom Ltd. **NOUMEA—Etablissements Ballande**
PORT VILA—Comptoirs Francais des Nouvelles Hebrides

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TUSCULUM PRIVATE HOTEL, 3 Manning Street, Pott's Point.
Tel.: FL 1179.

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

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

Connecting service from Wau by Drover. Arrives Lae 9.35 am Saturday.

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.

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3. N. Guinea Internal Services

Operated by Qantas

LAE—HOLLANDIA (Dutch New Guinea) (High Density DC3)*
Every 4th Monday.
Departs Lae 8 am, calls at Madang and Wewak, and arrives at Hollandia 1.5 pm. Every 4th Tuesday departs Hollandia at 9 am, and, with calls at Wewak and Madang, arrives Lae at 3.5 pm (Sept. 7, Oct. 5, etc.).

LAE-MANUS (DC3)
Every Wednesday.
Dep. Lae, 10.45 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. (Sept. 18, Oct. 2, 16, etc.).

RABAUL-MOEWE HARBOUR (Sandringham)
Alt. Wed.—Rabaul-Jacquinot Bay-Moewe Harbour-Talasea-Rabaul—(Sept. 9, 23, Oct. 7, 21,).
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.-Buka-Kieta-Buin—(Sept. 16, 30, Oct. 14, 28.).
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.

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.

* High Density means that regular airliner seats have been removed and canvas seats along sides substituted—about 20 more passengers can thus be carried.

5. N. Guinea-Solomons

By Qantas with DC3
3 Flights Every Four Weeks,
Mon. (Sept. 14, 21, 28, Oct. 12, 19, 26), Lae (dep. 6 am) — Finschhafen — Rabaul — Torokina (Bougain.) — Vella-lavella—Yandina—Honiara, BSI (arriving 4.25 pm).
Tue. (Sept. 1, 15, 22, 29, Oct. 13, 20, 27, etc.), Honiara (dep. 7 am)—Yadina—Vellalavella — Torokina — Rabaul — Finschhafen—Lae (arriving 3.15 pm).

8. Sydney-Norfolk Is.

By Qantas, with Skymasters.
Alternate Thursdays (Sept. 10, 24, Oct. 8, 22), returning same day.

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If a friend has persuaded you to act as his Executor, now is the time to re-consider your decision. Rather than accept heavy responsibilities and unfamiliar duties, you can transfer them to Burns Philp Trust Company Limited. You will not be letting down your friend. On the contrary, you are shielding his family from the consequences of amateur Executorship.

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NEW ZEALAND NATIONAL AIRWAYS CORPORATIO

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9. Sydney-New Hebrides

By Qantas, with Sandringham Flying Boats: (Sept. 14, 28, Oct. 12, 26).

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.)

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

Thur., Sun.—Dept. Sydney 12 midnight arr. 8.45 am following day.
Wed.—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 Mon., Wed., Fri., Arr 7.30 am following day.
Dep. Wellington 10.30 am Tue., Thur., 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.
Sun.—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—September 3, 22, 26, October nil, November 3, 17.
Return to Auckland on August 26, 31, September 9, 23, 28, October nil, November 4, 18.

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, Sept. 12, Oct. 10, Nov. 7.

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: September 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 4.30 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 8.30 am. Arr. Papeete 1 pm. Return by same route every alt. Friday, leaving Papeete 7.30 am.

The next flights leave Auckland September 15, 29, October 13, 27, November 10, 24.

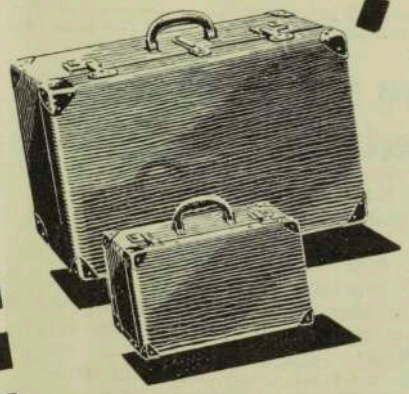
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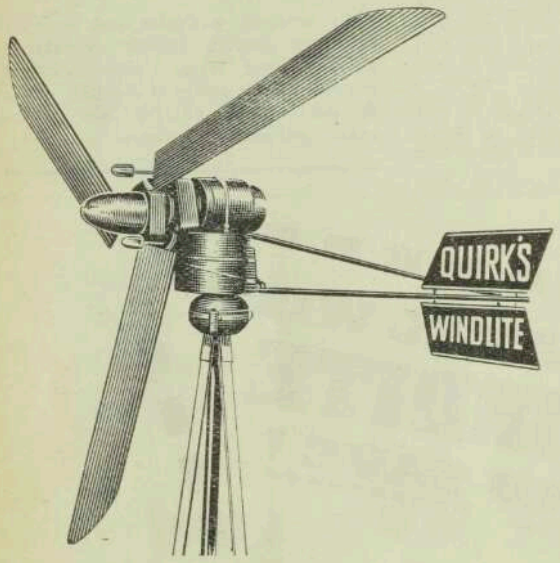
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Wind-driven power-generator WINDLITE.



You'll have no need to worry about installing an expensive motor to generate electricity for your home. You can operate all electrical home appliances without this unnecessary expense. With this new model it takes just the lightest breeze to operate the generator. The secret is in its perfectly balanced three-bladed propeller, which automatically feathers when the wind velocity increases, reducing strain on tower and maintaining continuous charging rate. You'll find, too, that you can draw electricity direct from the generator while the plant is charging, and from the batteries, when the wind is low.

Two models now available—1,000 and 1,500-watt. The 1,000-watt unit for 32 and 50-volt home lighting systems; the 1,500-watt for 32, 50 and 110-volt systems.

● Slow speed generator ● Aerofoil section propeller blades ● Efficient low wind performances ● Rugged construction ● Negligible maintenance ● Grease packed ball-bearings on all movable parts require no greasing for 5 years.

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19. Fiji-Tonga

Tasman E. Airways with Solents.

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

Depart	Arrive
Auckland, 9.30 am (Tuesday)	Suva, 4.45 pm (Tuesday)
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

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FROM SYDNEY TO—	Single	Return	Table No.
Moresby .	£46 11 0	£83 16 0	2, 2a.
Lae	55 7 0	99 13 0	2, 3
Rabaul ..	64 19 0	116 19 0	2, 3
Honiara, BSI ..	80 7 0	144 13 0	5
Vila, N. Hebrides	51 9 0	92 13 0	9
Noumea, NC . ..	43 3 0	77 14 0	10, 9, 6
Norfolk Is.	25 0 0	45 0 0	8
L. Howe .	12 8 6	24 17 0	7
Nadi (Fiji) .	60 10 0	108 18 0	
Suva (Fiji) .	64 2 0	115 5 0	
Auckland	47 5 0	85 1 0	12
Wellington ..	47 5 0	85 1 0	13
Christch. (from Melb.) .	52 18 0	95 5 0	
Honolulu .	225 9 0	405 16 0	1
S. Fran'co	279 1 0	502 5 0	
Vancouver	279 1 0	502 5 0	1
Papeete (via Suva direct) .	129 18 0	233 17 0	19

FROM AUCKLAND (NZ Currency) TO:	Single	Return	Table No.
Norf. Is. .	£15 12 0	£28 2 0	11
Fiji . . .	35 15 0	64 7 0	1 16
Samoa . .	47 2 0	84 16 0	16
Aitutaki .	67 11 0	121 12 0	18
Papeete .	82 10 0	148 10 0	18

At Lindfield, Sydney, on August 9, Mr. John Hore-Lacy, son of Mr. D. S. Hore-Lacy, well-known New Guinea planter, was married to Miss Robin Jeanette Muir.

Notes From Morobe Goldfields

WAU, Sept. 2.

Mr. A. L. Hurrell has resigned from his position as Assistant District Officer and has now taken up an Agricultural Lease in the Wau Valley.

Mr. S. H. Yeoman has arrived from Kokoda to his appointment of Assistant District Officer here. Mr. Yeoman and his wife are well known to the older residents of Wau, as he was at both Wau and Salamaua before the war.

In September Mr. Gil Bayly, Treasury Clerk, will proceed on seven months' leave. He has been at Wau for three years and both he and his wife will be missed from the community life of Wau.

Mr. Bayly will be relieved by Mr. L. Mutch from Wewak.

Fiji Book of Remembrance

A Fiji Book of Remembrance has been compiled containing the names of all those from this Colony who have been killed or who have died while on active service.

The book is being inscribed and illuminated by Mrs. Dorothy Mahoney and is to be bound by Mr. Roger Powell who are two of the foremost artists in England in the production of beautiful books of this nature.

The book, when completed, is to be placed, under a properly prepared case, in the Chapel of St. George in the Anglican Cathedral in Suva.

Any reader who wishes to join the Women's Auxiliary of the Fiji Returned Sailors' and Soldiers' Association in paying for this book and its installation in the Cathedral, may send donations to Mrs. G. V. Hansen, secretary of the Women's Auxiliary of the RSSA, Denison Road, Suva.

The estimated cost of the book, etc., is £F125.

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¶ Mr. Barry Wentworth Jackson, ASTC, FIO (Syd.), son of the well-known Sydney optometrist and optician, Mr. S. Wentworth Jackson, who has been making periodical business visits throughout Papua and New Guinea in recent years, opened his own business in Douglas St., Port Moresby, Papua, on September 1.

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All main trading firms and stores in the Pacific Islands.

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Time to End Australian Namby-Pambyism in New Guinea

IF Australian interests—which are the practical interests of humanity—are to be better served in New Guinea, an effective summary of recent speeches by Legislative Councillors Don Barrett and Father Dwyer should be placed in the hands of members of the Australian Parliament.

Under present conditions, Australia's administration of Papua-New Guinea—but especially New Guinea—is represented mostly by a seemingly endless waste of talk and money. There will be little change for the better unless we have a different interpretation of the terms of the United Nations Trusteeship under which Australia holds the Territory, and an approach to the Territory's chief problems based less on departmentalism and more on plain commonsense.

Father Dwyer and Mr. Barrett, experienced Territorians both, were as one in their faith in the Territory's future, in their plea for a practical policy of development, and in their condemnation of the present absurd economy, built around an uncertain Australian subsidy of six or seven million pounds per annum. But they differed widely in their reading of the future.

Father Dwyer says that European reluctance to invest is due mainly to uncertainty of labour supply. He said that the NG labour potential may be 90,000; but only 45,000 are available, and the number dwindles because the natives increasingly recognise that they are better off in their own villages as peasant producers. He therefore made an impressive plea that future administration should largely ignore the Europeans and direct its main energies to encouraging Chinese acceptance of citizenship responsibilities and developing a large and growing community of native peasants, at least semi-literate and trained in agricultural knowledge.

Mr. Barrett, with characteristic and refreshing vigour and forthrightness, demanded an end of the present Trusteeship system, so that investors and pioneers might be encouraged, with promise of security, to develop the natural resources of the country and establish there a self-supporting economy, as they already have done in most other South Pacific countries. Challenging Father Dwyer's argument that investors were discouraged chiefly by lack of labour, Mr. Barrett pointed out that, if investors were shy in the Trusteeship Territory, the spirit of enterprise was definitely manifest right next door, in Papua, where title to land could be secured.

There was no suggestion that Australia should avoid her obligations to the natives, declared Mr. Barrett. But there could be neither social nor political advancement of natives, or of others, unless there was far-reaching development of natural resources on a soundly-based, co-ordinated plan; and the events and conditions of the past few years had proved, beyond any argument, that there could be no such development under the trusteeship system.

MR. BARRETT'S robust plea was for "straight-out" annexation by Australia. But—doubtless because he is a practical man with a cynical appreciation of politicians' ways—he offered an alternative to defiance of UNO and all its works, which annexation would mean.

He argued—and, we think, with knowledge and logic—that the present interpretation and implementation of the terms of Trusteeship are narrow, restricted and unimaginative to the point of absurdity; and that, if the Australian Government showed purpose and strength in demanding of UNO a complete review of the Trusteeship set-up, most of the conditions which now are shackling NG administrative personnel and crippling NG development could be swept away.

Mr. Barrett made an important point when he reminded the Council that the Trusteeship does not function only in respect of natives, but for the "inhabitants" as a whole. There are three important communities—not one—in New Guinea; and, in relation to the future, the present condition and planned activities of both Europeans and Chinese are at least as significant as that of the natives. All experience has shown that the best and quickest way of lifting the living standard of a very primitive people is to integrate the natives' lives and activities with the developing economy established by the newcomers, while closely guarding the liberty and welfare of the natives.

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Under a wiser interpretation of Trusteeship terms, the viewpoints of Father Dwyer and Mr. Barrett could be completely reconciled.

AUSTRALIA is pouring an extraordinary amount of money into P-NG. Australia has supplied both Territories with an administrative service that in character, ability and sincerity, will compare with any similar service in the world. Australian investors and pioneers stand ready to enter both Territories, to develop industries and wealth that will materially extend the economy of Australia and the food resources of the world. Grandiose plans of settlement and development have been made, and re-made, until one is almost weary of them all. Progress of a sort has been made since 1946, and is being made; but the over-all picture is depressing and discouraging. Top-level administrative men have broken their hearts over it already; others are breaking. There will be no worthwhile development while investors are unable to base their interests on land security.

Australian administration of Papua-New Guinea has been hamstrung apparently by Ministerial inability to envisage the whole picture, and by Canberra Bureaucracy's deep preoccupation with the Trusteeship machinery and with its own jealous guardianship of bureaucratic control. There is a growing volume of outskopen criticism against Canberra's iron rule. There are some who say that it is gravely handicapping Brigadier Cleland, who probably is the strongest and most competent man ever in the Administratorship.

To put it quite frankly and brutally: If New Guinea is really going to benefit from Australian administration and control, there must be, first, a revision of the Trusteeship system, followed by an examination of the Canberra system of departmental government, as applied to vast tropical territories. If neither of these things—especially the first—is possible, then Australia might as well withdraw most of its subsidies and its skilled personnel from Papua-New Guinea, and leave the Territories to the care of the Christian Missions, plus a kind of peacetime ANGAU.

So much already has been given. So little now is needed to make the Australian achievement really creditable. But that little is extremely important. It can be provided by an intelligent understanding in the Australian Parliament of what New Guinea really needs, and by an Australian determination that Government and Bureaucracy shall no longer truckle to a narrow and hopelessly academic interpretation of the Trusteeship.

Mr. Barrett, Father Dwyer and others have delivered some well-reasoned and well-informed speeches in their new Legislative Council. But they are not reaching the right audience. Why leave this material, unread, in the pages of their Hansard? They should create some sort of propaganda organisation, so that a summary of their valuable points should be thrust mercilessly, month after month, upon the notice of members of the Australian Parliament. Only that way can they save New Guinea from the wolves.

WHERE COOK LANDED ON NORFOLK IS.

THIS cairn, 18 feet high and made of local stone, stands on a high place at Duncombe Bay, Norfolk Island, within a few yards of the spot where Captain James Cook landed on October 10, 1774, and recorded the discovery of Norfolk Island.

About 1939, the late Captain J. D. McComish, in the course of his tireless research into South Pacific botany and history, noted that there was no memorial to the discovery of NI by Cook; and he started a fund for the purpose of providing one, and—after much research—he was able to fix the exact spot of Cook's landing.

The war interrupted his plan; and then he died; but the project was kept alive by his widow, Mrs. I. McComish, FRGS; and she was supported by the Australian Territories Minister (Mr. Hasluck), the NI Administration, the Royal Australian Historical Society, and the NI Public School. The memorial was built at a cost of £200.



The memorial, bearing a suitable engraved plate, was unveiled on July 24; and, at the special invitation of the Administrator (Brigadier Norman) on behalf of the Island Advisory Council, the formal ceremony was performed by Mrs. McComish. The Administrator, in thanking Mrs. McComish for coming from Australia to unveil the memorial, paid a special tribute to the work of the late Captain McComish, and the service he had given to Norfolk Island.

The inscription on the plaque reads: "Captain James Cook, on his second voyage round the world, discovered and named this island Norfolk Isle, Landing in the vicinity of this point on Oct. 10, 1774."

HOWLS FROM AFRICA!

Sir E. Hallstrom's NG Experiment

THE amiable Austral-New Guinea philanthropist, Sir Edward Hallstrom, walked unsuspiciously into a large heap of anthropsociological trouble in Copenhagen last month.

There was an International Zoological Conference there, and Sir Edward showed a film entitled "My New Guinea Experiment." It is a record of the Sydney knight's attempt to establish sheep-farming in the Highlands of New Guinea, and it gave details of how sheep were carried in to Nondugl by air, and how cared for. Sir Edward, naturally, thought that this would interest the zoologists.

But an educated Nigerian native, Dr. S. D. Onabamiro, startled the assembly by making what the newspapers called "a tirade of protest" against statements which he regarded as derogatory of New Guinea natives. Sydney *Daily Telegraph* reports:

"He said that the film and the lecture that went with it had no place in a scientific congress, and added: 'Neither has the lecturer.'

"The Russian delegation of six, headed by top zoological scientist E. N. Pavlevsky, rose as one man and went over and congratulated Onabamiro on his speech.

"The remainder of the delegates, top zoological scientists from many nations, sat dazed as the Italian chairman ended the meeting before Sir Edward could defend himself."

It is an interesting sidelight on the astonishing spread of Russian propaganda in Darkest Africa. We still do not know how the film was supposed to reflect upon NG natives.

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Brutal Murder of Niue Is. Resident Commissioner

AFTER a five-day search by virtually the entire male population of Niue Island, three men were apprehended on August 20 for the alleged murder of Mr. C. H. W. Larsen, Resident Commissioner of the island.

Mr. Larsen was murdered while sleeping in his bed on the night of Saturday, August 15, and his wife was seriously injured with cuts about the head and with a double fracture of an arm.

It is believed that the murderers attacked the Larsens with a machete and that they had escaped from a prison farm which is near the Residency.

Two of the Larsen children, Billy, aged nine, and Telma, aged 17, were not harmed. Telma's twin sister is at a Teachers' Training College in New Zealand.

Although Niue is very isolated—about 300 miles from the Tongan Group, its nearest neighbour—and only about 100 square miles in extent, it is in parts very heavily wooded and rugged. The search for the suspected murderers obviously presented problems but their eventual capture was inevitable; their only real escape could be by sea.

No motive for the crime has been suggested. The Larsens moved into the new Residency at the beginning of this year. It is very isolated and about a mile from the old Residency which was right in Alofi, the chief township of the island and the port of entry.

The assistant-secretary of the NZ Territories Department was at Niue on a routine visit just before the tragedy and slept at the Residency the night before Mr. Larsen was murdered. He had left that same day on the *Tofua*.

Mr. Larsen was born in New Zealand in 1908 and entered the Territories Department in 1928. He served in various capacities in the Cook Islands and Western Samoa before he was appointed Resident Commissioner at Niue at the end of 1943. He was regarded by his fellow officers as an extremely efficient officer. He had a likeable personality but was a man of very firm character, who knew what he wanted for Niue and saw that he got it. This was not always appreciated by the Nieueans, and in his early years as RC they sent three petitions to the New Zealand Government asking that he be removed.

The Niue natives differ somewhat in character from other Polynesians. They are noted as hard and industrious workers and many of them go as labourers to Samoa and New Zealand. At home they turn out large quantities of baskets, hats and mats for export.

When news of the murder became known in Western Samoa, two Inspectors of the local Police Force left in a small chartered motor vessel for Niue. A party from New Zealand, consisting of Mr. L. G. H. Sinclair, SM, who will hear the case; Crown Prosecutor Mr. H. R. C. Wild, of Wellington; defence counsel Mr. E. T. Pleasants, of Auckland, with Mr. C. E. Quin, Asst. Sec. of Island Territories, arrived in Niue for the trial of the three accused in early September.

NIUE IS., Sept. 9: The three accused were found guilty and sentenced to hang on Niue. Mrs. Larsen, her two children and legal party left the island immediately after the trial by *Tofua*.

THE LIGHT WAS OUT!

Belated Warning on Bougainville Reef

IN early September, a few days after Dr. W. E. Smythe, Ronald Leadbetter and Albert Campbell, all of Samarai, Papua, had been rescued from Bougainville Reef off the Queensland coast (see Smallships section this issue) the Commonwealth Shipping Department warned that the reef's beacon was out and was not expected to function again for two weeks. The reef, they said, was dangerous to shipping.

The warning came too late to save Dr. Smythe's yacht. When he was rescued he said that they had expected to see the beacon from a distance of at least 12 miles. They saw no light so imagined that they were in safe waters. They anchored and went to sleep. Next morning their ship was pounding itself to pieces on the reef.

The excuse of the shipping department's lighthouse section was that "the beacon had apparently exhausted its year's supply of acetylene."

A light that does not function is worse than no light at all. And no light at all is the common thing in all waters from the Australian coast eastward through the islands of New Hebrides, Solomons and Papua-New Guinea. Masters of ships which cost anything from £1,000 to £1 million accept it as normal that they should take their ships in and out and round about unmarked passages, reefs and anchorages and, if anything should go wrong, find themselves at the receiving end of an official inquiry. If governments were responsible for the damage to ships hitting unmarked and unlighted points and reefs in their territorial waters, we could expect a spate of lighthouse and beacon building.

NR Co. Returns To Rabaul

Memories of Ivan Nelson

THE old-established firm of Nelson & Robertson Ltd., well-known Sydney merchants, are about to show their shingle again in Rabaul. A building of bungalow type, which will provide an office and a residence for a local manager, is now being built on the site of the old Rabaul Hotel (owned for many years by Nelson & Robertson Ltd.); and Mr. Allen Lambert, lately manager of the firm's Brisbane branch, goes to Rabaul this month to take charge there.

The early history of Nelson & Robertson is the history of Mr. Ivan Nelson—a big, energetic man with many interests on the sea, who was prominent in the Islands trade more than 60 years ago. About 58 years ago, Ivan Nelson entered into partnership with Mr. Robertson, also a shipping man. The partnership ended after 12 years, but Mr. Nelson carried on under the firm name and established a fine business.

Messrs. Nelson & Robertson were trading in Rabaul in the German times, long before World War I. It was then that they acquired land rights. They had a branch there, under a manager, in 1914, when World War I came and the Australians occupied the Territory. The firm then acted for the Australian Government in supervising German stores and other property; but, when the Mandate Government took charge, it withdrew from trading and, from then until after World War II, it had the Hotel Rabaul as its only interest in that area. The hotel, of course, was completely wiped out, with all other property, during the Japanese occupation. The Co., after World War II, made no effort to re-establish the hotel.

Mr. Norman Nelson (who took charge of the Co. as Managing Director after the death of his father, Mr. Ivan Nelson, prior to World War II) visited Rabaul in July, and made the final arrangements for re-opening there.

In 1955, the Co. will celebrate the 60th anniversary of the establishment of Nelson & Robertson. At about the same time young Ivan Nelson—son of Norman and grandson of the founder—will have finished school, and will enter the firm.

¶ A daughter (Margaret Jane) was born to Mr. and Mrs. Ian Cottee, at Brisbane, Queensland, on August 25. Mrs. Cottee was, before her marriage, Miss Elizabeth Exon, elder daughter of Mr. and Mrs. Frank Exon, of Suva, Fiji.

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EXPECTATION OF OIL IN PAPUA

BY the end of August, some 1,500 feet of the stuck drillpipe had been recovered from the Omati bore, in Western Papua, where the Aus. Petroleum Co. is seeking for oil, and work on further recovery from the 2½-miles-deep-hole was proceeding.

All official statements are cautious and guarded; but the whole oil-seeking organisation is notable for an air of quiet confidence. The finding of an oilfield is considered certain.

Interviewed in Sydney on his arrival on August 24, Mr. R. R. Dickie, the Co.'s chief engineer, said only: "We wouldn't be in New Guinea if we were not confident of finding oil there."

The official APC statement issued on September 9, states that operations at Omati have been suspended pending arrival of special fishing equipment to recover lost drill-pipe. This course is to minimise possibility of total loss of the very deep drill hole without establishing the significance of the gas encountered before drill-pipe stuck.

Lae-Hollandia Air Service

A new air service was inaugurated on September 7 when Qantas Empire Airways extended its New Guinea services to Hollandia in Dutch New Guinea. The new service is run under arrangements made by the Governments of Dutch New Guinea and Australia.

For the present, the service will be run every fourth Monday, leaving Lae at 8 a.m. and after calling at Madang and Wewak in New Guinea, arriving at Hollandia, Dutch New Guinea, at 1.5 p.m. The return trip will be made leaving Hollandia at 9 a.m. every 4th Tuesday and again calling at Wewak and Madang, reaching Lae at 3.5 p.m. the same day.

Fares will be: Lae-Hollandia, £26/5/- (S), £47/5/- (R); Air-freight, 2/5 per pound. Madang-Hollandia, £20 (S), £36 (R); air-freight, 1/10 per pound. Wewak-Hollandia, £12/10/- (S), £22/10/- (R); airfreight, 1/2 per pound.

¶ Brigadier A. E. Brown, Secretary-General of the Imperial War Graves Commission, visited Papua-New Guinea during August to make preparations for the unveiling of the Cross of Sacrifice at the three war cemeteries at Lae, Port Moresby and Rabaul. It is understood that the ceremonies will take place towards the end of October.

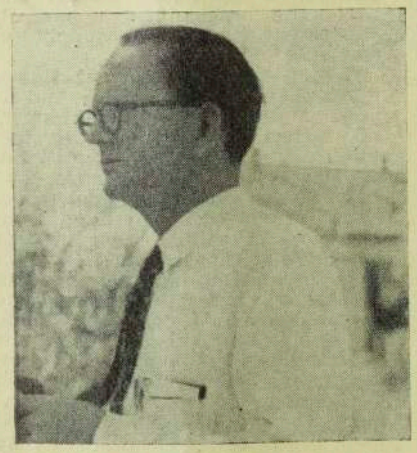
FIJI ELECTION RESULTS
Few Changes in New Legco

From Our Own Correspondent

SUVA, Aug. 30.

VOTING for members to the Legislative Council of Fiji was completed in the main centres on August 29. Earlier, Government vessels had made calls at all outer islands recording votes under supervision of the District Commissioners.

Mr. J. N. Falvey, who was elected as European representative, Southern Division, is the only new European elected member. He is 35, and a New Zealand lawyer. He was commissioned in the New Zealand Army in 1939 and appointed to the Colonial Service the following year and posted to Fiji. He served with the Fiji Military Forces and was later transferred to the Gilbert and Ellice Islands. From there he transferred to the Fiji Secretariat as an Administrative Officer, later



Mr. J. N. Falvey.

becoming a District Officer, Southern Division.

At the end of the war he resumed law studies, gaining his Bachelor of Laws degree. He joined the Suva legal firm of Cromptons in 1949, and is now a partner. He married Miss Margaret Weatherby of Suva; they have five children.

FULL ELECTION RESULTS

SOUTHERN DIVISION

EUROPEAN

J. N. Falvey	487
J. B. Turner	238
C. S. Phillips	89

INDIAN

Vishnu Deo	2,365
Hari Charan	1,288
Hari Charan Akheel	12

EASTERN DIVISION

EUROPEAN

H. B. Gibson	227
F. G. Archibald	210
W. E. Willoughby-Tottenham	20

INDIAN

Madhavan	886
Odin Ramrakha	700

NORTH-WESTERN DIVISION

EUROPEAN

H. M. Scott elected unopposed.

INDIAN

Ayodhya Prasad	2,04
A. D. Patel	1,91
Tulsi Ram Sharma	28
Babubhai Patel	5
Hari Shanker	

TO WELCOME FIJI'S FIGHTING MEN

MR. WILLIAME DEVO, president of the Young Fijians' Society, and his wife Ana, president of the YFS's women's branch, the Matanisga Club—the two associated organisations have a membership of more than 5,000 Fijians—have personally organised and presided at native feasts held in the Matansiga Club, Suva, to welcome soldiers back from Malaya.



To date not one returning draft has failed to receive a welcome-home ceremony staged by this hospitable couple. It is a voluntary chore that involves more than a little hard work; but there are plenty of willing Fijian helpers, and Mr. and Mrs. Devo say that they personally could never repay the hospitality they received from soldiers when they visited Malaya last year to see their two sons, and members of the Young Fijians' Society, serving in the Fiji Military Forces.

Mr. and Mrs. Devo's catering experience was put to another good use in August, when they were called upon to make the arrangements for the Fiji Rugby Union's welcome to the touring team from Australia. The native feast and ceremonies, attended by the Governor, Sir Ronald Garvey, were held in the Matansiga Club, Suva.—J.T.

¶ Miss A. Daniell, who has conducted a popular dress shop on Victoria Parade, Suva, Fiji, for a number of years, disposed of her business to Mrs. Betty Honson in July

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THE EDITORS' MAILBAG

Her Flying Saucer!

When in Suva, en route to Labasa, a few weeks ago, Mrs. Tom Low (her husband was relieving manager at Labasa) suffered an extraordinary accident. A taxi in which they were travelling developed a strange wobble. They got out to look at the wheels. As they stood there, an inner tube blew out in such a way that it hurled the chromium hub-cover with great force at Mrs. Low. It struck her below the knees, and lacerated one leg and broke a bone in the other, and she had to be taken to hospital for attention. "I will bet that I am the only woman in the South Seas who has been winged by a flying saucer," writes Mrs. Low, in reporting the queer accident.

Defence of Papua DC

An experienced man who erected a number of desiccated coconut plants in Papua (Mr. J. V. Glover, of 105 Victoria Street, Potts Point, Sydney) is by no means sure that the blame for contaminated coconut has been fairly divided between the products of Ceylon and Papua. He says that there is some factor in the production plant which is responsible for this typhoid infestation, and he strongly suspects pollution of the water. He insists that in the Papuan plants every precaution was taken against water pollution; but he is sure that the same care was not taken in Ceylon.

"The plants in Papua are 85 per cent. mechanised," he says, "while in Ceylon the coconuts are treated by hand on a piece-work basis. Australians generally have preferred the Papuan product because it was fresher and cleaner than the stuff from Ceylon. I have seen many samples of Ceylon DC, and they were rancid—usually because of the long storage from Ceylon to Australia."

Mr. Glover strongly suspects that there may be some clever juggling by certain interests now, so that while Papuan DC is given a bad name, and wiped off the market, the much less desirable Ceylon DC will be boosted and marketed, to the great profit of the particular interests he has named. It seems unlikely that high authority will try to do anything to save the Papuan industry, in the unfortunate circumstances; but the whole tragedy becomes worse if a racket is being worked. (See article elsewhere).

This Pidgin

Every newspaper I have read lately (Vic., SA, and even WA) has given all this Pidgin controversy a lot of space. Most people seem to think the problem is impossible. I do not think so. Concerted effort by all should bring about the change to straight (Basic) English in 10 years. The other day I called in to see Army Education, Nth. Command, for whom I sometimes do instructional work, and they are most interested. They are running lessons in English (so I am told) to their troops with the idea of eventually wiping Pidgin and Motuan right out. Lots of the Missions, I fear, do not teach enough English. They smugly declare that all their staffs speak the native language—but what good is that 10 miles away?—SHC.

Put the Memorial in Sydney!

"I see from your pages that it is intended to erect a memorial to the Coastwatchers who paid the supreme sacrifice in World War II," writes Mr. W. F. M. Clemens, from the Office of the Commissioner, Nicosia, Cyprus.

"I believe the intention is to erect this memorial somewhere in New Guinea.

"Surely it would be more appropriate to put up this memorial where more people will have the opportunity of seeing it. Surely one of the open parks or open spaces of Sydney would be more appropriate.

"After all, Sydney is the gate to the Islands, and it is from there that many of the Coastwatchers set out, never to return.

"It would also be there for visitors who have no intention of going up to New Guinea to see it."

It was announced in Melbourne in August that the Fund is now £1,200 and that a committee soon will meet to make a decision about the type of memorial, and a suitable site for same "in Papua or New Guinea."

Round or Tapered?

On the subject of round or tapered tins of corned beef for the Pacific Islands market—Australia forces her canners to pack in tapered cans, while Islanders, for preference, buy corned beef from other countries because it is in rounded cans—we published in May a paragraph headed, "Charles Sullivan Loses Battle with Bureaucracy." (Mr. Sullivan has been fighting the silly regulation for a long time, but officialdom is stubborn—and Australian manufacturers lose the market.)

Now Mr. Sullivan writes: "Your heading is not strictly correct. You remember what the American admiral, Paul Jones, on the American warship *Bonhomme Richard* said to the English when they called on him to surrender—Hell! I haven't begun to fight yet—and then proceeded to belt the daylights out of them. Well, I too have hardly begun to fight yet.

"To-day, I received a letter from Mr. W. C. Wentworth, enclosing one from the Minister, who states that he noted the points made by me in my communication of the 29th June (which was a couple of days after I returned home) and he is seeking further information from the appropriate technical officers of his Department and will write again to Mr. Wentworth as soon as possible. I do not intend, of course, to wait for the Minister and am planning a campaign which I hope will be successful."

We are bound to secrecy, and cannot disclose what we know. But we think there are going to be some red faces in the chosen ranks of bureaucracy before long.

APPROVAL OF SOUTH PACIFIC AIRLINES

THE United States civil aviation authority has given formal approval to the inauguration of the new air service between Hawaii and Tahiti, via Christmas Island, and to be known as South Pacific Airlines.

It is expected that the service will commence early in 1954. It will be carried on by Solent flyingboats, purchased a few months ago from Trans Oceanic Airways, of Sydney, now in liquidation. The Solents are being reconditioned at Rose Bay, Sydney. Leading figures in the new airline are Captain Brian Monkton, who originally established TOA, and the well-known Australian pioneer flier, Captain "Bill" Taylor.

It is expected that the new Airline will make a large and valuable addition to the American tourist traffic to Tahiti.

¶ Mr. R. W. Robson, editor and publisher of the "Pacific Islands Monthly," paid a short visit to Fiji in September.

¶ Mr. Tom Low, who was manager for Burns Philp (SS) Co. at Pago Pago for some years, is now doing a round in Fiji and elsewhere as relieving branch manager. Mr. and Mrs. Low (she was formerly Miss Lema Price, of Vanua Levu, Fiji) have been at Labasa and Ba for some months; and late in September they go to NZ on leave. It is probable, that after leave, they will relieve the BP manager at Norfolk Island.

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QUEEN'S VISIT TO PACIFIC ISLANDS

Details of Programme: Fiji, Dec. 17-19: Tonga, Dec. 20

THE following programme has been arranged for the visit to Fiji of Her Majesty the Queen and His Royal Highness the Duke of Edinburgh, next December:—

Thursday, December 17.

7.45 a.m.: The liner *Gothic* will pick up the pilot outside the reef, at Suva.

8.15: The *Gothic* will enter Suva harbour through the reef passage. A salute of 21 guns will be fired from the coastal batteries. The *Gothic* will be escorted to her anchorage by a fleet of Fijian canoes and yachts of the Royal Suva Yacht Club.

9.15: The Governor (Sir Ronald Garvey, KCMG, MBE) and Lady Garvey, with ADC and Matanivanua (Fijian master of ceremonies) will board the *Gothic* to meet Her Majesty.

9.35: Representative Fijian Chiefs will board the *Gothic* to perform the traditional ceremony of *cavuikelekele* (invitation to land).

9.50: The Chiefs, and the Governor and Lady Garvey will return to shore.

Later, the Queen and the Duke of Edinburgh will travel from the *Gothic* by barge. The *Gothic* will berth at King's Wharf after the Royal party have gone ashore.

10.30: The Queen and the Duke of Edinburgh will land at the King's Wharf, where the Governor will present the Mayor and Mayoress of Suva and the Town Councillors.

10.40: The Queen will inspect a Guard of Honour mounted by the Fiji Military Forces.

10.50: The Queen and the Duke of Edinburgh will leave the King's Wharf by car and drive through the town of Suva to Albert Park. School children will line the route.

11 a.m.: Arrive at Albert Park, where the Queen will be accorded traditional Fijian ceremonies of welcome. Fijian dances will follow.

12.45 p.m.: The Royal party will proceed to Government House, for luncheon.

2.30 p.m.: Leave Government House by car for the new Central Medical School at Tamavua.

3 p.m.: Arrive at Central Medical School for the official opening by Her Majesty. Students from various Pacific Island Territories will be presented after the ceremony.

3.30: Leave Central Medical School for Adi Cakobau School, Sawani. (Adi Cakobau School is a Government post-primary boarding school for Fijian girls).

3.50: Arrive at Adi Cakobau School. After a brief inspection of the school compound, tea will be served on the lawn while the girls and some of the boys from Queen Victoria School (post-primary school for Fijian boys) perform customary action songs.

4.30: Leave Adi Cakobau School for Nausori Township.

4.50: Arrive at the Rewa River Bridge, at entrance to Nausori. Drive through Nausori, and return to Suva via King's Road.

7.45 p.m.: Royal party leave *Gothic* for Government House.

8 p.m.: Dinner at Government House.

9.45: Drive to Grand Pacific Hotel. The Royal car will be escorted by Fijian torch-bearers and further torch-bearers will line the route, which will encircle Albert Park. Her Majesty and the Duke of Edinburgh will appear on a flood-lit balcony overlooking Albert Park to hear songs by massed Fijian choirs. There will be a fireworks display.

10 p.m.: Her Majesty will attend an invitation State Ball at the Grand Pacific Hotel, returning later to the *Gothic*.

Friday, December 18.

9.50 a.m.: Her Majesty will come ashore and drive to the Legislative Council Chamber. Ex-servicemen will line the drive leading to the entrance to the Council Chamber.

10 a.m.: Arrival at Leg. Co. Chamber, to receive the Colony's formal address of welcome, to which Her Majesty will reply. An investiture of persons awarded honours in last New Year and Coronation lists will follow.

10.30: Leave Leg. Co. Chamber to visit the new Anglican Cathedral.

10.45: Leave the Cathedral for the RNZAF Flying Boat Station at Laucala Bay.

11.05: Arrive Laucala Bay.

11.15: Leave Laucala Bay by Solent flying boat for Lautoka, via the South coast of Viti Levu.

12 noon: Arrive Lautoka.

12.10 p.m.: Her Majesty will land at the CSR Co's. wharf and will be met by the District Commissioner Western and the Mayor of Lautoka. She will inspect a Guard of Honour of ex-servicemen.

12.20 p.m.: Leave the wharf by car and drive through Lautoka to the Governor's *bure* (Fijian - style thatched cottage) for lunch.

12.50: Arrive at Governor's *bure*. A buffet lunch, including Fijian dishes, will be served.

3.20 p.m.: Leave *bure* for Churchill Park.

3.30—4.30 p.m.: A sports meeting, in which some of Fiji's leading athletes will take part, will be held at Churchill Park.

4.30: Leave Churchill Park for wharf.

4.45: Leave wharf by launch for aircraft.

5 p.m.: Leave Lautoka on return flight to Suva.

5.40: Arrive Laucala Bay.

5.50: Leave for King's Wharf, by coastal road.

6.10: Arrive at *Gothic*.

6.45—7.30 p.m.: The Duke of Edinburgh will meet scientists and research workers on board the Gothic at a small cocktail party.

8 p.m.: Dinner on board the *Gothic*. The Governor and Lady Garvey will say farewell to Her Majesty before leaving the *Gothic* after dinner.

Saturday, December 19.

6.30 a.m.: *Gothic* sails for Tonga. Farewell salute of 21 guns by shore battery.

ROYAL VISIT TO TONGA

Sunday, December 20

THE Queen and the Duke of Edinburgh will land at the Nukualofa Wharf from the *Gothic* at 10.40 a.m. They will be met by Queen Salote and other members of the Tonga Royal Family, the British Agent and Consul (Mr. James Windrum) and Mrs. Windrum, and Cabinet Ministers and Judges and their wives.

After a formal exchange of greetings on the wharf, Queen Elizabeth and the Duke of Edinburgh, and Queen Salote, will drive to the War Memorial by a circular route. At 10.55 a.m. Queen Elizabeth will lay a wreath on the War Memorial.

Their Majesties and the Duke of Edinburgh will then drive through Nukualofa along a route spanned by decorated arches.

From 11.10 a.m. to 11.55 a.m. they will attend a combined Anglican and Wesleyan Church service.

After the service Queen Elizabeth and the Duke of Edinburgh will drive to the British Residency, while Queen Salote will go direct to the Mala'e, or public park.

At 12.25 p.m. Queen Elizabeth and the Duke of Edinburgh will proceed to the Mala'e, where they will meet leading members of the community. A presentation of Tongan gifts will follow.

At 1.00 p.m. there will be a Tongan Feast.

at 2.00 p.m. their Majesties and the Duke of Edinburgh will leave the feast and retire to the Palace.

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From the Palace, Queen Elizabeth and the Duke of Edinburgh will drive to the wharf to embark in the Royal Barge at 2.45 p.m., to re-join the *Gothic*.

The *Gothic* will depart for New Zealand.

SOME OF THE PROBLEMS

FIJI'S Royal Visit Committee is working on various problems. First is the housing and feeding of the many visitors expected to crowd into Suva and Lautoka during the visit.

Other problems concern security, traffic control, transport facilities for visitors, and provision of special radio communication facilities.

At least 50 correspondents, radio reporters and visiting protographers are expected. They will be housed in the Suva Girls' Grammar School hostel, which will be converted into a Press Centre. Efforts are being made to arrange for special aircraft to transport these pressmen across to Lautoka with the royal flight, and from Suva to Nukualofa a day later. Cables & Wireless, Ltd., are already preparing special radio-telephone and radio-picture services to Australia and New Zealand.

The secretary of the Royal Visit Committee (Mr. J. W. Sykes) has been relieved of much of the work of his post of Assistant Colonial Secretary (Administration) in order to devote an increasing amount of time to arrangements for the Royal Visit.

AOTEAROA TO CARRY QUEEN

When the Queen flies from Suva to Lautoka on December 18, she will probably travel in the Solent flying boat *Aotearoa II*, which she christened at Belfast, Northern Ireland, when she was Princess Elizabeth.

The offer of Tasman Empire Airways, Ltd., to carry the Royal party from Suva to Lautoka by flying boat, has been accepted by the Governor of Fiji.

Fiji's Royal Gift

THE Fiji Royal Visit Committee, of which the Governor is Chairman, in early August decided on the gift which will be made to Her Majesty during the Royal visit in December.

It will be a ring of Fiji gold in which a Fiji grey pearl will be set in diamonds and sapphires.

¶ Mr. A. Atkinson, formerly of the Singapore Police, has joined the Royal Papuan-New Guinea Constabulary.

¶ Dr. Frederick S. Brenneman, Director of Public Health, Eastern Samoa, visited Suva at the end of August in connection with the transfer of E. Samoan leper patients from Makogai to a new leper station at Tafuna, Tutuila.

BRIGHT OUTLOOK FOR FIJI GOLD INDUSTRY

SUVA, Aug. 20.

THE Emperor Goldmine at Vatukoula, Fiji, was seeking 200 additional labourers early August, in connection with what Mr. N. E. Nilsen (general manager of Associated Companies) called encouraging values encountered in recent months. The area of interest is at No. 9 level, in the eastern part of the lease.

Mr. Nilsen said that an increase in the price of gold, though perhaps not immediate, is on the horizon.

A Melbourne report says that Emperor has cut a "series of flatmakes of higher than average values" in the 2,195 north crosscut, east at No. 9 level. This is the crosscut that previously intersected two 20 ft. wide orebodies averaging 9 dwt. and 14 dwt. gold a ton respectively.

The first orebody was cut at 730 ft. from the shaft and the series of flatmakes just reported extended from 868 ft. to 1,055 ft. Drives north and south on the newly-discovered flatmakes show values averaging up to 15 dwt.

All of the ore discovered in this crosscut is completely new to the mine and will lift tonnage and grade of ore reserves substantially.

Do You Remember ?

From PIM of 20 Years ago.

THOSE "good old days" in the Pacific, of which we hear so much, seem to have been somewhat of a myth judging by our issue of September, 1933. Maybe they were "good" in that it did not cost so much to be happy 20 years ago.

Some extracts from September PIM of 1933 follow:—

"Copra in the last four weeks has fallen in value to levels never before recorded and the condition of the market can now only be described as calamitous . . . The London price is about £9 (Sterling) . . . and the French Government has quite suddenly imposed an import duty of about 35/- per ton on all copra entering the country, with the result that the European market has been completely disorganised and partially paralysed." Oh, happy days!

* * *

We published a photograph of a hole in the ground surrounded by the bare hills of (what was to become) Vatukoula, Fiji, and said that £1,000 had been taken out of it by crude puddling methods. It was, we hoped, a happy omen for the future of the infant gold industry in Fiji.

* * *

Work was progressing on the small slipway in Rabaul Harbour which was built for W. R. Carpenter & Co. This was expected to be finished before the end of the year and would "be of great service to owners of small inter-island steamers which now have to be sent to Brisbane or Sydney for slipping." The small slipway, in question, lasted for less than four years. It was built adjacent to Vulcan Island and in 1937 Vulcan Island erupted and became Mt. Vulcan, 700 feet high; it joined itself to the mainland and obliterated the slipway and left the small steamer that was on it high and dry about a quarter-mile from the sea.

* * *

"The new motorship Malaita which is being built in Scotland for Burns Philp and Co. is nearing completion and will replace the Mataram on the Sydney-Solomons run towards the end of the year. Malaita is 3,500 tons gross register; Mataram, a vessel of 3,331 tons, is well-known in the Islands trade. She was built in 1909."

* * *

"A notable event in the history of Fiji took place in Suva on August 23 when the Governor, Sir Murchison Fletcher, swore in Mr. M. Mudaliar as the first Indian Justice of the Peace in the Colony."

* * *

An influenza outbreak on the Matson Company's Mariposa resulted in a large party of tourists to Fiji being quarantined on Makuluva, a small island on the reef off Suva, during the time they should have been seeing the sights of Fiji. The other Matson ship, Monterey, picked them up on her voyage south and they returned home knowing of Fiji only what those of Makuluva know.

* * *

The population figures of Papua, just then issued, make strange reading in 1953. The European population of the whole Territory was given as 1,131 persons—671 males and 460 females. The population of Port Moresby, including Koki, Granville East and the London Mission was 368—207 males and 161 females. (The present population of Port Moresby is approximately 3,200.)

* * *

NZ negotiations in Western Samoa to bring about a settlement of political troubles had broken down because Mau leaders insisted that Mr. O. F. Nelson, recently returned from five years' banishment in New Zealand, sit in at conferences. The attitude of Mau leaders was "tending to alienate the sympathies of former friends of the Mau."

* * *

"The Administration of New Guinea has set aside 3,000 acres of land behind Kerevat Experimental Plantation, Rabaul, to be cut up into 50-acre blocks on which young Chinese will be settled. The settlers will be given direct assistance, be provided with a house, seeds and various other materials and will be encouraged to grow any suitable crop other than coconuts." Well, it would be interesting to know what happened to that experiment. There are no Chinese on 50-acre blocks near Kerevat to-day.

From Notes Made in New Guinea

By R. W. ROBSON

WHAT IS WARIA SYND. SEEKING?

NO one yet seems to have any idea of what actually is behind the claim of the big American - Swedish - German interests to a share in New Guinea, based on that pre-1914 grant by the German Imperial Government to the Waria Syndicate.

Owners of mining leases in the Bulolo Valley have ceased to worry. It was thought at first that the claim was aimed at the remaining riches of the Morobe goldfields; but in recent months the Land Titles Commissioner has given decisions which indicate that, in the opinion of that authority, the mining leases do not come within the area affected.

If the Morobe goldfield is not in the picture, what *are* these international claimants after? They are not fools—in fact, they may be rated among the world's shrewdest financiers. They would not, for a mere whim, go to the trouble and cost of preparing a case like this. In due course, no doubt, we shall know the answer.

SEA-BED MYSTERIES!

HAVING groped around the harbour floor of Port Moresby, not far from the main wharf, the young members of the PM Spear Fishermen's Club (now 50 strong) came ashore with what they described as "some very queer things."

The "things" were neither fish, flesh nor good red herring. They were hollow, cylindrical objects, made of glass, and they made a strange rattle. When broken, it was found that the rattle came from a glass marble, confined in a little chamber at one end.

Middle-aged and older people took one look at the "things," and stared at the excited fishermen, and laughed very much. The "things" were empty lemonade bottles, extremely common in the days before crown seals, but completely discarded at least 20 years ago. Apparently it was regular practice, in that distant age, to throw the empty bottles overboard from ships lying at the wharf.

It gave one a shock, to realise how time and conditions have moved along. These lads in their early twenties had never even seen the old-style lemonade bottles, which once beset us in millions. They wanted to make a special display of them in Moresby, for public information!

POINTER FROM PIR

IN a pleasant place near Moresby —at Taurama, overlooking Bootless Inlet—I saw the Pacific Islands Regiment under training and, in a chat with Sergeant-Major Colin Wilson, I learned an interesting thing.

These young natives are gathered from all over both Territories—from many tribal groups, speaking very many different languages. Within a short time, all tribal differences are forgotten—they come together in a happy family in a way remarkable to those Old-timers who have seen racial antagonisms persist throughout the years among plantation labourers, etc.

The main obstacle to friendship in the training camp is the absence of a common language. For training, the officers use Pidgin at first, with simple English following on. In a very short time, all the recruits are talking Pidgin and, on that basis, friendships develop quickly. Sgt.-Major Wilson said that the soldiers were inclined, as they got closer together, to evolve a sort of Pidgin of their own, which the Europeans could not speak, but which actually appeared to be closer to simple English than to Pidgin.

It seemed to me that there might be something here worth the attention of those high P-NG officials who are struggling with the cruel problem of how to lift the living standards of a primitive, illiterate population that speaks scores and scores of different languages.

AN OUTRAGEOUS TAX

IF a man gives the best years of his working life to the Papua-New Guinea public service, he becomes entitled to an Australian pension. That is right and proper.

Once retired, the ex-Australian public servant is a free man. He may engage in any occupation, live where he likes. If, for example, he lives in New Zealand he draws his pension from Australia, but pays NZ income tax upon it. But if he lives in Norfolk Island (as many do) he enjoys his full pension: there is no income tax in NI.

All P-NG public servants who have seen the NG Highlands are attracted by that cool and pleasant area. One man I know, near retirement, said he would like to live there, presently; and so he was seeking some land.

"Quite an idea," I said. "Attractive life in a new, developing country—and no income tax." (There is no income tax in P-NG—the Administration taxes everyone indirectly, at the Customs-house.)

"You're wrong," he said. "They will tax my pension at the source—in Canberra—if I stay on in NG." I would not believe it, and checked up. He was correct. If a New Guinea official, on retirement, decides to live on in New Guinea, his pension is taxable—although all other permanent residents in NG are free from income taxation.

It is an outrageous arrangement, without either logic or justice, and the organisation which looks after the members of the P-NG Public Service should fight it.

IT WAS OFF IN 1952

FOR some considerable time, the Rabaul planters have been contending that, in fairness to the industry, driers for copra, coffee and cocoa—such as Chula driers—coming in as a unit, should be free from Customs duty. Their arguments are sound—and they must have impressed high officialdom, because there was a favourable reaction.

Now it has been discovered that the duty actually was removed in October, 1952; but, owing to some oversight, the change was never gazetted. There are red faces in a Moresby Department, and some slight talk, elsewhere, of refunds.

SPARROWS COULD BE DANGEROUS

I WAS informed in Moresby that, to assist in the work of establishing a common language—the Territories' biggest single problem—the Education Department has distributed no less than 5,000 Sparrow receiving sets (supplied by the Crammond firm, in Brisbane) to native villages. They are on a fixed wave-length, and the plan is that from 4.30 to 6 p.m. each day the villagers can listen to a half-hour of Pidgin, and an hour of Motuan, or any other selected language, broadcast from the Moresby station.

Some people are wondering if it is more than coincidence that a powerful Indonesian station should be broadcasting regularly on what is approximately the Sparrows' fixed wave-length, *and in Pidgin*. So far, the monitors have heard no recognisable Red propaganda — only apparently harmless social stuff.

Port Moresby officialdom is aware of the danger. Indonesia is drifting steadily under Communist influence.

BY APPOINTMENT

A MORESBY business man, one Sunday, telephoned for "Bill" Groves, the Territories Director of Education. A Pidgin-speaking boy answered.

"Masta 'e stop?"

"Masta 'e no stap."

"Masta 'e go where?"

"Masta 'e go Chris' Jesus." (He has gone to church.)

Later that day, the business man encountered the Rev. D. E. Ure,

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head of the LMS organisation there. He repeated to the clergyman the boy's description of Mr. Grove's whereabouts.

"H'm," said Mr. Ure. "Not very happily phrased. But perhaps Bill had a special appointment."

WHERE ARE THOSE LEGS?

IN Rabaul, one evening, some Old-timers wondered what became of the 8-legged billiard-table which Bill Cameron established in Salamaua in the roaring goldfields days of 1929.

That week's tramp over the mountains, from the coast in to the new goldfield, and the equally deadly climb back again, meant that only the really tough survived. When those tough lads, after a spell in the Bulolo valleys, came out to Salamaua for relaxation, they demanded real entertainment.

That was why Bill Cameron decided on a billiard table. They formed each of the eight legs out of concrete; and in each leg they placed bottles of choice liquor. There was fretfulness and despair over the fixing of the cloth, and bitter arguments over levels; but eventually it was judged fit for play. By raffling the right to the first game, they raised £11/10/-. Hector Wales won it—and promptly passed the cash along to Allen Innes for refreshments to mark a momentous occasion.

When the Jap occupation and the American-Australian bombardment of Salamaua were finished, the billiard table had gone, of course. But the Old-timers still wonder wistfully what became of those richly-packed concrete legs.

PLANTERS' TURNOVER

A LITTLE bird in Mango Avenue told me that the Planters' Association, which has its headquarters in Rabaul, had a turnover in the year just ended of over £100,000, and placed a neat little sum on the right side of the P/L Account. The merchants don't like it much, of course, but the Association distributes its favour fairly, and induces goodwill. It has 130 members. It has had some success in selecting energetic presidents—Don Barrett, for several fruitful years, and now Ted Fulton. Both have a solid back-stop in secretary W. R. Paul, appointed 4½ years ago.

¶ Mr. A. W. Jefford, an engineer on the staff of the Papua-New Guinea Agricultural Department, is visiting Germany and Panama to study fibre decorticating equipment. Approval was given for these official visits while Mr. Jefford was on recreation leave in Britain. In Germany he saw demonstrations of decorticating equipment given by the manufacturers, and on his visit to Panama will study the production and decortication of manila hemp.

PACIFIC TERRITORIES AT THE TRUSTEESHIP COUNCIL

New Guinea and Western Samoa were in the forefront of the news in late June, when matters relating to those Trust Territories were before the Trusteeship Council of the United Nations, in New York.

Mr. W. D. Forsyth (formerly Secretary-General of the South Pacific Commission and now Australian Minister to the United Nations) was Australia's chief representative at the Council, and was frequently under fire by interrogators—most of them either Communists, who are hostile to Western Trusteeship nations, as a matter of policy, or representatives of semi-developed States, who often seem to be querulous because of an inferiority complex.

The detailed reports show that the Australian and New Zealand representatives dealt effectively with the critics, whether the subject was Pidgin, or landless natives, or white "exploitation."



The Members of the Australian Delegation to the Trusteeship Council are shown in this group photograph, taken on June 26, at the Long Island residence of Mr. and Mrs. Forsyth. From left to right they are:—

Mr. A. H. James, First Secretary, Australian Mission to UN, alternate Australian Representative on TC.

Mrs. Loames (obscured).

Mrs. J. Petherbridge.

Mr. J. Petherbridge, Second Secretary, Australian Mission to UN, Alternate Australian Representative on TC.

Mr. J. H. Jones, Director of Native Affairs, New Guinea, Special Australian Representative at TC.

Mrs. W. D. Forsyth.

Mr. W. D. Forsyth, Minister, Australian Mission to UN, Australian Representative on TC.

The photo is by Leo Rosenthal.

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TERRITORIES TALK-TALK

By Tolala

ALL bureaucratic set-ups soon become ponderous and top-heavy.

The Civilian Internees' Trust Fund as an example: In November, 1952, PIM reported that the government would pay out monies to widows of civilian internees from Jap reparations. In the following month I gave more details of the scheme.

Applications were called by the CITF, closing February, 1953.

The latest development is a circular from the Trust Fund, dated July 31, 1953 (five months after the original closing date) enclosing a four-page foolscap "Application for Grant" plus an exhaustive questionnaire on the applicant's movements, reasons for applying, personal income, etc. You are asked for a statement of assets and debts and whether you have received compensation or assistance from any other organisation or fund? "If so give details." (This has the gracious addendum: Any such previous assistance does not prevent consideration of a grant under this fund.)

Needless to say I have received numerous complaints from applicants—most of them widows of old Territorians who were lost in *Montevideo Maru*, and who take a dim view of the protracted entanglements of red tape.

It would seem that any information desired by CITF could have been obtained from Department of Territories, which must have full details of all persons eligible for the grant.

. . .

Father Boch's passing, as reported in last month's PIM, takes away one more old-timer of the Pre-Synthetic Days. Probably the best-known of the Marist Fathers in the Northern Solomons in the 1900's and definitely the most popular, for he was a great mixer in a community noted for hard-living, well-seasoned individuals.

Father Boch, a handsome, upstanding man in his late thirties when I met him in 1916, was in charge of the Poparang Mission at Faisi (BSI) and a well-respected figure amongst the clientele of the BP store on Faisi Island, where planters and traders would forgather a week or 10 days before the old *Mindini*, with Skipper Voy aboard, arrived with mails and cargo. No wireless working in those days.

Few of that crowd remain: Sam Atkinson from Awa, Julius Oien from Fauro, Dick Ravener from Mono, Wilson Atkinson from down the coast, Long Jack, Hughie Scott, from Orlofe, Jack Cruickshank from Sivilou, Tommy Mason, Monckton and old "Squeaker" Hamilton—while away from the crowd gathered inside the store, would sit a shy youngster in knickerbockers, gazing out on the world through his strongly-lensed glasses — Paul Mason, who was later to do such wonderful work saving these same islands from the Japs . . .

And with all these men Father Boch was ever the most popular.

. . .

Binatangs again! I was surprised to read (PIM, Aug. p. 11) that the rhinoceros beetle in the B4 days was a "harmless type" as quoted by Don Barrett, MLC, from Frenchman Lepesme's book. The thousands of damaged palms that I have seen with the base of the cabbage riddled with wriggling pupae of the rhino must then, have been an hallucination. I'll admit often primary damage was blamed on the red palm weevil (Rhyncophorus ferr.) but the rhino. and elephant were both classed as No. 1 pests which fed upon the "millionaire's salad."

. . .

Not only is P-NG copra getting a bad name because of indifferent quality, but it seems that Territorial shell—trochus and green snail—is receiving bad reports (Aug. PIM, p. 19) due, no doubt, to careless grading and, possibly, overcooking to extract the "meat," which causes the shell to lose lustre.

Casualness is a noted national characteristic of ours, but if we are to compete in world markets with our islands products, such as copra and shell, we must maintain the highest standards as prevailed before the war, in TNG, at any rate. Efficient copra inspection — both European and native — cannot be introduced too soon.

The slap-happy days are over. "Nothing but the best" must be our motto.

. . .

A new printing press was unveiled at Raluana Methodist Mission last month as a memorial to Rev. W. L. I. Linggood, who was one of the 10 missionaries lost in the *Montevideo Maru*.

The Methodists in TNG had their first printing plant established at Watnabara on Ulu Island in the Duke of York group, and over 40 years ago I remember seeing the native printers turning out a "Luk Buk" (a primer for the village schools), which was a two-coloured



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job, profusely illustrated and printed in the Blanche Bay dialect.

The same plant turned out a small monthly church paper in the same dialect called "A Nila i ra Dowot" ("The Voice of Truth"). Later the plant was transferred to Malakuna mission.

Incidentally "pidgin" was never a literary language with the Methodists in my day. The Blanche Bay dialect was used in the George Brown Training College, where budding native teachers were trained for service in New Britain and New Ireland.

. . .

We all remember before the kite went up in Europe back in 1939 the Hitler cry for "Lebensraum!" damanding living space for the German people. I am a bit perturbed, therefore, when a somewhat similar cry comes now from Tokyo, and a Nippon eye is cast towards New Guinea. I may be a bit jumpy, following the experiences we all went through as a result of the Pacific War, and the general set-up of unpreparedness prior to that sad page in history, but I do feel that "something" should be done to awaken public interest in the present situation.

A thought to remember: Japan and Java (or, if you prefer it, Indonesia) have quite a lot in common, and Jap settlers in Dutch New Guinea, would be something to cause consternation in the minds of those who know the true trend of events.

. . .

The publicity given by Sydney newspapers at the beginning of last month over Mrs. Merial Staunton's "ordeal" in a "storm-tossed boat" which broke its moorings in a blow and travelled up around Djaul Island, off New Ireland, left very little to the imagination.

It was certainly front page "news" and old-timers, probably including Mrs. Staunton herself who has known the Islands for the past 30 years, will be wondering why. Such experiences would have gone untold a few years ago. But, truly, these are the days of bally-ho.

. . .

Osmar White, the well-known writer of some good stuff, picked up first hand in NG, had a series of articles in a Sydney paper recently and there was some good meat in them. But he should remember that those articles travel back to NG, are seized upon by the educated natives and are devoured, perhaps too hungrily. They might create ideas in some fertile minds. The same applies, of course, to all criticism of NG conditions, and in particular to that published in the local P-NG press.

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A Persian oil expert, passing through Sydney recently, commented on the fact that oil would soon be found in NG. We've all heard that remark before, but coming from this source does it signify anything more than mere wishful thinking now that British oil interests in Persia are on the wane?

. . .

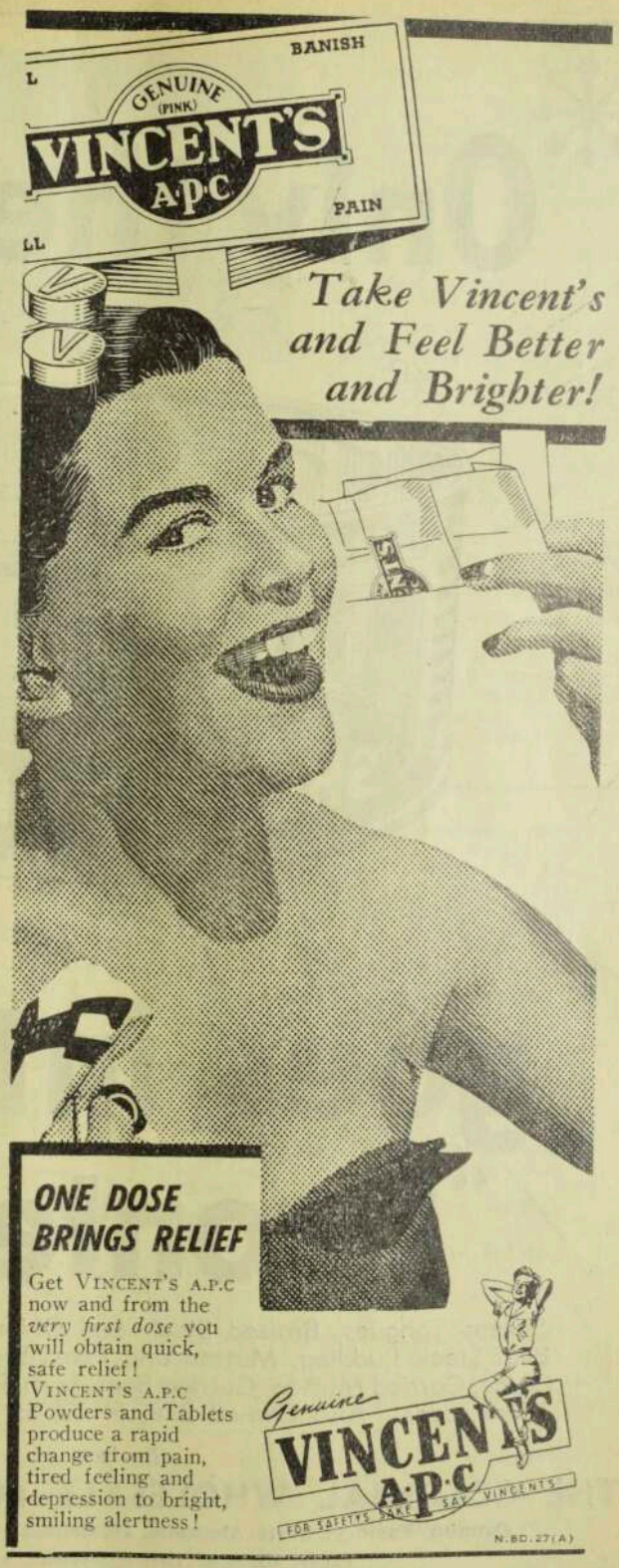
Well, what did Sir Edward Hallstrom say which peeved the Nigerian delegate to the Copenhagen zoological conference? And how was the film offensive to the NG natives?

TROPHY FOR UNDER-WATER SPEARMEN



To mark the Centenary of New Caledonia being celebrated this month, and as a compliment to his many old friends in the French Colony, Mr. Charles Sullivan, Sydney merchant, has donated a trophy for the New Caledonia Under-water Spear-fishing Competition. It is 2 ft 6 in. high, and is a modern design, artistic and attractive. The photograph shows the trophy, with Mr. Sullivan seated beside it. It is now in Noumea, awaiting its new owner. The sport of under-water spear-fishing is winning many new adherents in New Caledonia, as in most Pacific Islands. There is now a large and very active club in Port Moresby.

¶ Inward passengers for Honiara in *MV Malaita*, due in the Solomons in September, include Miss J. Beglen, Miss W. Milling, Dr. and Mrs. J. D. Bradley, Mr. and Mrs. G. H. Carter, Mr. G. F. C. Dennis, Mrs. R. Harper, Mrs. R. N. Wyndham, Mrs. Wakelin, and Mrs. A. M. Moeskops and two children.



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Sport in New Guinea





Top left, the two representative Soccer football teams which fought out a hard battle at Rabaul on August 16. Standing—the Rabaul team, which won 4 goals to nil; and in front, the team from Lae.

Lower left, Rabaul basketball finalists—back row, the Carps with Capt. Tony Normoyle holding Shield (they won just on the final bell) and in front, the Jets with Capt. Jimmy Cheung on outer left. Assn. president, Superintendent C. Normoyle extreme right standing.

—Photos by C. H. Meen.

Queen Elizabeth Park

The Queen has given permission for the Recreation Reserve at Rabaul to be named Queen Elizabeth Park.

The Rabaul public were asked to subscribe £5,000 towards relevelling and redesigning the Recreation Reserve. More than that amount has been received and at a meeting held recently, the Sports Advisory Committee decided to go ahead erecting four tennis courts, a pavilion and dressingrooms.

Eventually it is hoped that there will be eight tennis courts, two baseball arenas, two cricket pitches, football and soccer playing fields, basketball courts, a bowling green and a swimming pool.

¶ Mr. W. G. Johnson, managing director of W. R. Carpenter & Co. (Fiji), Ltd., visited Auckland and Sydney during September on a three-weeks' business trip.

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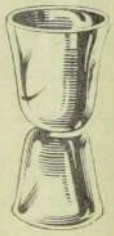
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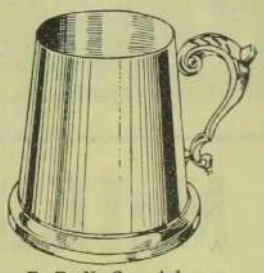
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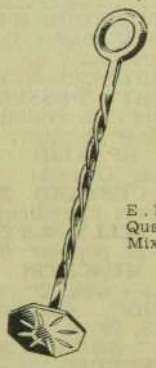
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BEETLE INFESTATION IN S. PACIFIC

Established in Wallis Is.

IT is not generally known that Wallis Island (the principal island of the Wallis-Futuna group, just north of Fiji, administered by France) is heavily infested with the Asian Rhinoceros beetle (*Oryctes Rhinoceros*).

A valuable report by Mr. F. Cohic, entomologist of the French Institute of Oceania, written in December, 1950, and just distributed by the South Pacific Commission, shows that the beetle reached Wallis Island in 1931, probably from Western Samoa; and that, owing to apparent indifference by officialdom and bad agricultural methods by the native coconut planters, it is now in all the districts of Wallis. In 1950, one coconut palm in every three, in the 4-5 years old plantations, was dead or dying. The other important island, Futuna, was still free of the pest in 1950.

Mr. Cohic shows that, in 1950, very little had been done to attack the pest, and that, as there is no indigenous parasite or predator to check it, it was steadily increasing. He emphasises that the larvae of the beetle is harmless—all the damage is done by the adult beetle —and that, as the beetle reproduces itself entirely in decaying vegetation, the removal of all decaying matter from plantations, and consistent search for and destruction of eggs and larvae, provide a considerable measure of control.

The section of Mr. Cohic's report dealing with methods of control is worth quoting in full:—

MECHANICAL CONTROL

This consists of collecting the insects at the larval stage. In the well-kept plantation, it is advisable to use traps, which achieve notable results. The method is simple and consists of digging holes of from 3 to 4 square metres in area and 0.75 metres in depth, in which are placed all kinds of vegetable matter (fronds, fibres, etc.), which decomposes very rapidly while maintaining an excellent degree of humidity. Such heaps at ground level may also play the same role.

After a month or two of fermentation, these heaps attract the insects; they lose their power of attraction about the sixth month. They must be inspected every two or three months and all forms of the insect found must be destroyed (eggs, larvae, pupae). This may be done by injecting carbon disulphide into the mass.

Some authors, such as Leefmans, propose adding sodium arsenate to the compost; this takes a long time to disappear and in no way diminishes the attraction of the site. (This method is not recommended for the Wallis Islands because pigs are there allowed to run loose.) Gockhale advises adding castor oil cake, the odour of which would attract the *Oryctes*. Wherever trapping and destruction methods may be adopted, this method of baited traps is very effective. Thus, according to Friederichs, 600 traps made of pieces of stem and rachis gave in one year in Samoa: 11,500 fully-grown insects, 220 pupae, 776,000 larvae, 180,000 eggs.

In Indo-China, in Cambodia, the current practice for the protection of young palms, whether single or in a row, consists of fixing to the insertion point of the fronds (that is, in the area attacked by the parasite) pliant branches, or bundles of rice straw. In the morning the insects which had failed to gain a hold are gathered at the foot of the tree.

CHEMICAL CONTROL

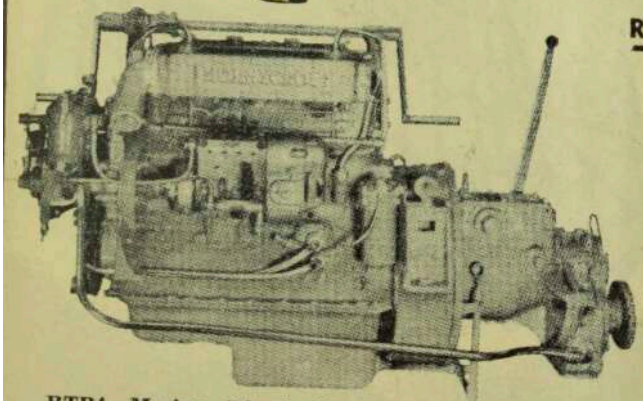
Whatever the control measures adopted against larvae, the trees affected must be constantly protected, otherwise they are doomed to disappear fairly quickly, the injuries caused by the *Oryctes* frequently resulting in rot, and the introduction of injurious parasites (Coleoptera, Diptera, Ants), against which a defence must be put up.

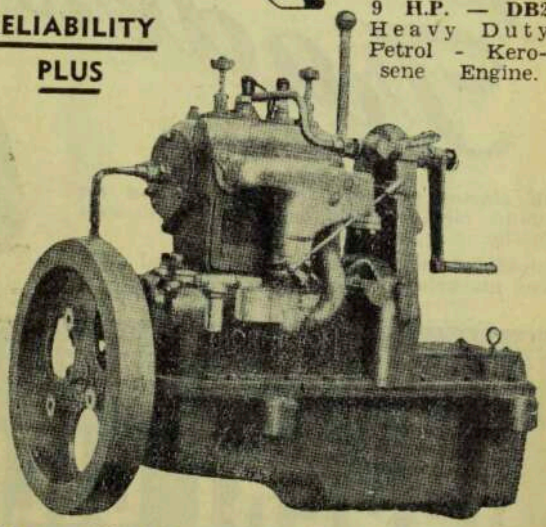
The destruction of the adult insect within the petiole is carried out

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by means of a strong iron wire, which is pushed into the tunnel. The opening is then blocked with a one-part salt and two-parts sand mixture, plus a plug of clay or mastic.

The best way of making sure of cicatrisation and aseptic preservation of the exposed wood is Professor Chavastelon's method of using bichromate of copper. When this is applied, the wood turns brown through oxidisation and sunlight, there is a coagulation of the albuminoids and of the gums, which change to insoluble organic chromates of copper, which block the pores, forming a persistent residue of chromic acid which is gradually liberated by dissociation into basic chromates under the influence of the sap and the surrounding humidity. The chromic acid thus liberated in small quantities serves as a disinfectant without being strong enough to be toxic. It does not impede the functioning of the generative area (cambium). Moreover, the albuminoids, fixed at the chromates state, increase the preservative action of the liquid and complete the rot-proof screen.

The use of insecticides or of insectifuges in the control of *Oryctes* is obviously possible, but cost of such an operation would probably involve considerably increased expenditure. We therefore limit the use of these products to the protection of young plantations, young trees easily reached by small-type sprays (Vermorel type). For such protection, the following could also be used: benzine hexachloride (BHC), or benzine hexachloride combined with sulphur ("sulfure de polychlorocyclane"); synthetic insecticides which have more repellent and more lasting qualities than DDT.

BIOLOGICAL CONTROL

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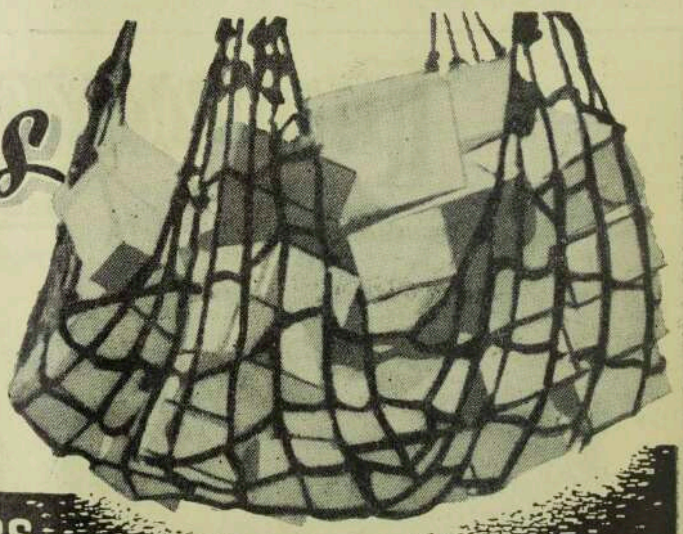
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Unfortunately, it is subject to so many variable factors that it becomes risky, and is successful only in very rare cases.

The quite dramatic nature of the "Rhinoceros" invasion in Samoa and Micronesia has resulted in research into all means of control. The anxiety caused in Fiji by the presence of such a parasite in the neighbouring islands, resulting in a visit to Samoa in 1912 from the Entomologist F. P. Jepson, and the taking of Draconian phyto-sanitary quarantine measures which were then successful in protecting this threatened territory.

Subsequently, Dr. K. Friederichs conducted a detailed survey of the eastern tropical areas, with a view to finding natural parasites of this scourge. This was the reason for the introduction to Samoa of an entomophyte fungus, *Metarrhizum anisopliae*, the results of which though not particularly brilliant, were nevertheless quite useful. This author also mentions trial introductions of the European hedgehog and mole to this area, but makes no comment thereon. He also suggests the trial of Scoliid Hymenoptera, from Madagascar: *Scolia oryctophaga* and *Scolia carnifex*. His survey was cut short by the war in 1914, just after his arrival in Madagascar.

In 1933, H. W. Simmonds visited Samoa in order to assess the *Oryctes* situation. He quickly came to the conclusion that it was most urgent to restrict the problem of control and it was with this in mind that his tour was arranged. He went to Java, Malaya, Mauritius, Madagascar and Zanzibar, in search of natural parasites which might exist in these territories on the various species of *Oryctes* larvae. Java and Malaya were hardly encouraging, and tests carried out with the aid of *Scolia* from these areas were practically negative. Only one consignment of 122 specimens of a predatory Carabid, *Catascopus fascialis* WIED, was sent to Samoa.

This research in Mauritius and Madagascar for strains of *Scolia oryctophaga* ended in the introduction of 210 females. Unfortunately, the weak multiplication potential of this species—reproduction once a year in Mauritius and Madagascar, compared with twice or three times by the *Oryctes* in Samoa—is hardly a good omen of its limiting value. However, it is not impossible that some biological regulation or adaptation to equatorial climatic factors may increase the reproduction rate.

As he was leaving Madagascar, Simmonds was told that a species of *Scolia* had become a parasite of the "Rhinoceros" larvae in Zanzibar. On his way through, he succeeded in collecting several females which, when tested in a cage, immediately attacked the larvae. Unfortunately, the eggs and larvae obtained did not survive.

This author immediately reported the possibility of the use of this species, but war prevented resumption of research and it was only in 1945 that a consignment of *Scolia ruficornis* F. (450 samples) was sent to Samoa. This species has a notable advantage over *Scolia oryctophaga* in that it develops rapidly (9 days to reach the pupa stage) and probably reproduces several times a year.

According to the Public Relations Office in Fiji (1949), it seems that the introduction of the Zanzibar species has been a success, and Mr. H. W. Simmonds was informed of this by Mr. D. Eden, general

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manager of the New Zealand Reparations Estates. On the other hand, according to Mr. B. A. O'Connor (letter of April 6, 1950), *Scolia ruficornis* has apparently become established in one locality in Samoa, but has not been seen in large numbers. Moreover, there is no technical service which could undertake the collection and dispatch of this parasite.

Before making any decisions, therefore, it would be necessary to have more definite information on this introduction from the responsible quarters. Only the most unequivocal statement could justify the sending of experts to Samoa.

That is the end of the quotation from Mr. Cohic.

LOCALITY OF ASIAN BEETLE

It is now known that the destructive type of Rhinoceros Beetle (*Oryctes*) is spread over Southeast Asia, Malaya and Indonesia, where for a long time it has been attacking coconut plantations. The history of the pest in the South Pacific may be shown thus:—

1909—Brought in rubber plants from Ceylon to Upolu, Western Samoa, whence it spread to Savaii and to Tutuila (Eastern Samoa).

1926—Established in Nuitabutabu, Tonga; but was vigorously attacked, and was eradicated by 1930.

1931—Established in Wallis Islands.

1941—Established in Palua section of Micronesia — probably spread from Indo-China or Indonesia.

1942-46—Apparently established in New Britain and New Guinea, but infestation not officially confirmed.

1950—Established in Vavau, Tonga.

1953—Established in Viti Levu, Fiji.

1953—Campaign in all Territories against the pest being directed and controlled by South Pacific Commission.

Rhino-Beetle Hatchery

EDITOR Dunleavy and his friends in Apia made a diverting discovery in mid-August.

Hearing a well nigh incredible whisper, the newshounds descended on the Mulinuu rubbish dump, poked around for a few minutes, and came up with 18 well-developed Rhino-beetle grubs.

Admitting that this was probably only one of many such active breeding-grounds around Apia, the Department explained the difficulties of dealing with them, especially on private land. The Mulinuu rubbish dump, however, is a charge of the Health Department.

Mystery is how the Tokelau atolls, served by shipping from Apia and wholly dependent on a coconut economy, have so far escaped the beetle. If once established there, the population of 1,500 might have to face evacuation.—*JPS.*

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THREE YOUNGSTERS HELPED BY NG MEMORIAL SCHOLARSHIPS

THIS photo is of Lois Atkins, one of the three children of New Guinea residents who were awarded the New Guinea Memorial Scholarship in Victoria in 1953. The other two children are Andrew Vial and Gillian Spensley.



Lois, the daughter of Pastor and Mrs. A. S. Atkins, was 2½ when she was evacuated with her mother to Australia from New Guinea at the end of 1941. The family had been 14 years in NG as SDA missionaries.

Pastor Atkins stayed behind and after the Japs landed he, with Mr. Trevor Collett and about 40 other Europeans, tried to get away in two SDA mission boats. They were sighted off the coast of New Britain by a Jap destroyer, but before the Japs destroyed the boats the men jumped overboard and swam ashore.

Pastor Atkins became too ill to make his way down the coast on foot and told the other men to leave him to find refuge in a native village. Mr. Collett refused, and stayed with him.

Pastor Atkins eventually died in a Japanese hospital at Kokopo and Mr. Collett was lost on the Montevideo Maru. The rest of the party eventually reached Australia after much hardship.

ANDREW is the son of the late Mr. Leigh Vial and Mrs. Marjory Vial who now lives in Melbourne. Leigh Vial was an ADO in New Guinea District Services Department before the war. When the Japs came into the war he enlisted in the RAAF and was posted to coastwatching work for the Air Force near Salamaua, where he relayed behind-the-lines information to Moresby. For this work he was awarded the US Distinguished Service Cross.

He was lost in April 1943 when the US plane in which he was travelling was shot down over Bena Bena in the NG Highlands.

GILLIAN SPENSLEY is the second child of the late G. W. (Bill) Spensley and Mrs. Spensley, who now lives in Hawthorn, Melbourne.

Mr. Spensley was a New Zealander who went to Rabaul, NG, in 1934 as manager for Colyer Watson. Later, when this firm became a limited company, he was appointed a director.

He was a corporal in the NGVR when the Japs invaded Rabaul in early 1942 and was one of a party of 14 who later escaped down the coast to Sum Sum. They were finally betrayed by natives and captured by the Japs in early June, 1942, and returned to Rabaul just in time to join the ill-fated Montevideo Maru. Lieut. Colin Stirling, of the 2/22 Battalion AIF, was the only survivor of this party.

Perry-Windsor Wedding

Miss Jocelyn Perry, daughter of Mr. and Mrs. C. A. Perry, of Wellington, was married in July at St. Paul's Cathedral, Wellington, to Mr. Kenneth Windsor, Radio Officer-Purser of the NZGS Maui Pomare. Mr. Windsor is well known in New Zealand-Cook Islands service and in other parts of the Pacific as a former officer in New Golden Hind, Rawhiti, and Rānui.

"Taveuni Treasure"

WHEN Mr. and Mrs. Lex Halliday, of Australian Instructional Films, were in Fiji at the beginning of this year finishing a documentary for BCPA, they made another film with the assistance of a local planter. Called "Taveuni Treasure," the film tells a little of the history of the plantation and something of how this large enterprise is run today. It is mainly for local consumption, but both this and the BCPA film have very good colour shots of Fiji beauty spots and Fijian dances.

Both films were ready for release about a month ago and the local "film stars" will no doubt get considerable pleasure from seeing themselves on the screen.

The Hallidays say that Fijians are coy and reluctant film stars and coaxing and bribing are sometimes necessary before they can be persuaded to face the camera. Even then, Fijian custom—such as whether men or women should perform first—must be observed.



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Land Bd. Building Site Allocations Cause Rabaul Discontent

From Our Own Correspondent

RABAUL, Aug. 28.

THE first batch of 24 building blocks recently has been put up for tender in Rabaul, NG, and the Land Board has recommended that 16 out of the 24 be allocated to Chinese tenderers. The local Land Board consists of the District Commissioner, Mr. J. K. McCarthy, Mr. Don Barrett, MLC, and the Secretary for Lands, Mr. D. E. Macinnis.

Some months previous to this, the Board had met a representative gathering of Rabaul residents and during the discussion the question of zoning of residential blocks had been brought up. The Board was not in favour of zoning.

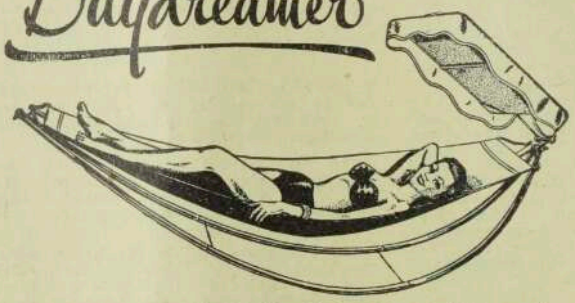
Mr. G. Achun, a spokesman for the Chinese people, was asked whether the Chinese wanted to live away from their shops and among the Europeans and after some thought he said perhaps six of them might but for the most part, the Chinese preferred their neighbours to be Chinese. The Europeans present, mostly representing the Chamber of Commerce, were strongly in favour of zoning.

When the Board's recommendations were made public in August, the Chamber called a special meeting at which all members attended. That meeting decided to send a deputation of two to Port Moresby to protest against the Board's recommendations. Messrs. J. L. Chipper (vice-president) and J. R. Brelaz were chosen. Their instructions were that if Moresby did not give then a hearing then they must fly to Canberra.

Both men are now back in Rabaul and a meeting is called for Monday, September 21, to hear their report.

It is anticipated that no further

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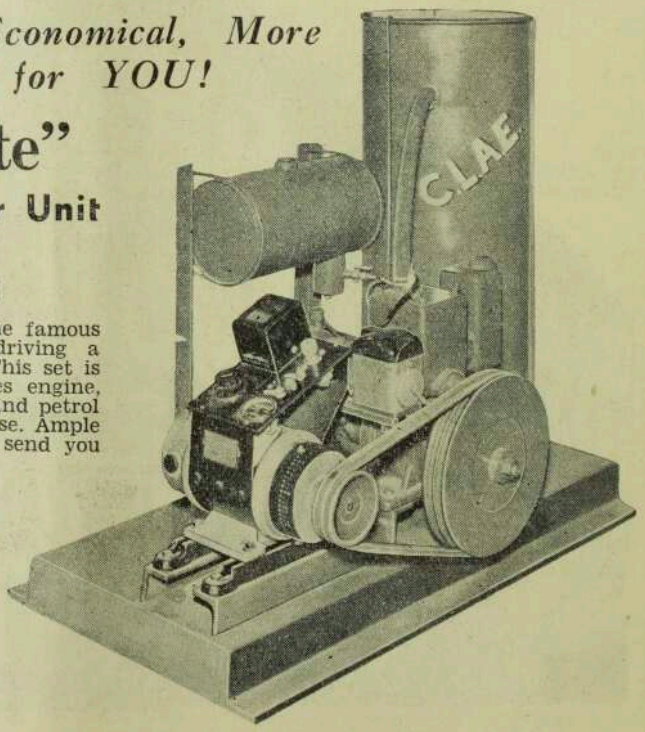
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significant action will be taken unless Moresby confirms the recommendations of the Land Board.

It is difficult to guess what rule applied when making the allocations. Most of the European tenders are known to have been higher than the Chinese, and most of the Chinese who have been recommended for blocks already have building sites, houses and other property here. In one case ("perhaps the best block in the town," according to Mr. Chipper) a Chinese business woman received preference over an ex-serviceman who already had permissive occupancy of the block. One company tendered £150, another £125, the Chinese woman tendered £90, and the present occupant £50. The Chinese woman got it.

The Chamber is emphatic that its protest is not anti-Chinese, but anti-Administration, because of its disregard of the public's wishes. They ascribe the Chinese tenders, not to a desire to live among Europeans, but to sheer land hunger.

EDITORIAL NOTE

The P-NG Secretary for Lands announced some months ago that, in future, local Land Boards would include one unofficial member chosen from the District in which the Board was currently sitting—that member, presumably, to represent citizens' interests. Mr. Barrett evidently is that member.

He is also the elected Member for New Guinea Islands in the P-NG Legislative Council and at the May session of that body he brought before the House the lag in Rabaul Land Board sittings and the allocation of building sites, etc. At the next session he can scarcely ask questions relating to local Land Board deliberations as he would, in effect, be asking them of himself.

It is understood that the building sites in question are not freehold land and, in the past, the housing shortage in Rabaul town can be attributed partly to the non-availability of such building sites. If our correspondent's facts are correct, it is hard to see what method has been employed in the August allocations—unless it is one based solely on the population figures of the respective European and Chinese communities. If this is the method, then the calling of tenders (in the belief that the land will go to the highest bidder) seems a complete waste of time.

Travellers returning south from Tahiti by TEAL aircraft in August reported a number of serious robberies that had taken place at the popular *Les Tropiques* hotel, Faaa. Papeete police are working on the case but robberies have continued.

TEAL Begins Service to Nukualofa

TASMAN Empire Airways inaugural flight of the regular service between Suva and Nukualofa was made on August 12.

The General Manager of TEAL, Mr. G. N. Roberts, was a passenger on the Solent and representatives from Fiji, who also made the flight were Sir Alport Barker and Messrs. W. G. Johnson and L. G. Usher.

The deputy premier of Tonga, Havea Tuikaateiho, entertained the party at a feast of welcome in his home.

The frequency of the service from Suva has been arranged to fill in the blank between calls of *MV Tofua*. Flying boats will therefore run at alternate intervals of a fortnight and six weeks. The aircraft will stay three hours at Nukualofa and return to Suva the same day.

¶ Pacific Islands artist Charles McPhee has been commissioned by Messrs. A. B. Donald, Ltd., of Auckland, to supply a couple of paintings, suitable for high-class calendars and similar work. He and his wife, who have been living in New Zealand for some time, hope to return soon to Tahiti.

¶ Dr. Harry Cloud, an American dentist who has spent a considerable time in the Marshall Islands, and was for a time in Fiji, recently resigned from his position with the Public Health Department, Truk, Carolines.

The Cunard liner *Caronia* will call at Suva in the course of a world cruise in February.





A typical Cedar plantation of two-years-old trees.

"New Australian" Cedar for the Islands

EXTENSIVE cultivation of the useful and beautiful Cedar tree, Cedrela Odorata, is now being introduced, or considered for introduction, in all tropical and sub-tropical parts of the world, and it appears to be quite suitable for the South Pacific Territories.

The trees need rain and humid air, and grow best on naturally-drained slopes, intermingled with other vegetation. They do not thrive in swampy or sour ground, nor do they like long spells of drought or hot, dry winds. They are easy to handle in nurseries.

According to climate and soil, Cedrela Odorata, M.A.S. 13012, (known by the trade name of "Cedro") is mature within 18 or 25 years, but can be used profitably for many purposes long before.

These Cedars are leafy, not coniferous, and give excellent shade. They are related to the Australian red Cedars (Cedrela Toona), but grow much faster. It has been proved in Ecuador that Cedrela Odorata, M.A.S. 13012, are not attacked by the Cedar twig borer—they are pest and vermin proof. The growing tree has a bitter sap that seems to be poison for vermin and borers. It exudes a gum similar to gum arabic, and has a typical Cedar smell.

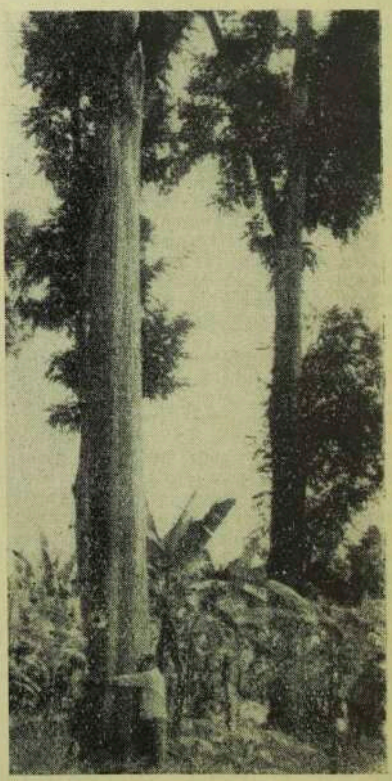
One of the world's quickest growing timber trees, it develops a strong root system which makes it resistant against hurricanes.

Besides being used for furniture, boats, small sailing ships, veneer and building boards, etc., this "New Australian" Cedar (which originated in Cuba) is good for paper pulp. For centuries the wood has been used for cigar boxes, and for making pencils. The roots provide excellent furniture timber. Rather soft and light, the wood is easy to work, turn or bend; has a reddish tint; and takes a fine finish.

About 25 years ago, the late Frederico von Buchwald took some Cedrela Odorata seed from Cuba to Ecuador and planted them in the large experimental La Mina estate, owned by Dr. Pedro Holst, of Guayaquil (Ecuador). Among over 30 more or less different varieties of this species, the strain taken to Ecuador proved to be excellent, and it was admitted to the international register of trees in Washington, U.S.A., under the number "M.A.S. 13012," which is a safeguard for growers.

Dr. Pedro Holst, Danish by birth, is Royal Danish Consul, estate owner and manufacturer in a large way. Ecuador has bestowed many honours on him for his contributions towards afforestation in the Republic with Cedros M.A.S. 13012.

Under the style of Cedar Plantation Co-operation, Dr. Holst is co-operating with Mr. N. F. O. Stevns, of Stevns & Company, 40 Third Avenue, Epping, N.S.W., Australia, for the propogation of this useful tree. Free seed for experimental purposes is liberally distributed, and enquiries are solicited from all interested parties.***



An 18-years-old Cedar tree (Cedrela Odorata, M.A.S. 13012), in La Mina, Ecuador. Two people can hardly span around it.

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WHOSE YACHT IS IT ?

More of Alsirat's Strange Story

From a Special Correspondent

AUCKLAND, Aug. 20.

WHEN, in the May issue of the PIM, some writer told the story of Mr. and Mrs. Harmon, and the sale of the yacht *Alsirat* in Pago Pago towards the end of last year, I do not think full justice was done to the Harmons.

Your article said that the *Alsirat* was originally the property of Mr. Emile Sorenson, of Denmark; that Mr. and Mrs. Sorenson voyaged in the vessel to Central America; that, while Mr. Sorenson was absent in Denmark, his wife and Harmon ran away with the *Alsirat*, and later sailed through the South Pacific as Mr. and Mrs. Harmon; that the vessel was sold to Mr. Jennings (Swains Island) in Pago Pago; that Mrs. Harmon left Mr. Harmon there and proceeded to the United States; that Mr. Sorenson, in the *Philante II*, caught up with Mr. Harmon and the *Alsirat* in Pago Pago, and challenged Mr. Harmon's and Mr. Jennings' ownership of *Alsirat*, and charged Mr. Harmon before the American authorities with alleged offences; that, while a legal tangle involving the laws of various countries was being dealt with, Mr. Harmon departed for the United States.

That article was read by those of us who know Mr. and Mrs. Harmon with surprise, and some resentment. All who met them liked and respected Mr. and Mrs. Harmon very much. We find the charges hard to believe.

I have been in communication with friends in Pago Pago, where the Harmons were popular. They say that Harmon claimed that he had a clear title to the boat; and Jennings, of Swains Island, is satisfied also that his title to the boat is good. Sorenson certainly made a lot of charges, but he was not able to prove them to the satisfaction of the American authorities.

Mrs. Harmon did not run away from Harmon. The couple met by arrangement in the United States, and toured the West together, and eventually bought a small business and settled down in a Texas town, there they still are. They have written happily from there to their friends in the South Pacific.

If the facts are as stated in the article I refer to, why is Mr. Sorenson not in American Samoa, pursuing his claim to his valuable yacht? I suggest that the PIM owes an apology to Mr. and Mrs. Harmon.

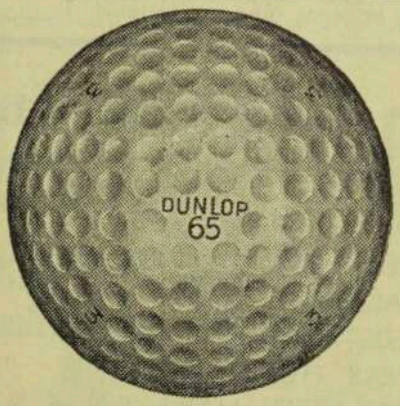
EDITORIAL NOTE

THE foregoing has been published at the request of friends of Mr. and Mrs. Harmon.

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The article about the *Alsirat*, and Mr. and Mrs. Harmon, was written in Pago Pago in March last by a visitor who had access to official files, and it was based on the formal statements made by Mr. Emil Sorenson to the United States administration officials.

Mr. Sorenson formally presented a case against Mr. Harmon. The US Attorney-General in Eastern Samoa, Mr. Gerald Gottlieb, took the case under advisement, but stated he could not proceed with any charges before reviewing the evidence; and that, as Sorenson had many documents, some in Danish, involving Danish law, some in English, and some in Spanish (relating to occurrences in Central America) there could be no early decision. Mr. Harmon, who had sold the yacht to Mr. Jennings for $10,000, and received the money, apparently decided not to wait; and he appears to have travelled by a coastal trader to Apia, and thence by air to USA, where he rejoined Mrs. Harmon. Officially, the charges by Sorenson were left "in the air."

Meanwhile, Mr. Sorenson had gone on with the *Philante II* to Apia. He expressed great anger when he returned to Pago Pago, and learned that Mr. Harmon had departed. He said he understood that the American authorities were to have kept him under surveillance. The latter said, emphatically, that until the evidence (under examination) showed that Mr. Harmon had committed a misdemeanour, they were not responsible for him.

The *Philante II*, and Mr. Sorenson, departed from Pago Pago, and the PIM does not know where they are. When we last heard of the *Philante II*, she had been sold, in Noumea.

As for the marital status of Mr. and Mrs. Harmon, we have no information beyond what has been published. Mr. Sorenson, making his charges in Pago Pago, a few



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months ago, insisted that Mrs. Harmon was his legal (but runaway) wife. But Mrs. Sorenson may have secured a divorce in Central America before proceeding westwards on the *Alsirat* with Mr. Harmon. We do not know. We do know that various correspondents have expressed respect and goodwill for the couple whom they knew as Mr. and Mrs. Harmon.

It is a strange story. The history of the yacht, of Mr. and Mrs. Sorenson, and of Mr. Harmon, and "the rights and wrongs of it all," appear to be tangled up with the laws of the various countries they made contact with in the course of their wanderings.

NEW GUINEA RICE GROWERS

An Enterprise Near Lae

ELSEWHERE, in this issue, the PIM editor tells the story of how, under direction of Miss Dorothy Stewart, of Lae, he planned to go out to the Nadzab area, in the Markham Valley of New Guinea, and to see how some half-dozen indomitable young Australians are trying to grow rice; and of how they were turned back by a flooded river.

Miss Stewart never gives up. She writes that, within a week, she completed the expedition, and personally examined the rice-peanut-growing industry near Nadzab.

AT the moment there is no land available for selection in the area. Administration have bought areas from natives in the past, and Europeans have applied for a total of 2,000 acres.

Apparently, one needs from 1,000 to 1,500 acres to make rice pay. Out of this one drops the stony ridges, and will possibly retain about 400 acres of good rice ground.

One man has 640 acres. One has 1,800 acres, and he leases some of it to men without land, who have planted peanuts and who intend later to follow with rice.

Administration appear to have no plans for getting more native land to hand over to Europeans. Yet there is quite a large area around Nadzab which is open grass country and which is not used by natives. They burn it about twice a year, to get the small animals out roasted alive—a tasty dish. Now there is a new law which says a native may not light a fire. Yet nothing is done about opening the land for Europeans. There is not a big native population—3 villages in 30 miles.

These men at Nadzab are doing a mighty job. They have tractors there, and are lashing around the ground at speed. They have accomplished a tremendous amount in a short time.

About 80 acres are in one lot of peanuts. One field is up to small bushes and looked good.

Some of the chaps, in partnership, have asked for 3,500 acres—and may get 2,000. This is apparently the last land the Administration took over from natives, and which has not been decided yet.

The disconcerting thing is that the Administration does not seem to be interesting itself in the matter. The boys club in together, and one works on the road, while the other works the farm; and, if they go broke on the farm, then the farm type just goes back to work. No backing of the project with Government cash—no loans, or anything.

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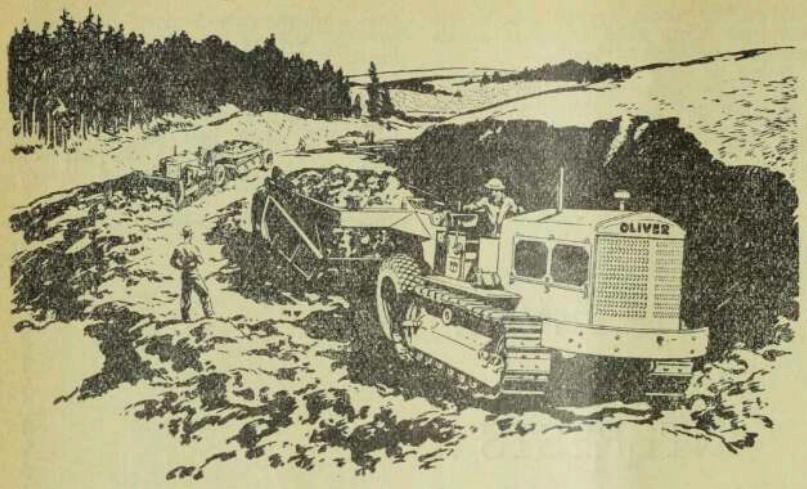
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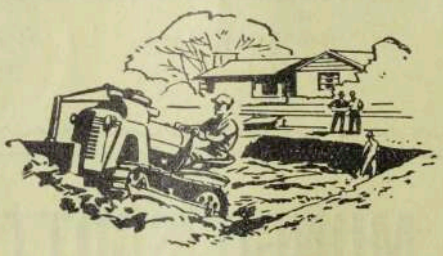
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Future of Chinese Communities In The Pacific

THE future status of large Chinese communities settled in South Pacific Islands—notably New Guinea and Tahiti—has been receiving some attention lately.

In the Trust Territory of New Guinea the Administration has been giving thought to the future status of the Chinese. There are about 4,000 Chinese in New Guinea (mostly in Rabaul)—but none in Papua. As reported elsewhere, an attempt that has been made to regulate the occupation of land by Chinese in the newly-planned town of Rabaul has been causing some slight unrest there.

While the Legislative Council of Papua-New Guinea was in session in late July, Father Dwyer (one of the nominated Members representing the Missions) made an interesting and significant speech about the Chinese community. He made a plea for a clearer understanding of the problem, and better treatment of the Chinese community as a whole.

Father Dwyer said it was not true that the Chinese in New Guinea were mostly the descendants of Chinese coolies brought in by the Germans. The Germans generally repatriated their Chinese labourers; but they did encourage the immigration and settlement of free Chinese from the Canton area, and 80 per cent. of the Chinese now in New Guinea were of this stock.

About 800 Chinese children were attending the Rabaul schools—about half the cost being met by the Missions, half by the Administration—and at least 100 Chinese children were being educated in Australia. In Rabaul, the medium of instruction was mainly English—some Chinese.

"Within this community there is a large and increasing proportion of second and third generation Chinese Territorians," said Father Dwyer. "These people definitely want a status of complete citizenship within the Territory without any discrimination on racial grounds. They base their claim on a record of good citizenship and loyal support of the Government. They have the lowest incidence of crime; they are fair to their native employees; they support good causes with their money and their service."

Father Dwyer said the Chinese were given the franchise for the Legislative Council election but it came so late that they did not have any opportunity of exercising it in the way they might have wished.

It had been said against them that they did not contribute much to the war in the South-West

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Pacific against the Japanese. But the Chinese had not been accepted into the Australian Army, and were not able to serve as soldiers. They were overwhelmed in the invasion and were made prisoners and suffered severely. They did not co-operate with the Japanese. Since the war, and rehabilitation, they had contributed to the utmost of their ability to the economic advancement of the country in which they lived.

The most urgent need now of the Rabaul Chinese was land on which they could build their homes. After the war the majority of the Chinese were forced to live in the Matupi area and do the best they could on land that was not owned by them or by the Administration; and the result, in a settlement of ramshackle huts, was a disgrace to the town and to the Administration. The Chinese did not want this—and they did not want money—they wanted land on which they could erect suitable buildings for themselves. They did not seek a Chinese reservation—they sought land for industry and land for agricultural development.

Father Dwyer said the older Chinese felt there had been discrimination against them in the past on racial grounds; but on the other hand there was now a belief that there was a growing spirit of goodwill on the part of European residents—a development for which both Europeans and Chinese thanked the Christian Missions.

In Australia, said Father Dwyer, there were 14,000 Chinese and 4,000 of them now enjoyed full Australian citizenship. The New Guinea Chinese claimed that they were entitled to similar privileges in New Guinea.

Discussion in Tahiti

SUVA, August 20.

MUCH discussion was caused in Tahiti by a notice in the *Journal Officiel* of July 15, under which the Governor granted French naturalisation to two Chinese couples. One couple was born in Canton 70 years ago, and the other in Tahiti in the early 1920's. There is a "tight little community" of nearly 10,000 Chinese in Tahiti.

The critics point out that this is the thin edge of the wedge. They say others will press for the same privileges, and will thus be exempt from foreigners' taxation, and permitted to purchase lands, obtain

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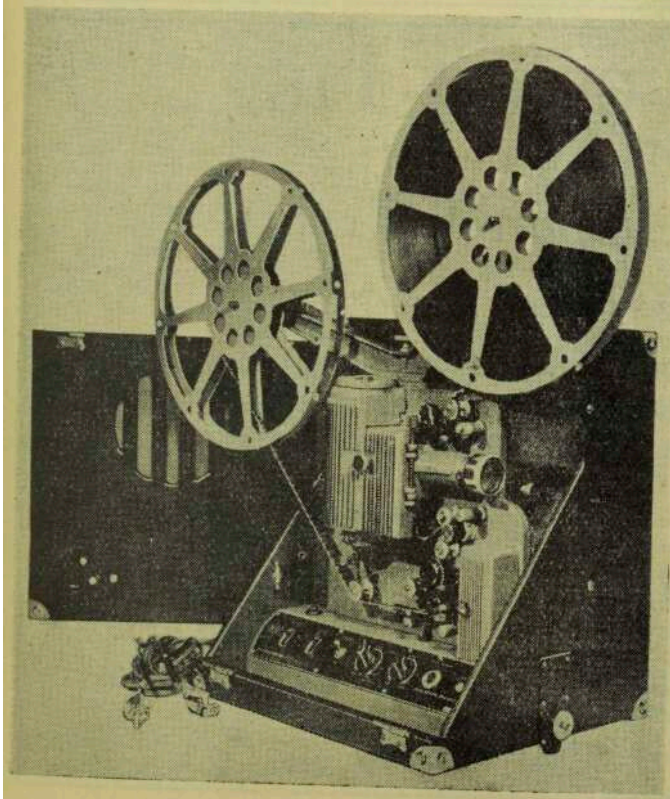
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Though the Chinese have few rights and may be deported at any time, they are already well established in business in French Oceania, holding about the same position there as the Indians hold in Fiji. They appear to be generally law-abiding citizens—outside the smuggling and black-marketing spheres—activities which are not restricted to Chinese.

¶ Mr. Murray C. Groves, son of the Director of Education for Papua and New Guinea and Mrs. Groves, qualified for the Diploma of Anthropology at Oxford University in August, being classified at the top of the year's diploma candidates. He is an Arts Graduate with first-class honours of Melbourne University, and was on the lecturing staff of the School of History there for two years prior to being awarded in 1952 the Aitcheson travelling scholarship for further study overseas. During one of his Melbourne University vacations, he did some research into the problem of social change amongst the people of Hanuabada village, Port Moresby. During the present English University vacation, he is working on the records of early missionary work in the Pacific at Livingstone House, the London headquarters of the LMS. Under the Aitcheson scholarship and a special post-graduate award from the Australian Services' Canteens Scholarship Trust Fund, for the next two years, Mr. Groves will pursue advanced research studies for the degree of Doctor of Philosophy at Oxford, and in this connection he hopes to visit Papua and New Guinea to carry out field research amongst selected Native communities.

¶ Dr. J. S. Phillips, Government Entomologist, BSIP, left Honiara on August 18 for Suva, at the expiration of his contract. He had been engaged for a year in research into the best means of control of coconut pests, and in particular *Ambylpelta cocophaga*, the insect which is responsible for the "Early Nutfall" disease of coconuts.



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Crows as Destroyers of Beetles

Letter to the Editor

A RECENT PIM says that Rhinoceros bettles are threatening coconut palms in Fiji.

I am very well acquainted with the *Dynastid* beetles. These comprise the Rhinoceros, Elephant, and Atlis beetles. All work the same way, and one is as bad as the other.

During the Expro. Board days in New Guinea, when many of the plantations were coming into bearing, gangs of "monkis" (young boys) were used to destroy the pest, which bores in to the trunks of the palms. This was done by using a piece of hooked fence wire, which was driven through the beetle down in its hole, and the beetle was then pulled out of its burrow, and the hole plugged with tarred coconut fibre.

The *Dynastid* beetles did no end of damage and, if the burrows were not plugged, Palm Weevils (*R. Ferrugineus*) entered and laid their eggs. I have counted over 150 larvae from a palm crown. That palm, of course, was ruined. It was then cut down, split, and used as a trap. The "monkis" went around the traps every morning and collected the adult Palm Weevils.

The foregoing method is out of the question to-day. Labour is scarce and expensive, and climbing tall palms is slow and very tiring work.

Dynastid beetles do not, to my knowledge, lay their eggs in the holes they make. They bore those holes to get at the soft heart of the crown, which is the food they like. Their breeding-places are in sago swamps—in decayed timber, and preferably in the dead and rotting sago palms. The clearing of such places would be a very expensive undertaking.

During inspections which took me to most of the plantations, I noticed the absence of *Dynastid* beetles where crows were present. I have seen the crows pulling the beetles out of their burrows and eating them. They seem to love those big *Dynastids*.

I note that large sums of money have been subscribed to fight this pest, and I suggest that inquiries be made on the practicability of importing and breeding crows, and letting them loose in the affected areas. Crows are just as fond of the larvae as they are of the adult beetles, and will destroy them in their breeding-places among rotting vegetation.

It would be necessary to engage scientists and to go about this business seriously. There are millions of crows west of the main range in Australia, and the cow and sheep men would be delighted to have someone take a few of them away.

Except for eating fowls' eggs, the crow is never likely to become a menace in the Islands, such as he is in Western Queensland and NSW.

I observed the crow in action over a period of several years and the foregoing is my solution of the beetle problem, and I know that it is good. If it applies in New Guinea there is no reason why it should not serve also in Fiji.

I am. etc.,

OLD PLANTER.

Rabaul, August 9.

Labour Troubles at Swains

SUVA, Sep. 1.

DURING August, the East Samoa Government's vessel *Manu'a Tele* made a special voyage to Swains Island, north of Samoa, with the Attorney-General and the Secretary of Native Affairs, to discuss some labour trouble that had developed there. Swains is owned by the Jennings family.

¶ Travelling north per *Wairuna* in July were the following passengers to join the Cable Co. staff at Fanning Island: Medical Officer Dr. B. E. Kiraly, cable technicians G. A. M. Scott (with Mrs. Scott and child), and J. Neylon (with Mrs. Neylon and two children.

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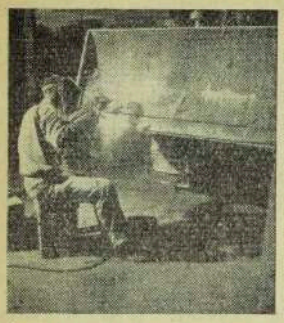
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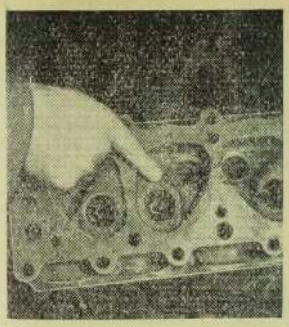
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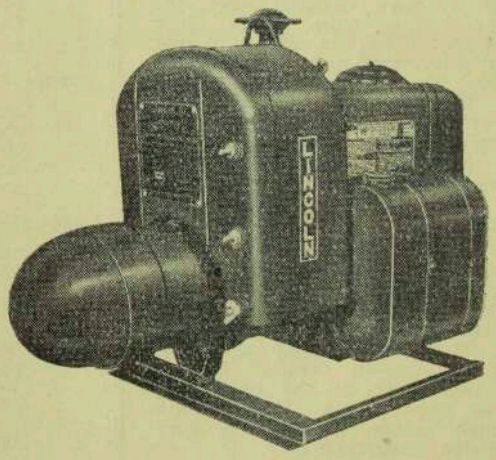
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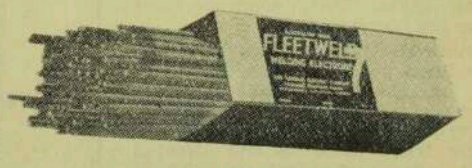
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NZ Growers Howl About Tomato Imports From CI

From Our Special Correspondent

NOEL HOLMES, in a lengthy article in the "Auckland Star" of August 17, stated the attitude of New Zealand growers of hot-house tomatoes to the "threat" of increasing supplies of cheap, good quality winter tomatoes from the Cook Islands.

The article sets out the facts: The considerable amount of capital invested by the Auckland growers in glass-houses (about £1,000,000), and the generally high costs involved in producing the fruit for a fickle market, as compared with costs in the Cook Islands, particularly in regard to labour.

As the New Zealand growers see it, the arrival of Cook Islands tomatoes at the time when supplies are short has the effect of depressing the market and robbing them of fair profits.

Whether the New Zealand consumers, who have to pay about 6/- per pound at that time of the year, see things in the same light is doubtful. Cook Islands fruit is bringing about 23/- per case in the Auckland market, with the growers well pleased.

The Auckland growers are "going to complain," but when they do, it is to be hoped that the import controllers, who have already barred all but an air-freight fraction of the Norfolk Island tomato crop, will take full consideration of a point that was not raised in the *Star* article—that is, the fact that tomatoes are one of the very few crops that can be produced profitably in the Cook Islands.

The developing tomato-growing industry in the Cooks is of far greater economic importance to that Island Territory than is the Auckland tomato-growing industry to the New Zealand economy. The Cook Islands tomato industry is one of the Group's three hopes—the others are citrus and pearlshell—by which the £150,000 subsidy paid by the New Zealand taxpayers might ever be reduced.

However, Auckland tomato growers have votes; Cook Islands growers have not.

W. Samoa Testing New Short Wave Channels

SAMOA Broadcasting Service reported early August that tests are now being carriod out on 6040 kc/s, one of the two new short-wave channels that will be introduced to improve coverage of Islands areas. Tests will be conducted later on 3241 kc/s also. Both will be used in parallel with the normal broadcast-band outlet of 1420 kc/s.

Reports from listeners in the Islands will be appreciated. Times of transmission are Monday, Wednesday, Friday and Saturday from 0530-0900 GMT, and on Monday to Thursday there is an additional school broadcast from 1900-2000 GMT.

¶ Lieutenant Gordon J. Griffen, of the Fiji Military Forces, has been awarded the Efficiency Medal for long service.

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FIJI SUGAR PROSPECTS: GOOD

Price: Not so Good

From Our Own Correspondent

SUVA, August 20.

THE Chief Manager of the CSR Co. in Fiji said in July that the outlook for the Fiji sugar crop for 1953 is very favourable.

Planting conditions for the crop, which totals 29,200 acres this year, were good, though there were adverse dry conditions later.

However, the crop had made excellent growth since, he said, and now looks extremely well. With continuation of present conditions, the Fiji crop will be a record one, estimated at 1,250,000 tons of cane or 173,000 tons of sugar.

The cane areas are gradually being extended beyond the areas served by railway through the use of motor trucks which are now bringing the cane to sidings from as far as 20 miles outside the existing cane areas. Farmers in these areas may now grow a crop which gives them an excellent monetary return.

Though the crop outlook is good, it has elsewhere been reported that, due to steadily increasing world supplies of sugar, the price outlook is not so bright.

(The price of British Empire sugar is fixed in London around December-January each year).

¶ Dr. and Mrs. H. McGusty, of Auckland, were guests at Government House, Suva, in early September. They are the parents of Lady Garvey.

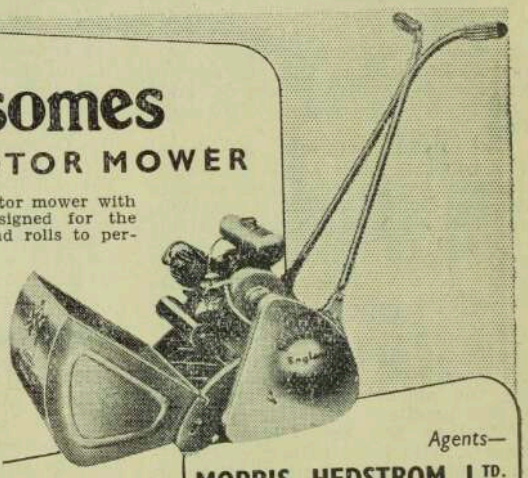
A bed has recently been provided at the Thursday Island Hospital by the local Hospital Board in memory of the late Dr. G. H. Vernon, whose estate set aside £50 for the purpose. Before Dr. Vernon retired to Daru, in Papua, he spent 15 years on TI as a Medical Officer. He was greatly loved there as well as in the Territory where, during World War II, he became something of a legend to the Australians who fought along the Kokoda Track. He died at Samarai in 1946.

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NG Organisations Still Strong in Australia

NG WOMEN'S CLUB OF SYDNEY

DURING the year ending June 30, 1953, the POW and Civilian Internees Fund was finally wound up, said Mrs. M. Foxcroft, president of the New Guinea Women's Club of Sydney, in her report to the annual general meeting in July. This fund was started in the late war years, its purpose being to help in the rehabilitation of New Guinea residents who had been POW or civilian internees of the Japanese.

Unfortunately, few of these men lived to benefit by the Fund; it has, however, been put to good purpose over the years since 1945 in assisting the wives and children of men who lost their lives at the hands of the Japanese or while prisoners. At the beginning of the last financial year, there was £31 in the Fund and this has been distributed among widows with children and the Fund is now no more.

Mrs. Foxcroft was able to report on another successful year for the Club, with good attendances at weekly meetings and other functions. Social gatherings during the year, including the children's and adult's Christmas Parties, had been outstanding successes. At the same time, members had carried on their self-imposed task of visiting New Guinea residents in hospitals and sending flowers to those who were ill. Food parcels had been sent to former Territory residents now living in the UK and a baptismal font, made of NG timbers, had been presented to the newly-completed Methodist Church in Rabaul.

On January 23, the Club had joined with the Ex-New Guinea Servicemen for the annual Fall of Rabaul service at the Sydney Cenotaph; and again on June 28, had met at the Cenotaph to commemorate the sailing of the ill-fated Montevideo Maru from Rabaul with some hundreds of New Guinea civilian internees on board.

OFFICE BEARERS

An election of office-bearers for 1953-54 resulted in the following ladies being elected: President, Mrs. M. Foxcroft; vice-president, Mrs. J. Edwards; treasurer, Mrs. H. Carr; secretary, Mrs. A. Hornby.

The Club ended its financial year with a credit balance of £321/5/4.

NG WOMEN'S ASSN. OF MELBOURNE

MRS. A. M. GREEN became president of the New Guinea Women's Assn. of Melbourne at the beginning of 1953, in succession to Mrs. A. Gregory who had carried on the good work for the four previous years.

In her first report to an Annual General Meeting in June, Mrs. Green thanked Miss Valda Youlden (Hon. Secretary) and Mrs. Farnsworth (Treasurer) for their support.

She said that the Association had had a successful year during which members had enjoyed a number of social functions and, in addition, had found time to work for others. A donation of £10/10/- had been made to the War Widows' Guild; fruit and flowers were sent to the president of the Guild (Mrs. H. A. Vasey) on the eve of her departure for the Coronation; a donation of clothes and a cheque had been made to the "Save the Children Fund."

The Association had continued to send food parcels to former NG residents now living in the UK; a donation of £10/10/- has been made to the St. George Church of England in Rabaul, NG, in memory of the NG men who had lost their lives during the war; and a stall run by the Association in the Melbourne Town Hall had resulted in a donation of £90 being made to Melbourne Opportunity Clubs.

At present six children were benefitting under the NG Memorial Scholarship Fund which was established by the Association some years ago. Due to increased costs, Trustees of the Fund last year increased the scholarship grant from £30 to £50 per annum.

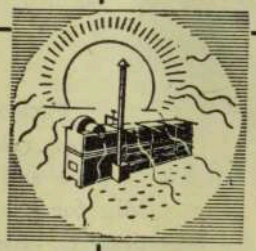
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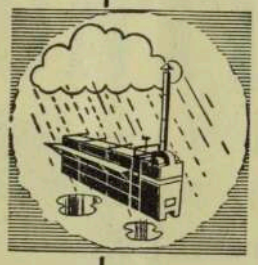
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Four Days Drift on High Seas For Rabaul Woman

From Our Own Correspondent

RABAUL, August 18.

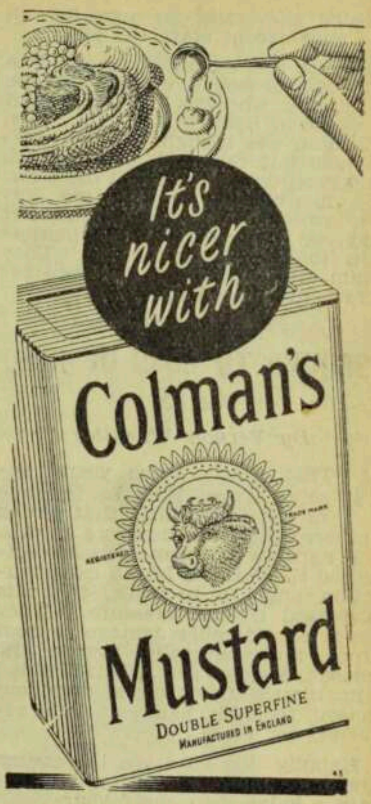
MRS. M. STAUNTON, heroine of a four-day drift voyage on a small coastal ship, arrived back in Rabaul on another small ship on the afternoon of August 7, remarkably cheerful but very sunburnt. The native who had shared her unscheduled journey was also on board, but far from cheerful.

With Mrs. Staunton and the native on board, a small vessel (*Emperor II*), owned by Mr. W. Wills, had broken loose from her moorings at Rabaul late on August 2 and, driven by strong winds, soon drifted out of the harbour. Mrs. Staunton, who had been asleep on deck, woke to find the boy crying and the ship half-way to Watom Island. The boy was terrified but she was not—she expected to be rescued the next day. For some reason no help came and by August 5, driven by gale-force winds, she and the panic-stricken native and *Emperor II* were off Djaul Is. (New Ireland). There they were located by a Qantas Sandringham which directed *Lady Josephine*, skippered by Mr. John Gilmore, and with Mr. Wills on board, to that area. However, during the night more gales blew *Emperor II* a further 35 miles and the Sandringham had to relocate her on August 6. Mrs. Staunton and the boy were taken off about 6 p.m. that day; Mr. Wills and a native crew went on board and prepared to take *Emperor II* to Rabaul under her own power.

Mrs. Staunton, inclined to play down the adventure, admits to "a terrible feeling of helplessness" when, after failing to start the engine and nearly capsizing the boat trying to rig a sail, she realised there was nothing to do but wait. Yet when her rescuers greeted her with the usual "How are you?" she jauntily replied, "Never felt fitter."

Mr. John Gilmore said they had a pretty rough trip out and, when they first sighted her, *Emperor II* was rolling badly in a heavy swell. That, however, according to Mrs. Staunton, was the first patch of "calm weather" they had experienced since beginning the drift.

The third night out, when huge seas had poured over the little ship, was the worst, she said. What she described as a "cranky sea" had saved them. When all seemed lost, a stray wave would slew the boat around and out of trouble. The boy had been terrified and seasick all the time. She had "eaten like a horse." Asked if she had been frightened she replied that she had been too mad to be frightened—it



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seemed she could do anything on the ship except start the engine.

She is the daughter of the late Mrs. Muriel Rouke, of Guntershohe Plantation, who was killed in a road accident in Sydney last year. Mrs. Staunton was brought up on Guntershohe but returned there to live only recently. As a girl in her teens she figured in another sea adventure when a canoe bringing her and two natives from the plantation to Rabaul overturned. They swam and floated for 17 hours before being picked up.

SEQUEL TO LOSS OF NI'S CATS

By Vernon Wheatley

AFTER nearly three years' absence from Norfolk Is., one of the first things that struck me were the large numbers of rats.

It appears that some disease decimated the Norfolk Island cat population and, as a result, the rats increased beyond measure. They cause considerable damage to root crops and naturally invade the houses. My own rats, when tempted with a well-known brand of rodent poison, took the baits . . . and returned for more.

Happily, the cats are increasing, and once more, Nature will maintain a balance in our favour.

¶ A son was born on August 11 at the Women's Intermediate Hospital, Brisbane, to Mr. and Mrs. Harry Plant. Mrs. Plant was formerly Miss Ivane Champion. She is the daughter of well-known Papuan residents Mr. and Mrs. Ivan Champion, and grand-daughter of Mr. H. W. Champion, Papuan Government Secretary for so long but now living in retirement in Sydney.

Recent appointments to OTC's Fanning Island staff included Mr. G. A. M. Scott, late senior telegraphist at the Australian cable training school, and Mr. J. Neylon, late of Sydney. Mr. Jim Rodda and Mr. Joe Collister were transferred from Fanning to Sydney. Mr. Don McMillan returned to Rabaul in July after undergoing a successful eye operation.

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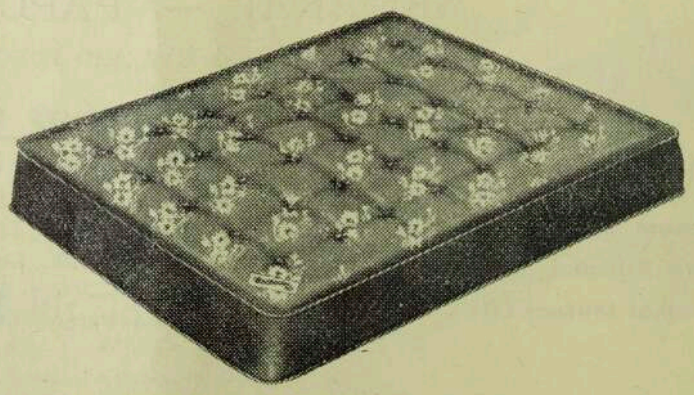
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Co-operatives

Some Clash With Old Fiji Practices

From Our Own Correspondent

SUVA, Aug. 18.

READ in conjunction with the review of co-operative societies activities in New Guinea published in July PIM, the latest report of the Registrar of Co-operative Societies in Fiji (for year 1951) would seem to indicate that progress is somewhat slower and less satisfactory.

The Registrar, Mr. C. Harvey, notes that "in some localities there has arisen an actual, though probably unnecessary, conflict between the principles and practice of formal 'Co-operation' and those traditional in the Fijian social and political organisation."

"The patriarchal and largely authoritarian Fiji organisation does not only regulate the social and political life of Fijian villagers," says the report; "it impinges on their economic life also, and the Fijian is thus not generally accustomed to order his .... activities in more or less water-tight compartments, as happens in more developed communities.

"Consequently there has been a tendency for many Fijians to regard co-operative societies as an alternative way of life to the communal village system. . . . It is not, therefore, surprising that some local Fijian administrative officials have regarded the formation of societies with suspicion, as being attempts to set up a rival system of village government, with conflicting loyalties, and this has sometimes resulted in active opposition. Moreover, the democratic principle in co-operation and the selective element—i.e., the restriction of membership to those with particular interests, who are prepared to give active support, irrespective of social status—may not be readily assimilable by a closely-knit Fijian village community."

The result of this attitude was the de-registration of three societies and abandonment of work on eight other embryo groups in the Western and Northern Divisions.

Many of the 23 societies listed in the 1951 report were, however, working well, especially in the Southern Division where the people are somewhat less conservative and more in touch with commerce, and there is little doubt that the success of these will, in the long run, have its effect throughout the Colony.

¶ Lieut. Barry Stevenson, son of Mr. and Mrs. W. F. Stevenson, well known in Ba and Suva, Fiji, has been commissioned as a 2nd lieutenant in the Fiji Artillery following completion of a training course at Sandhurst. He will return to Fiji from the UK next year.

Makatea Man?

IT was reported in Australian newspapers recently that anthropologists (no names mentioned) in Tahiti believed that what might be the remains of two of the world's oldest ape-men had been found on Makatea phosphate island.

It is thought that the bones belong to a "superior type of ape" and precede Peking Man. The remains are on their way to a Paris museum and no doubt experts there will, in due course, make a pronouncement.

An aircraft carrying 45 Fiji troops from Malaya called at Townsville, Qld., on August 22.

Large Rhino Beetle Find in Fiji

From Our Own Correspondent

SUVA, August 10.

A RHINOCEROS beetle survey team located three male and five female beetles, 39 pupae, and 38 grubs in sawdust at the Viesari sawmill seven miles from Suva in early August.

This is the largest colony of the pest yet found in Fiji.

¶ Monsieur Lecorche recently arrived in Papeete, to be Procureur de la Republique, replacing Monsieur de Monlezum, who has been transferred to French Equatorial Africa as Avocat General.



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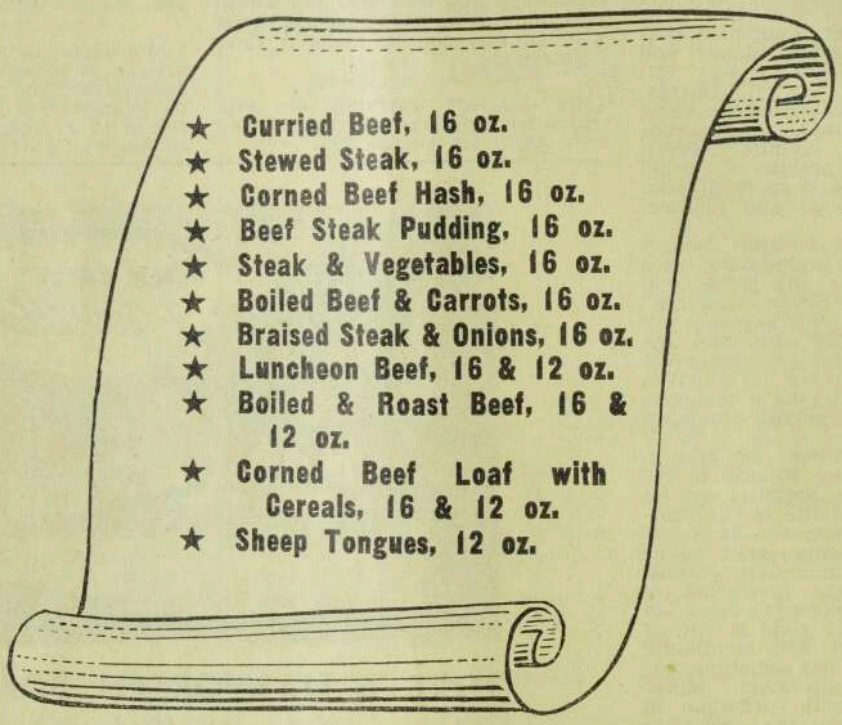
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Meredith-Kruse Wedding



One of the largest weddings ever seen in American Samoa took place at Leone Village, on June 27, when Mr. Hans Kruse, of Apia, Western Samoa, was married to Miss Moana Meredith, daughter of Mr. Bill Meredith of the District Attorney's office. Mr. Kruse last year played in "Return to Paradise," with Gary Cooper, when that film was shot in W. Samoa. The photograph shows the bride and groom cutting their cake.

—Photo by Pan American Prints.

SMALL TRADE SHIPS FOR SALE IN NG

SOME half-dozen of the small coastal motor-ships with which the Administration (through the Shipping Board) carried on New Guinea internal shipping in the post-war years, are now for sale very cheaply, in Rabaul. They include the *Narovo*, *Matoka*, *Mirigini*, all 85 footers, the *Nusa*, which is bigger, and a couple of others. They are reasonably well engined, and can carry about 600 bags of copra.

Because regulations call for a white master and engineer, they are too costly to run. Private enterprise might make economic use of them, if they were bought very cheaply.

There was a similar small fleet for sale on the Papuan side a few months ago. The vessels were bought by negotiation by Steamships Trading Co., and appear to be profitably employed.

¶ Only Island passengers travelling on *Thorsisle* from Papeete in July were Monsieur and Mme. Roger Allegret, returning to their home in Noumea. Mme. Allegret was a resident of Tahiti until her recent marriage.

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LITERACY IN FIJI

Angles of Racial Problem

From Our Own Correspondent

SUVA, August 10.

SCATTERED throughout the 80 inhabited islands of Fiji are 478 schools, catering for the needs of 54,871 pupils, through the agency of 1,340 registered teachers.

This information is given in the Colony's Department of Education Report for 1952 just released. It shows that 295 of these schools catered entirely for Fijians; 141 for Indians; 20 for Europeans; 2 for Chinese; and 18 for pupils regardless of their racial back-ground.

Of the teaching staff, 189 were classed as Reserved Teachers, not directly employed by the government. Catholic Missions provided 115 of these in their schools, Methodist Missions 30, Anglicans 10, Seventh Day Adventists 20, Colonial Sugar Refining Co. 7, and Committee Schools 7.

The Government subsidises these mission organisations on the basis of numbers of pupils taught during the previous year. The missions spent approximately £133,000 on educational facilities, and received subsidies totalling £19,879.

Of the 38 graduate teachers in the Colony in 1952, only 19 were directly employed by the Government—6 on the education of Fijians, 2 for Indians, 10 for Europeans, and none in schools of mixed racial background, though other organisations provided 6 for this purpose. For this group, the Government provided 5 of the 18 schools which they occupy.

Educational problems in the Colony are considerable. The population is widely scattered among many islands, speaking various languages and dialects.

Education is not compulsory, though Fijian children are required to attend schools between the ages of 6 and 15, if there is a school within three miles. In many areas, this regulation is ignored.

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THE POSSIBILITIES OF PIDGIN

Some Aspects of Pacific's Number One Problem

By HARRY DAWKINS

The most fascinating, as well as the most important, problem in the Pacific Islands to-day is the problem of language.

Governors and Administrators and Commissioners innumerable have hundreds of plans for the instruction of the natives, and the improvement of their standards of life. Much has been done, and will be done in the small, one-language countries; but as soon as bigger movements and quicker results are contemplated, the planners meet the Pacific's greatest social obstacle, the multiplicity of languages. No real progress can be made until some sort of Lingua Franca *is found.*

Half a century ago commerce met this obstacle, and got over it by creating Pidgin English, that weird mixture of tongues which can be learned by anyone —and especially young children and primitive natives—with such fatal ease.

We repeatedly have asked whether there is anything in Pidgin to point the way to the solution of the language problem in the Pacific. No one seems able to give an answer. Meanwhile, here is Mr. Harry Dawkins (a former resident of the New Hebrides, who believes that Pidgin has real possibilities) with an article written at our invitation on Pidgin languages.—Ed. PIM.

IT has been said by a high authority, that as an educational medium. South Pacific Pidgin is: "Inadequate, unworthy and degrading."

There was a time when I thought much the same myself. But, with added years of residence in the South Pacific, came tolerance—came also the memory of my old schoolmaster, one of whose slogans was: "Look well to your derivations." He drove us continually to the study of Latin, Greek and Anglo-Saxon roots, prefixes, suffixes and affixes. Remembrance came, too, of Robert Burns who said, in that "North of the Border" Pidgin that he has immortalised along with his poems:

O, wad some power the giftie gie us.
To see oursels as ithers see us.

I became aware, too that Pidgin was being spoken over a wide area of the Pacific, not only by natives of various tribal languages and dialects; but by Europeans of different nationalities, as a *lingua franca.*

GOING back, now, to white man Pidgins, and bearing in mind—as I indicated previously in these columns—that English is itself a Greeko-Latin-Teutonic Pidgin, I now give a few details of some others.

In a glossary to Burns' poems that I have by me there are over 3,000 un-English words of various origins. *Bonnie* = good, nice. *Fash* = anger. *Ashet* = plate, dish. These are of near-modern French origin.

Three thousand words is almost a language in itself. Burns could nearly have written his poems in this un-English idiom—that is a melange of mutilated French, English, German and Gaelic. However, he chose his mixture nicely, and the result is a delightful Pidgin that has lived on for: "a hunner years and mair," and no Scot wants to forget it. A "Tam O'Shanter" without: *"Chapman billies," "droughty neibors,"* and *"cutty sarks,"* would be unthinkable.

George Borrow—hiker, boxer, horsebreaker, seller of Bibles, connoisseur of good ales, rabid anti-teetotaller, philologist and earnest seeker after the pre-Babel *lingua* universal; who was familiar with more languages and dialects than

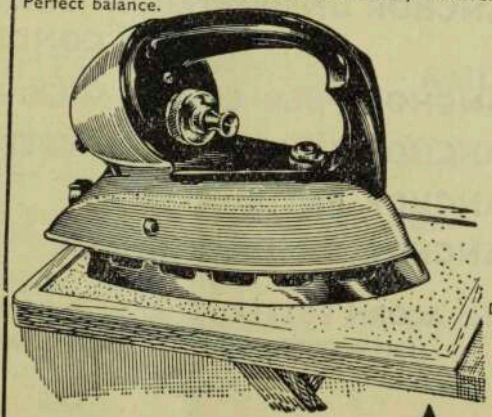
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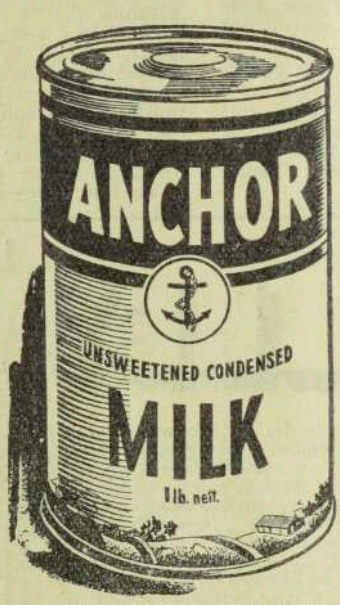
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he could count on his fingers and toes twice, questioned his Welsh guide as to the name of an enormous figure of a man said to be of great antiquity, carved from the native rock, on a hillside in North Wales.

The guide said that the Welsh spell it *ercwl* and pronounced it something like "ercool"—the letter *w* used medially being a veritable double-*u*, and a vowel in Welsh, which is as it should be.

The French also pronounce the name of this famous giant just about the same the Welsh do; but spell the name Hercule. The English spell it Hercules and pronounce it in three syllables. The Greeks, whose particular darling he was, call him something like "Heracles" and the way they spell it in the Greek alphabet looks something like a schoolboy picture of St. Patrick with a big whip, driving the snakes from Ireland.

Borrow tells us that the original home of the Welsh was the Cape Comorin area, on the southmost tip of India. Hence, the name Cumro that they still claim as their national name, with Cumraeg as the name of their language. Variations are Cymric, Camirc and Cambrian.

In their long prehistoric drift westward they split up and became the Gauls of Southern and Western France, the Gaels of Northern Britain, the Irish Kelts of Ireland and the Cymric race, or Ancient Britons of Southern Britain and Wales.

The French still call the Welsh: Galles. No doubt they became mixed by marriage with other peoples on the way. It is also only reasonable to suppose that they added words of other languages to their own and other peoples adopted words of theirs.

Borrow also traces a similarity between present day Welsh and Sanscrit. In one of his books he gives about a hundred examples of this. I select one that is a fair example and will show how much languages can be interwoven:—Welsh: *Dawn*, a gift. The Sanscrit is *Dana*. French is *Don*. The English word *Donation* comes from Latin, *Donare*, *Donum*: to give.

In spite of there being no P&O, Matson Liners and Airliners, people in those prehistoric days seem to have got about quite a lot, even when it came to crossing great oceans. They took their languages with them and mixed them with other languages on the way.

I am told that there are many similarities of words and meanings in the African Tangynika dialects and those of Fiji, half a world away.

IT has been said of the South Pacific Pidgin that it is a poor medium in which to express abstract ideas. Our words: hallowed, temptation, forgiveness, deliverance, belief, are all abstract expressions. And these seem to have been clearly rendered in books printed in Pidgin by a religious organisation some years ago. I have recently heard that another religious body, the Seventh Day Adventists, have produced a Pidgin

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dictionary and grammar. Here are the opening lines of The Lord's Prayer as rendered by the first mentioned mission.

Papa blong mifeller E stap Ontap nam blong im e algidder tabu.

(Our father which art in Heaven, Hallowed be thy name.)

Here the Polynesian word *tabu,* as a translation of *hallowed* apparently changes its meaning from something forbidden to something set aside as holy—which very possibly is one of its original meanings.

Tabu is in my English dictionary. It is also in my French dictionary, spelt: *tabou.* It is quite likely in every European dictionary. It has become an international word. The "pidginising" process still goes on, as it has all through the ages.

English! I once heard a Frenchman exclaim: "It is only French very badly pronounced." In no spirit of retaliation I say that French is a bobtailed (i.e., inflection lopped) Latin. German is a Nordic Pidgin with Greeko-Latin influences on the academical and technical sides.

In short, all European languages are Pidgins mainly of each other, but all more or less influenced on the finer side by Ancient Greek and Latin. It is inevitable that one day they will all develop into one great International Pidgin.

LET us then not be deeply concerned if great reformers spend heaps of public money on expensive highbrows to sit on the sidelines and order the teaching of Basic English, or Basic Urdu, or Pushtic as a *lingua franca* for natives of the South Pacific. In 20 years of varied Government employment I have known money to be spent in worse ways. The Basic English, Urdu and what-not will in the end probably merge itself into the despised Pidgin; and thus a brighter and richer Pidgin will have been taught, even though in the hardest of hard ways from the taxpayer's point of view (if taxpayers have a point of view).

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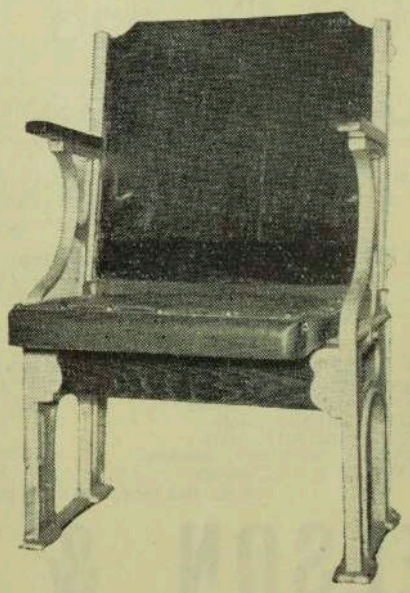
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will most certainly curse, in *lingua* foulest of the foul, whatever powers there be, for teaching natives anything at all. This is inevitable. Well, it isn't so long since white-man industrialists and landlords were screaming red-ruin at the thought of the education of what they chose to call their own "lower orders."

A REVIEW of history reveals that whenever and wherever two peoples of different language come into contact, whether for purposes of trade or by invasion; while a few of the more scholarly learned the other's language thoroughly, the great majority most certainly held intercourse by means of a scrappy home-made jargon or "Pidgin."

Such jargons grew up almost overnight, to my own knowledge, during the last two great wars.

History also reveals that almost never has the language of the stronger and more cultured *wholly* imposed itself on the weaker and more primitive—not even when the local tongue was forcibly forbidden. Almost invariably, the fused Pidgin of the common people became the final written language of the country.

When the story of the making of a *lingua franca* for natives of the South Pacific is at last written into history, it will delight me to read it in a language that was once called "Pidgin."

Fiji Frees Flour, Bread From Control

From Our Own Correspondent

SUVA, Aug. 12.

PRICES of flour, sharps and bread were freed from Government price control in Fiji on July 31. This follows the withdrawal of United Kingdom and the Colonies from the International Wheat Agreement.

Under this agreement Fiji has in recent years been allocated 15,225 short tons of flour and sharps at a fixed price. The deficiency, obtained from the free market at higher prices, has been subsidised by the Fiji Government which has also controlled the price of bread.

As it is now considered that the world outlook does not warrant the higher price asked this year under the International Wheat Agreement, the UK and Colonies will now purchase at fluctuating prices on the free market. Substantial falls in prices are anticipated as a result.

The Fiji Price Controller will keep a close watch on retail prices of these commodities and re-introduce control if it becomes necessary.

NO NEWS FROM SUWARROW LAGOON

MR. D. C. BROWN reported in July that since his crew of 11 Manihiki divers and another 11 employed by Mr. Piri Moate, of Rarotonga, were landed at Suwarrow atoll with two diving suits a couple of months ago, no call has been made at the island by shipping. As there is at present no radio station there, no news has yet been received of the success or otherwise of the test-diving of the long-abandoned lagoon.

Permission has now been given to the two license holders to fish a further six tons of shell each, if it is found, when a ship calls soon, that the divers have achieved the initial amounts of 5 tons permitted under the two original licenses. If the lagoon proves fruitful a radio station will probably be established.

The American yacht *Sundance* was making a call at Suwarrow late July, en route to Papeete, to see if all is well and to pass word to Manihiki if necessary.

It was stated in July PIM that the minister who conducted the service at the Sydney Cenotaph on June 28 (anniversary of sinking of *Montevideo Maru*) was the Rev. T. B. McCall, of the Methodist Mission. This is not quite correct—Mr. McCall is of the Australian Board of Missions.

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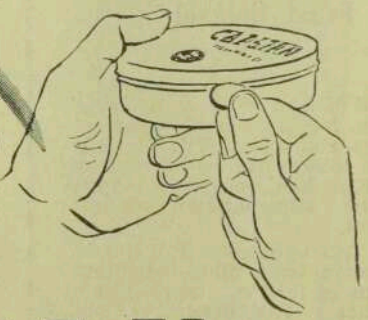
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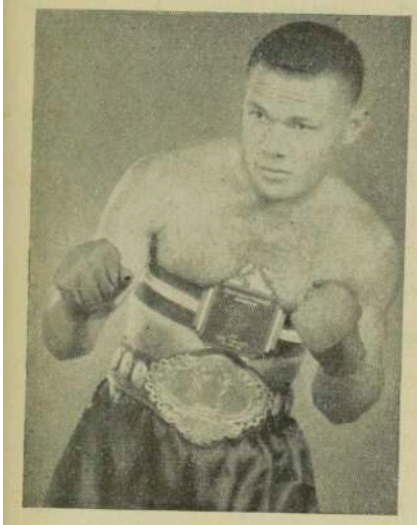
SUVA, August 10.

A CONSIDERABLE variety of recent or planned sporting activities are currently exciting sporting fans in Fiji—and that means 90 per cent. of the population!

Heading the list of recent events, as the average young male Fijian sees it, was the heavyweight boxing title fight of July 27, when Army sergeant Isimeli Radrodro, light-heavyweight champion of the Orient and lately back from Malaya, challenged and defeated Atunaisa Camaibau, heavyweight champion of Fiji, in a 12-round contest at Suva.

This fight created enormous interest in Fiji, and took place before a packed house in the Lilac Theatre.

The battle went the full 12 rounds, but the challenger was clearly superior, winning 10 of the 12 rounds and gaining the title on a points decision. Isimeli was defeated by Atunaisa four years ago, but has had considerable experience overseas during the past two years, defeating American Negro Roy Brooks for the Oriental title in Singapore during that time.



Isimeli Radrodro, Light Heavyweight Champion of the Orient, and, since July 27, Heavyweight Champion of Fiji.
—Photo by Prasads Studio, Suva.

A women's hockey team from Auckland, made a quick tour of Viti Levu and Levuka, to win or draw all games played. The play was in all cases interesting and local teams profited by meeting the superior strategy of the visitors, who appeared to save much energy as compared with the agile locals.

Meanwhile, during recent weekends, Suva's 18-footer yachts have been fighting it out in races to decide the boats that will represent the Colony at the J. J. Giltinan World 18-footer title event, to be raced next January at Auckland. It will be recalled that the event was raced last year at Suva. Two or possibly three boats will go from Suva, and the finals should be decided by late August.

Across the island at Nadi the interest is directed towards horse-racing, which came to life with the Coronation race meeting of the newly formed Namaka Racing Club. Members of the airport

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staff are there showing interest in owning horses. Second big meeting of what promises to be a regular sport, took place on August 8.

Also in August, an Australian Rugby team arrived by air to make a quick tour of Viti Levu, drawing large crowds to that most popular of all sports in Fiji.

Planned for next January, a Fiji cricket team will tour New Zealand, playing 17 matches at places throughout both islands. A manager and 14 players will make the tour.

Next March the British Columbia Rugby Union of Canada will spend $30,000 to import a Fiji rugby team by air, and rush it round British Columbia and Northern California on an eight to 10-game tour which, it is believed, will attract enormous interest—and good profits.

US Consulate in Brisbane Closed

ON August 14, the US Consulate in Brisbane closed down after being in existence for about three-quarters of a century.

The American Vice-Consul (Mr. Charles C. Carson) who was appointed a year ago has looked after the interests of about 1,000 American citizens, including children in the Queensland, New Guinea, and Islands' areas.

Among the births he has had to register are those of children born to US Missionaries in NG.

Information requests, formerly handled by the Consulate in Brisbane, will now be dealt with by the US Information Office, 46-48 Margaret Street, Sydney; and Consular services, as distinct from information, should in future be referred to the Consulate-General, 7 Margaret Street, Sydney.

¶ Mr. C. W. Mansell, general manager of Mackay Kerry Pty., Ltd., Sydney, was entertained at the Grand Pacific Hotel on July 29, by Mr. Shankar Patrap of Oceania Agencies, Ltd., Suva. A large number of Suva Indian business men and others were guests at the pleasant function.

Orient liners will make cruises from Sydney to Fiji in December and February.

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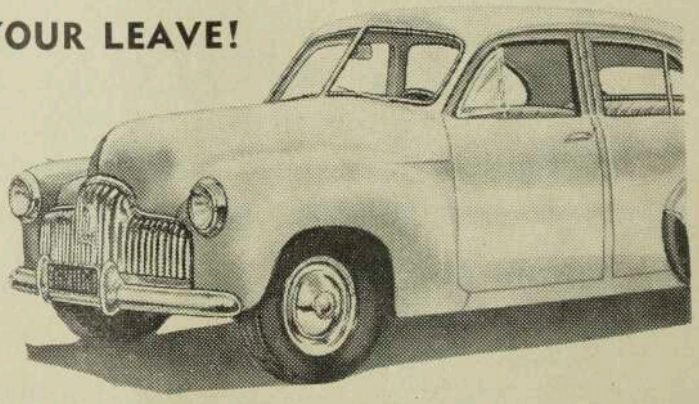
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Some Islands travellers to New Zealand in August, top to bottom:—
Mr. E. F. Murphy, who was chief clerk, W. Samoan Public Works Department, and who has retired to settle in Wellington, NZ.
Miss Virginia Skipps and Indilla Ahmu, of W. Samoa, and Miss Niuola Moore, of Tonga, who were bound for Auckland, per Tofua.
Mr. and Mrs. J. Sionepesi and John, who were visiting New Zealand, from Niue, for the first time.
Mr. Pati Latoa, and Miss Ottohura who were bound for Auckland from Niue.

Growth of Native Co-ops in P-NG

UNDER strong official encouragement, the membership of native co-operative societies operating in Papua and New Guinea has grown in three years from 8,556 to 37,818 at the end of June, 1953. Annual turnover, in the same period, grew from £62,301 to £381,000; and subscribed capital from £13,000 to £120,800.

The Australian Territories Minister, reporting these figures, said that a special branch of the Administration is helping the natives to organise and supervise their societies, and is training natives to hold office in them.

Sandy Creek Gold

ADVICE has been received from Sandy Creek Gold Sluicing Ltd., that during the months of June and July, 1953, approximately 74 ounces 19 cwts of gold were recovered from 18,670 cubic yards of material treated at their New Guinea leases.

Micronesian Monthly reports that Island Trading Co., the co-operative organisation handling trade in the American Trust Territory of Micronesia, sold its entire 1953 trochus crop to Japan. A consignment of 200 tons left Guam for Kobe late in August. Price is not stated, but reported to be good, with many offers from other buyers.



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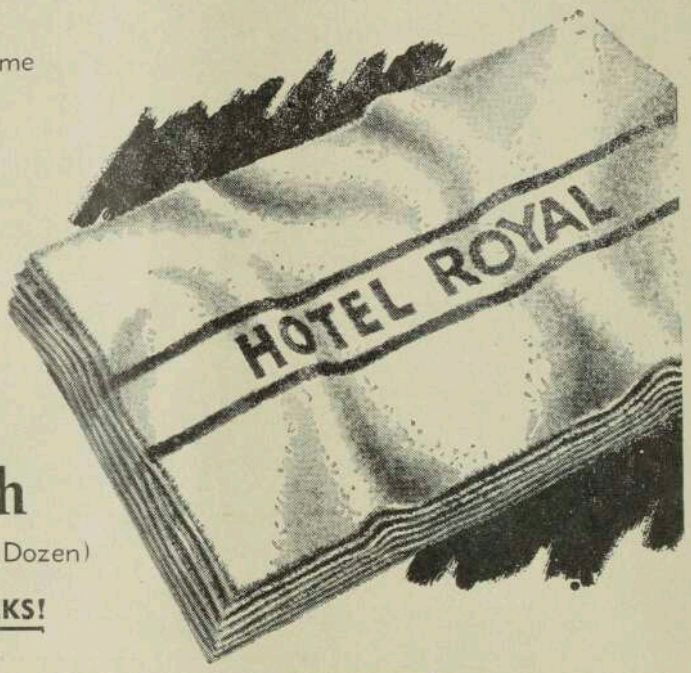
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SMALLEST STAMPS-ISSUING COMMUNITY

THE question of which is the smallest stamp-issuing community in the world has been resolved by Sir Harry Luke (former Governor of Fiji) in a letter published by the BBC's *Radio Times*. He writes:—

"I rejoiced, as a former High Commissioner for the Western Pacific, at the mention by 'The Eye-Witness' (May 27) of the magnificently loyal and all-too-little-known community of the Tokelau Islanders, formerly included in the Gilbert and Ellice Islands Colony and later transferred for greater administrative convenience to the jurisdiction of New Zealand.

"But the Tokelau Islands cannot claim to be the smallest stamp-issuing community in the world, or even in the British Empire, or even in the Pacific. That distinction is held by the British Pacific Colony of Pitcairn, very much smaller, though better known through its settlement by the mutineers of the *Bounty*. Pitcairn, two square miles in area, inaugurated its first issue of postage stamps in 1941, during my High Commissionership, when its total population was under 200."

¶ Sir Alport Barker may retain the title Honourable for life although he has now retired from Fiji Legislative Council.

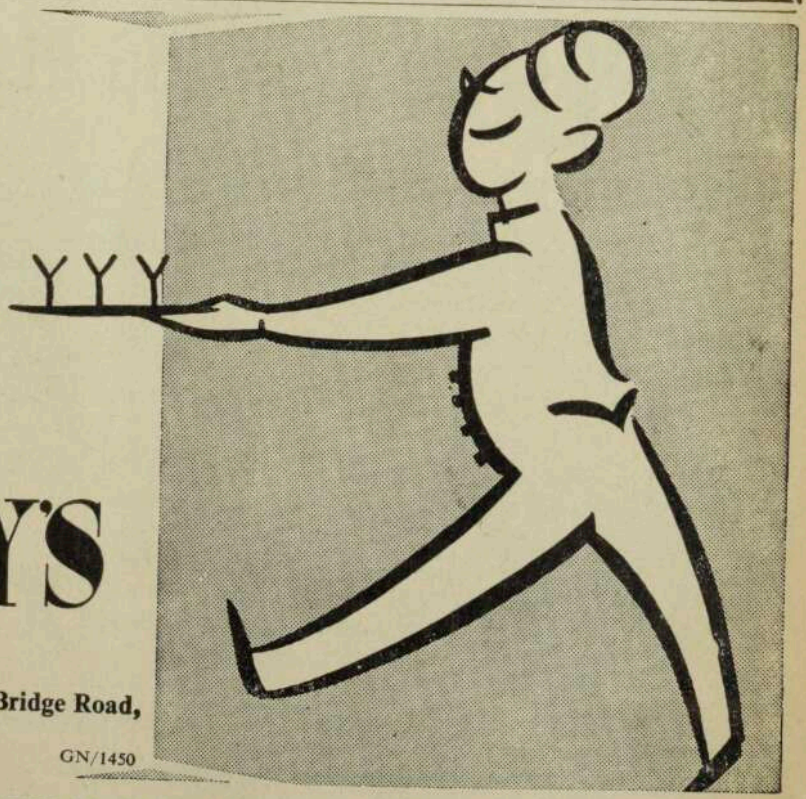
Australian Team in Fiji



An Australian Rugby Union team made a short tour of Fiji in August. This photo shows the manager, Mr. Harry Kahl, being robed in tapa at the official welcome.

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WHERE INDIAN IMMIGRATION HAS GONE

THERE are approximately 150,000 Indians now settled in Fiji, to constitute there a racial and sociological problem that is exercising the talents of the British Colonial Office. But Fiji is not the only British country which has this kind of problem.

A recent statement by the Prime Minister of India, Mr. Nehru, shows that Indians have settled in other British Colonies, as follows:

British Guiana	190,888
Jamaica	25,000
Kenya	90,528
Malaya	577,000
Mauritius	271,636
N. Rhodesia	2,600
S. Rhodesia	4,150
Nyasaland	4,000
Sarawak	2,300
Singapore	72,000
Tanganyika	56,499
Uganda	33,767
Zanzibar	15,812
Br. W. Indies	227,390

In addition, of course, there is a large Indian community in Natal, within the Dominion of British South Africa.

It will be noted that there are four areas where Indians have settled thickly—namely, the whole of the east coast of Africa which, for this purpose, could include Mauritius; Malaya; the West Indies; and Fiji.

Dr. E. H. Bridgeman, Medical Superintendent at Rotorua Public Hospital, NZ, returning recently from one of his periodical visits to Orofara leper station, Tahiti, as representative of the NZ Lepers' Trust Board, expressed keen satisfaction with the condition of this French hospital. He said that new X-ray equipment and a building in which to house it had recently been established. A small but very modern home for six nurses had also just been completed. The station is at present accommodating 127 patients, 11 having very recently been brought from the Marquesas.

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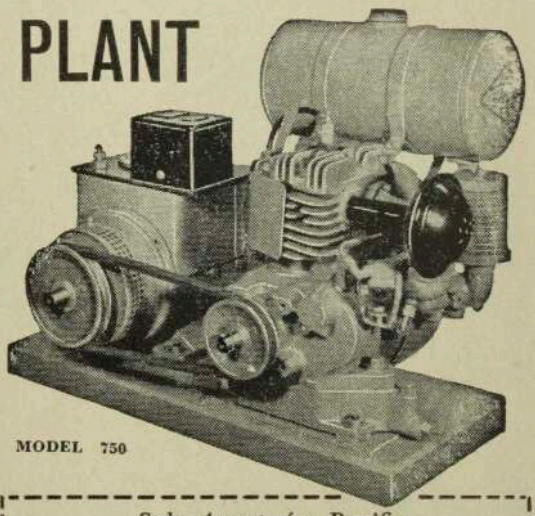
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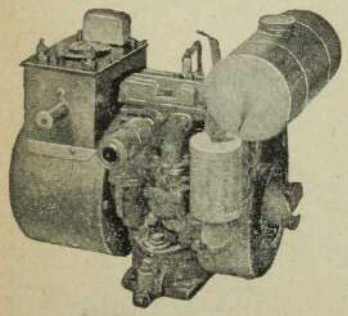
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Model 400, 32 volts, 320 watts (10 amps) D.C. Weight 60 lb.
Model 750, 32 volts, 750 watts (24 amps) D.C. Weight 112 lb.



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Oscar — Girl — Wine-Cellar — Police — Reunion

WHEN the Hon. Eugen F. Paul, of Apia, paid a visit to Tahiti, with Mrs. Paul, for the July festivities, two old rivals met and sealed their friendship.

At a Tamaaraa (Tahitian feast) in their honour, given by Mr. Oscar Nordman, Mr. Paul told of how he had come to meet Oscar in Apia in 1907, and of how he had delivered him up to the then German police.

Oscar, then cabin-boy of the *Galilee*, had a letter from a Tahiti resident to deliver to the MacDonald residence in Apia. On the wharf there he met Eugen, who took him along to the MacDonald home, and introduced him to Miss Flora MacDonald.

When sailing-time arrived some days later, Oscar was missing from his ship, and Commander W. J. Peters reported to the police accordingly. After a search—remarkably brief—Oscar was found hidden deep in the Paul wine-cellar. Ignominiously dragged forth, he was taken to the *Galilee*, which sailed immediately. Eugen had given him away! Reason: Well, Miss Flora MacDonald (now Mrs. Eugen Paul) was an extremely attractive girl—and Oscar had always had an eye for feminine beauty.

Oscar did not return to Apia for many years, but always he has corresponded with his friends of Samoa; and at last he has been able to show them some hospitality in the Tahiti fashion.

POLYNESIAN WANDERLUST

POLYNESIANS—and Cook Islanders in particular—are addicted to travel almost as much as to "bush-beer."

In June, the *Ada* took 100 round trippers on a jaunt from Niue to Pago Pago, Apia and return. Next mass movement was reported per the little *Inspire*, yacht-turned-workboat, which carried 14 holiday-makers from Rarotonga to Papeete for the July celebrations there.

Also in July the *Rannah* brought a *tere*-party of 105 Manihikians on a dine-and-dance jaunt to Aitutaki. They will be returned in a week or two after heavily depleting the pork and poultry population of the southern island. Ere long a similar party of Aitutaki people will pack their bags of gifts and head north to eat the Manihikians out of house and home.

Meanwhile the visitors to Aitutaki found time, between illegal beers, to pop across the lagoon to Akaiami islet and display their hot-tempo hip-shaking before the movie cameras of Messrs. Mirams and O'Shea, of New Zealand, as they journeyed back on TEAL Solent after filming the Tahiti celebrations.



Four well-known people of the South-east Pacific—from left to right: Mrs. Oscar Nordman; Mr. Eugen Paul; Mrs. Paul; Mr. Oscar Nordman. Mr. and Mrs. Paul, on a visit to Papeete, from Apia, Western Samoa, were entertained by Mr. and Mrs. Nordman. Mr. Nordman is seen presenting a Tahitian Lei to the visitors.



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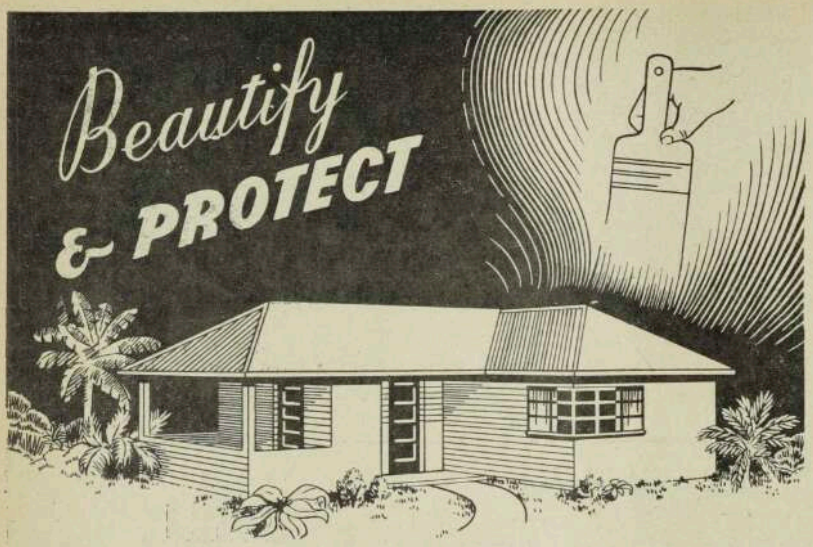
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SCIENTIFIC WAR ON FIJI'S STARLINGS

From Our Own Correspondent

SUVA, August 25.

DR. R. CARRICK, of the Australian CSIRO, came to Fiji in August at the invitation of the Colony's Government to spend a "working holiday" on two islands in the Lau Group where colonies of English starlings have become established through the years.

Dr. Carrick will study possible means of exterminating the birds. It is feared that, their numbers now rapidly increasing, they may become a menace to banana and other fruit crops in Fiji. The starlings are at present nesting on the two islands of Ono-i-lau and Vatoa.

Dr. and Mrs. Carrick were flown down to Ono-i-lau by RNZAF Catalina in mid-August.

MISSIONARY'S INTEREST

The PIM reported the arrival of the starling to these islands in the issue of December, 1951. The Rev. Walter Hill, of the Methodist Mission, had written saying that he had found the birds firmly established at Ono-i-lau when he had called there in January, 1951. The natives were vague as to their date of arrival, but thought they had first appeared after a hurricane "about 20 years ago." We said, editorially, that probably the birds had been blown in from the Kermadecs, that no doubt they would be spread further in Fiji by the same means and that they would probably become a great pest to growers of bananas, paw-paws and other soft fruits.

A short time after Mr. Hill had written about the starlings he read of a man who was doing a world-wide study of these birds and wrote to him in Scotland. That man was Dr. Carrick, now with the CSIRO. Although Mr. Hill and Dr. Carrick are at present in the same group of Islands, it is unlikely that they will meet. Mr. Hill is at a Mission near Savu-Savu.

Nukulau: Holiday Resort?

From Our Own Correspondent

SUVA, August 10.

THE Fiji Government has set up a committee to discuss ways and means of developing Nukulau Island as a holiday resort.

The 22-acre island, situated on the reef a few miles from Suva, was formerly a quarantine station, but has been a popular picnic resort and rendezvous for Suva yachtsmen for a number of years.

Buildings on the island were heavily damaged in the 1952 hurricane. A shark-proof swimming pool established during the war has also fallen into disrepair.

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Tahiti Resident Invents Mechanical Copra-Cutter

From Our Own Correspondent

SUVA, August 10.

MONSIEUR HENRI D. REY, the French-Tahitian inventor of what is known as the Rey coconut splitting and extracting machine, spent several days in Suva in early August before continuing on to Burbank, California, by air, to set the production wheels in motion.

Planters in Tahiti who have seen the prototype machine at work are convinced of its effectiveness, and have placed firm orders for 100 machines for that island alone. M. Rey will spend some months in California with the manufacturers, then will return to Fiji to make a tour of demonstration, and later visit all major copra producing areas in the South Pacific on a similar project. Burns Philp will be South Pacific agents for the machine.

Its functions are to cleanly split coconuts longitudinally into two halves in the first operation, then to rapidly gouge the flesh from the shell in a second operation. The two operations can be performed simultaneously by two operators, or by one man doing the two jobs successively.

An unskilled operator can put through 5,000 nuts per 8-hours day —a fast-working operator upwards of 8,000 nuts.

The machine occupies a floor-space of about 4 ft by 2 ft and stands about 8 ft high overall. It is made almost entirely of simple angle-iron materials, bolted together, and power is supplied by a one-horse-power motor of any type. The experimental models use a standard American home-generator type of petrol motor. Fitted with this, the total weight is 290 lbs, and the cost, f.o.b. Burbank, will be $280 for the complete machine.

The splitting is done by a simple type of guillotine which is hoisted to the upper extremity of its guide-rails by a clutch-operated windlass and flexible steel cable. The nuts are simply pushed between the sprung sides of a v-shaped cradle, one after the other, a hand-lever pulled, and the guillotine flies up and falls, cleanly splitting the nut without causing any fragmentation of the shell.

With this machine, the water from the nuts, rich in food value, is not wasted. It runs into a bucket below the machine and the 70-80 gallons per ton of nuts, lost by normal axe-splitting methods, is saved for pig-rearing purposes.

The gouging device in the model illustrated is directly coupled to the shaft of the motor, but, as the splitting operation is about four times as fast as the gouging, another model will be available with four gouging heads operated from counter-shafts.

The action of pressing the flesh of the nut against the gouging tool sets the tool in vibration like a pneumatic drill, and, with very little

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practice, the flesh is cleanly removed from the shell with a few twists of the half-nut.

M. Rey has spent two years of full-time work and about $10,000 in cash to develop the machine to its present efficient form. He holds patent rights on it throughout the world.

M. J. MILLAUD, representative of Tahiti at the last South Pacific Research Council meeting at Noumea, showed photos of the machine to the delegates present.

M. Rey is convinced that as soon as the copra-growers in Fiji and New Guinea have seen the machine in operation they will be completely converted to this modern method of cleanly, quickly and efficiently preparing their copra for drying.

After the cutter and gouger is safely launched, its inventor thinks that he will turn his attention to modern and efficient methods of extracting the oil from the copra by simple means, right on the plantation, thus eliminating the present uneconomic system of shipping copra from one end of the earth to the other.

M. Rey said that for some essential experimental work at Burbank he was paying $1 each for Hawaiian coconuts—by the time they had been fumigated and landed at the works there, that was what they cost!

COCONUT-SHELL BUTTONS

While in Suva, Mr. Rey showed the PIM representative samples of buttons currently being manufactured from coconut shell by a factory in Honolulu. The factory is owned by Mr. John H. Wilson, Mayor of Honolulu.

Mr. Rey says that there is a considerable market in the States for these cheaply-made buttons, which are cut to various diameters by machinery. They appear suitable for either men's or women's clothing.

(Photographs of copra-cutter opposite.)

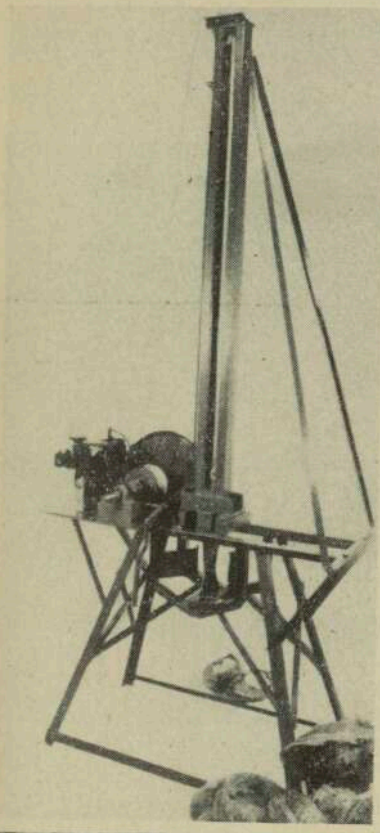




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The Rey Copra-Cutter

(See previous pages for story)





Top photo shows the simple angle-iron construction of the machine. The guillotine, which slides between the vertical rails, is in the down position.

Lower photo shows a coconut in position for splitting and the second operator on the left removing the flesh from a half-nut with the mechanical gouger, which is mounted on the motor shaft. Any number of additional gougers may be operated from a countershaft.

GOVERNOR PETITBON DEPARTS

FRENCH Oceania's popular Governor, M. Petitbon, left Tahiti for France by the new MM liner *Tahitien* on July 31. He is 79th Governor of Tahiti, and officially was returning home on leave—but there is an unconfirmed report abroad that he would not be returning.

A particularly large crowd farewelled the Governor at the wharf, Eddie Lund's band providing music, and the populace singing farewell songs.

Monsieur Diffre, recently appointed Secretary General of French Oceania, is acting Governor for the time being.

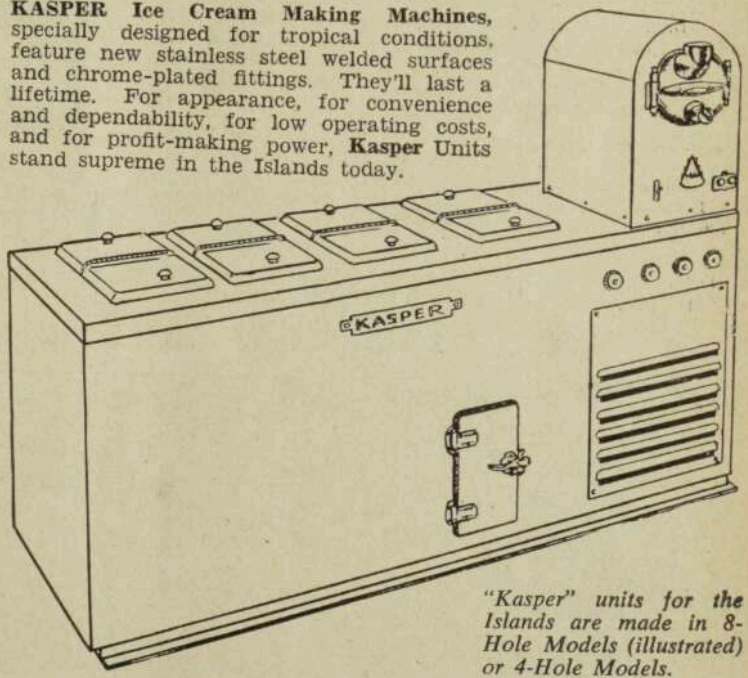
KINNEYS LEAVE TAHITI

MR. and Mrs. Henry B. Kinney have left Tahiti after living 18 years on the island. They sold their beautiful property at Mataiea to Mr. Richard J. Reynolds, a United States tobacco millionaire who visited the island in 1952 in his motor-cruiser *White Heron*. The property has its own wharf and Mr. Reynolds plans to bring a new English-built ketch, *Aries*, to Tahiti next January.

Mr. Kinney was formerly a well-known newspaper man, who spent many years in the Far East, and his wife is Japanese. They were greatly liked in Tahiti.

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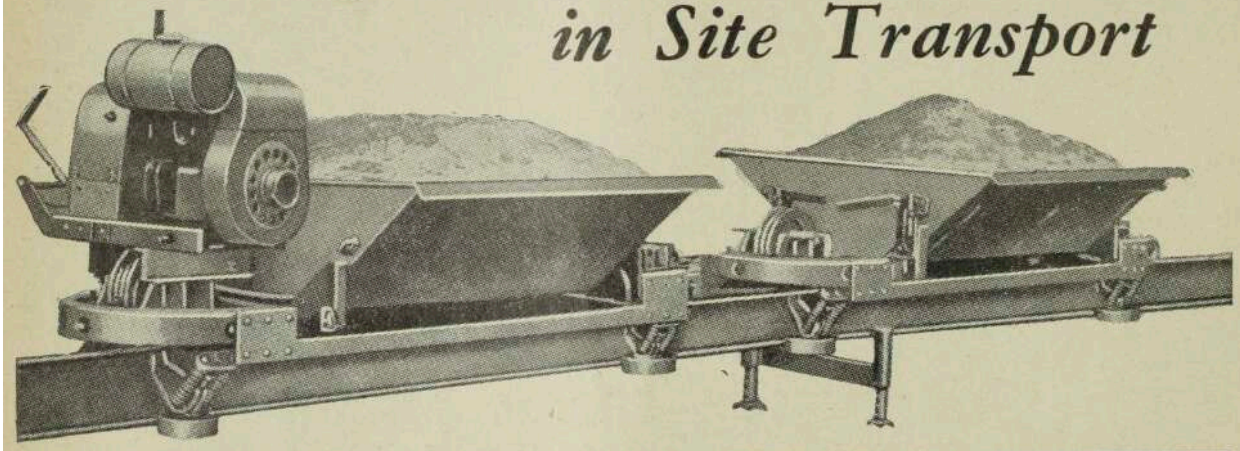
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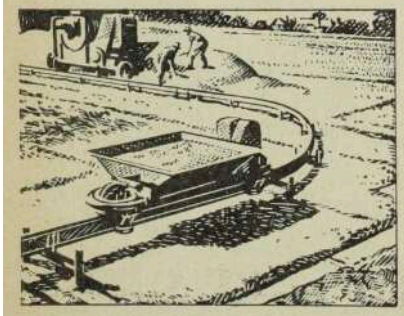
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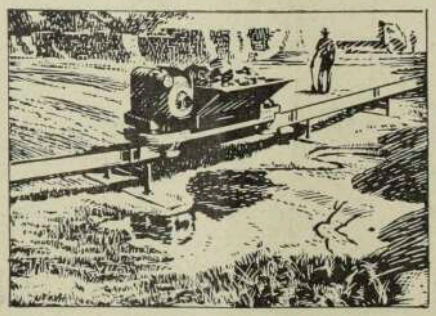
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SOME APPLICATIONS OF THE MONO-RAIL TRANSPORTER



How the Mono-Rail would be used to deliver concrete into the footings of a small block of houses.



Another use shows how hardcore can be delivered over soft ground, not fit for lorries, handcarts, etc.

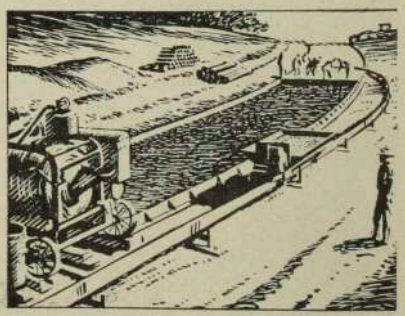


Illustration indicates how Mono-Rail was used when Mixer could only be placed at bottom of hill, but men required to work from top down.

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MAGAZINE SECTION

We Saw Water—But No Rice!

BY R. W. ROBSON.

FORGETTING, for the moment, her cares and worries as a manager of Stewart's new hotel at Lae (New Guinea), Miss Dorothy Stewart thumped the table and asserted:

"Those lads trying to establish rice-growing out on the Markham should be helped. They believe in the country; they've got some land; they are sure they can make a do of rice. They work on the roads, or anywhere, to make money to keep their rice-farms going. Why doesn't the PIM give them some publicity?"

I said I'd gladly help the cause, and I was free Thursday afternoon. Dorothy organised the expedition, and decided to come along, to give the rice-growers a Cheero call.

The area is 30 miles away up the swampy Markham valley; and the rain had been phenomenal. A transport manager said he would not hire a car—no chance of getting through—it was a jeep job.

Our jeep, driven by a fretful and anxious little Papuan, probably is the honoured grandparent of a thousand New Guinea jeeps. It hurled rattles and squeaks at us, and menaced Miss Stewart's comely face with a busted windscreen. But it bounded staunchly from rut to pothole, from boulder to puddle, and held together.

I've motored in greater comfort. But I forgot my miseries while the tough expedition-leader told me stories of the track between Wau and Edie Creek in the early Morobe days, when jeep-travelling would have been regarded as luxury and decadence.

WE passed George Whittaker's optimistic cocoa plantation, and Works and Housing's pessimistic road down to Markham Point; and the old jeep maintained a really lively 15 mph. Thick jungle came down to meet us on either side. I gazed at the tangled masses and wondered how the Aussies ever got through there, to jump on the necks of the Japs at Lae. And then we reached a small river, rushing muddily across the road—either Munum or Yalu.

We learned later that an unmarked track provided a slight detour for jeeps and cars. But our driver followed the main motor-truck route, straight into the river.

The jeep sank into a hole, lay wearily over, panted once or twice, and stopped. The driver carried Miss Stewart ashore and came back and gazed sadly at me. By this time the water was all over the jeep, and I was roosting on top, in an attempt to keep my clothes dry. I had not had time even to remove my shoes.

The driver, half my weight, backed up. His Pidgin boggled at "pigaback," but I guessed what he meant.

I mounted, and the journey began. The little man was walking among boulders, and stumbled horribly. I had a cruel vision.

Does anyone remember how Territories Minister "Eddie" Ward refused to be carried from a boat, and scrambled ashore all wet and bedraggled; and, publishing a photograph of the official landing, I said the Minister arrived in New Guinea "like a sandboy catching worms"?

(Next Page)



1.—Our jeep is in a deep hole. Driver has carried Miss Stewart ashore, and now is placing at her feet parcels of steak and fresh bread, intended for the ricegrowers.

2.—Friend Tom Kelly arrives, and backs his jeep down to pull out our jeep. It falls into hole on top of our jeep. Miss Stewart and Friend Kelly's dog, on right, watch with interest.

3.—Some time later. Friend Murray's big lorry arrives, and proceeds to pull out the Kelly jeep. Rope breaks. While Miss Stewart registers slight despair, dog proceeds to stalk Miss Stewart's consignment of steak.

4.—Lorry has removed Friend Kelly's jeep. By this time there is an assembly of eight helpful men—and they just lifted our sodden jeep out of the river.

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As I awaited the apparently inevitable tumble into the mountain stream, I remembered "Eddie" and wished that I, too, had waded ashore.

But the muscular little man landed me, dryshod. Praise be, there was only one spectator; but the cynical Stewart mouth expressed what all of us were thinking.

Dorothy sent the harassed driver back to the jeep for a large food parcel—a gift she had prepared for her ricegrowers. "Well," she said, as she regarded the now soaked provisions, "if we've got to spend a night in the jungle we shan't starve. You smoke, don't you?"

Wondering, I said I didn't.

"Damn and blast you," said Miss Stewart. "We've got no matches!"

The meat in the parcel was mostly raw steak!

NEITHER of us knew the terrain. We asked the driver where the nearest habitation was. "Long way lik-lik," said he; which meant that he had to travel a fair distance for help. He departed, running, and our prayers went with him.

Ten minutes later, another jeep came down the track, with our driver as grinning cargo. By the greatest luck, he had met Mr. Tom Kelly, Lae's dairyman, returning home, with his young brother.

Tom turned his jeep around and backed down, intending to put a rope onto our jeep. Something went wrong. Tom's jeep rolled right down into the river, and fell into the hole, partly on top of our jeep.

I asked Dorothy Stewart if she understood the words that Tom Kelly was using. Like a lady, she said she hadn't heard. A Melanesian came silently out of the bush, laid his jungle knife carefully on the bank, and waded in to help the party in the river.

The two jeeps seemed inextricably locked. Tom's engine was almost clear of water, and functioning; but its wheels would not grip because its tail was atop our jeep's bonnet. Then Tom semi-dived, and miraculously persuaded our jeep's engine to mote, under water. I formed a new respect for jeeps. But all the racing of engines, and all the Kelly blasphemy, could produce only a vast shower of water.

The mid-river party was wet and weary, and the next move seemed obscure, when around the corner, coming up, appeared a huge red truck. It was driven by a lad from the Murray ranch, and it carried several labourers.

THOSE practical mid-New Guinea pioneers wasted no time. The truck hauled out Tom's recalcitrant vehicle—and smashed up its one rope. They could not reach our jeep; so about eight men simply got around it, and lifted it out of the hole, and it crawled ashore under its own water-logged engine.

The soaking Mr. Kelly worked patiently on our bedraggled jeep until it functioned, in a way; and then we turned around, and reluctantly left our ricegrowers to their fate, and headed for home.

Thenceforward, every half-mile, our jeep "conked"; whereupon Tom Kelly—tailing us like a guardian angel—would come forward, do sundry things calculated to make a jeep mote on a mixture of petrol and water, and get us going again.

Near Lae, we paused to do obeisance at the Kelly property. There, he runs 80 fine Illawarras on a few hundred acres. It is a well-managed, well-equipped place. Tom Kelly will succeed on his own merits. But, if there is any value in mental force, he will be helped by the good wishes of the travellers he rescued that day.

Stuttering and stumbling, the poor old jeep eventually reached home, and a tired little Papuan delivered us safely at the Stewart hotel.

That was how we failed to see the work of that half-dozen young Australian ricegrowers. I hope they will take the will for the deed.

Mystery of Wakaya

WHAT happens to the bodies of wild animals that die of old age? Mr. Bentley, owner of Wakaya Island, recently in Suva on one of his rare visits, said that he has never found the body, or even the antlers which are shed each year, of the red deer that run wild on that island of Fiji. It is said that the females eat the antlers, but this does not explain what happens to the bodies of the many aged deer that must die each year on the island (5 miles long by half-mile across). Any theories?

The Queensland Director of Veterinary Research, Dr. Legge, visited the P-NG Territory in August in connection with the tick eradication programme being carried out by the local Agricultural Department. He has made several previous visits to the Territory in this connection, and on his present trip is inspecting herds in the Port Moresby-Sogeri area, the Highlands, Madang, Rabaul, and Eastern Papua

PIM CROSSQUIZ NO. 43

(Solution on page 85)

ACROSS

1.—What animals, for superstitious reasons, are protected on Gibraltar?

8.—What thoroughfare in London is famous for its moneylenders?

9.—Which of the caliphs is abhorred by the Turkish Moslems and worshipped second only to Mahammed by the Persians?

10.—Which was the first race of people to invade Britain?

11.—For what article of his wearing apparel is Lord Bruce famous?

12.—In what units of measurement is a horse's height determined?

14.—What is the only venomous snake in Britain?

16.—What is the longest river in Ireland?

18.—In Greek mythology, who are the goddesses of the arts?

21.—Who composed "Madame Butterfly?"

22.—In memory of which Queen was the original "Charing Cross" erected in England?

23.—The composer in 21 Across decided to write opera after listening to one of this composer's works.

DOWN

1.—What is the term for heavy matter taken on board ship when there is insufficient cargo load?

2.—Which painter is acclaimed as the greatest master of the Dutch School?

3.—What marble-like stone was used in the construction of the Taj Mahal?

4.—What language is spoken by Jews?

5.—What is the southernmost part of South America?

6.—Who wrote "Dr. Jekyll and Mr. Hyde"?

7.—What is the surname of the Englishwoman who came to Australia and devoted her life to the welfare of Australian aborigines?

13.—What was the name of the raft which in recent years drifted across the Pacific from South America?

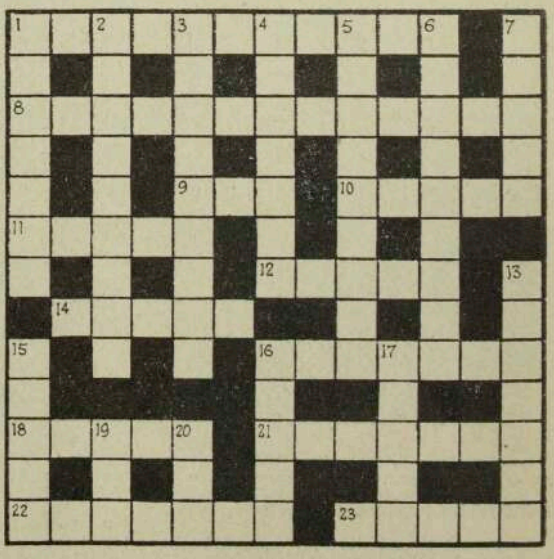
15.—Along which river in France was the final German attack made in 1918?

16.—What is the term for an unnaturally deep sleep?

17.—What is another name for mother-of-pearl?

19.—Which of Rider Haggard's books has a personal pronoun as its title?

20.—What Japanese coin is worth one-hundredth part of a yen?



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Tropicalities

TE RANGI HIROA GOES HOME

THE ashes of the late Te Rangi Hiroa, better known as Sir Peter Buck, were returned to New Zealand from Honolulu at the beginning of August for interment at Okoki, Taranaki.

They were taken to NZ by Minister of Maori Affairs Corbett, who was travelling by air back to New Zealand after attending the Coronation as representative of the New Zealand Maori people.

Sir Peter Buck, one of the most distinguished of Maori scholars, died in Honolulu in December, 1951. He was then Director of the Bishop Museum, centre of Polynesian studies. Owing to a dispute between Maori factions in Taranaki, a decision could not be reached regarding the intended burial place in his home district of Taranaki. The Minister then intervened, and the ashes were held in Honolulu.

On his arrival at Paraparaumu airport, near Wellington, the Minister was met by representatives of all branches of Maori affairs and by a small guard of honour of ex-servicemen who had served with the late Sir Peter at Gallipoli. The sealed metal urn was taken to the Ngati-Poneke Hall, where Maori leaders paid their respects, and later it was lodged at Parliament House pending preparation of a resting place near the grave of Buck's mother.

A memorial stone, erected in the Urenui Domain, nearby, was consecrated by the Maori Bishop of Aotearoa, the Rt. Rev. W. N. Panapa, and unveiled by Mr. Corbett, on August 15.

The Minister stated on arrival in New Zealand with the ashes that Lady Buck had consented to the interment in New Zealand.

DROPPED BEHIND "ENEMY" LINES

ON August 6 a flight of six Firefly aircraft from HMAS *Sydney* tested the Suva defences by a mock air attack. Most everyone knows that anything that Suva has in the way of defence equipment would be hopelessly inadequate to

On behalf of five Fiji students at the San Francisco State College, Mohi-ud-Dean and J. M. Akbar presented this coronation scroll to the British Consul-General at San Francisco, bearing a message of loyalty and goodwill to Her Majesty Queen Elizabeth II.

There are about 30,000 Muslims in Fiji who claim separate representation in the Legislative Council. At the recent election of the Legislative Council they were urged by their leaders to refrain from voting unless their rights were preserved. They wish their children to be taught Urdu at the Government's expense, as a secondary language instead of Hindi.

The five students whose names appear on the scroll are J. M. Akbar, Mohi-ud-Dean, Khadid Abdullah, M. Aswaq and M. Ellias Hanif.



On this most auspicious occasion, when Great Britain and all her Dependencies, Dominions, and other related Nations within the British Empire and all Common wealth Nations are rejoicing at the most solemn and regal celebration of the Crowning of Her Most Gracious Majesty of our Sovereign Leige and Queen Elizabeth II, we the undersigned the most dutiful and loyal subjects of Her Gracious Majesty for and on behalf of all students now in the United States of America, being Her Majesty's subjects, most respectfully wish to express unto Her Majesty our loyalty and devotion to Her person and to Her Crown and Dignity.

It is our fervent prayer that Almighty God may, out of his bounty, grant unto Her Majesty a long life so as to reign over Her millions of subjects who are to be found in every corner of this Globe, and that Her Majesty may be graciously pleased to bestow upon Her millions of Muslim subjects the privilege to enjoy under Her reign all such rights as may be lawfully bestowed upon them and also that Her Majesty may foster and protect Islamic culture and learning as well as script and language, especially of those Her subjects who for centuries had access to their religion and culture through the medium of their cultural language namely URDU

We beg to remain Her Majesty's most loyal subjects.

Students from Fiji Islands.

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meet the real thing—even from six Fireflies—but the "attack" was undoubtedly an interesting exercise for the local defence force, and an even more interesting way for Major Oliver Edwards of the Fiji Contingent to complete the homeward trip after attendance at the Coronation celebrations.

Sydney was bound from Honolulu to Auckland and made no call at Suva. Aircraft of the carrier landed at Canton Island to pick up details of the defence exercise, then, after the attack on Suva, six Fireflies landed at Nausori airfield. In one of the two-seater aircraft was Major Edwards as passenger.

Other members of the Fiji Coronation contingent continued on to Auckland aboard HMAS Sydney.

APIA STARLET

IT was recently reported that Miss Moira Macdonald, of Apia, who played an important part in the *Return To Paradise* film made in W. Samoa last year, was to study music in America.

In July, Miss Macdonald went to Suva at the invitation of J. Arthur Rank film representatives to discuss the possibility of her appearing in another film to be made in New Zealand, where she would play the part of a Maori girl.

If Miss Macdonald is accepted for the part her plans to visit America will be delayed.

ASININITY OF P-NG LAW

"IT has come to my knowledge that provocative action against natives is being used by Europeans in Papua," said the Port Moresby District Commissioner, Mr. S. Elliott Smith, early in August. He went on, sternly: "There is no circumstances, except in self-defence, where a European can strike a native. This kind of behaviour is dangerous." He reminded employers that they are protected against disrespectful, insulting or abusive natives by the Native Labour Ordinance.

All of which makes about as much sense as the new Territories law which now allows an indentured native to run away from his native labour contract, and suffer no punishment. The employer may have spent £100 in indenturing and equipping the native, but he has no recourse whatever if the native clears out—except to proceed against him, in a proper and gentlemanly way, in a civil court. Also, if he is truculent and insolent while in his employment, he must not be touched; he must be taken to a civil court. Anyone who knows the Territories knows what this leads to.

It is impossible to handle natives in everyday activities in Papua-New Guinea unless the native knows that, if he is lacking in respect and co-operation, he is liable to receive a sharp smack across the more sensitive end of his back. None knows this better than the experienced official.

The law proverbially is an ass; but in Papua-New Guinea, since the introduction of the post-war anthropologic-sociology, it has taken unto itself a peculiar kind of asininity.—R.

SANDY OF NUMA NUMA is the reason why Numa is the brightest spot of civilisation along the coast of Bougainville. He has been there since 1931, when he started as assistant to Drummond-Thompson, who has now become a director of the firm which owns Numa and Bonis plantations.

Sandy is Norman C. Sandford, once of Melbourne and educated at Scotch College there. During the war he joined the RAAF as ground crew, but later became a Coast-watcher on Bougainville, with the rank of Flying Officer, RAAF. For this good work behind the Japanese lines he was awarded the DSO.

Since the war, Sandy has been



aided in his hospitality by his wife, Lal. They make a very popular pair.—*BRETT HILDER.*

Farewell to Mother Mac's . . .

ALMOST unnoticed, a Suva building closed its doors for ever on August 8, and thus ended a chapter in the history of Fiji. That chapter is richly studded with events in the lives of characters and personalities that have walked their little hour and gone their way through the past seventy years.

The building was Macdonald's Hotel—Mother Mac's, as it was known in the early years following its erection there on Victoria Parade. Few know that its timbers were towed across from Levuka—as were the timbers of other old buildings—by James McKay, an early Levuka resident. Mother Mac's had, in fact, been a hotel of another name in Levuka in the heyday of that former capital.

Mother Mac opened her doors for business about 1883. She was the wife of a ship-master who overloved the bottle, and from the first she made clear her feelings on the subject of drunkenness. She ruled the house with an iron hand. She was known to be handy with a horsewhip—having marked the rump of more than one gentleman who thought to overstep the bounds within her walls.

Mother Mac's thus acquired a highly respectable reputation, and was the fashionable hotel in Suva in the days before the erection of the much more pleasantly situated Grand Pacific Hotel, in 1914.

The barmaids, almost invariably, were elderly. If it became necessary to temporarily employ a younger one, Mother Mac kept constant guard; and, if any customer was noted as showing undue interest in that direction, as he sipped his beer, he was hustled off about his business, as were loiterers at the door.

A fine looking woman, she was kindness itself to those who met with her favour.

One Suva old-timer tells how, on coming in from the country for a few days, he arrived at Mother Mac's with a type of cane hamper that was popular in those times. Mother Mac glanced at it with some disfavour as she checked her room bookings. Then, as he was a mere youth, she inquired kindly whether he could not afford something rather better—because, if not, she would buy him one. She expected her customers to be correctly attired, and correctly equipped in keeping with the reputation of the house, she said.

Mother Mac's association with the hotel seems to have ended about 1923, when the late Mr. Jack Griffiths took over the lease; though Mother Mac again took over for a short period before it passed to Mr. William Nicholson, of Sydney, about 1926. In about 1933, Fiji Hotels took the lease; and Burns Philp & Co. soon after acquired the property.

Mother Mac is dead and gone, long since; but, if the old house could talk, its tales would fill a book.

A few old-timers dropped a quiet tear as the last handle of beer was pumped on the second Friday of August, 1953. Since then, the jemmys and hammers have been busy completing what the 1952 hurricane began. Mother Mac's has "had it."—J.P.S.

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Highlanders in Thatched Huts . . .



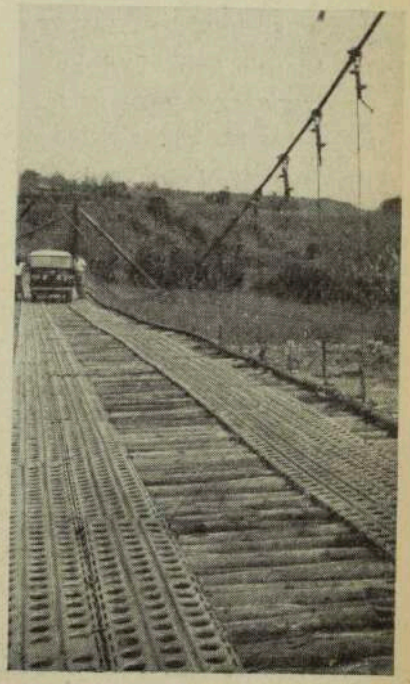




IF you were interested in New Guinea exploration in the early 'Thirties you may remember that the story that Australian newspapers gave to the world then described the natives of the NG Highlands as "almost white" and "tall, and of superior type." Now, almost 20 years later, anyone with the necessary plane fare can fly in to the Highlands from Lae in about three-quarters of an hour and see these Wonderland people for themselves. And, unless they are the sort of people who see swans where mere geese exist, they will find that far from being "almost white," they are the usual Melanesian chocolate brown; that they are somewhat short in stature and, that if they are superior in intellect to coastal natives, no one yet has succeeded in proving it.

The conditions under which they live in their villages are certainly about the most primitive of any Pacific Islanders anywhere. And out of ken of sea, and ships and coconut palms as they are, they cannot fairly be called Pacific Islanders, either.

Photographs on the left were taken a few months ago in a village about 10 miles outside of Goroka, NG Eastern Highlands. The village is surrounded by Casuarina trees and the slab walls of the round houses do not rise more than two feet from the ground. The typical thatch goes up to a point like a coolie-hat. They are grimy and, inside, as dark as the Bottomless Pit. We arrived just as the communal earth oven (or more precisely, a hole in the ground) was opened and the second photo shows the villagers eating sweet-potato, etc., that had been cooked therein. Everywhere our Landrover went we were greeted with bunches and bouquets of flowers. Those who missed out on the forward journey were waiting by the roadside for our return—with bunches



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of flowers, coloured leaves and grass mounted on sticks. The Landrover soon looked like a travelling flower show. (Bottom photo).

Bottom right is the Yufiyufa Bridge—a big suspension bridge across the Mabimoka River, built by a local contractor. It is an important link on the road between Goroka and Gusap—the Kainantu-Gusap section of which was officially opened by the Administrator of P-NG, Brigadier Cleland, on July 2. Great credit is due to the District Commissioner of the Eastern Highlands, Mr. Ian Downs, and his District Services personnel who have been responsible for roading this section of New Guinea without help from the Commonwealth Works Department. When he opened the road, Brigadier Cleland paid particular tribute to Cadet Patrol Officer R. R. Haviland who had supervised the work and had lived in road construction camps, on the job, for six months.

CONTRARY MARY

In Apia, in Apia,
The days are blue and gold.
The nights hold more of magic
Than nights were made to hold.
The palm trees guard my still lagoon:
We own a mortgage on the moon.
And yet, and yet (I know it's silly!)
I sit and think of Piccadilly.

Of London Town, of London Town,
All men and maidens sing,
And journeys up or journeys down
Find Paris in the Spring.
Who sulks in Athens, scowls in Rome,
In Venice finds the seas of home?
I do, I do (I know it's queer!)—
I sit and dream of far Apia.

—KATHLEEN NEWICK,
Apia, W. Samoa.

GRACE BEFORE MEAT
(South Seas Style)

By CHARLES BROWN, Jr.

Lord of the isle whose viands are won
By no sweat of the hand;
God of the universe whose sun
Brings food out of the land;

Father of orange tree and breadfruit
That bend to serve their meat—
Forgive us all our strumming lute
On Thy diverting seat.

And, though Thy children have their spread
Within the Lord's arbour,
Give us this day our daily bread
And—Joy in the harbour.

—Amen.

¶ Mr. J. C. Gerlach, consultant to the new tropical section of the New Zealand Department of Agriculture, after completing surveys of W. Samoa and Niue, paid a brief visit to New Zealand in July, then departed by air for Aitutaki to carry out a similar agricultural survey of the Cook Islands.

Additions to Your Bookshelf

THE STORY OF A SUBMARINE

EVEN if you hate the sea, cannot imagine anyone in their right senses committing themselves to a submarine, and have *had* war books (as I do and have) it could be that you will be so completely enthralled by this one that you will sit up all night to finish it (as I was and I did).

The book is called *Unbroken* (which is the name of the submarine) and is written by Alastair Mars, DSO, DSC and Bar, a young submarine commander of World War II's darkest days in the Mediterranean.

Mars is not unknown to the Pacific. About 1948 he was in the Pacific on the RNZN's *Bellona* when that ship made a flag-showing winter cruise to Fiji, Tonga and other Pacific Groups. In the following year he wrote some articles for PIM under the penname of Starshell. But *Unbroken* is his first book—and he writes a great deal better about submarines than about the Pacific islands.

According to the publisher's notes, Mars went to sea in 1932; in 1942 took command of *Unbroken* which in the next 12 months sank 30,000 tons of enemy shipping in the Mediterranean; in 1944 took the submarine *Thule* to the Pacific, returned to the UK in 1945; had a variety of Naval appointments after the war, including some in the Pacific; and in 1952 "following an altercation with the Admiralty over appointments and conditions of service in the post-war Navy, he was dismissed the service at one of the most sensational and mysterious Courts Martial in Naval history."

His story of *Unbroken* is a human, intimate and always interesting account of the small 600-tons ship and the score or so men who sailed in her. *Unbroken* saw the light of day about the time of Pearl Harbour and by the time she had reached her field of operations in the Mediterranean in early 1942, the Japs had occupied Malaya, *Repulse* and *Prince of Wales* had been sunk, Hong Kong had fallen. Malta was beleaguered and Rommel was making his last desperate offensive towards Egypt.

WHEN *Unbroken* arrived at Gibraltar she was the sole seaworthy submarine at that end of the Mediterranean. The remnants of the 10th submarine flotilla, which in previous months had created such havoc among Rommel's reinforcements and equipment had brought down on the submarine base at Malta such attention from German and Italian airforces that the surviving British submarines had had temporarily to run for Alexandria. With these out of the way, Rommel began anew to build up strength for a new desert offensive.

This was the background against which *Unbroken* and her men played their part in the next 12 months. But read it for yourself in all its drama and grim humour—how they ran blockades; lay low near the sea's bottom like sardines in a can and six times less comfortable, while depth charges rained down from above; negotiated mine fields; or landed commandoes and secret missions on enemy shores; and even blasted railway trains from their coastwise railway lines. Beyond all this there is the very human story of men cooped up in oversmall spaces in far from comfortable conditions and their very human reactions to same. One of the best of the war books.—J.T.

Published by Frederick Muller, Ltd., London. Obtainable from Australian booksellers for 15/6.

DARK MOON—by Helen Heney. A very readable novel, sufficiently different not to be dismissed as merely entertaining; it has some thought-provoking moments for the average reader.

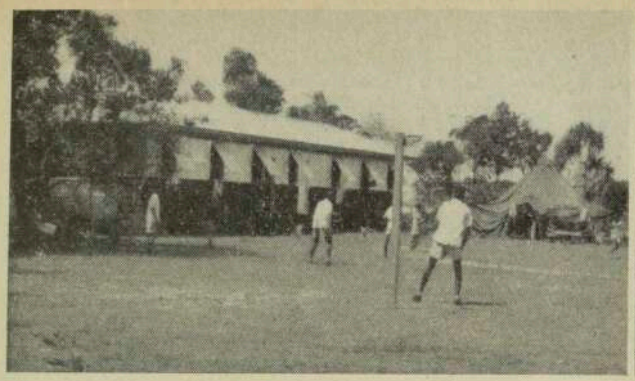
Set in New South Wales and Victoria in the early days of 1846, it is a psychological study of a clergyman whose sorrow, carefully nurtured over six years, is suddenly shattered by the news that the object of it—a fiancee lost in a shipwreck—is miraculously alive but living with an aboriginal tribe.

He is torn between his inclination—which is to remain basking in the sympathy of his lady parishoners and his own tranquil peace of mind—and what he now conceives to be his duty. Most of his sufferings, however, are on what he might himself have called a high plane. Full realisation of what the girl herself must have suffered—she had, for example, borne her aboriginal captor two children—is left to his more realistic friend.

This is an Australian novel with a novel twist. Few writers have cared to explore the realities of white women cast away among "the blacks." And if Helen Heney's characters of 1846 employ much of the same thought processes we attribute to our own period of 1953, it merely gives occasion to feel that, possibly, the thought processes of a hundred years ago were, after all, little different from what we expect of our own moderns.

Published by Angus and Robertson, Sydney. Price, 16/-.

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VUNIDILO — FIJI'S YOUTH CAMP

By GORDON E. CARR

VUNIDILO Camp, Deuba, Fiji, not far from the well-known Beachcomber Hotel, is something new for this Colony.

It is a permanent building, constructed by Christian missionaries, to provide a holiday camp for the youth of Suva and other towns. The building consists of sleeping quarters with three-tier bunks and a large assembly hall. Most of the money for its construction was provided by well-wishers in New Zealand.

At one of the last camps held, 60 boys attended—Fijians, Indians, Europeans and part-Europeans and a Solomon Islander. Camps usually last for three days and time is taken up with Christian instruction (many of the boys are Hindus), sport, swimming and canoe sailing. Part of the camp equipment is a large outrigger canoe (originally the property of Warner Bros. for the O'Keefe film).

A camp detail attends to the cooking and washing up each day although it has been stated that the culinary efforts are sometimes more weird than wonderful.

To transport the lads over the 35 miles from Suva, a large bus is usually hired.

At the last camp there were lads from Lautoka, Ba, Sigatoka and other centres around Viti Levu.

One of the main recreations enjoyed at Vunidilo is speargun fishing from the coral reef. Many of the boys had undersea masks and one or two had home-made spearguns (fired by motor-tube rubber).

The reef at Vunidilo Beach goes out from the shore and then drops sharply into deep water providing a "face" pitted with coral caves and deep crevices. Excellent ground for speargun hunters.

The only casualties suffered at the last camp were minor coral scratches, a sting from a poisonous butterfly-fish and a sprained ankle.



Top: The camp and (right), beaching the outrigger canoe. AT RIGHT: Sitiveni, of Suva, and R. Stokes, of Lami, with a rock cod caught on the reef.

NATURE NOTES

Conducted by Raimanu.

CORMORANTS IN FIJI

ONE of the little rivers that discharge into Savusavu Bay on the southern coast of Vanua Levu, is the Nesekawa. At high tide it is easy for a launch to enter and go some distance upstream, and people travelling across the island from Savusavu to Labasa often go so far by launch and then walk over the hills.

In June, 1952, I had occasion to do this, and was very interested to be told by the launch crew, as we approached the river mouth, that there was then to be seen about there a strange bird.

They said it resembled a muscovy duck, but had a longer neck and was just plain black and white.

It sounded like a cormorant, but I knew that none were normally found in this Group. Imagine my surprise to find that the bird was indeed a cormorant, apparently the Little Pied Cormorant. It was quite like a touch of Australia to see it sitting in characteristic pose on a dead tree.

The nearest normal range of this species is probably the Santa Cruz Group or New Caledonia, and this is quite a distance. Was it blown to Fiji, like the pelicans in the Solomons early in 1952? It seems unlikely. The Coopers of Nasekawa plantation assured me that the bird had been first seen there in about July, 1951.

Perhaps there is a chance that it travelled in some such way as the Pintail Duck recorded in PIM of July, 1952; but cormorants are not addicts to that kind of wandering, as a rule.

But there is a further question. Was there ever a time when cormorants were common in Fiji?

There is an interesting reference in an old book which would make one think so. Mrs. Gordon Cumming, in "At Home in Fiji," puts into the mouth of Ratu Cakobau these words: "If matters remain as they are, Fiji will become like a piece of driftwood on the sea, to be picked up by the first passer-by. The Europeans who have come to Fiji are a bad lot. They are mere stalkers on the beach . . . Of one thing I am assured, that if we do not cede Fiji, the white stalkers on the beach, the cormorants, will open their maws and swallow us."

Just what bird was Cakobau referring to? I suppose the Fijian text of his words has not been preserved. If there were no cormorants then, as now, on the beach at Bau or Levuka, what bird did he mean?

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How to Disguise the Ubiquitous Can

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

THE processes used in preserving foods in tins have improved during the last 10 years. The danger of food poisoning has almost disappeared and the nutritive value of preserved foods has been increased. In general, canned foods may be compared with fresh foods cooked by average household methods.

There are several points to notice when using canned foods. It is just as safe to keep the contents in an opened tin as it is to empty the food into another container, provided the tin is covered and kept in a cool place. A few acid foods may dissolve a little iron from the tin but this is not harmful to health.

The hissing sound when a tin is opened means that there is a vacuum in the tin and the sound is made by the air rushing in. The words "vacuum packed" indicate that the food is packed with very little brine or liquid and then sealed by a vacuum sealing machine.

It is better to remove the food from the tin before heating as, if an unopened tin is heated at a high temperature, it may blow up and burst. If it is not possible to open the tin before heating, punch several holes in the top to allow for the expansion of the liquid inside.

Save the liquid from canned vegetables and use it for soups, sauces or in stews as it is the water in which the food has been cooked and it contains vitamins and minerals which have dissolved out from the foods.

Discolouration of the inside of cans is caused by the sulphur contained in some foods, in just the same way as cooked egg discolours silver; the stain is quite harmless. The dark coloured varnish that covers the inside of the can is an enamel which is baked on to the tin plate—it prevents the acids from the foods causing any damage.

The heat processing is such that the tins should keep indefinitely without spoiling provided they are not damaged in any way. When tins are bought, there should be no dents or leaks and no excessive rust on the outside. Dents do not prove that the contents are spoiled, but if the tins are to be stored for any length of time, they should be bought in perfect condition. Rust will not cause spoilage unless it has been severe enough to penetrate the tin and cause a leak.

When storing, tins should be kept in a cool, dry place and far enough apart for the air to circulate between them. Never store directly under an iron roof, but always leave a gap of several feet. Avoid extremes of heat and moisture if possible.

Little vitamin value is lost when canned fruits and vegetables are stored between 45 deg. Fahr. and 85 deg. Fahr. for about 12 months. If the temperature exceeds 85 deg. Fahr. considerable losses may be expected after 12 months.

Canned vegetables loose a little of their fresh flavour and for this reason special attention should be paid to cooking and serving.

For BUTTERED VEGETABLES: Drain the liquid from the vegetables into a saucepan. Boil rapidly until reduced to about 1/2 to 1/3 of a cup. Add the vegetables and a teaspoon of butter, margarine or bacon fat. Heat, but do not over cook.

In order to CREAM VEGETABLES add equal quantities of rich milk or coconut cream to the reduced liquid and pour over the vegetables; or put the creamed vegetables in a pie dish, cover with breadcrumbs and brown in the oven.

PEAS are improved if they have added to them melted butter, chopped mint, a little sugar and a dash of pepper.

Add a teaspoon of chopped parsley to CREAM STYLE CORN and toss BRUSSELS SPROUTS in one tablespoon of melted butter and season with pepper.

CARROTS can be improved in several ways. By adding chopped parsley and melted butter before serving; by adding one tablespoon of grated cheese and ¼ teaspoon dry mustard before serving; or two teaspoons of peanut butter added to 2/3 cup medium white sauce and combined with 1-1/3 cups cooked or tinned diced carrots.

To CANNED TOMATOES, add a sprinkling of sugar before serving and when heating CANNED POTATOES, add a sprig of mint or a pinch of dried mint, and toss in butter and chopped parsley.

CORN SOUP

2 cups diced, raw potatoes.
½ cup boiling water.
½ teaspoon salt.
1 quart milk.
4 oz chopped bacon.
4 tablespoons chopped onion.
1 small tin sweet corn.
Little salt. Dash pepper.

Cook potatoes in boiling salted water in covered saucepan until almost cooked, do not drain. Add milk to potatoes and heat to boiling point. Fry the bacon, remove from the pan, fry the onion in the bacon fat. Add bacon, onion, corn and seasonings to potato-milk mixture. Heat slowly to boiling point. Sprinkle with chopped parsley and serve.

CANNED MEAT

Canned meat is a highly nutritious food and possesses most of the food value of fresh meat. It stores well and even after years will retain its original flavour and food value. The following suggestions will make it go further and add variety to the menu:—

A can of corned beef can be made more interesting by adding it to aspic jelly. Chop up the corned beef and when the aspic mixture is part set, stir in the corned beef and any left over cooked vegetables. A dissolved Oxo cube or ½ tablespoon of Marmite or Bovril will give an additional flavour. Left-over chopped or minced meat or cold fish could be used instead of corned beef.

Aspic Jelly can be used to set vegetables such as cooked beetroot and peas or shredded raw carrot to which has been added a liberal amount of chopped parsley or chopped mint. When eggs are plentiful, decorate aspic dishes with slices of hard-boiled egg.

BASIC ASPIC JELLY

1 tablespoon gelatine.
¾ cup boiling water.
Salt and pepper.
2 tablespoons lemon juice OR ¼ teaspoon lemon essence.
¼ cup water.
1 tablespoon sugar.
1 tablespoon vinegar.

Soak the gelatine in the cold water, combine the boiling water and sugar, add to the dissolved gelatine. Add the remainder of the ingredients to the gelatine mixture and use the prepared aspic as desired.

For a rich flavour use stock or soup to substitute half the water.

(Continued on Page 82)

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.

EASY GALA CHOCOLATE PUDDING
(Serves 6 or 8)

1 tin chocolate pudding. (This is obtainable in New Guinea in a well-known brand at approximately 1/6).
White of 1 egg.
Vanilla or chocolate ice cream. (Prepared previous day from tin of ice cream mix or from your favourite recipe.)
1 heaped dessertspoon sugar.

Heat tin of chocolate pudding according to instructions on label. When finished heating, remove pudding carefully from tin and cut in half horizontally. Beat egg white until stiff and gradually add one heaped dessertspoon of sugar. Pile beaten egg white on one half of the pudding and place in a shallow, buttered dish and bake until egg white is golden brown. (Remaining half of pudding should also be kept hot in oven until ready to serve). When quite ready to serve, cut a thick slice of very firm ice cream, the size of the circular pudding, and place on the top of the pudding without the meringue. On top of this goes the meringue-covered half of the pudding. Serve immediately.

Of course, this sweet-kai can be eaten hot or cold.

—Mrs. M. H., Rabaul, NG.

CHOCOLATE REFRIGERATOR BISCUITS
(Uncooked)

Melt in saucepan:—
2 tablespoons butter.
2 tablespoons cocoa.
2 tablespoons unsweetened condensed milk.
3 tablespoons (heaped) sugar.

Remove from stove. Add one teaspoonful vanilla essence and six heaped tablespoonfuls full-cream powdered milk (or sufficient to make fairly stiff mixture). Add raisins and/or chopped nuts, if liked. Form into small balls and roll in grated coconut (desiccated if obtainable but not essential). Press down with fork on greased plate and keep in refrigerator.

—K. N., Apia, W. Samoa.

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(Continued from Page 80)

BASIC CROQUETTE SAUCE

4 tablespoons butter or margarine.
Salt and pepper.
4 tablespoons flour.
1 cup milk or milk AND water.

Melt butter, remove from heat and stir in flour until smooth. Gradually add milk and seasoning. Return to heat and stir constantly until mixture boils and thickens. Cook about three minutes. Allow to cool, add any tinned or leftover cold meat chopped or minced, or cooked fish. Chill.

This is a very thick sauce. To shape croquettes, turn the cold mixture on to a well floured board and roll into a sausage shape. Cut into even pieces and shape into rolls, balls or cones, brush with beaten egg or milk. Toss in fresh bread-crumbs and fry in smoking hot deep fat, until golden brown. Drain on soft paper and serve with gravy or suitable sauce.

The mixture should be firm and very cold as it is difficult to handle when warm.

BASIC FRICASSE SAUCE

2 tablespoons butter or margarine.
1 cup milk or milk AND water.
2 tablespoons flour.
Seasoning.

Melt butter or margarine, remove from heat and stir in flour until smooth. Gradually add milk and seasonings. Return to heat and stir constantly until mixture thickens. Cook about three minutes. Add chopped tinned meat or minced fresh meat or fish or vegetables. Re-heat, serve on toast or put in a greased pie dish and bake in a moderate oven until golden brown.

The basic fricasse sauce may be flavoured with curry powder, herbs, chopped egg, mint or parsley, and the milk can be replaced by brown stock, cream soup or tomato juice.

Often the addition of herbs, flavoured vinegars, condiments and spices, a little sugar, a grating of lemon rind or some wine will improve the flavour of canned foods so much that the dish will become a family favourite.

Throughout the tropics you will find that old residents always keep a bottle of chilli gin (or perhaps in some areas it is sherry peppers) on the shelf. Either way, it is merely the small, hot red

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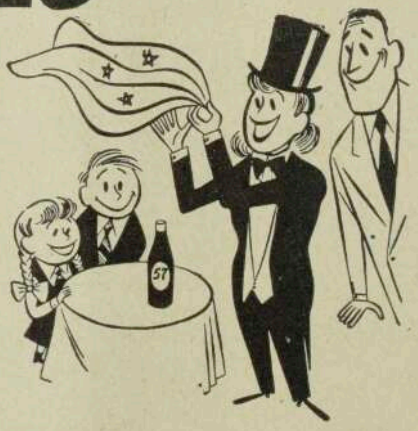
AUCKLAND, NEW ZEALAND

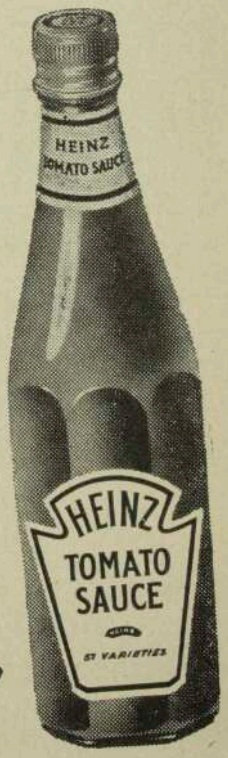
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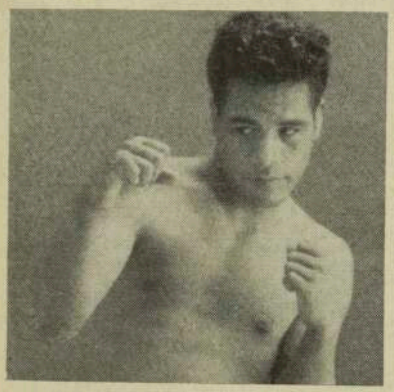
bird's eye chillis put in a bottle covered with gin or sherry and left to mellow. Choose a bottle with a dropper as two or three drops added to soups, stews, curries or any savoury dish will give extra zest.

BAKED PINEAPPLE MEAT LOAF

1-12 oz tin luncheon meat or any pressed meat.
5 slices canned or fresh pineapple.
20 whole cloves.
5 teaspoons brown sugar.
10 cooked prunes.
¼ cup prune or pineapple juice.

Cut luncheon meat or chopped pressed ham into five slices and arrange in a shallow well-greased, baking tin. Place a pineapple slice on the top of each slice of meat, insert cloves in pineapple. Place a teaspoon of brown sugar and two prunes in the centre of each pineapple slice and add juice. Bake in a moderate oven at 370 deg. Fahr. about 30 minutes.

Tongan Boxer



This photo (by Hettig) shows Kitione Lave, the Tongan heavyweight champion boxer of the Pacific Islands. He is now making a name for himself in Auckland, New Zealand, where he has had two fights and knocked out his opponents in quick, sensational style. In the first bout he knocked out a heavyweight boxer from Liverpool in 44 seconds in the first round. He then fought a Wellington heavyweight 6 ft 3 in. tall and weighing 15 stone 10 lb (Kitione weighed 14 stone 6 lb) and won on a technical knock-out—the referee stopping the fight in the second round.

Before he went to Auckland, Kitione beat all the boxers in Tonga, Fiji and Samoa, winning the Pacific Islands heavyweight belt. He wants to fight Mullet, the New Zealand heavyweight champion, and his latest records indicate that he may be qualified to do so.



Coronation Visitor

Mr. Colin Buscombe, a recruiter of Wewak, New Guinea, was one of many Islands visitors to the UK during the Coronation celebrations. He returned to NG in August.

NEW BISHOP FOR ALEXISHAFEN

THE new Vicar Apostolic of Alexishafen, New Guinea, the Rt. Rev. Adolph Noser, was in Sydney in August en route to his new vicariate.

Bishop Noser, who is an American, will succeed Bishop Appelhans, who was killed when a Drover plane crashed into the sea off Lae, NG, in July, 1951.

Bishop Noser was born in 1900, ordained in 1925 in Rome, where he completed his ecclesiastical studies, and served in various capacities in the US until 1939, when he founded the mission at Accra, on the Gold Coast of Africa. When the Accra mission was raised to an episcopal See he became its first Bishop. He was appointed to his new charge last year.

Tahiti Wedding

MDLLE. ANATILA NORDMAN, daughter of Mr. and Mrs. Oscar Nordman, of Tahiti, was married in London, early August, to Monsieur Jean Breaud, wealthy Paris banker and business man and present owner of Atimaono estates, Tahiti. They were to arrive in Tahiti in September.

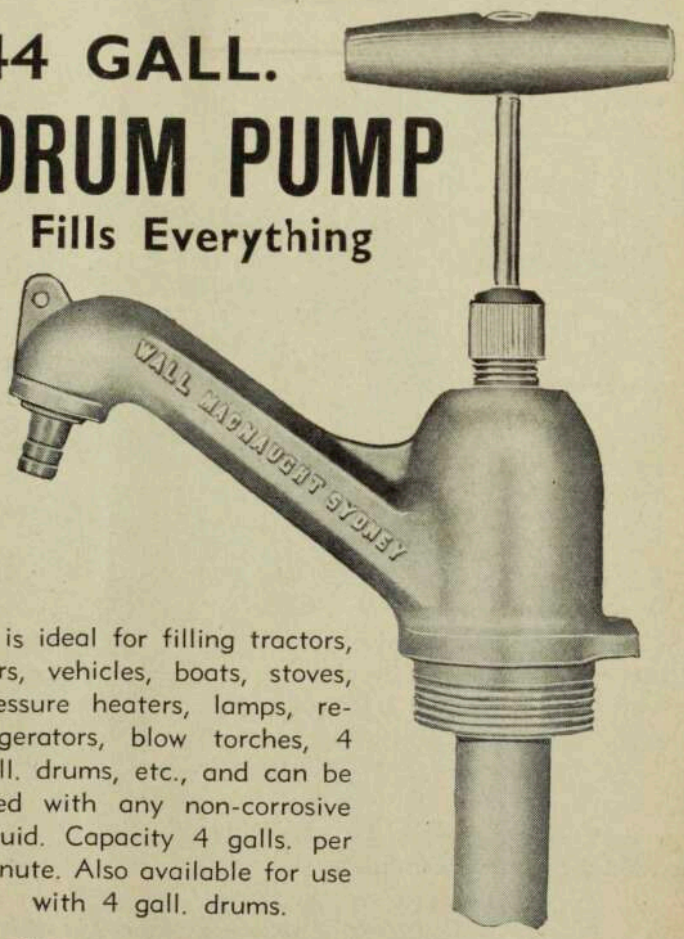
¶ Dr. Harman, General Manager of Colonial Sugar Refining Company, Sydney, arrived in Fiji on August 27, on several weeks' visit.

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New Indian High School to be Built

(Photo at Right)

The Governor of Fiji, Sir Ronald Garvey, with Lady Garvey, prepares to lay the foundation stone of the new Deenbandhoo Indian High School, Suva, on August 8. On the Governor's right is Mr. J. F. Grant, MBE, President of the Indian Association.

—Photo by Caines Studio.



Solution to Crossquiz from Page 74

B	A	R	B	A	R	Y	A	P	E	S		B		
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¶ Mr. and Mrs. Wally Doe have left the Territory and will reside in Sydney. He was a dredgemaster in the Bulolo Valley for over 16 years.

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E. SAMOA IN DOLDRUMS

Four Governors in Two Years

AFTER little more than a month in his new position, Mr. Lawrence M. Judd, who succeeded Mr. Ewing as Governor of American Samoa, departed from Pago Pago for Honolulu, giving ill-health as his reason. He soon afterwards tendered his resignation, effective on July 31. He was the fourth Governor in two years.

The administrative trouble, of course, is tied in very closely with the recent change in the status of the Territory. For over 50 years—ever since Eastern and Western Samoa were separated as a result of the Treaty made between Britain, United States and Germany for the settlement of their Samoan difficulties—the economy of Eastern Samoa has been based upon the administration of Pago Pago as a Naval Station. The maintenance of a large naval establishment there, plus the production of a limited quantity of copra, kept Eastern Samoa well-fed and serene.

After World War II it was decided to turn Eastern Samoa over to civil administration, and withdraw most of the naval establishment; and this has been done during the past three years. The last of the Navy personnel left at the end of 1951.

Thereafter, economic conditions became more and more depressed. There literally was nothing to keep the place going. Many small tradesmen went out of business. Under Government encouragement, the Samoans sought land to till; but there is a shortage of good tillable land in this part of the archipelago. The Government, still optimistic, paid 40,000 dollars for the fish cannery established in Pago Pago by Mr. Harold Gatty's company when it was believed that tuna could be caught in these waters. But there is nothing to can—and nothing in sight.

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There is only a limited production of copra, and none of cocoa. The Samoans can make some beautiful artifacts; but, except for an occasional warship and the travellers on the *Tofua*, there is no one to sell these things to.

For this East Samoa administration, the US Government now allots about one million dollars per annum. Most of this goes to the employees of the Administration; but a certain proportion of it returns to USA in the shape of savings.

It is a dismal economic outlook. Maybe Governor Judd did feel ill. But if he decided to leave, after one good look at what Governorship entails, no one could blame him.

Some observers have suggested that, if America does not wish to retain Eastern Samoa for strategic reasons, she should hand it over to the Trusteeship Council of the United Nations, so that it might be put back into administrative double harness with Western Samoa. Western Samoa, administered by New Zealand as a Trust Territory, is now one of the healthiest and most prosperous countries in the South Pacific. Its economy is based on the production of cocoa and copra, for European and American markets, and bananas, for New Zealand. It could be enlarged to cover Eastern Samoa.

ADULTERY: SIMPLE SOLUTION OF DOMESTIC PROBLEM

Letter to the Editor

WE here wonder whether other Islands, like the New Hebrides, have to put up with officials who enforce certain laws—especially social laws—to suit themselves. It seems here that in cases of adultery, where natives are concerned, the persons are invariably "locked up" for anything up to 3 months.

Why do not those officials look about themselves and set the example, first? The white man does not get jailed for adultery. If so, quite a few would be serving time here!

The Government is supposed to "protect" natives against the bullying white man. He is supposed no longer to exist. One has to go on bended knees now when recruiting labour, and to treat them with abundant kindness. That is, private individuals.

But it is quite a different story with our official white Protectors. They look around for any spare mortal whom they can get as prisoner to chop wood, cut grass and do other domestic chores. It is a substitute for cheap labour in these hard times. It is very easy to grab a native "adulterer."

Although red tape forbids the "common" man to employ native women without the husband's consent, the fact remains that a Protector can "arrange" to employ a woman without consulting her husband, and can also "arrange" (in a more or less legal fashion) to have a marriage annulled, in order to retain a servant.

No wonder the native is feeling "fire 'long bel b'long 'em" at this sort of unfair domination!

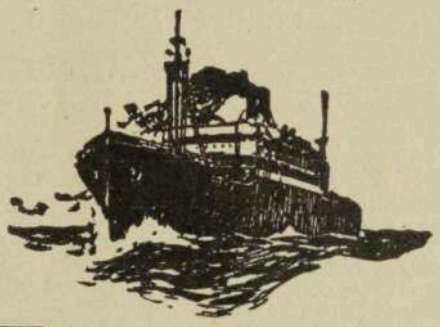
I am, etc.,

FAIR PLAY.

Santo, 20/8/53.

¶ Mr. P. J. A. Barrett, newly appointed Chief Clerk, Western Pacific High Commission, arrived in Honiara by air from London via Sydney on June 29. Mr. Barrett, who has previously served in the Home Civil Service, is on secondment to the High Commission for two years.

¶ The engagement was announced in July of Robert, eldest son of Mr. T. Amputch, of Suva, and Caritas Vidyawaiti, third daughter of Mr. and Mrs. Shew Prasad Sharma, of Sigatoka.



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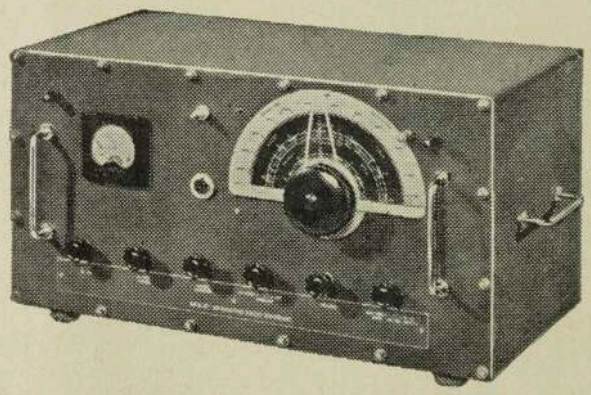
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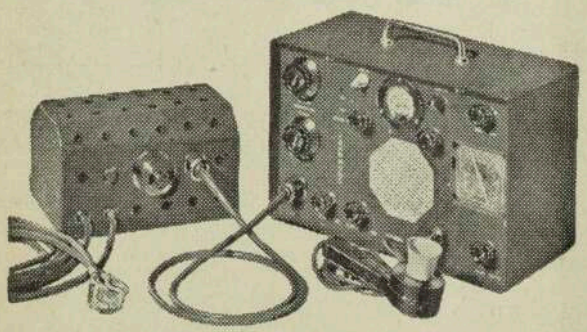
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ISLAND HAMS: Let your Pacific neighbours know you're active by checking in on your favourite band with a CQ at 0100/0700/1900z. Use of a known time will help you—and them.

The abandonment probably as an economy measure, of the ARRL programme from Voice of America stations last May was bad news to those who used to follow these interesting sessions each week. Though the emphasis was perhaps rather towards American interests, there were many items of international interest.

A Ham programme that still continues however, is that from Switzerland, in English, at 1915z on the first Tuesday of each month—frequencies 6055/9655 kc/s.

The much-promised CE-O-AA finally appeared on the air from Easter Island in mid-August and was heard in Suva on 7 and 14 mc/s CW. Ever since January the cardsters have been thrown into a frenzy by repeated rumours that this station would appear on various dates. Shack doors have been locked, ears tensed to maximum sensitivity, vfo dials lubricated and all house chores suspended on the great days successively forecast. As was to be expected, thrice cheated, the frantic huntsmen unleashed all hell when this rarest of calls was eventually heard in August. Whether the voyage was financed by the International Cardsters Union we have not heard, but, working the boys at the rate of some 60 per hour, Mr. CE-3-AG of Santiago certainly did his best. The exhausted multitude is now relaxing hoping desparately that the promised cards arrive. The original annoucement regarding this DX expedition stated that two Santiago Hams would be going along—CE3AG and CE3CZ. Whether 3CZ was there and assisting we do not know. It is assumed that CE-O-AA and its operators simply made a round trip in the vessel, which supplies the island from Santiago at infrequent intervals. Stan Mayne, VR2AS, succeeded in snagging CE-O-AA though, most surprisingly, Stan's crystal frequency was 11 kc/s above the CE-O-AA 7000 kc/s channel.

Stan also reported a new prefix in mid-August—JZ-O-KF operating from Dutch New Guinea, worked on 14 mc/s CW. Exact QTH unknown. Why the J prefix, is so far unexplained.

Other prefix changes recently reported are ZC-1 and ZC-6 cancelled, VS2 and VS3 allocated to Malaya, VS4 Sarawak, VS5 Brunei. Confusing is the new allocation of VS7 to experimental stations in Malaya. The prefix is already allocated to Ceylon Hams.

The VR2 list must be brought up to date again—VR2CU, Don Frankham of the RNZAF, Lauthala Bay; VR2CV set aside for Noel Finch, of Nandi, if he applies for a license in the near future; and VR2CW, Robert Thurley, attached to a Suva radio firm, are the latest listings. None appear to be active at present.

Barri Hogg, VR2BZ, who recently returned to Lauthala Bay with one of the new Sunderlands from England, is currently active on 7/14 mc/s CW. Phone is said to be projected, as also with VR2AS, who is changing from cathode to plate modulation, and hopes to appear on phone in September. Barri will soon move into a house next door to Stan—and only a stone's throw away from them is VR2CT, at Suva Met., so a roster system seems inevitable. By September, Allan Winsbury—ex-VQ4CD—will probably have applied for a call, though his appearance on the air will depend on an impending Suva change-over to AC power.

Your scribe, VR2AK, expects to return to ZL-I-AIK in September, with a possible quick look at the VR5/ZK2/KS6/ZM6 areas first.

¶ Mr. and Mrs. Fred Mason, of Port Moresby and Madang, New Guinea, who have been in Australia on leave, have decided to enter business in Sydney and not return to the Territories. Mr. Mason had been five years in New Guinea, and was branch manager at Port Moresby and Madang for Gibbes Sepik Airways.

¶ Mrs. F. M. Bateson, wife of the manager of A. B. Donald & Co.'s Cook Islands organisation, returned to Aitutaki by air late July, en route to Rarotonga after two months' holiday in New Zealand.

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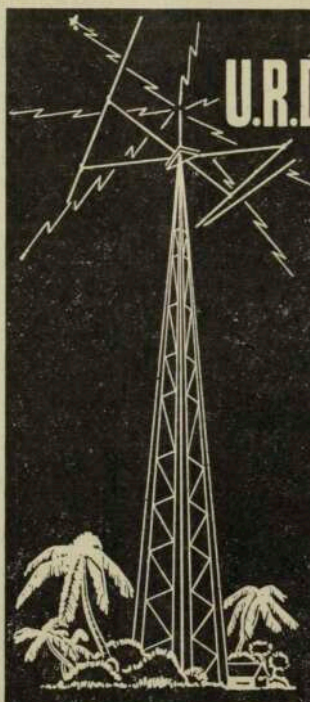
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BIBLE IN SOUTH SEAS LANGUAGES

THE culmination of half a century's mission work in the Solomon Islands by the Rev. J. F. Goldie was seen in early August, when Mr. Goldie (now 84, and living in retirement in Mont Albert Road, Canterbury, Melbourne) was presented with a complete copy of the New Testament in the Roviana language. The first part of the translation by Mr. Goldie was published in 1916; and his work of translation, in which he was helped by Miss L. M. Jones, has gone on ever since.

The Methodist newspaper says that the Bible now has been translated by Methodist and LMS missionaries into Tongan, Fijian, Samoan, Rotuman, Dobuan and Misiman.

Sherwood-Paul Wedding

Judith Anne Sherwood, daughter of Mr. and Mrs. L. M. Sherwood of the CSR Co., Nausori, Fiji, was married to Mr. Derek Knowles Paul, of Scotland, at Holy Trinity Cathedral, Suva, on August 5. One hundred and fifty guests were present.

The newly married couple shortly afterwards departed for England where Mr. Paul will spend a year at Oxford.

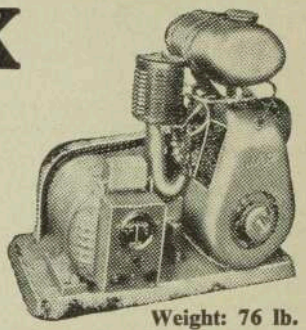
¶ Miss Margaret Hammond and Mr. Frank Hughes, both on the Administrative staff, Port Moresby, have announced their engagement. They plan to be married in Brisbane next February, and will return to the Territory in March.

¶ Bishop Blanc, SM, who recently retired at the age of 81 as Vicar Apostolic in Tonga, has returned there from leave in France to take over a small missionary charge in the Vicariate of which he was head for over 40 years.

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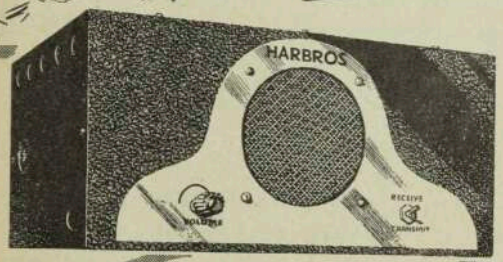
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NEW ABC BROADCAST TO P-NG SCHOOLS

THE ABC's first broadcast to schools in New Guinea was made on Monday, September 7, from 9PA and the shortwave service at Port Moresby.

The programme—a special edition of "The World We Live In"—was introduced by the New Guinea Director of Education, Mr. Groves, and included a message to New Guinea listeners, and references to the Territory.

This session is one of eleven programmes being broadcast weekly during an experimental period. They follow along the same lines as Australian school broadcasts, with music, singing, health talks, stories, and social studies. The last should be particularly helpful, in fostering a spirit of understanding in a mixed community.

All, except "The World We Live In" (recorded on tape in South Australia) were prepared in Queensland.

THE New Guinea school broadcasts have two general aims, said the ABC's Assistant Director of Youth Education, Mr. C. R. Bull, who was in the Territory completing arrangements.

The first is to give European children, at school in Port Moresby and other settlements, something of the background familiar to Australian schoolchildren, to prepare them for the secondary education which they will receive on the mainland.

The second is to give children and teachers in native schools more chance of hearing well-spoken English. Pupils in these schools—at any rate, in the remoter districts—may have had only their native teacher as model, with his possibly imperfect grasp of the language.

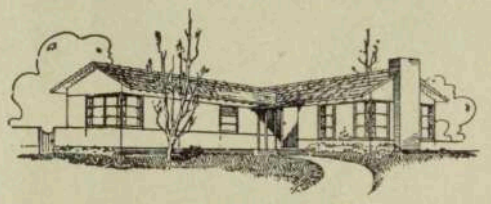
There is also the hope that English may be developed as a common medium of communication, in a country of so many different dialects and languages.

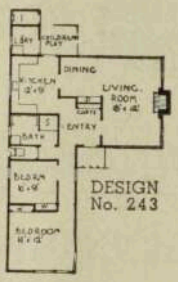
Mr. Bull said that an increasing number of radio receivers are being distributed among the native villages, and the inhabitants listen daily to a session in English, Pidgin, and local dialects. The new school broadcasts are being carried on shortwave across New Guinea, New Britain, and adjacent islands.

He found the New Guinea Department of Education co-operating with enthusiasm in this extension of the ABC's educational services. Students at the training school at Sogeri (in the foothills of the Owen Stanley Range) are imbued with the idea of the value of radio in the far-off village schools to which they will be posted—and which they often have to build and furnish.

An unusual by-path of Mr. Bull's tour was a visit to the leper and TB colony, on an island in Port Moresby harbour. It is run by three women missionaries, and two Samoan-trained women, and its inmates are of all ages, and stages of the disease. "Some had never been in contact with white people before," said Mr. Bull, "but the serene and happy spirit of the place is unique. The boys have even formed a troup of Sea Scouts."

¶ Ratu Naulivou Naucabalavu, whose voice is known to Fiji radio listeners by his broadcasts in the Fijian sessions from ZJV, has relinquished that position after 8 years to take up duty as a clerk in the District Office, Labasa.





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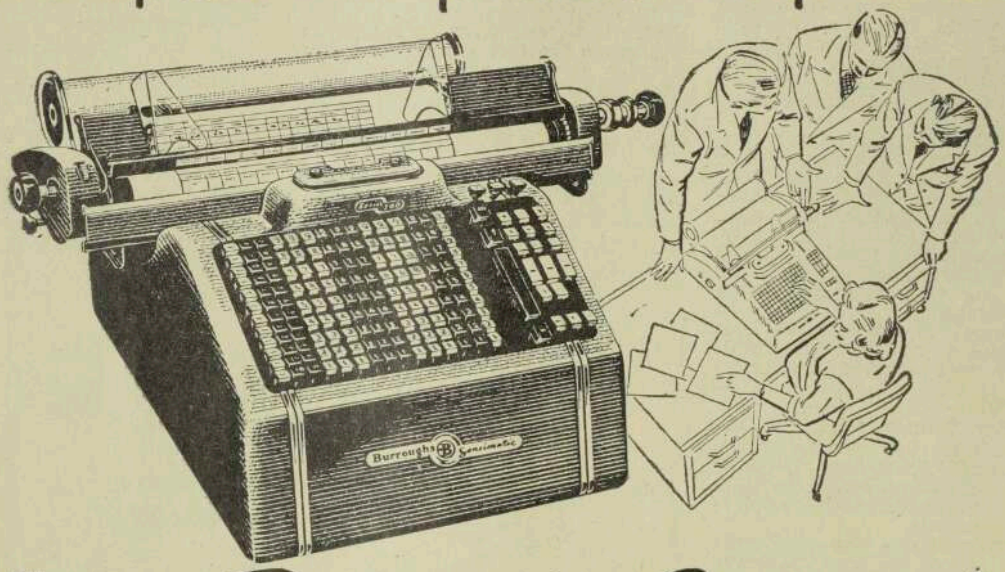
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Suva's Fire Brigade



Members of Suva Fire Brigade were recently presented with long-service medals by Sir Ronald Garvey, Governor of Fiji. This photo was taken on that occasion. Left to right, front row: Officer J. Hughes, D.C. Officer H. Le Vesconte, Mr. R. Evetts, the Governor, Mayor D. M. N. McFarlane, Chief Officer J. H. Mote. Middle row: Firemen J. Sigla, M. Wright, R. McPherson, S. Meeks, R. Wendt, C. Palmer, Inspector D. Saint (Aide de Camp). Back row: Firemen S. Sanders, T. Frost, E. Harrison, H. Smith.

Group Captain R. Webb, DSO, DFC, who was Commanding Officer at Lauthala Bay Base, Fiji, in 1949-51, was killed in May in an air accident in New Zealand, together with two other members of the RNZAF, who have served in the Pacific—Flight-Lieut. J. A. Brooks and Flight Sergeant P. G. Deibert. A Bristol freighter crashed into a hillside, in poor visibility, on May 27.

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New French Official



Monsieur T. H. Diffre, recently appointed Secretary General to French Oceania, in succession to M. Sully, photographed in Suva, en route to Papeete. He is at present Acting Governor of French Oceania.

¶ The Rev. J. R. Metcalfe and Mrs. Metcalfe, who have been associated with the Methodist Mission in BSI for many years, reached Britain on furlough in May. Mr. Metcalfe, who succeeded the Rev. John F. Goldie as chairman of this Methodist mission district, attended the British Conference of the Methodist Church. Mr. and Mrs. Metcalfe will visit New Zealand on their return from England before going to their headquarters at Roviana, New Georgia. They were for many years stationed on Choiseul.

¶ Sir Brian Freeston, Secretary-General to South Pacific Commission, visited Fiji, Eastern and Western Samoa in August-September on SPC business. While in Suva, Sir Brian, who formerly was Governor of Fiji, was a guest at Government House.

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Fiji Government Answers Organised Labour

From Our Own Correspondent

SUVA, August 15.

A deputation from the Fiji Industrial Workers Congress which was received by the Governor of Fiji at the end of April, (see PIM, July p.19), was in mid-July given the Government attitude towards the matters raised, in a letter from the Acting Colonial Secretary.

The Government, said the letter, was fully in agreement with Congress that unskilled labour's standard of living was low. It considered that there was no point in initiating an inquiry into this matter as the facts were acknowledged. Government was in full agreement that the standards should be raised, but, "a country can only spend what it earns, and in the same way the wages which any industry or employer can afford to pay must depend on the earning capacity of the employees using the machinery placed at their disposal. The same conditions apply to Government employment. The Government revenues are obtained by a tax on the production, whether in wages or in kind, of the Colony".

It was Government policy to leave wage fixing etc. to collective bargaining, where the workers were effectively organised. In other cases, wage fixing would be considered only when wages were unreasonably low in relation to the general wage level.

The Government was satisfied that a general improvement in real wages could only come about through increased productivity which, it said, is very low in Fiji—lower than before the war.

The Government would improve facilities for technical training, and was examining the possibility of incentives in the form of piece or task-work, in its own enterprises. It was considered that one of the most valuable functions that Congress could perform was to make constructive proposals for securing increased productivity.

The Government felt that Social Security Schemes involved redistribution of wealth on a significant scale and that before such redistribution could be practicable, sufficient wealth must have been created. Moreover, it must be redistributed without reducing incentive to effort and investment.

There was, however, no reason why individual trade unions should not negotiate with their employers for the institution of provident fund schemes, provided workers were prepared to contribute to these from their wages.

Government agreed that present cost-of-living indices needed revision, but did not agree that they operated to the disadvantage of workers. A new survey was being discussed.

Legislation to extend paid holidays cannot be introduced although the matter was being considered for Government employees. Elsewhere the matter was one of collective bargaining.

If the Legislature voted the necessary funds, Government would be willing to send a representative of Congress to the UK for further education in trade union organisation and practice.

The Government was considering the reconstruction of the Labour Advisory Board to include representatives of Congress, and to have the Board meet more frequently to keep Government in closer touch with Labour and its problems.

¶ Mrs. Page, widow of the late Mr. Harold Page, Government Secretary in Rabaul before the war, returned to Sydney in July, after a few months' residence at the Bainings, New Guinea.

¶ Mr. and Mrs. V. J. Shearwin left BSIP, on pre-retirement leave, by the September *Malaita*. Mr. Shearwin assumed duty in the Protectorate in February, 1926, as Third Clerk and Customs Officer; and, in the course of his service, he has occupied at one time and another every position in the BSIP Treasury, including the Treasurership on several occasions. He was one of the original members of the Tulagi Club, and an original member of the Guadalcanal Club. Mr. and Mrs. Shearwin (says our Honiara correspondent) leave many friends in the Solomons and both will be much missed.

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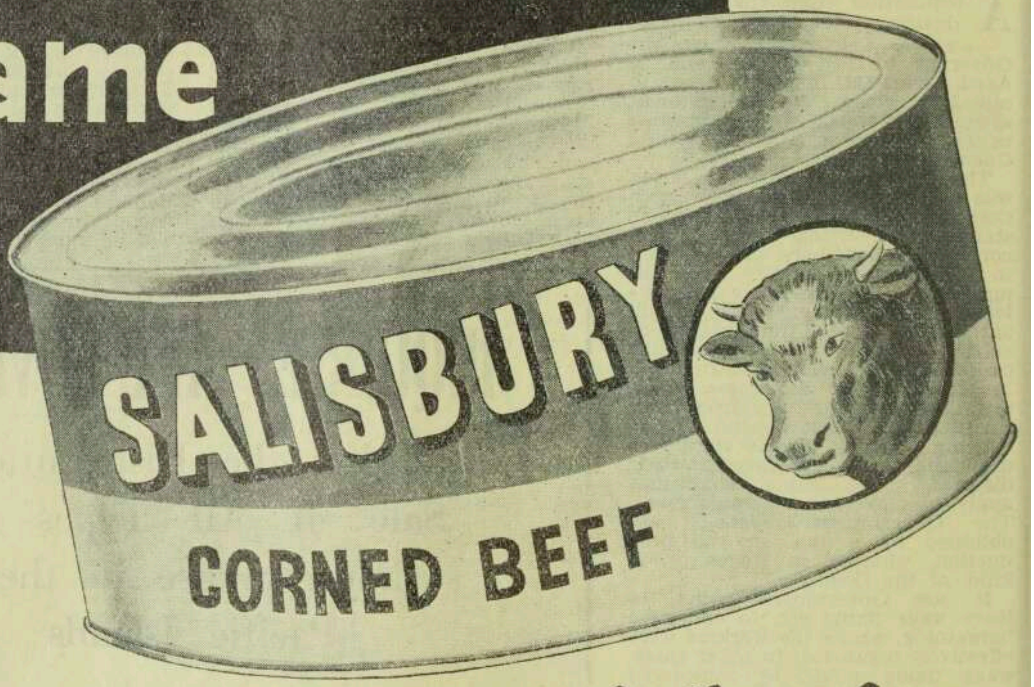
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Fiji Urged to Review Exchange Rate

President's Address to Suva C of C

AT the 50th annual meeting of the Suva Chamber of Commerce in August, Mr. W. G. Johnson, General Manager for W. R. Carpenter & Co. in Fiji, was elected President for 1953-54, in succession to Mr. J. Trotter, formerly General Manager for Burns Philp (SS) Co., Ltd., who recently retired and left the Colony.

Messrs. A. H. Marlow and M. Brodie were elected vice-presidents; Mr. D. Aidney was re-elected secretary-treasurer; and Mr. A. E. Pearce re-elected auditor.

Mr. Trotter, in his annual report, noted that the adverse balance—excess of imports over exports—of the Colony had increased in 1952 to over 2½ million pounds.

The large volume of imports, says the report, were the result of import restrictions imposed in New Zealand and Australia, causing British manufacturers to have supplies for export to other areas, including Fiji, at an earlier date than would otherwise have been the case.

The same cause had made more shipping available from the UK to Fiji.

A contributing factor in the adverse balance was expansion of trade with Japan—£380,000 worth of goods had come from there, compared with £167,000 worth in 1951.

Finally, goods had a higher landed cost in 1952.

Imports and exports for the year had represented an all-time high, the values being approximately £12 million and £11 million pounds respectively.

The retiring president said that the Chamber's function should be to assist the Government to direct wisely the economic development of the Colony. In this respect, one of its urgent and important aims should be to obtain from the Government an assurance that its development policy be largely associated with and aided by private industry.

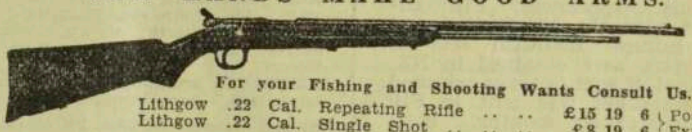
Mr. Trotter also believed that the time is opportune for the Fiji Government to review the exchange problem.

"The Colony debased its currency in terms of sterling in 1933 to assist its primary producers. That assistance is no longer required if the statistical figures of this report are interpreted correctly and wisely," he said.

"With the Colony's trade in a buoyant state and the immediate future of the markets for its main primary products assured by agreement . . . the time is opportune to seriously consider and determine a more realistic approach to the important question of exchange which has so largely influenced the cost of living . . . over recent years."

Gibbes Sepik Airways has purchased another Norseman aircraft for its services in Papua-New Guinea. The latest acquisition was bought from the Zinc Corporation and was recently flown from Brisbane via Townsville and north Queensland air ports to Port Moresby.

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Twin-Calf Experiment in Fiji

HOW far behind can Government publications get?

Just recently, we have received the September-December, 1952, issue of the *Fiji Agricultural Journal*. It has its usual quota of interesting articles on various aspects of tropical agriculture and animal husbandry, but most of the data is, of course, at least a year out of date.

It is announced editorially that the twin calf experiment, undertaken in NZ and in Fiji, was completed "last June" and by this we presume that they mean June, 1952. A full report of the findings, we are promised, will be published in the *Empire Journal of Experimental Agriculture in 1953*. This, no doubt, will be very interesting. But it would have been equally interesting if full details could have been given in Fiji's own *Journal*.

In this experiment, Fiji co-operated with the NZ Department of Agriculture. Identical sets of twin heifers were obtained in NZ; one animal of each set was retained there, the other was sent to Fiji at the age of six months. Both series—in NZ and in Fiji—were fed identical food (NZ lucerne hay and concentrate of coconut meal produced in Fiji).

It appears, from the sketchy details given in the *Journal*, that the NZ animals at two years (when they all had their first calves) weighed an average 90 lbs. more than their twins in Fiji. Also, the butterfat content of the milk of the Fiji animals, and the milk yield itself, was much lower than in their opposite numbers who had been retained in NZ.

The obvious inference is that some degree of heat tolerance is desirable in cattle living under tropical conditions and that good nutrition alone is not enough. This focuses attention on such breeds as Santa Gertrudis and other crosses between European breeds and zebu strains.

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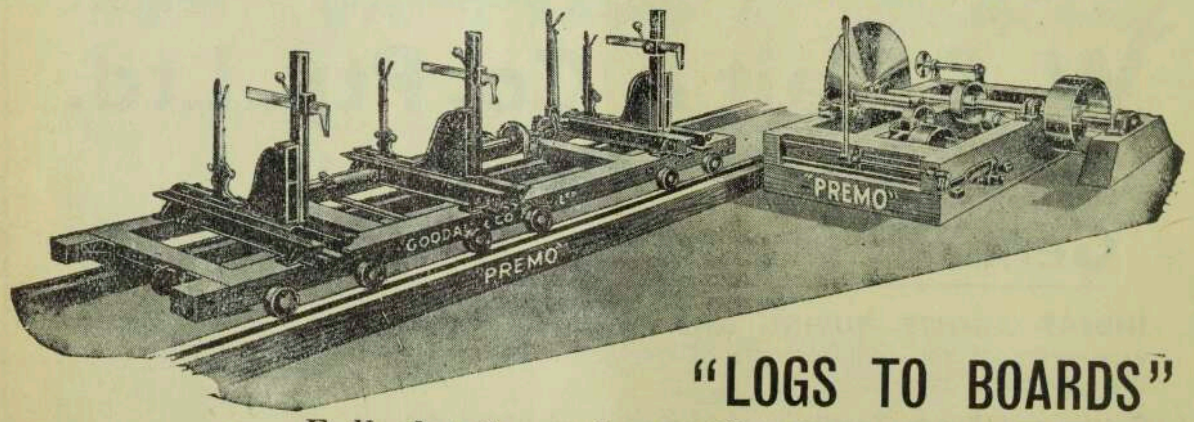
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HOSPITAL IS MEMORIAL TO PIONEER MISSIONARY'S WIFE

THE late Mrs. Helena Goldie, who accompanied her husband, the Rev. John F. Goldie, to Roviana, New Georgia, BSIP, 50 years ago and was then the first and only white woman in that part of the Protectorate, has her memorial in the Helena Goldie Hospital which was opened some months ago by WPHC, Mr. R. C. S. Stanley, who was accompanied by Mrs. Stanley and members of his staff.

The Hospital block comprises four European buildings and three native buildings, built on a point of land which receives most of the cool breezes. The native buildings are for the dresser boys, for the relatives of the patients, and for a native nurse who is a widow with three small girls.

The medical superintendent, Dr. G. E. Hoult, is also a qualified dentist, so that a feature of the hospital is a dental surgery, as well as an operating theatre and a dispensary.

About 2,000 natives, all dressed in white, attended the official opening. Steady rain did not deter them from completing their programme of songs, dances and drill. They danced until it was almost dark, after which there was "Lotu," with the High Commissioner taking the scripture reading.

The late Mrs. Goldie did valuable work among the native women of the Western Solomons in the first quarter of this century. The new hospital is a fitting memorial to her labours but it is the second to bear her name—the original Helena Goldie Hospital, built before World War II, was destroyed with all the other buildings of the Methodist Mission during 1942-5.

The task of rebuilding the hospital has been slow, but in the meantime much good work has been done by Dr. Hoult and the nursing sisters and native "doctor boys" associated with the mission.

When Mr. Goldie first arrived in BSI in 1902, to be followed the next year by his bride, he considered that the natives were being wiped out by dirt and disease. The re-opening of the Helena Goldie Hospital 50 years after Mrs. Goldie's arrival in BSI emphasises the great change that has taken place and the considerable amount of medical work done by the wives of missionaries, many of whom have been qualified nurses.—A.J.S.

GUILTY OF MURDER

THREE Fijians were sentenced to death at Lautoka on August 14, having been found guilty of the murder of a male Fijian schoolteacher, Alusio Biraki, at Nacula, in the Yasawa Group, in May. The accused, Sailasa Laudole, Luke Waqalevu and Sainitiki Vueti, were tried before Puisne Judge Mr. Justice Carew, and Assessors.

New PS Commissioner Takes up Duties in Moresby

MR. T. A. HUXLEY, who took up his job as Public Service Commissioner for Papua-New Guinea in mid-August, in succession to Mr. E. A. F. Head, has had a somewhat mixed career—little of it as an orthodox straightout public servant.

He was born in Warwick, Qld., in 1909, and joined the Queensland State Education Dept. in 1926, teaching until he enlisted in 1940. He served in Middle East, NG, and Darwin and graduated from Duntroon Military College and became a lecturer in administration there in 1943. He went back to teaching in Warwick in 1945, but in 1947 was appointed Deputy Rent Controller for Queensland and the Northern Territory. The following year he became senior investigator and liaison officer for the Commonwealth Department of Health in Qld., and received promotion in the same department in 1950.

¶ Visitors to Tahiti for the July celebrations this year included Mr. Alan Donald, Mr. Ewan Donald, and Mr. Sam Bennett, of Messrs. A. B. Donald & Co., Auckland.



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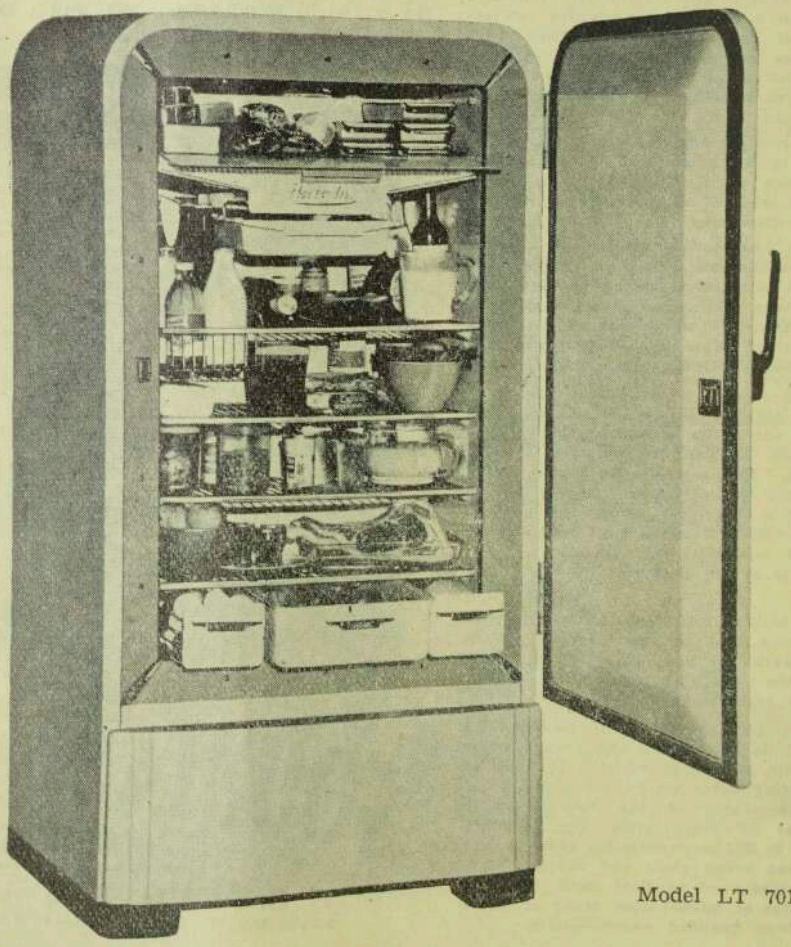
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Calliope Relics Now Rest In Western Samoa

From Our Own Correspondent

APIA, August 7.

A PLEASING little ceremony took place on July 20, 1953, at Apia Courthouse, W. Samoa, when Captain G. N. Brewer, DSO, RN, Naval Attache to the United Kingdom High Commissioner in New Zealand, presented to Samoa, on behalf of the British Admiralty and the British Iron and Steel Company, some relics of the famous British warship HMS *Calliope*.

Calliope, of course, is closely connected with Samoan history and the disastrous hurricane of March 15, 1889. On that day seven men-of-war were in Apia Harbour—three German, three American and one British—*Calliope*. When the blow began, Captain H. C. Kane decided to try to get *Calliope* out to sea. After an epic fight he succeeded. The other ships were wrecked.

Although this happened over 50 years ago, *Calliope* was afloat until the end of 1951 when she made her last voyage from the Tyne to Blyth to be broken up.

The relics consisted of the massive steering wheel of *Calliope*, a ramshorn cleat, and a bunker plate. A large and representative gathering witnessed the handing over of the relics which, for the time being, are to be preserved at Apia Court House.

Captain Brewer, who was accompanied by his wife, briefly sketched the history of the hurricane and the outstanding and courageous actions of Captain Kane of the *Calliope* and his gallant crew which he compared to the famous feat of the British gunboat *Amethyst* in 1949, in running the gauntlet of Communist guns on the Yangtze River in China.

The High Commissioner, Mr. G. R. Powles, in accepting the relics, mentioned the proud record of the Samoan people during the hurricane when they courageously and at the risk of their own lives, rescued numerous sailors. He particularly mentioned Mr. H. J. Moors and the chief of Apia village, Seumanutafa, both of whose descendants attended the gathering at the Courthouse.

R. R. Nayacakalou, a Morris Hedstrom Scholarship winner from Fiji, who received his BA degree at Auckland University in 1951, has been awarded a pre-doctoral fellowship in anthropology at the Werner Green Foundation for Anthropological Research, New York. Nayacakalou will later return to Fiji where he believes there are great opportunities for research in anthropology.

The new Fiji Broadcasting Commission was advertising in mid-August for a person of suitable qualifications to take over the management of the FBC.

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SEEKING POPULAR 'HIT'

Samoa's Former Billie Nelson As a Composer

ACCORDING to those who have heard their work, two residents of Western Samoa may find their music heading the popular hit-parades.

The composer is Mrs. Herman Retzlaff, and the interpreter of her work is a Samoan singer named Henry Hunkin, whose Samoan name is Encele, and whose voice will bear comparison with top-rank popular broadcasters.

When Mr. C. W. Mansell, whose firm distributes gramophone recordings, was in Samoa in July, he was told of Mrs. Retzlaff's lyrics, written under her maiden name of Billie Nelson. Mr. Mansell had a tape recorder with him, and he recorded the songs.

One is a catchy morsel entitled "I'm Looking For the Little Man Called Love," sung by Henry Hunkin to music of his own composition, with guitar and ukelele accompaniment. Swingsters who heard this recording at the Grand Pacific Hotel, in Suva, think it may be a "hit".

Mrs. Retzlaff is currently working on a sequel to this song, named "I've Found the Little Man Called Love". Other songs, including some in Samoan, were also recorded. In some, Henry is joined by a Samoan choir.—JPS.

¶ Mr. Cliff Roy, Manager of Edmonton Travel Agency, in a lightning visit to Fiji late July, caused a lot of interest in Suva as he dashed from location to location with a portable tape recorder capturing a record of the day's doings of a representative cross-section of the community for radio listeners in Canada. He was escorted by Mr. Bob Howlett, the untiring chief of the Fiji Visitors Bureau.

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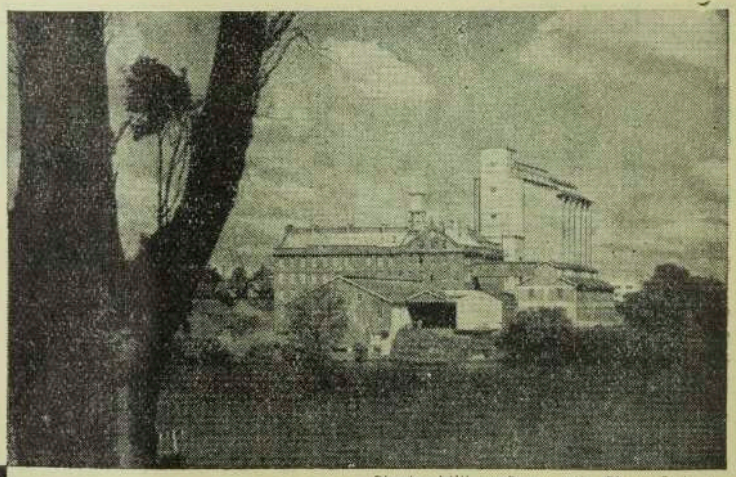
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GEOLOGISTS BUSY IN VITI LEVU

From Our Own Correspondent

SUVA, August 10.

DR. W. SKIBA, Senior Geologist in Fiji, has reported on progress made during the first year's operations of the geological survey of Fiji.

The survey (financed by a Colonial Development Fund grant) is not only to assess the mineral resources of the Colony but to assist all future agricultural and engineering projects.

The staff consists of Dr. Skiba, one other geologist, one clerk, four field assistants and, when one can be found, a draughtsman.

Work will at first be confined to Viti Levu.

Much of the first year was taken up in organisation and a general familiarisation survey of the principal mines and mineral occurrences. Plans for the next two years include mapping and brief examination of the Sigatoka Valley and mapping and commencement of detailed survey of the more important mineralised areas of the west coast of the island.

Copper-zinc deposits in the Wainivesi Valley have been examined here and numerous massive boulders of magnetite, outcrops of white marble, limestone deposits and black-sand deposits at the mouth of the Dawasamu are reported as of possible economic value.

Important manganese deposits in the area, additional to those already being worked on a small scale, were investigated.

During the year, Dr. C. F. Davidson, chief geologist of the British Atomic Energy Division, paid a visit to Fiji and, together with Dr. Skiba, examined various outcrops for possible uranium ore. Results of this visit were not published.

Dr. Roger Revelle and twelve geologists of the Scripps Oceanographic "Capricorn" expedition also visited the island. Dr. Revelle will exchange information on oceanographic findings in the area for information on the geological history and structure of Viti Levu obtained by Geological Survey.

Work planned for this year includes the systematic mapping and investigation of ranges in the Nadi area, with particular attention to copper, pyrites and gold mineralisation, investigation of some areas in the upper Sigatoka Valley made accessible by a new road, and a geological and geomorphological investigation of the Nadrau Plateau as specifically requested by the Governor. It will be recalled that His Excellency is, during September, personally visiting this area, regarding which great hopes of development are held.

¶ Miss Leonore Morris, formerly of the SPC staff, Noumea, has gone to Korea with the UN Reconstruction Agency.

Next Job—Ducos

WITH the completion of the Vacuum Oil Co's £122,000 bulk aviation fuel terminal at Vuda Point, Fiji, the constructional engineer in charge, Mr. B. R. Roach, is now transferring his headquarters to Ducos, near Noumea, where an additional 1½-million gallon tank is to be established. Other work there will include alterations to the Company's warehouse at Mont Pavel.

Mr. Roach is also well known in New Guinea, having supervised construction of the new Vacuum terminals at Lae and Port Moresby. With him on all recent jobs has been Mr. Edward Angus who also now shifts to Ducos.

Two hundred sheep from the Riverina, NSW, sailed from Newcastle on the freighter *Pacific Liberty* for Vila en route to Erromanga Island in the New Hebrides, where they will augment the 460 already on the property owned by Mrs. P. Sawyers of Melbourne.

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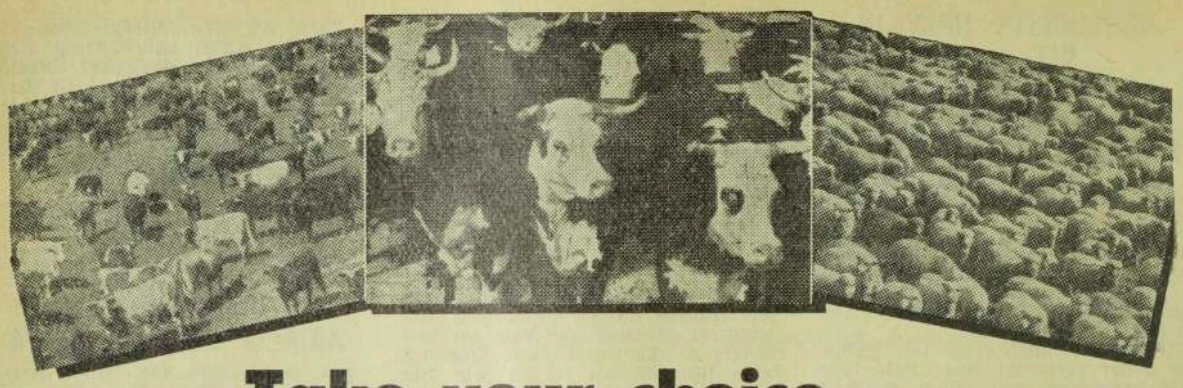
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Revived Interest in Papain

IN July it was reported from the United States that there has been a strong interest in some new products that have appeared on the market for tenderising steak. The basis of these trade products is papain, the starch-like powder derived from the juice of the pawpaw fruit.

Whereas in the past products used for this purpose have been presented to the American public in the form of liquids or "spreads," the new ones are in powder form, and are shaken onto the steak. By this method the spreading is even and there is no objectionable flavour. One of the current trade products is said to have "captured the most cynical chefs by its amazing action on the toughest old bull-steaks."

All this could mean an improvement in the papain market which from time to time during the past 20 years has been a profitable sideline, only to decline again.

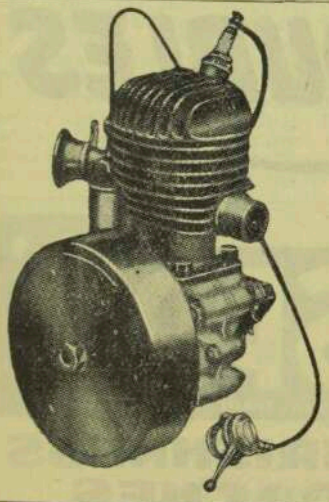


Some prominent Fiji Indians: Mr. Shankar Pratap, Mrs. Banavalikar, Mr. Banavalikar of the Indian Commissioner's Office, and Mrs. Pratap—taken in the garden of the Commissioner's home.

Makeanui Teremoana Ariki, paramount chieftainess of the Cook Islands, and her husband, Dr. Tau Cowan, returned home from the Coronation in August.

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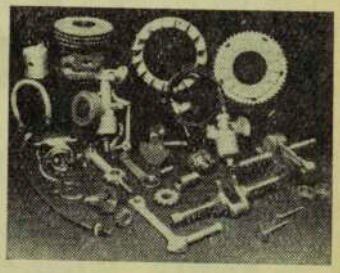
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NORFOLK ISLAND NOTES

From Our Own Correspondent

NORFOLK, August 12.

A PLEASURE cruise and fishing trip on the ketch "Ho Ho," at present in Norfolk Island waters proved very unpleasant for the bulk of the passengers, most of whom suffered from sea-sickness. Then one dinghy load was capsized in the surf at Cascades and was fortunate in being rescued, and to top all, the bus which was to have taken the visitors back to their guest houses was seized "by the Bailiff" while they were at sea and a weary trek home resulted.

Norfolk Island's roads are in a most deplorable condition at present despite the fact that most of the main highways have recently been graded or resurfaced with coral.

It is evident that the highly-paid Australian Works Department employees know nothing of road making or maintenance and so the money goes down the drain—literally.

It is to be hoped that the Administrator presses for the closing down of this Department, and revives the system of maintenance by a staff of residents, under the instruction of an imported expert road foreman.

At present, good roads are being washed away for the lack of proper channelling, culverts, etc.

Signposting Fiji Roads

THE Fiji Government has agreed to a proposal by the Auckland Automobile Association that a Branch be established in Fiji, as in pre-war days, to take over the signposting of roads in the Colony. The Government will subsidise the Branch. Since the war the Public Works Department has undertaken road signposting.

Water was being rationed on Thursday Is. in August due to a very dry season.



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FATE OF BEN BOYD

Old Paper is Reminder of Tragedy of 1851

JUST over 100 years ago that picturesque character, Mr. Benjamin Boyd, of New South Wales, disappeared on Guadalcanal Island, in the Solomons Group. Shipowner, merchant trader, and pastoralist, he was notable among other things for having introduced Pacific Islands labourers to NSW and for having pioneered whaling ot Twofold Bay. Boydtown, a township on Twofold Bay, opposite Eden, is named after him.

Boyd went to California in 1849, attracted by the gold rush but remained only a short period. He then sailed in his own yacht for the South Seas once more, and was credited with the intention of setting up a "South Sea republic." He called at Guadalcanal Island during October, 1851, and is known to have landed on October 15 to go on a shooting expedition with one companion.

His yacht, *Wanderer*, was attacked by natives during his absence, but the attack was beaten off after fierce resistance by those left in the vessel. The *Wanderer* waited four days, but nothing was seen or heard of Boyd. There were rumours that he had been seen alive on Guadalcanal in 1854.

Mr. M. Harper, formerly of Mandoliana, Solomon Islands, and now residing in Sydney, has sent to us a page of the *Sydney Morning Herald*, dated October 20, 1854, which gives a lengthy report of a meeting held at the Sydney Exchange Rooms to consider the probability of Boyd being still alive, and what steps should be taken to effect his rescue.

It appears that the cutter *Oberon*, under the command of Captain Truscott, had arrived in Sydney on October 15 (exactly three years after Boyd disappeared) bringing reports that Boyd was still alive on Guadalcanal. Captain Towns reported that he and four others had gone to the Governor (Sir Charles Augustus Fitz Roy) with Captain Truscott, and explained that the *Oberon*, fitted out at private expense, was about to return to the Solomon Group in a few days and "that every exertion would be made by Captain Truscott to ascertain the fate of Mr. Boyd." It was intended to send the *Oberon* to trade in the usual way while an armed steamer was sent to San Cristoval (about 60 miles from Guadalcanal), to aid the *Oberon* if necessary.

Sir Charles had offered HMS *Torch* for this service, if she returned within the next 14 days. If not, the offer of the directors of the Australasian Steam Navigation Co. to place the steamship *City of Melbourne* at the disposal of the Government was to be accepted.

Captain Towns explained to the meeting that the owners of the *Oberon* would despatch her upon the guarantee of expenses. Mr. Joubert, who was about to send a vessel to the islands, had given direction to the master to make for Guadalcanal direct and to remain off the island for several days, and to use any means of ascertaining the truth of the reports.

Several speakers argued that the citizens should undertake the fitting out of a vessel without an hour's delay. Others thought that the despatch of an armed steamer was unnecessary and that their purposes could best be served by stratagem rather than force. (Over)

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It was resolved to seek another interview with the Governor.

Subsequently, a search was made in the Central Solomons, but no trace of Boyd was ever found.

Unexplained Increase in Crime Among Fijians

From Our Own Correspondent

SUVA, August 10.

THE high rate of crime among Fijians as compared with the rate for Fiji-Indians, and the sharp increase in crimes of assault with violence and robbery without violence, are the outstanding features of the annual report of the Fiji Superintendent of Prisons, published in August, 1953, and covering 1952.

The report shows that over twice as many Fijians as Fiji-Indians were held in the Colony's prisons during the year (575 as compared with 219). Comparing the relative population figures (136,000 Fijians and 149,000 Indians) the percentage of crime amongst Fijians is therefore considerably greater.

The Superintendent, in expressing concern at the increase in crimes of theft and violence, suggests that in the case of theft, which has trebled since 1950, the reason might be that in an era of rapid expansion, men are being placed in positions of trust before they are mature enough to undertake such tasks.

He offers no explanation for the 100 per cent. increase in crimes of assault with violence since 1950, but asks "Is it because corporal punishment is now very seldom, if ever, ordered by the Courts; or that there is lack of home discipline, as well as a slackening in national discipline, bad housing, or a general disregard of law and order?"

The population of Fiji was approxiamtely 313,000 last December. Of the 848 prisoners who had been held in prison during the year, 4 were European, 19 part-European, 219 Indian, 575 Fijian, 5 Chinese, 10 Melanesian and 16 Micronesian. Classified in age groups, 3 were under 16, 172 from 16-20 years of age, 253 from 20-25, 331 from 25-50, and 39 over 50 years of age.

There were two executions at the Suva gaol during the year.

In regard to the many cases of Fijians failing to pay taxes, the Superintendent considers that more use should be made of a provision in the ordinance whereby such offenders could be allowed to live at their homes but receive neither rations nor money for duties imposed on them under police supervision.

¶ Ratu G. K. Cakobau, returning to Fiji from attending the Coronation as an official Fiji representative was, in early August, welcomed home at Bau with full ceremonial.

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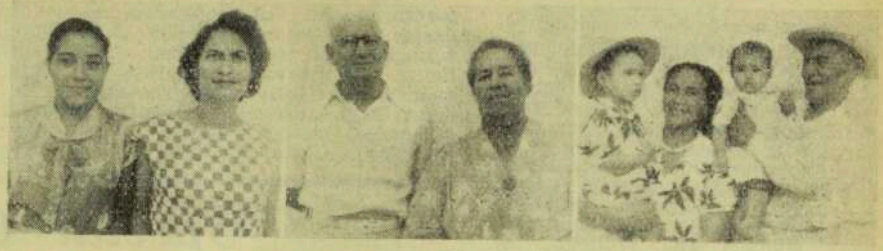
Islands Visitors to New Zealand

Islands travellers in August included (left to right):

Miss Cinderella Schuster and Miss Esther Brown, of W. Samoa, who were southbound to New Zealand by Union SS Co's. Tofua.

Mr. and Mrs. David Riechelmann, proprietors of "Beach House," Nukualofa's only boardinghouse, went to Auckland, NZ, from Tonga for six months' holiday.

Mr. and Mrs. I. Latoa and children, who were bound from Niue to Auckland.



¶ Sir Owen Corrie, Chief Justice of Fiji from 1926 to 1946, has been appointed a Puisne Judge in Kenya, following six years as a Supreme Court Judge in the British Zone in Germany.

SPC Coconut Expert in Papua-New Guinea

THE South Pacific Commission's coconut expert, Mr. W. V. D. Pieris, will spend about six weeks in Papua-New Guinea during September and October as part of a survey of the South Pacific coconut industry. He has already completed the survey in most of the other South Pacific areas.

Although he is an authority on the coconut as a whole, he is especially well known for his work on coconut plant-breeding and selection.

His six weeks tour will include visits to all the main copra producing areas of Papua and New Guinea.

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Climbing NG Mountains For Fun

From Our Own Correspondent

MORESBY, Aug. 30.

RECENTLY two visitors from Victoria have been tackling peaks in the New Guinea Highlands as a holiday jaunt. Mr. L. T. Rayner, a 42-year-old architect on the Victorian Public Works staff, and 31-year-old Mr. Noel M. Semple, a research biochemist with the Commonwealth Serum Laboratories, have climbed Mt. Wilhelm, Mt. Herbert and Mt. Gilluwe.

On the ascent of the first two peaks they were accompanied by Patrol Officer A. M. Keogh, and the party fixed the height of the two main peaks of Mt. Wilhelm at 14,900 and 15,400 feet respectively. This latter peak, incidentally, is the highest mountain in the Territory based on present knowledge, although it is possible that there are higher peaks in little-known country well to the southwest of Mt. Gilluwe.

The two Victorians have scaled many peaks in overseas countries, and they are also enthusiastic bushwalkers.

Another mountain assault will be made soon by a government patrol which will ascend Mount Michael, south of Goroka. This party will comprise District Services and Lands Department officers who wish to ascertain the actual height of the mountain, and establish a trigonometrical station.

FIJI MANGANESE

In our August article on developments in the Fiji manganese industry the exports for 1952 were wrongly given as 36,000 tons. This figure was the value in £-Fiji: the quantity was 2,010 tons. The error occurred because of the confusing system of lay-out adopted in the *Fiji Trade Report* for 1952.

A young Australian, Mr. D. Bartlett, is in Papua-New Guinea for 3 months, making a series of color films for the American film producer, Armand Denis, who specialises in producing native life and natural history documentaries. He will visit the Sepik District, Manus, Kavieng, Rabaul, and if there is time, the Trobriands and Western Papua.

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

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NEWS OF BSIP RESIDENTS

From Our Own Correspondent

HONIARA, August 20.

The High Commissioner for the Western Pacific, Mr. R. C. S. Stanley, accompanied by the First Assistant Secretary (Mr. H. A. C. Dobbs) paid a brief visit to the Lord Howe Atoll at the end of July.

On August 4 the High Commissioner and Mrs. Stanley left in MV "Betua" for a three weeks' tour of Malaita and the Nggela Group.

Miss Stanley left on August 4 by Qantas aircraft for a short holiday in Australia.

*

Mr. L. C. Thomas, managing director of Lever's Pacific Plantations Pty., Limited, has been appointed a member of the BSIP Copra Board, in place of Mr. R. C. Symes, who has resigned.

*

The Melanesian Mission ship Southern Cross left Honiara on August 17, for New Zealand via the Reef Islands, Santa Cruz and the New Hebrides.

Mr. J. Spillus, who has spent the last 14 months on anthropological work on Tikopia, is a passenger in the vessel for New Zealand, en route to the UK.

Other passengers for New Zealand are the Venerable Archdeacon H. V. C. Reynolds, the Rev. Philip Baker, Miss Stead, of Pamua School, and Sister Copeland, of Fuabu Hospital, Malaita. Miss Stead is taking four Melanesian schoolgirls to New Zealand so that they can see some New Zealand girls' schools and learn something about general education in New Zealand. The girls will return to the Protectorate in the Southern Cross.

Outward passengers for the New Hebrides included Archdeacon Teall and Melanesian clergy from New Hebrides who have been in the Solomons to attend a Synod and Conference, which was held at Pawa. Bishop Caulton, nine European priests and 39 Melanesian priests attended.

The Mission hopes to bring Dr. Schneiderman and Miss Hunt from New Zealand on the return voyage of the Southern Cross. Dr. Schneiderman will be stationed at Fuabu Hospital, and Miss Hunt will join the staff of one of the Mission's girls' schools as a teacher.

*

The Most Reverend J. M. Aubin, Roman Catholic Bishop of the South Solomons, has been appointed a Commander of the Most Excellent Order of the British Empire (Honorary).

*

Mr. R. F. Calvert, who has been Chief Wireless Officer in the BSIP left by air on August 17, for Sydney. Mrs. Calvert will travel by the next "Malaita." After taking leave in Australia, they will go to Nigeria on transfer.

In a brief address from the Solomon Islands broadcasting station, VQO, the Chief Secretary of Western Pacific High Commission, Mr. R. J. Minnitt, thanked Mr. Calvert for the hard work, technical skill and unfailing continuity of purpose by which he had built and assembled the equipment for the broadcasting station, and for the many hours of time which he had given to VQO's nightly programmes since the opening of the station almost a year ago.

On behalf of listeners, he wished Mr. and Mrs. Calvert the best of luck in the new appointment.

*

Anxiety was felt in Honiara on August 10 when four Europeans and two natives who had set out on a week-end fishing trip were overdue after a day and night of stormy weather.

The party, comprising Mr. T. H. Manning (Protectorate Postmaster), Mrs. Manning, Mr. N. K. Wallis, managing director of Tenaru Timbers, Limited, and Mrs. Murray Jackson, of Sydney, left on Saturday afternoon for Nugu Island, about 15 miles from the Guadalcanal coast, in a small launch belonging to Mr. K. H. Dalrymple Hay. They intended to return to Honiara on Sunday night. The Government launch Raumati was sent to search for them on Monday morning and the MV Margery left shortly after.

It was feared that the engine might have broken down and the launch be drifting in the strong wind and rough sea. However, the rescue ships found the party peacefully packing up at midday for the return trip. The weather had been too bad to leave the Nugu anchorage, but improved by Monday afternoon, and they returned uneventfully early on Monday evening.

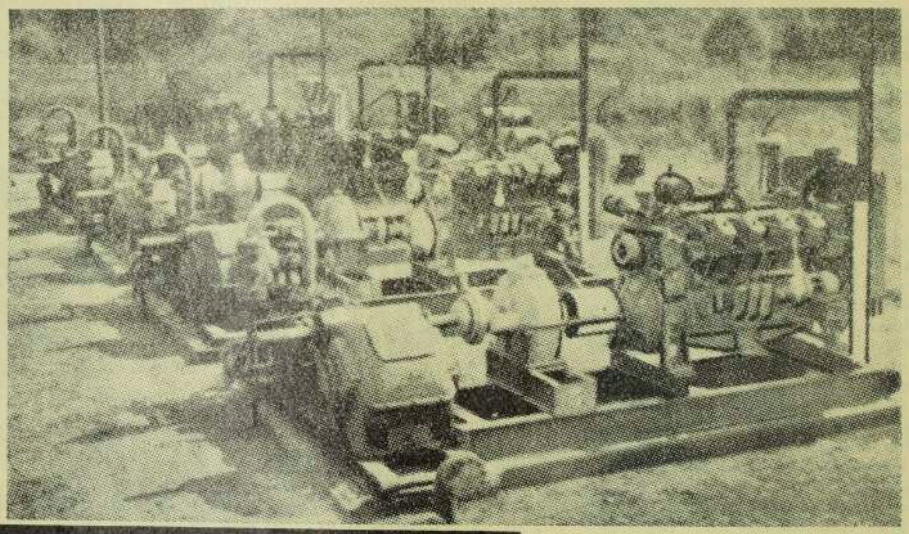
¶ Miss So Kin Hoi, a 17 years-old Chinese girl from Fiji, is to stay in Singleton, NSW, while taking a course of shorthand-typing at St. Catherine's College. Miss Hoi, is the daughter of Mr. G. T. Hoi, a Suva business man.



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Reversing the Usual Order

Dr. R. Dudley is a Fiji-born Indian Methodist minister but is stationed at Dunedin, NZ. He was given a civic reception when he went to Fiji to conduct a mission in August. He is shown here with members of his family who are resident in Suva.

—Caines Studio.



MORESBY GETS NEW WHARF AT LAST

MORESBY, Sept. 1.

THE first section of the new concrete Port Moresby wharf, now ready for general shipping traffic, appears to have cost about £150,000, with a further cost of over £30,000 for excavation and reclamation. Total cost of the whole work, including Customs Sheds not yet contracted for, will be about £400,000.

The wharf construction has been carried out by Hornibrook Constructions, Ltd., now responsible for some of the biggest works in the Territory. Hornibrooks begin the demolition of the old wharf immediately the local authorities take over the new structure; and a further concrete structure will be erected where the old wharf now stands. When the whole project is completed two large ships will be able to work at the wharf simultaneously.

Construction of the new wharf commenced in January, 1952, and has made remarkable progress. It is one of the biggest public works undertaken in the Territory since World War II.

Radio New Zealand announces seasonal changes in frequency, effective September 4, 1953. The early morning and evening Islands transmissions will, until further notice, be carried on 9520 kc/s and the day-time transmission on 11,780 kc/s.

PACIFIC ISLANDS AIR PHOTOGRAPHS

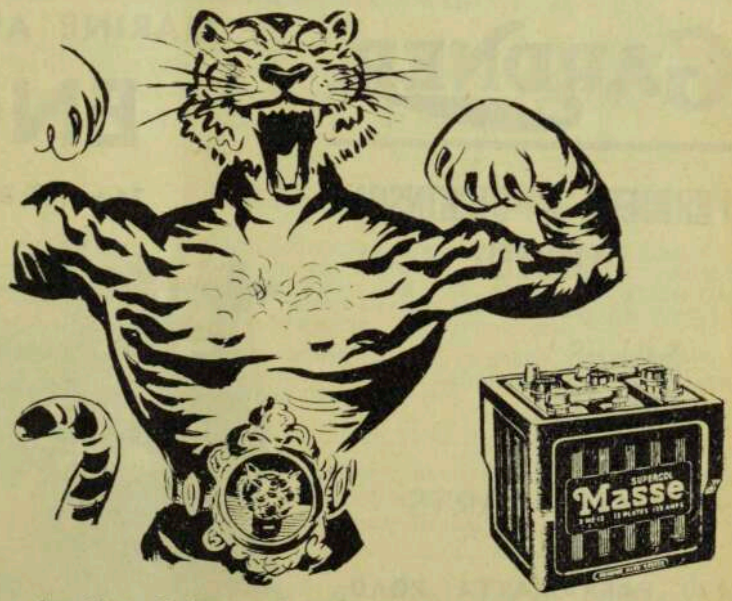
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Seasonal planting of pine seedlings on logged-over land at Bulolo, NG, will start in December if the "wet" is on schedule. The Bulolo Forestry Station in August was tubing the young plants ready for transplanting to the plantation area. They are preparing 140,000 seedling trees, which is sufficient for 200 acres. This will bring the replanted area up to 500 acres.

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NEWS OF THE SMALL-SHIPS

GATTY FISHES AGAIN—A trim 38' x 10' cruiser sailed from Suva, August 12, to commence a fishing venture on the Macuata coast of Vanua Levu. The cruiser is *Marau*, powered with a Grey Marine engine and capable of 9 knots. Captain W. P. Sinclair, of Suva, is in command, and Mr. J. McFadyen as engineer. The enterprise is financed and headed by Mr. Harold Gatty, of the successful Fiji Airways and not so successful South Seas Marine Products tuna fishing enterprise. From the experience gained in that unsuccessful 1949 operation the present plans evolved, and the men responsible believe that this more modest venture will succeed.

Two kinds of fishing are planned —lampara fishing, and mullet netting. In the first method, powerful lamps attract the fish, mainly mackerel, which are then encircled with a special net, perhaps 50 fathoms long and 12 fathoms deep, laid out from a small boat. The mullet are taken by a different type of net.

The fish will be flown in plastic containers to the Suva market; if there is a surplus a cannery will be established, probably at Labasa.

In addition to *Marau*, a small launch and three dinghys will be employed with probably 12 Fijian operatives.

Captain Sinclair and Mr. McFadyen were associated with South Seas Marine Products. Mr. McFadyen returned to Fiji from USA early in August to join the new enterprise.

Mr. McFadyen went to New South Wales in the *Senibua* when the tuna clipper was purchased by Wilbur Ellis Co. of San Francisco late in 1950 from SSMP. In March, 1952, when the American owners decided to take her north to the US, Captain Prosser, retired Union Steam Ship Co. master, remembered in *Matua* during the war years, was engaged, with Mr. Arthur Evans, now of *Tuvalu*, as Mate. Mr. McFadyen was chief engineer.

The vessel was half-way between Pago and Honolulu when a leak developed, eventually causing a serious fusing of the electrical circuits which set fire to the clipper. Only after dumping valuable nets and equipment was it brought under control.

Mr. McFadyen spoke highly of the tenacity and courage of Captain Prosser, a man in his late 70's, during this incident when all except the skipper were ready to take to the boats.

Senibua was brought safely to Honolulu after wiring had been replaced with bare wire enclosed in rubber hoses that were split and tied round the conductors. Two

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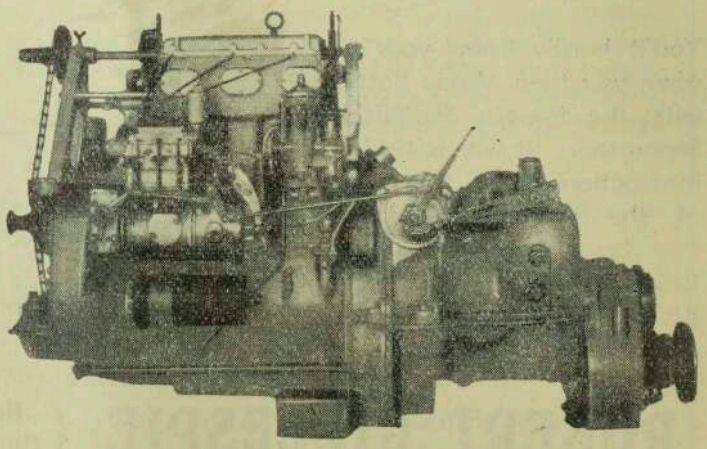
170 PARRAMATTA ROAD, CAMPERDOWN, SYDNEY.

CABLES: "Ferreous, Sydney." PHONES: LA 3701-2.

MARINE AND STATIONARY

ENGINES

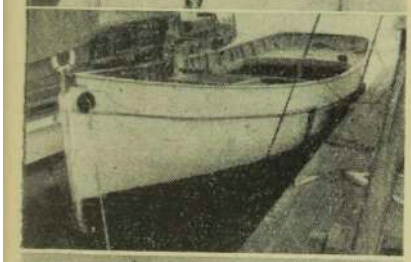
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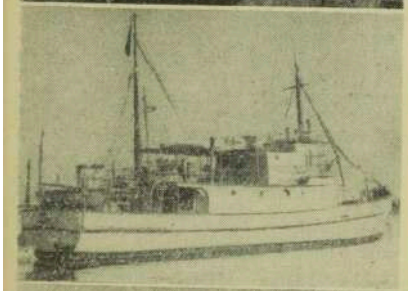


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Captain E. K. Anderson joined Altair in Suva.
Mystery hull—new but unwanted (see notes).
Mervin Brothers' Kaumoana on arrival at Papeete from France (see July).
Teddy Hayes' Auckland yacht Wakaya at Suva.

months were spent repairing in Honolulu.

TAGIMAUCIA INQUIRY — The Fiji Marine Board, after holding a preliminary inquiry into the loss of the 9-ton cutter *Tagimaucia*, which capsized and foundered near the Naselai Reef, south-eastern Viti Levu on July 1, recommended that a formal inquiry be held.

In the opinion of the Board, the foundering of the ship and the loss of a man's life might have been averted if the Master had maintained a course further away from the reef. The vessel was carrying one person in excess of the number permitted by its certificate.

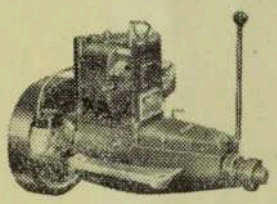
RADIO CONTACT WITH SUVA —There is some confusion regarding frequencies on which small ships, using telephony, may contact Suva. This is due to the fact that these facilities are provided by two organisations—the Fiji Post Office and Cable & Wireless Ltd.

The Post Office maintains contact with vessels trading within the group, listening and replying on 6300 kc/s at 0230 and 2130 GMT, with speaker-watch at other times during normal daytime business hours.

Cable & Wireless maintain contact with vessels outside the Group—approaching or leaving. This station listens on 6280 kc/s and replies on 5887.5 kc/s at 0400 and 2300 GMT.

Additionally, the Suva Harbour Master, on request, will maintain contact with vessels approaching the port and desiring to enter at night or on holidays, etc. His station replies on 6200 kc/s to calls, and would doubtless listen on any other ship frequency available. Requests are lodged through the other stations.

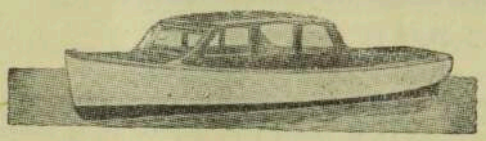
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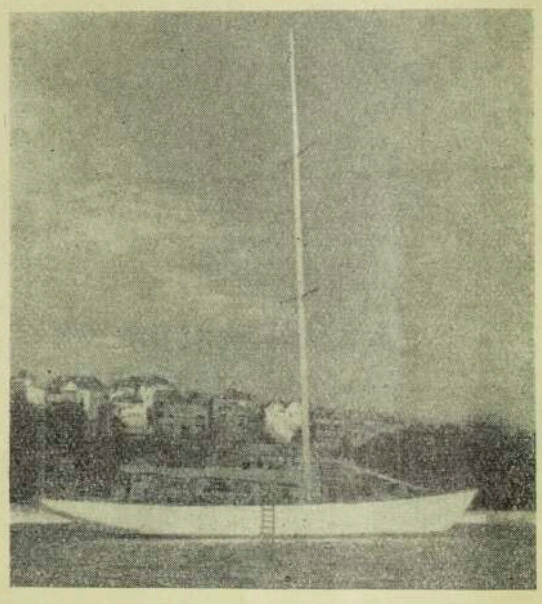
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Attempts are being made internationally to standardise frequencies for shipping and thus end the hopeless confusion of frequencies used by different administrations. Designers of radio equipment, and ship-owners, will certainly bless the day when that comes about. The safety of small craft will also be greatly advanced.

TE MATAPULA TRIALS—Launched from the Whippy Yard at Suva, on March 26, the smart new GEIC 86-foot wooden ketch *Te Matapula* underwent harbour trials August 5. Following these it was decided to change the propellor.

Captain Peckham reported that the ship had remarkably little vibration at full speed, even though empty and that the 200 hp Ruston-Hornsby motor was very quiet running.

The new ship, which will be the first to be based on Funafuti, has good accommodation aft for officers and a few passengers, a well-ventilated and convenient galley with stainless steel fittings and oil-burning stove, and a freezer which will carry a ton of fresh meat. A controversial feature is two 800-gallon fresh-water tanks on the foredeck, seven tons of water being considered by some, a lot of weight on deck. Immediately below are the fuel tanks at the forward end of the hold. All tank interiors are accessible through man-holes facing aft.

MYSTERY HULL—Towed from Savusavu to Suva in July by the Fiji Government vessel *Degei*, the hull of a new wooden vessel currently lies at the PWD dockyard. As with all Government vessels, an air of secrecy surrounds this craft, which, shortly after its arrival was reported to be for sale. The 50-ft by 13-ft hull was reportedly built for the Fijian Affairs Department for use in the Lau Group. It is noted that, though of attractive lines, the method of construction is not of a type generally accepted in Australian and New Zealand shipyards, though perhaps common in Fiji. The vessel is decked, with a hatch forward, and now lies ready for installation of a motor and building of deck structures.

MIENA ON POSTAGE STAMP—Captain J. W. R. Richmond's 109 gross tons auxiliary ketch *Miena*, well known in New Zealand waters and based in the British Solomons since the war, has, by being depicted on a new issue of Solomons postage stamps, been given a world-wide publicity. (From a design by Captain Brett Hilder).

Miena was built by W. Wilson, of Port Cygnet, Tasmania, in 1935. The 91-ft craft was one of a convoy of auxiliaries that the American Forces acquired from Auckland for use in the Solomons during the Pacific war.

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F. G. MASTER FOR *ALTAIR*—Captain E. K. Anderson, an English foreign-going master, late of Caltex Oil Co. in the Far East, arrived in Suva early August to take command of Morris Hedstrom's *Altair*. Captain George Whippy, a local master, had been relieving since Captain Jack McK. Arnot resigned to join South Pacific Shipping Co., but as *Altair* makes occasional voyages to Rotuma and elsewhere outside the Fiji Group a FG Master's certificate is again called for.

Captain Anderson will bring his wife and four children from Auckland as soon as a house is available in Suva.

FATE OF *TUI KAUVARO*—The well known *Tui Kauvaro*, which traded in Fiji waters since she was built in Suva by Marlows Ltd. in 1931, ended her active service last September, was sold to Millers Ltd. for breaking up, but was again resold to a Fiji Indian. She now lies, stripped of her upper works, moored to the mud bank of the Rewa River.

This 142 gross tons wooden motor vessel operated on the Vanua Levu-Suva timber trade, then during the Pacific war, ran under charter to the American Forces on the Suva-Ellington-Lautoka circuit, later returning to the Macuata Coast-Labasa-Udu-Levuka-Suva run. To bring the vessel up to required standards she would have had to be completely re-fastened. This was considered uneconomic so she was scrapped. She may now be used as a river barge.

ABANDONED JAP FISHING BOAT—Brief advice from Kieta, Bougainville early August, indicated that a 50-ft, 70-ton Japanese fishing vessel had been found ashore on the reef and abandoned on the east coast of Bougainville. A large Japanese tuna fleet is at present operating in this vicinity.

MARGERY HEADS HOME—*Margery*, BSIP Trade Scheme 66-footer, cleared Cairns, Queensland, homeward bound for Honiara July 7, after a lengthy absence on refit at Ballina, NSW.

True to the traditions of the unhappy WPHC fleet, *Margery's* motor collapsed on the way South for overhaul and the vessel was held up "several months" in Cairns, finally joining her ill-fated cousin, *Kovala*, at Ballina. *Kovala* has been trying

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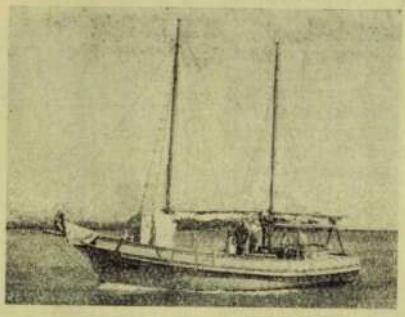
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to reach Honiara for the past 4 *years.*

LAST OUT—FIRST IN—Captain N. W. Macdonald, master of BSIP's *Kurimurau,* at present on leave in Suva, piloted the tanker *Binta* to the new Vuda Point Vacuum Oil Co. terminal near Nadi in early August with the first consignment of aviation gasoline. In 1945, Captain Macdonald piloted the last tanker out from the former wartime American base then established in the same area.

MATAI AS A CABLE-SHIP—NZGS *Matai,* former light-house tender on the New Zealand coast, wartime Naval auxiliary and RNZAF supply ship in the Islands, is to recommission in August as a cable-ship. This 1,050 gross tons, twin-screw clipper-bowed steamship has been used on a number of cable repairing tasks since the war but has been laid up in Wellington for months. By a joint NZ-Australian-UK agreement the vessel will now become a permanent cable ship. First task will be urgent repairs to cables leading from New Zealand to Australia and Fiji.

CARGO SHED AT SUVA—The second of two quonset-type cargo sheds, located at the south end of the Suva wharves, was nearing completion in August. Both are 101 feet wide, but this second shed measures 44 feet from front to back, which is 11 feet less than the first, completed early this year. With broad openings front and back and no doors it remains to be seen what will happen to them if and when another hurricane strikes Suva. These sheds are used for the handling of inter-island cargoes.

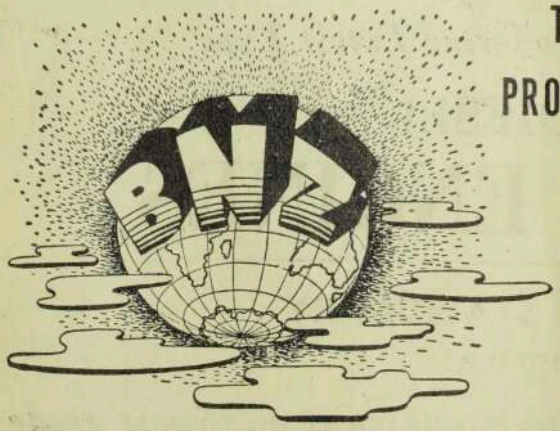
LAUTOKA FOR SHIP-BREAKERS—Pacific Shipowners Ltd. of Suva (a subsidiary of W. R. Carpenter & Co.) have sold their 33-year-old 6,676 gross ton vessel *Lautoka* to a firm of Japanese ship-breakers.

Better known to some as the *Salamaua* (prior to that she was respectively *Milverton* and *Glentara*) the old ship now ends a very chequered career. She was purchased by her present owners in 1934. Price paid by the breakers is reported to be £82,000.

CAPT. D. K. MATHESON FOR *RANNAH*—Well remembered in the Islands as former master of *Tagua* and *Rawhiti,* he joined Mr. D. C. Brown's recently acquired 9-years-old freezer-ship *Rannah* in Auckland at the beginning of August.

The vessel was expected to change from New Zealand back to Fiji Registry in August. Prior to purchase by her last owners she had been registered in Suva by her Sydney owners, although never calling

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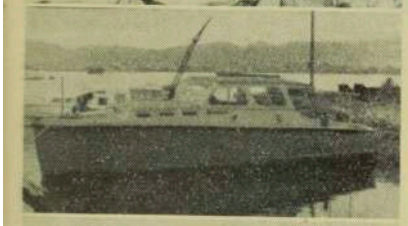


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Te Matapula on harbour trials, with sails not yet bent, and, below, Mate Malcolm Sword, Captain Peckham, and chief engineer J. Peckham.

Harold Gatty's fishing launch Marau and, below, Captain W. P. Sinclair and engineer J. McFadyen.

at Fiji. She was then running to the British Solomons from Australia..

HONOLULU-TAHITI RACE—Three yachts seem to have finally entered in the Honolulu-Tahiti Race. They were Tucker McClure's 61-ft ketch *Chiriqui* (of Los Angeles) Spencer Murfey's 14-ton yawl *Silhouette II*, and Walter Johnson's 9-ton sloop *Mistress*. The names do not tally with the starters reported from Papeete last month—*Primavera*, *Chiriqui* and *Temptress*. Winner on corrected time was *Mistress*, which arrived just behind *Silhouette*, 23 days and some hours out of Honolulu. *Chiriqui*, seemingly having struck trouble, was reported at Bora Bora. *Silhouette* seems to have left Honolulu two days after *Mistress* and overtook her, to make fastest time of 21 days and 1 hour. It is not known whether *Primavera* and *Temptress* also started.

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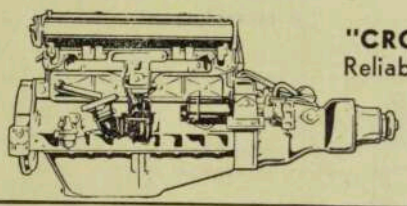
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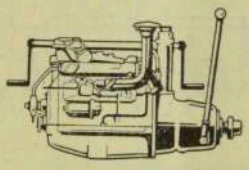
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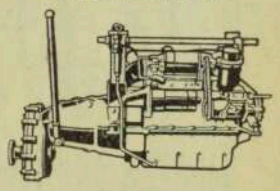
"VEDETTE"



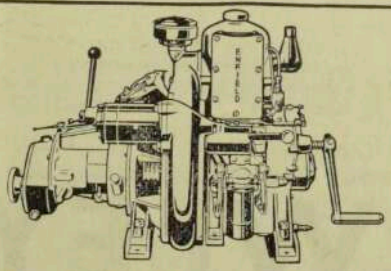
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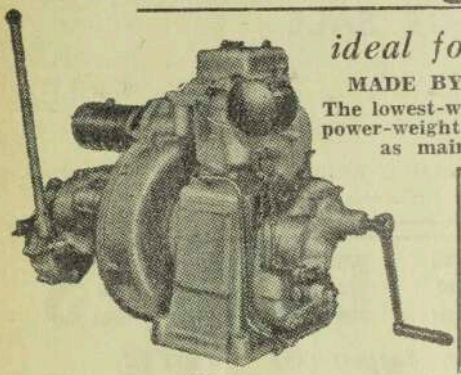
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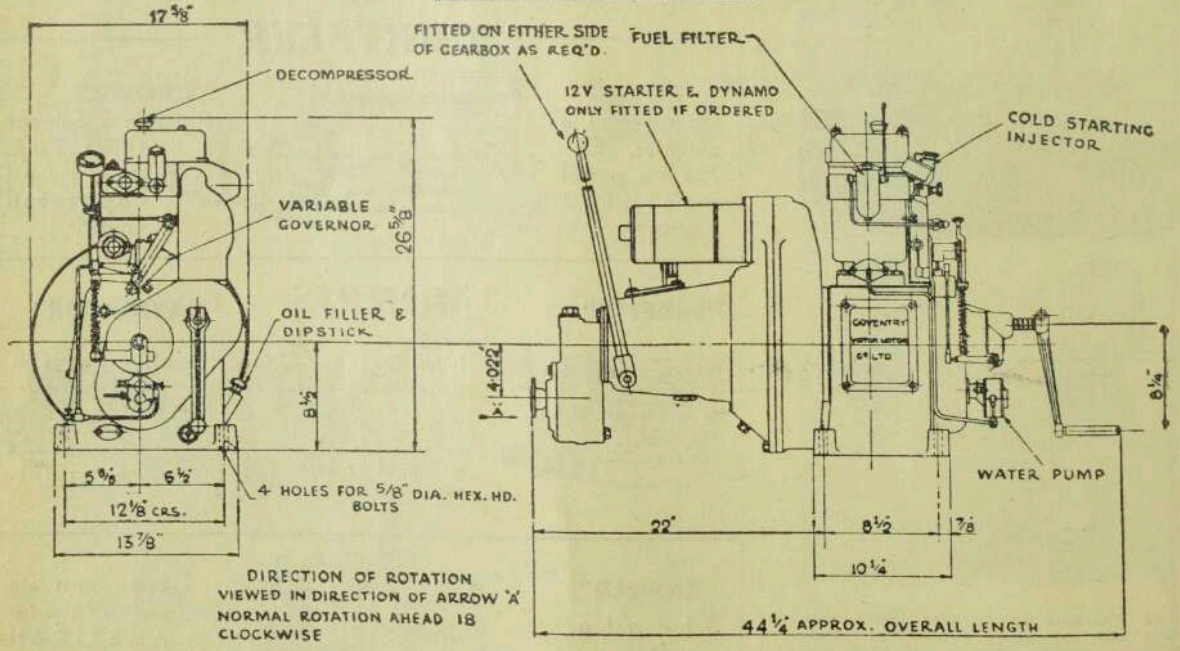


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MANURIKI: SAMARAI TO SYDNEY—The 33 ft yacht *Manuriki*, of Papua, formerly the Sydney yacht *Temptress*, is here shown sailing out of Samarai harbour, Eastern Papua, for Cairns and Sydney, on August 16. The *Manuriki* is owned by Dr. W. E. Smythe (inset), a keen yachtsman, who is on nine months' leave from the Territories Public Health Department. He was accompanied by Ron Leadbitter and Frank Campbell, who were happy to get a free trip, provide a crew, in return for a trip South. With winds reasonably favourable, the yacht was expected in Cairns about a week later.

Later: *Manuriki* encountered fierce gales soon after she left Samarai and four days out went up on Bougainville Reef, about 100 miles east of Cooktown, Qld., while the three exhausted men were sleeping.

The sloop was subsequently reported overdue at Cairns and an intensive air and sea search failed to find any trace of her until September 1, when a RAAF bomber from Townsville located the men sheltering on the war-time wreck of the 6,000-ton freighter *Atlas* nearby. Dr. Smythe used a mirror to signal the bomber, which dropped supplies of food, medicine, etc. The bomber reported that the sloop was under water and her starboard side appeared to be stove in.

A British tanker, *Athel Sultan*, was directed to the reef to pick up the men and landed them at Cairns on September 2. They said that they had managed to salvage a few supplies from the wreck of their boat but for the greater part of the 13 days they had spent on the *Atlas* they had lived on eels, clams and an octopus which they caught. (The octopus had "tasted a bit like raw rubber—but it made a change.")

Dr. Smythe said that they did not know they were so close to the reef and that they would not have gone up if the light on it had been working.

CORSAIR FOR NG TRADE—A 112-ft Fairmile built for submarine chasing, and later converted as a luxury tourist yacht, will engage in the coastal shipping trade in the New Guinea Islands area. It is owned jointly by R. J. Auld, R. M. Patterson, and J. Ferguson, can carry 72 tons of cargo and cruise at nine knots, with a top speed of 13.

Formerly known as the *Corsair* when it took tourists around the Barrier Reef, its new name is *Airco*, derived from the fact that its master, R. J. Auld, and the engineer, R. M. Patterson, are both ex-Air Force. The third partner is a Rabaul resident—J. Ferguson.

ISLAND SHIPPING—The Fiji annual Trade Report, just published, shows that at the end of 1952 there were 67 vessels totalling 2,468 gross tons on the Suva Register. Of these two were over 150 tons, eight were of 80-150 tons, two of 50-80 tons, six of 30-50 tons, 13 of 20-30 tons, 15 of 10-20 tons, 15 of 2-10 tons, and there were six barges without propulsion.

There were 31 vessels using sail as auxiliary power, and a further 101 using sail alone. There was only one steamship—*Ai Sokula*.

Since the 1952 figures were published at least one new vessel, the *Ada*, of 299 gross tons, has been added.

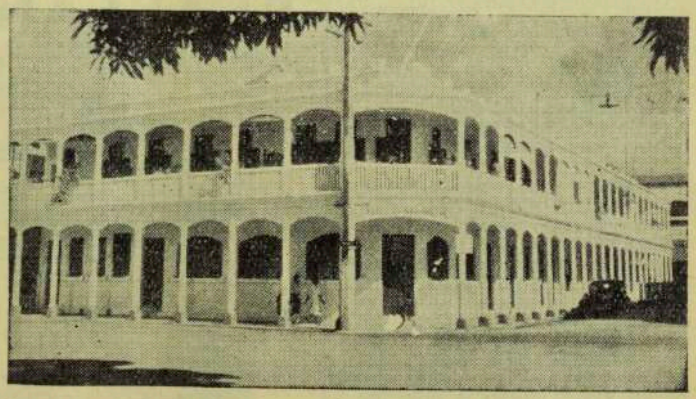
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It is interesting to compare the shipping of Fiji with that of French Oceania, which registered in Papeete and trading from there to the Tuamotu, Marquesas, Gambier, Austral, and Windward groups. Latest figures show 154 craft of about 4,700 tons gross. Fifteen of these are over 100 tons, five of 50-100 tons, and the remainder smaller. There, too, a large proportion of the total still use sail, in whole or in part. Largest craft is the 532-ton *Orohena*, a motor vessel.

REPAIRS TO *MAKOGAI*—Fiji Health Department's 42 gross tons supply ketch *Makogai* suffered some damage early August when, with engine stopped and moving in slowly, under sail at Makogai Island, the vessel struck the reef with her forefoot. About two-thirds of the false keel requires replacing. Some forward planking was also sprung. While on the slip the vessel, which was built in Suva by Whippy's in 1940, will also be completely re-decked.

Also being re-decked and generally overhauled at the Suva PWD yard in August was the Fijian Affairs Dept's 60-GT auxiliary ketch *Adi Maopa*, built in 1939, also by Whippy's. This vessel is operated by the District Commissioner Southern, serving the Lau and other islands.

SUVA PWD YARD—Other work being undertaken at Suva PWD Yard in August included continuation of work on the third of a series of large wooden lighters for use by the PWD in discharging and loading vessels in the stream at Lautoka.

A 36' x 11' 6" towing launch, also for use by the Government at Lautoka, is nearing completion, but delivery will be delayed pending arrival of the 3-cylinder 57 hp. Gardner diesel some time in 1954.

Repairs to the GEIC ketch *Kia Kia* continued through August, a considerable amount of rotten planking having to be replaced under the stern. The vessel was expected back in the water late August and will then be re-masted with a new and shorter solid mainmast, replacing the tall, hollow mast which was found beyond repair.

Another major job at the yard was the rewelding of the Vacuum Oil Co.'s new barge which arrived from Sydney on the deck of *Waitomo*. The barge was cut into four sections which could be lifted with equipment available at Suva. This self-propelled twin-screw barge will run between the new Vuda Point oil terminal and Nadi Airport across the bay, replacing the LCT barge *VO-I*, which is now for sale.

Though on the PWD slipway, the welding of the barge, and repairs to *Kia Kia* were carried out by Millers Ltd.

INSPIRE—Hugh Williams' Brixham trawler dry-docked, painted and repaired, cleared Papeete again for Rarotonga August 6 to resume her inter-island operations in the Cooks. The big twin-screw ketch arrived at Tahiti on July 3 with a load of round-trippers attending the July national fete celebrations which lasted about three weeks this year.

Mr. Williams plans to do his next refit in Auckland in six months' time.

BUSY RABAUL RADIO—According to OTC's staff magazine *Transit*, Rabaul Radio has 62 coastal ships on its contact list at the present time—probably the busiest radio-telephone service to shipping south of the Line. Fortunately, only an average of 20 are at sea and make contact at any particular schedule, though Captain Lynch, of *Evaleeta*, in praising the operators for their courtesy and efficiency, noted that 26 vessels were contacted in a recent half-hour schedule.

BENECIA—A STRANGE CASE—On Thursday, August 13, rumours were circulating in Papeete that Herve & Co.'s motor-vessel *Benecia* was in trouble somewhere in the Austral Islands. The Harbour Master had no knowledge, and the matter was dismissed as a "coconut-radio" story. On Sunday morning, however, a boat made a landing, on the Mataiea coast of Tahiti, with word that *Benecia* had broken her shaft at sea and was adrift.

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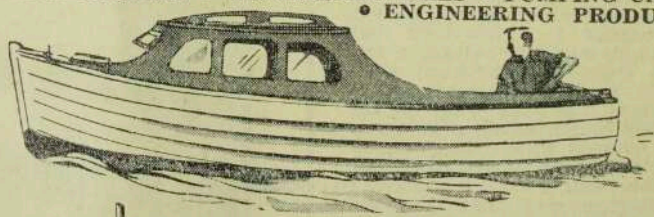
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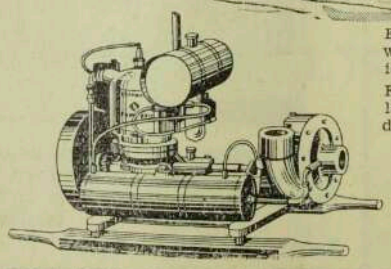
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yacht *Paraita* was thereupon despatched from Papeete, and was guided to *Benecia* by an aircraft, and both vessels eventually arrived safely in Papeete on August 18. *Benecia*, not long converted from schooner to motor-vessel, is now undergoing repairs.

SYDNEY - NOUMEA YACHT RACE—Six Australian yachts will leave Sydney on September 12 on the first Sydney-Noumea ocean race. It is sponsored by the Cruising Yacht Club of Australia and contestants are expected to arrive in Noumea in time to take part in that country's Centenary celebrations which will be held between September 24-28.

The yachts taking place are:

White Cloud, 47-ft cutter, owner-skipper G. Brenac, with a crew of nine. *Horizon*, 40-ft ketch, owner-skipper S. Berg, with crew of 7. *Solveig*, 34-ft sloop, owner-skipper T. Halvorsen, crew of six. *Irene*, 41-ft schooner, sailed by the brothers H. and M. Hughes, number of crew not known. *Kurrewa III*, 58-ft ketch, owner-skipper J. M. Livingston, with crew of 10. And *Pavana*, 52-ft schooner, owner-skipper G. Mayne, with crew of 10.

During the race the Navy frigate *Hawkesbury* will act as a mothership to the contestants, keeping in touch with them by radio, etc., and will probably get in some radar practice for her own benefit.

The race will be sailed on handicap for prizes of £200, £100 and £50 and, in addition, the Islands firm of E. R. Tait will give a prize for the first yacht across the finishing line. The winning crew will get tankards of silver and the New Caledonian centenary Committee will give mementoes to every man who sails in the yachts.

News of Cruising Yachts

• *Cariad I*, flying the South African flag and with a crew of nine, said to be college students, dropped in at Papeete on July 30 in the course of a world cruise from Capetown.

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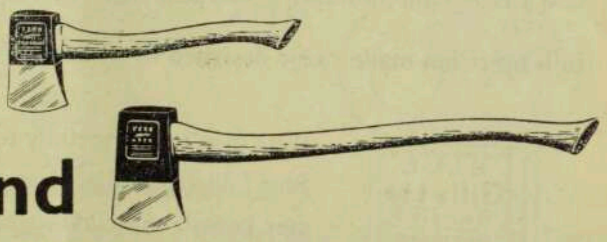
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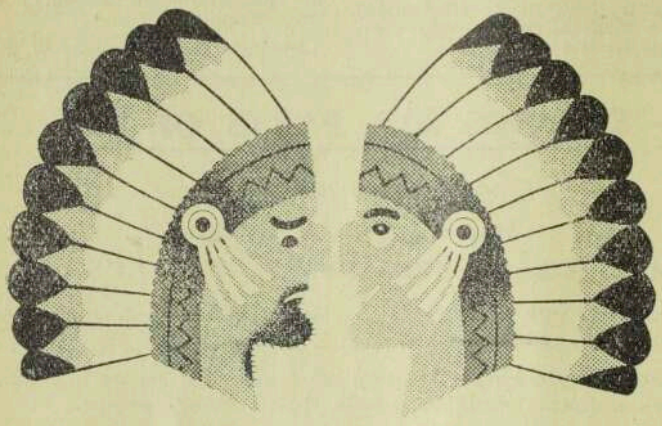
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and his 74 GT vessel will be remembered in the Pacific in 1949. Entering this time via Panama, the yacht made calls at Nukuhiva and Fakarava before reaching the Tahiti capital. A 14-days' stay was made there before heading westward for Sydney on August 14. Calls are scheduled for Moorea, Raiatea, Bora Bora, Suva, Vila and thence Sydney.

• *Leda*, which cleared Suva June 27 for Tahiti, arrived there August 3, having called at Apia en route. No call was made in the Cooks as earlier planned.

• *Arthur Rogers*, last reported at Bora Bora, is looking for odd jobs to swell the exchequer—and hoped to find some perhaps at Tonga before heading New Zealandwards. But was reported en route to Suva from Nukualofa in August.

• *Wanderer III*, owned and sailed by Eric and Susan Hiscock, made a sortie out of Suva in mid-August to visit a nearby island before returning to prepare for the next leg of the voyage to New Zealand, planned to commence about September 1. First New Zealand port will probably be Russell, Bay of Islands.

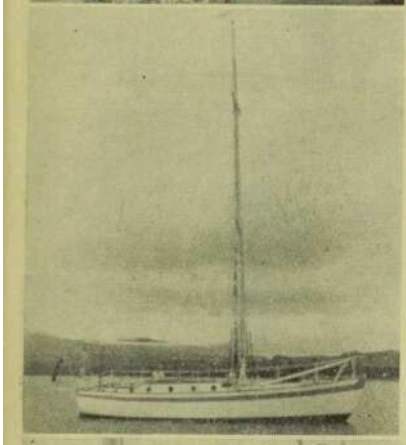
• The New Zealand backyard-built 40-ft ketch *Pleiades*, which has been in Gosford, NSW, since April this year, sailed in mid-August for Port Moresby via Queensland ports. The skipper is Dick Mallett, and the engineer Noel Priar. Three other NZ men were on board as crew, as well as a Gosford couple who will make their home in Port Moresby.

• *Bounty*, Auckland wish-bone ketch, arrived in Suva August 2, with a tale of woe. Skipper Ken Furley and his three companions were bound for Tahiti, but five days out of Auckland, *Bounty's* backstay deck fitting suddenly carried away one afternoon on moderate weather. Before anything could be done, the mizzen snapped off two feet above deck level, jamming the tiller, which caused the loss of the main rigging and snapping of the main-mast itself, about twelve feet up. The mess took several days to clear. With jury-rig mounted, a beat to Tahiti was out of the question; Niue was at first considered, but it was necessary to square away for Nukualofa, Tonga. There, at anchor, a heavy northerly blow caused *Bounty* to drag ashore. A crowd of Tongan boys boarded to render "assistance"—the extent of which was revealed when they vanished ashore with three chronometer watches, sundry clothing and other valuable equipment. The police were informed but nothing was recovered.

Again jury-rigged, this time with the permanent spinnaker boom topped up to form a mainmast, the vessel put in to Moala, Lau Group, for some readjustments, before coming on to Suva, where she was advertised for sale early August.

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Eric and Susan Hiscock and, below, Wanderer III.

Crew of Bounty, left to right: Skipper Ken Furley, Max Jenkins, Ray Brierley who transferred to Wakaya in Suva, and Ned Sutherland; and below, Bounty on arrival at Suva with mainmast lashed on deck and spinnaker-boom topped up to form mainmast.

If unsold, she may be re-rigged and sailed to Lord Howe and Brisbane.

One married member of the crew, Ray Brierley, transferred to the Auckland yacht *Wakaya* to return home.

• *Wakaya* left Suva for Auckland in mid-August. At Tonga, skipper Ted Hayes was married to a Tongan girl, who, with George Jarratt, formed the crew on arrival at Suva. *Wakaya*, too, was nearly in trouble when, making a week-end visit to Ngau Island, the vessel was lured into a reef-strewn bay by a local Fijian, who claimed he knew the area well. *Wakaya* went on a reef but cleared it again without serious damage. It will be recalled that *Wakaya*, in her Islands cruise last year, had a very tough passage from Suva to Auckland and was supplied with food by the ship *Tofua* en route.

• *Ramona*, William A. Pomeroy, cleared Papeete for the Marquesas and Honolulu in the first week in August. The owner decided not to bring the big 122-ton schooner west to Fiji as had been earlier planned.

• *Viking*, Steve and Brita Holm-

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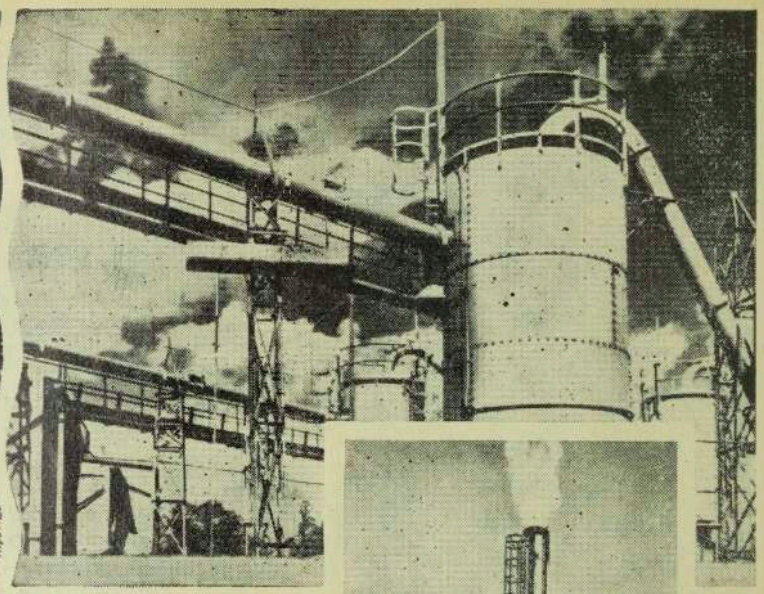
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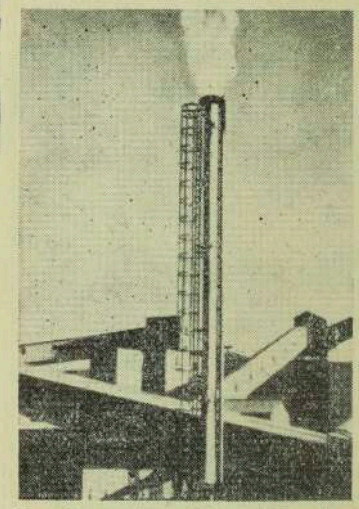
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ANSWER





Top illustration: View of the plant where "Alpaste" is produced, showing cyclones into which atomised powder is drawn. Lower illustration: This chimney at the Nantgarrw Coke Ovens, South Wales, has been finished with "Alpaste" paint as a protection against fumes evolved in the carbonisation of coal. Its bright appearance, which matches perfectly the asbestos of the conveyor housings, will be retained for a long time. (Photograph by courtesy of I.C.I. Ltd., Paint Division, Slough, Bucks., and the National Coal Board, London.

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dahl, homeward bound for Sweden, arrived at Darwin early August.

• *Waltzing Matilda*, Phil and Keith Davenport, of Sydney, is now reported on sale in Miami, Florida. If she reappears in the Pacific it will probably be under new ownership. Phil has returned to Australia. Keith is still in the States.

• *Moonraker*, Dr. Peter Pye and wife, arrived Honolulu from Tahiti via ports July 22.

• *Ghost*, of Auckland, Ken Brown and friends, was also in Honolulu in mid-July.

• *Wanderer II*—a late report from Honolulu indicates that Bill Howell has sold the yacht. With Bill and the new owner aboard she sailed again for Tahiti July 21.

• *Tern II*, 39-ft yawl, sailed by Lieut. Benjamin Pester, RNZN, and Portsmouth surveyor Peter Fox, was to clear Plymouth, England, late July, bound for New Zealand, presumably via Panama.

• *Beyond*, sailed by Mr. and Mrs. T. C. Worth and friends, of England, was expected in Suva late August.

• The yachts *White Squall* and *Taurangi* arrived in Vava'u, Tonga, in August expecting to enjoy from a month to six weeks of leisurely cruising through the entire Tongan Group, only to be met by Customs officials who, at first, refused to let them land at all.

The two yachts came to Tonga without Landing Permits. According to Mr. Ross Norgrove, of *White Squall*, they had checked in Auckland with the Tongan Government representatives and had been assured that they would need no permits to land in the country. Unfortunately, they were not, in Auckland, made aware of the travel restrictions currently in force between Vava'u and the rest of the Group because of the rhinoceros beetle.

After much telegraphing back and forth to Nuku'alofa, the party was finally granted permission to remain in Vava'u for seven days, but it was forbidden either to cruise about the Vava'u Group or visit other Islands of the Kingdom.

• *Tropic Seas At Apia*—Late in July, John Caldwell's ketch *Tropic Seas*, out of San Pedro, California, arrived at Apia en route to Australia. Tall smiling John Caldwell is American; his attractive wife, Mary, a Sydneysider. With them are their sons Johnnie (5), Steve (2) and Roger Hiro (9 months). *Tropic Seas* sailed into Papeete a few weeks before the birth of Roger.

John is the author of the notable real-life saga, *Desperate Voyage* (Little, Brown & Co). In 1946, he set sail from Panama in his 29 ft. yacht *Pagan*, bound for Australia and his blue-eyed wife. After a hurricane had destroyed his instruments and provisions he drifted for days, starving and thirsting and lost. Weighing only six stone, and very close to death, he deliberately ran *Pagan* aground on Tavutha, a small island in the Lau group. He remembers with deep gratitude the skill and kindness of the natives who nursed him patiently back to health.

Some time in August, *Tropic Seas* will drop her anchor at Tavutha and John will renew old friendships. "Not that they'll recognise me right away," remarked husky 13-stone John Caldwell. "I look a little different now."

Look out for John and Mary in Melanesia during the next month or two! You'll like them a lot, just as we did in Apia.—K.N.

P-NG Ex-Navalmen's Association

THE new president of the Ex-Navalmen's Association, Papua - New Guinea Branch, is Mr. F. C. Hill, with Captain G. A. Hawley as vice-president, Mr. Ian McDonald, treasurer, and Mr. N. Cresser, secretary.

These officers were elected at the Association's annual general meeting held early in August at Port Moresby.

There are now 42 members, with 31 in Port Moresby and the remainder at Rabaul, Lae, Samarai, Madang and Goroka.

¶ Mr. Rob Wright, Fiji PRO photographer, has returned to Suva from an assignment with the FMF in Malaya.

Agricultural Gazette from P-NG

An old friend in a new guise is No. 1, Vol. 8 of the *Papua and New Guinea Agricultural Gazette*. It follows on where the *New Guinea Agricultural Gazette* left off about 11 years ago, at the outbreak of the Pacific war.

It is planned to have four issues a year; the yearly subscription will be 6/- per annum or 1/6 per copy but overseas publications of a similar nature are sought on an exchange basis.

The first issue (July, 1953) contains numerous articles which will be of interest to planters. One describing the propagation of cocoa from green-wood cuttings should be of particular interest to cocoa growers, many of whom, in the Territory, still insist that cocoa can only be propagated from seed.

Other articles cover livestock, tea growing, diseases of coconuts and plantation hygiene as a counter to the attacks of rhinoceros beetle, etc.

The *Gazette* is edited and printed at Port Moresby.

¶ Mr. Jaipal Das, who died at Tavua, Fiji, on August 10, was believed by his family to be 115 years old. He was born in Basti, India, and went to Fiji in the early indenture days.

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BANK GOVERNOR VISITS N. GUINEA

Interesting Speculation

From a Special New Guinea Correspondent

THE arrival on August 10 of the Governor of the Commonwealth Bank, Dr. H. C. Coombs, with senior officials, to tour Papua, New Guinea and the Solomons, aroused great interest here, for three reasons:

- The party travelled in the Bank's own private aircraft, an impressive type of Douglas, in which every amenity has been provided.
- The party arrived just when all interests in the Territories are crying out that, if there is to be any real development of the Territories by private enterprise, some special facilities will have to be provided for financing private enterprise on a non-trading-bank basis.
- The Bank party went on from Rabaul to Honiara, on its way back to Australia—which may have been merely an extension of an interesting trip, but which may have some connection with the argument, frequently revived, that the Australian tropical administration should be extended over the Solomon Islands, thus relieving Britain of an administrative and financial embarrassment.

The party visited Port Moresby, Lae, Bulolo, Wau, Highlands, Madang, Manus and Rabaul during the next eight days. There was a "Board Room" atmosphere about the inside of their plane, which is fitted out with deep leather-covered swivel chairs, a private compartment up for'ard for the Governor, and an "ante-room" section in the other half, and even a table for a typist neatly set in one corner.

Dr. Coombes was not exactly loquacious. He said he was visiting members of the Bank's staff throughout the Territory; and when asked about the Bank's views on finances for the country, said he was here to



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learn what could be done to help in the development of Papua and New Guinea.

This was the first time a Governor of the Commonwealth Bank has visited the Territories, but it was not Dr. Coombs' first trip. He was in the Islands in 1945 as Director-General of Postwar Reconstruction, and at that time visited the Army camps, and also did some of the preparatory work on the rehabilitation scheme for the training of natives.

The members of the Governor's party were: Messrs. R. A. P. Jackson (Inspector of the Bank), H. G. T. Searle (Chief Supt. of the Savings Bank.), J. W. James (Deputy Supt. of Bank Premises), H. W. Hall (Sub-Inspector), A. Thorpe (Relieving Manager), D. D. R. Hamilton (O/I/C of the Bill Dept., Sydney).

THE Commonwealth Bank will build new bank and staff premises at Port Moresby; tenders will be called shortly. The bank building is to go up on one of the key business sites in the town, on the corner of Douglas and Musgrave Streets, opposite the main entrance of the Papua Hotel. The new staff quarters will be erected on Ela Beach. The two buildings will cost about £75,000.

The bank building incorporates all the latest ideas in securing the maximum ventilation and light, and will be a fine addition to the town's rapidly increasing tally of permanent post-war buildings.

NSW BANKER'S VISIT

ON September 8, Mr. and Mrs. C. G. Marjason, of the Bank of New South Wales, left Brisbane by MV *Soochow* for a tour of Papua and New Guinea.

Mr. Marjason, who is the Chief Executive Officer for the Bank in Queensland and Papua-New Guinea, will visit the Bank's branches at Port Moresby, Lae and Rabaul. The tour will also include visits to Samarai, Madang and Kavieng, where the Bank had branches prior to the war with Japan.

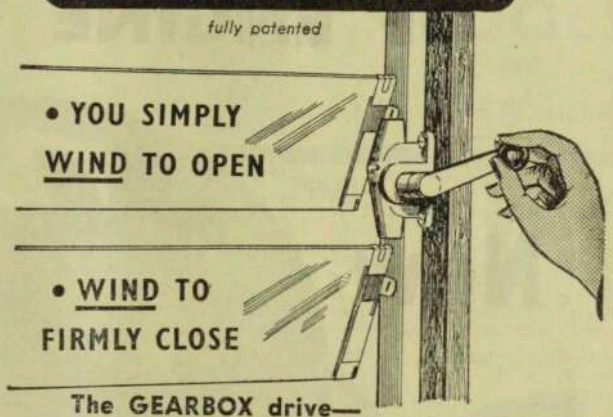
Mr. Marjason said in Brisbane that the Bank has faith in the future of this area. It had been one of the first banks to venture there and was firmly established when the Japanese invasion forced it to withdraw completely. Soon after the war finished it commenced reopening Branches and now had four Branches and agencies in the area, the latest being an agency at Kokopo.

He said that the Bank has experienced considerable difficulty in having suitable banking premises erected and in most areas business was being conducted in temporary premises. However, it is hoped that the modern brick premises now being erected for the Bank in Port Moresby will be the first step in a complete rebuilding programme throughout the Territory.

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In this group are the delegates to the Annual Conference of the New Guinea Planters' Association, held in Rabaul on August 9-11. Left to right, they are:—

Standing: P. K. Murray (New Ireland), R. McKillop (Bougainville), C. F. Batt (New Ireland), M. E. Babbage (Bougainville), J. Dunbar Reid (New Britain).

Seated: W. R. Paul (secretary), J. L. Stokie (New Britain), E. T. Fulton, pres. (New Britain), E. A. Stanfield (New Ireland), A. H. Cresswell (New Britain), Mrs. Scharberth (asst. secretary).

New Guinea Planters Meet in Rabaul

DURING the second day's sitting of the Annual Conference of Delegates of the Planters' Association of New Guinea, which commenced in Rabaul on August 9, the £1,600,000 locked up in the P-NG Copra Stabilisation Fund was again discussed and it was resolved that an urgent radiogram be despatched to the Prime Minister of Australia as follows:—

"The Annual Conference of New Guinea Planters now in Session in Rabaul desires immediate information for what purpose the moneys deducted prior to first August, 1951, under the heading of Copra Stabilisation Fund are to be used."

Two resolutions passed at the meeting were:

1. "That this Association is prepared to assist the Papuan Planters, morally and financially, in clarification of the sensational Press statements on Papuan desiccated Coconut, if it be found that contamination did not occur in the Territory.

2. "The Conference, appreciating the necessity for the production by this Territory of the highest standard of copra, request the Administration to put into immediate effect the appointment of Copra Inspectors."

It was decided to inform the Administration that pending the construction of a wharf, the Bougainville Branch would be in full accord with a Concentration Store and Lighterage facilities being provided in Kieta as soon as possible.

The Balance Sheet and Financial Statements were presented and these showed the Association to be in a very sound financial position.

OFFICE BEARERS

Office bearers elected for 1953-54 were:—President, Mr. E. T. Fulton; vice-presidents, Messrs. J. L. Stokie and J. K. Dowling; executive council: Messrs. J. Joyes (Bougainville), E. Stanfield (New Ireland), J. Dunbar-Reid, F. R. Wilson, J. Backhouse, G. J. McPhee, R. E. Arrowsmith, D. Barrett, W. T. Thomas, J. A. Thurston, J. T. Allan, T. M. Garrett.

Delegates from New Britain, New Ireland and Bougainville attended the meeting, which formally passed a vote of thanks to the retiring president, Mr. D. Barrett, who had given four years of untiring effort to the Association.

E. Samoans Still Migrating

SUVA, Sept. 1.

ALTHOUGH it was reported, some time ago, that many Samoans who had gone to work on farms in California, since the evacuation of the US Navy from Tutuila left them unemployed, were very dissatisfied with conditions there, others are still heading for Hawaii and the States.

Manu'a Tele recently transported 34 to Canton Island, where they joined a north-bound aircraft. Another aircraft was expected to call at Tafuna, Tutuila, early September to lift another group—56 were booked for this flight, up to late August.

¶ Dr. R. W. Harman, General Manager of the Colonial Sugar Refining Co. Ltd., paid a business visit to Fiji in September.

N. Guinea Club Office-Bearers

Office-bearers for the New Guinea Club, Rabaul, for 1953-54 are: President, Mr. K. Cummings; vice-president, Mr. L. Corbett; secretary, Mr. Ross Henry; treasurer, Mr. N. Worley; Committee, Messrs. G. Kent, D. Cody, A. K. Judd, R. Grimshaw and N. Barry.

Sir John Latham, former Chief Justice, will represent Australia at N. Caledonian Centenary Celebrations.

TOOLS
FOR
THE PLANTER-MECHANIC

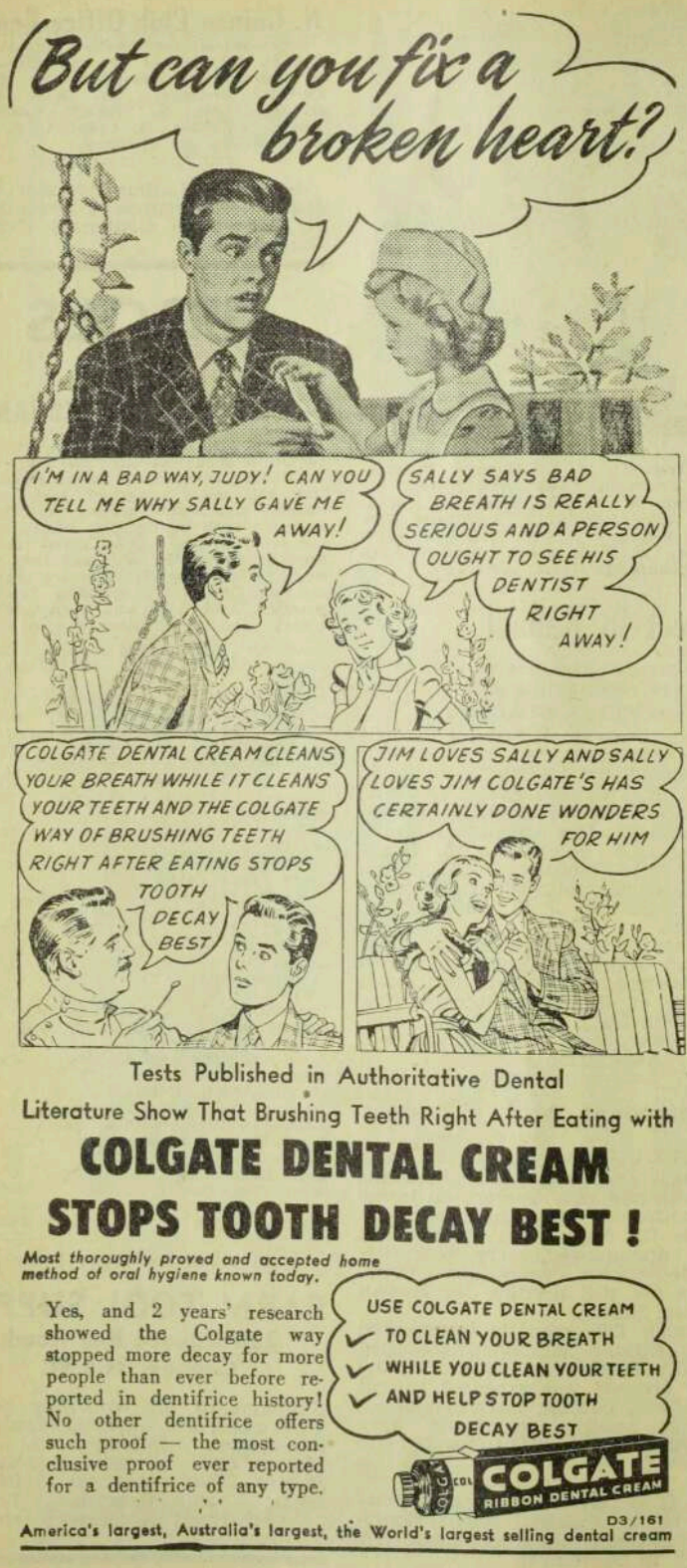
Planters who do their own service work require a good tool kit! The tools in the list below were chosen by an expert who has had many years of experience in country and Islands service work, keeping in mind both quality and utility. Those not requiring the full kit listed can order any individual item of which they are in need. Where complete kits are ordered a box containing valve grinding compound, assorted split pins and spring washers, emery tape, is supplied free of charge.

1 set (7) Double-ended Spanners, German chrome 3/8 in. to 1 in. across flats (SAE)	£3 18 0
1 set (7) Double-ended Spanners, German chrome 1/8 in. to 3/8 in. Whitworth	£3 18 0
1 set (6) Sidchrome Ring Spanners, 3/8 in. to 1 in. across flats (SAE)	£4 6 0
1 set (4) Sidchrome Ring Spanners, 1/8 in. to 3/8 in. Whitworth	£2 17 6
6 in. Shifting Spanner, crescent pattern	12 6
12 in. Shifting Spanner, crescent pattern	£1 7 6
1 set (4) Tube Spanners, 5/16 in. to 3/4 in. across flats (SAE)	17 6
1 set (4) Tube Spanners, 3/16 in. to 3/8 in. Whitworth	19 9
Stillson Wrench, 14 in.	£2 7 6
Multigrips, 9½ in.	14 6
Combination Pliers, 7 in.	7 6
Longnose Pliers, 8 in.	16 3
Gas Pliers, 7 in.	7 6
Screwdriver, 10 in. (through tang)	6 0
Screwdriver, 6 in. (through tang)	4 3
1 set Feeler Gauges	9 6
1 set (4) Files and Handles	£1 5 0
Breaker Point File	2 3
Chisel and Punch Set (5)	9 6
Hammer, 1½ lb. Ball Pean	17 6
Hack Saw Frame with 6 Blades	18 6
1 set Magneto Spanners	3 6
Revolution Counter	£1 16 0
2 ft. Steel Rule	9 6
Steel Tool Box	£2 15 0
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SOME NEWS NOTES FROM RABAUL

From Our Own Correspondent

RABAUL, Sept. 1.

NEW appointees to the reconstituted Town Advisory Council are Father Dwyer and Messrs. G. A. Clarke and R. Arrowsmith. Other non-official members include Messrs. R. Galloway, J. L. Chipper, D. Barrett, D. Jones, G. Achun, J. Chung, H. Lewerissa, B. Chan, J. E. Walsh, W. Ahnon, K. E. Cummings. The official members are the Regional Works Officer, District Officer, District Education Officer and the District Medical Officer. Next meeting, September 11.

Gilbert Renton disports himself, these days, on a motor-scooter, guaranteed to keep him on the right side of the law by sheer lack of speed. He has an answer for all the banter. Peach satin beachwear, uneven hem, straw boater comprised his contribution to the "Mannequin Parade," staged at the Xavier Hall on August 18.

Rabaul Children's Xmas Tree Fund has kicked off with a £1,000 as the result of a Queen Competition, which culminated in the Coronation of Miss Pat Freeborn at the Coralita Ball, held at New Britain Club, on Saturday, August 22.

At a party on Sunday, August 23, at the European Hospital Sisters' Quarters, the engagement of Miss Shiela Fagan to Assistant District Officer Marcus B. Orken was announced. The District Commissioner, Mr. J. K. McCarthy, proposed the congratulatory toast.

The RSL's "VJ" Ball was voted one of the happiest for a long time. Guests of the evening were the Lae Footballers. Result: a 43 to 3 victory for Rabaul, next day!

The Governor of the Commonwealth Bank (Dr. H. C. Coombes) tendered his cheque to a Chinese saleswoman here and asked if "she'd mind taking it." She held it a couple of days, with several others from members of the party of Bankers, always hoping that she'd get "No. 1's" signature. Carefully she checked up with a bank note as the cheques came in. The only signature she had not compared was that of the man introduced to her as "Doctor." Seeing is believing: so now she knows they have Doctors in banks, too . . . Mrs. Coombes gave Chinatown a bigger shock than Matupi ever has done when she returned to a trade store and paid over 10/-, which she found had not been charged for on some purchases she had made.

¶ Dr. Julian Huxley, FRS, world-famous biologist and writer, arrived in Fiji on September 12, on a short visit.

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DEATHS OF ISLANDS PEOPLE

DR. E. T. BRENNAN

The death occurred at his home at Cronulla, Sydney, on August 18 of Dr. Edward Thomas Brennan, DSO, MC, well-known former resident of New Guinea, where he was Director of Medical Services between 1928 and 1942. He had a distinguished career in medicine and in the Army and was a popular man among fellow Territorians. His funeral was attended by a great number of past and present residents of New Guinea.

Dr. Brennan was born in Victoria in 1887, studied medicine at Melbourne University, enlisted in the AIF as a Medical Officer in 1914, was in the Gallipoli landing and served with distinction until the end of hostilities—latterly as Lt. Colonel commanding the 1st Australian Field Ambulance. He was four times mentioned in Despatches as well as receiving the DSO and MC.

Between 1920 and 1922 he was surgeon on *HMAS Sydney*, and in 1923 went to the newly Mandated Territory of New Guinea as a Medical Officer. In 1928 he became Director of Medical Services in the same Territory.

He married Miss Ruth Todd, of New York, in 1923 and they had three daughters—Elizabeth, Ruth (Mrs. Cutbush) and Dorothy.

Dr. Brennan rejoined the Army Medical Services in 1941 and was stationed in Port Moresby at the time of the outbreak of war with Japan. Later, he was stationed in Sydney and after the war was a medical officer with the Repatriation Department. He remained with the Dept. until about 8 months ago.

MR. E. P. MONCKTON

Mr. Eric Parry Monckton, late of the British Solomon Islands, died on August 29, at the Royal North Shore Hospital, Sydney. He was 70.

For some years he was with the Colonial Sugar Refining Co. as a chemist in Fiji and Queensland, then went to the Solomons in the early stages of its development in 1909 to pioneer the timber industry in the Shortlands. He received much practical encouragement from Mr. Woodford, the then Resident Commissioner.

He erected, and for a time operated, a timber mill at Faisi,

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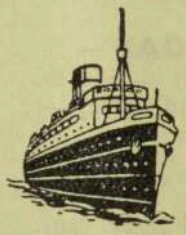
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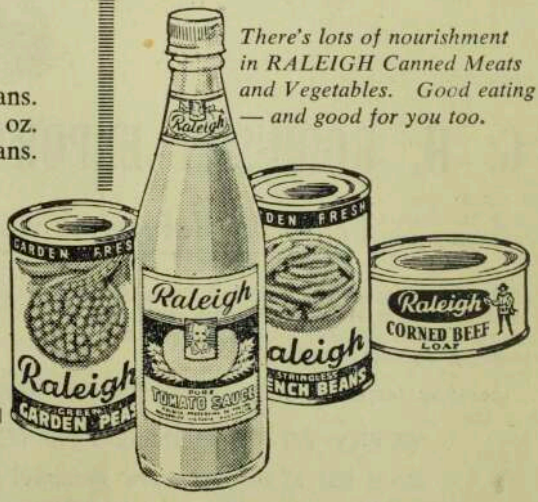
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and continued to carry on the export of timber from the Solomons until the Japanese invasion of 1942. He purchased land in the Shortlands, and also leased two islands from the Government, on all of which he planted up a considerable area in coconuts. He suffered serious set-backs to his efforts



E. P. Monckton.

in the two great wars of 1914 and 1939. The Japanese overran his plantations in 1942-43 and destroyed his house, launch, and other assets, and his coconut plantations were badly damaged in consequence. He, in common with others in the Solomons, received no compensation for war damage.

He served the Government for two periods on the Advisory Council and gave of his best for the advancement of the Protectorate for 30 years. He was a first-class tennis player, and played in many tournaments in Sydney; he was the best player in the Solomons.

He was highly regarded by all who knew him. Since forced from the Solomons by the war, he lived in Sydney. He leaves a widow, Minna, and son James, and daughter Mrs. Joan Stackpool. His brother, H. Claud Monckton, now retired and living in Sydney, was adviser on Native Affairs to the Fiji Government.

MRS. KATHLEEN DEVANY

The death occurred in Richmond, Melbourne, on August 17, of Mrs. Kathleen Margaret Devany, wife of Mr. J. F. Devany, formerly of Salamaua, New Guinea.

Mrs. Devany was formerly Sister Murray and a member of the Royal Australian Army Nursing Service of World War I. She was Matron of the Salamaua Hospital, New Guinea, in the hey-day of the Morobe Goldfields and is remembered with great affection by many of the goldfields residents of those days.

About 1937 she married Mr. Devany, of Salamaua, and remained there until the evacuation of 1941. After war service in World War II, Mr. Devany went into the hotel business at the Victorian Hotel, Richmond, Vic. He and Mrs. Devany were living there at the time of her death.

MR. FRANK MACDONNELL

Probably it has been forgotten now that during the 13 years that the late Frank Macdonnell (he died in March, in Cooktown, aged 69) was Resident Magistrate at Tufi, Papua, he earned a reputation as a planter of trees. He made the natives plant thousands of palms along that coast—to-day, they are his monument—and they have paid handsome dividends. If the natives objected to tree-planting, they were liable to find their way into calaboose, and they planted the trees as prisoners under direction of the RM. They used to call Tufi prison "Macdonnell's Agricultural College."

Frank was a son of Surveyor Macdonnell, a very early Papuan pioneer. He left the service in 1926, when he was 41, and became manager of a coconut plantation in the Conflict group. Then he joined the District Services in New Guinea, and he was DO at Salamaua, Manus, Madang and Rabaul. He retired in 1932, and had lived ever since in North Queensland. He is survived by his sister, Mrs. Vera Yeatman, of Rossville, North Queensland.—SHC.

(Continued Page 136)

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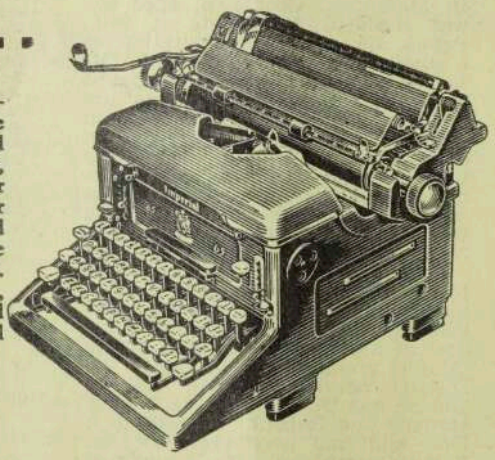
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MR. J. W. BAMBRIDGE

With the sudden death, on August 7, of John William Bambridge—known to all in French Oceania as "Willy"—Tahiti loses an outstanding figure, especially in the world of local sport. He was born in Tahiti 42 years ago, and he early showed a great keenness for athletics,



A recent photograph of the late Mr. "Willy" Bambridge, with his wife.

and he was an instructor in physical education and one of the founders of the Federation Generale Societe Sportive of French Oceania. He fought under General de Gaulle in World War II, and was a prisoner-of-war. His death at so early an age came as a shock to his many friends. He was a son of the late Mr. George Bambridge, a former Mayor of Papeete. He leaves a wife and a daughter, Jessie, who is at school in France.

THE REV. FATHER BOCH

The death of Father Boch, who died in Buka, New Guinea, on July 25, was reported in August.

Father Boch, who was 78, went to the Solomons from France in 1908. He translated the Bible into the Alu language (Shortlands). Through his influence, many new Mission stations were opened throughout Buka Island and the Buin area of Bougainville, adjoining the Shortlands.

Father Boch was in charge of the Roman Catholic Mission in the North Solomons until the arrival of Bishop Wade, in 1930. He remained during the war, and was taken prisoner by the Japanese.

MR. CHARLES DAVIDSON

Mr. Charles Davidson, well-known barber at the Suva Defence Club collapsed and died on August 14 aged 78.

He was born in Scotland, and had been in business in Australia and New Zealand. He opened a saloon in the Grand Pacific Hotel when it opened in 1914. Since, he severa

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times left the Colony "for good" but always returned. He was the only European barber in Fiji and was a foundation member of the Suva Bowling Club.

MR. J. M. NELSON

The accidental death occurred in Sydney on August 7 of John Marshall Nelson, aged 45, formerly a resident of Rabaul, New Guinea.

He was born in Queensland and went to New Guinea as a small child with his parents. He lived there until after the Rabaul eruption of 1937. He married shortly after and settled in the Sutherland District near Sydney.

He was killed when his motor cycle crashed into a motor truck. He leaves a widow and five young children.

MRS. J. W. BURTON

The death occurred in Sydney, in early July, of Mrs. Florence Mildred Burton, wife of the Rev. Dr. J. W. Burton, of the Methodist Overseas Mission. She had been in ill-health for many years.

Mrs. Burton was a New Zealander and married there in 1902; shortly after, going with her husband to work among the Indians in Fiji. After 9 years they returned to New Zealand and in 1914 were transferred to Victoria, where they remained for 10 years.

They took up residence in Sydney when Dr. Burton became, in 1925, General Secretary of the Board of Missions.

Mrs. Burton travelled widely with her husband overseas and to every mission district of Australian Methodism.

She is survivevd by her husband, one son and four daughters.

MR. F. BARTON

A member of the South Sea Evangelical Mission, Mr. Fred Barton, died in the Wewak Hospital, New Guinea, on August 3 after suffering a heart attack while stationed at the Maprik Mission.

He was buried at Wewak.

REV. WILLIAM ANDERSON

The Rev. William Anderson, who gave 56 years of devoted service as a Presbyterian missionary in the New Hebrides, died in Ashburton, New Zealand, on May 22. He was held in high esteem by all Europeans and Islanders who knew him. The last 30 years of his service were spent on Santo; and, during those years, Mr. Anderson made many arduous expeditions into the interior, all on foot, in his attempts to carry his teaching to the wild mountain natives. He departed from Santo, to retirement, in October, 1951. Mr. Anderson made only three visits to Scotland, which he left in 1897. He is survived by his widow, resident in New Zealand.

MR. W. T. MALTBY, TAHITI

The death occurred in Tahiti on July 24, at the age of 72, of Mr. William Theodore Maltby. He was born in England, and he arrived in Tahiti in 1915, and was married there in the following year. He became the owner of a large estate in Raiatea.

CAPTAIN REIHER

Captain William Reiher, master and builder of trading craft in the Gilberts, died at Abemama atoll on August 1 after a long illness.

Captain Reiher went to the Gilberts after World War I, when Japan occupied the Marshall

The Pacific Islands Society

(Founded 1937).

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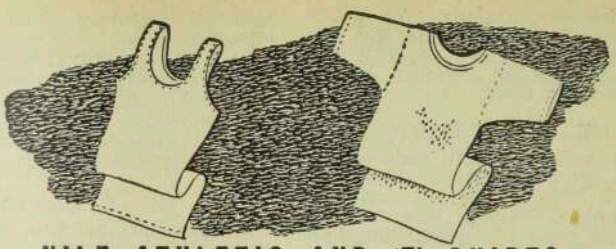
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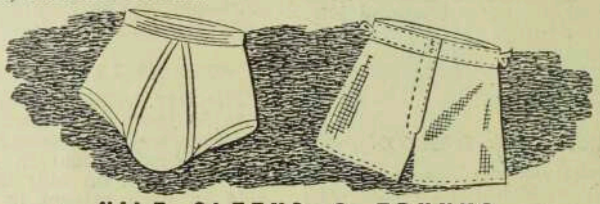
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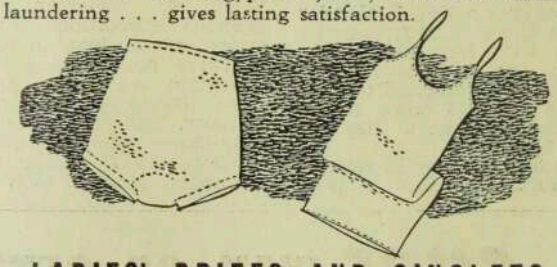
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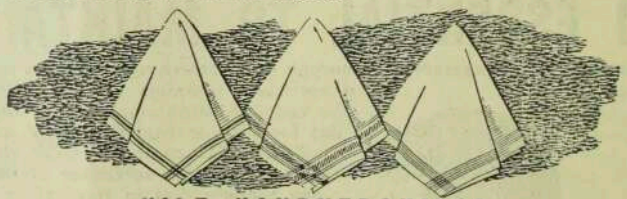
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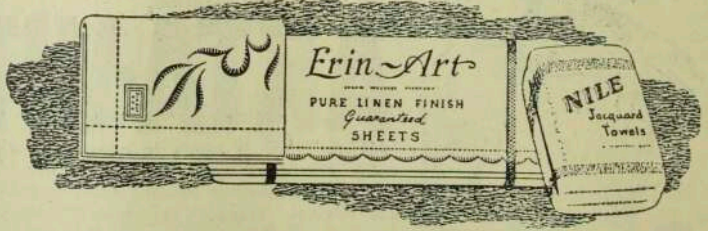
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Islands, his birth-place. He was of German-Marshalls extraction. He built the LMS churches at Tamana and Arorae, and many other buildings in the group. The vessel *Aratoba* (formerly *Santa Teretia*) owned by the Tangitang (Co-operative) Society of Tarawa, was built by Captain Reiher in 1938. He was also a recruiting officer for Burns Philp & Co. for labour for Fanning, Washington and Christmas Is., was pilot for overseas vessels in the group, occasional master of local vessels, and pilot for American landings in the Gilberts during the war.

He leaves a wife and a number of children.

RATU FINAU

Buli Cicia, Ratu Alifereti Finau Uluqalala died in Fiji aged 49 years early in August.

Ratu Finau served with the Fiji Miliary Forces in the Labour Corps during the late war, in Fiji and the Solomons. He was appointed Buli Cicia in 1950, and was a direct descendant of Roko Taliai, Tui Nayau, who welcomed the first Christian missionary to Fiji at Lakeba a century ago.

MRS. ELIZABETH HICKS

The death occurred in Sydney on September 7 of Mrs. Elizabeth Hicks. In the '20's she was for a period, sister-in-charge of the Tulagi Hospital, BSIP.

Mr. J. B. Hicks, also well known in the Solomons (he retired to Albury, NSW, at the beginning of this year) is a son.

¶ Miss Juanita F. Pryke, and Mr. Roy R. Parr were married in Brisbane, on July 26. The bride has been with the ABC Station 9PA, at Port Moresby, and the bridegroom is employed by the Port Moresby Meteorological Office.

COPRA AND BUTTER AND VOTES

Australia's Politico Economics

DEMANDS for the imposition of a duty on copra have been made upon the Australian Government by organisations of dairy farmers. Because Australian economy now is based on the 40-hour week, and a general unwillingness by organised labour in Australia to work even 40 hours, the costs of all goods and services in common use are steadily increasing; and this, of course, has affected butter.

The Australian masses, unwilling to work, naturally have found themselves unable to pay a higher price for butter. Consequently they have turned to substitutes, and there is a marked increase in the consumption of margarine. The chief component of margarine—vegetable oil—comes from copra. Margarine manufacturers now are so skilful that it is difficult to tell the difference between good margarine and butter.

Naturally, the dairy farmers do not like it. They are being nipped between two great factors which they cannot control—namely the introduction by the Socialist governments of the 40-hours week which has increased the production cost of most commodities (including butter); and the inability of the masses, under the reduced working week, to buy with their deflating £ the goods they enjoyed under the 44-hours week.

But the farmers apparently are about as capable of understanding politico-economic laws as are the Trade Unionists. Instead of attacking the factors which have raised the price of butter and reduced the buying power of the £, they are howling loudly against copra as the cheap product of cheap native labour and are demanding that the Government impose upon all copra used for food in Australia such a duty that the price of margarine will be raised against the consumers, so they will be driven back to butter.

As the Australian farmers have a lot of votes, and the Islands copra interests have none; and as the gentlemen who decide these things think almost always in terms of votes, it may be taken as quite likely that some sort of tariff will be put upon copra consumed in Australia. And thus another little nail will be hammered into Australia's economic coffin.

Wool is still in world demand; her other markets are lively; and so Australia, in spite of the extraordinary conditions which rule her internal economy, appears to prosper. But it is a pie-crust economy and the day of reckoning cannot be delayed indefinitely.

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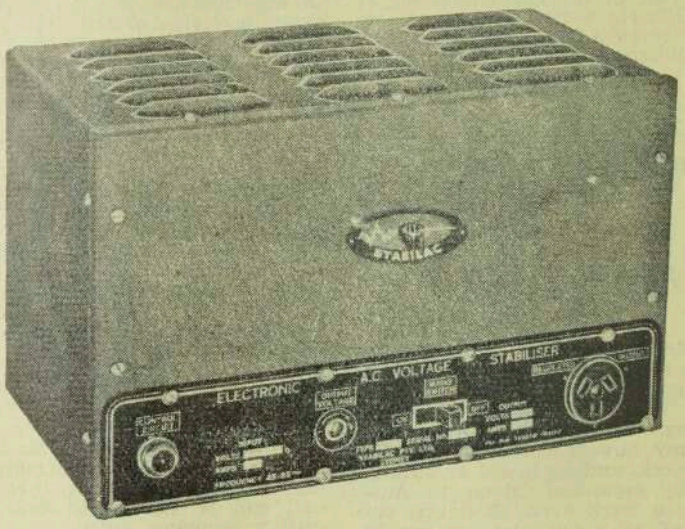
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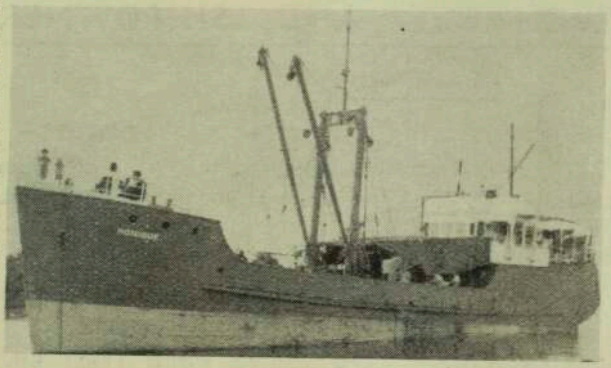
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120 LOST WHEN SMALL FRENCH SHIP MYSTERIOUSLY DISAPPEARS

AT least 120 people, of whom 20 were Europeans, disappeared on the wooden motorship *Monique*, of 240 tons. She left the island of Mare, in the Loyalty group, in good weather, at 4.15 p.m. on July 31. On leaving, she advised Noumea by radio of her expected arrival there towards noon on the following day. She was not seen again.

The distance from Tadine, the chief port on Mare, to the south coast of New Caledonia, is only 50 miles; in good weather, the NC mountains can be seen from Mare. Noumea would be a further 25 miles, through the Havannah and Woodin Passages, and the inner lagoon.



The New Zealand military authorities sent three Catalinas and a Sandringham, with radar equipment, from Suva, and Qantas planes, with Australian pilots, were also on the *qui vive*, as well as a small New Caledonian plane—these planes in all covering an area of more than 200,000 square miles in nearly a week's search. But no wreckage was sighted, which seems to suggest that the ship turned turtle in deep water, and sank like a stone, giving the trapped crew and passengers no chance of survival.

The disaster brought a gloom over a community preparing to celebrate its 100th anniversary as a French possession; and the people are unanimous in asking for an impartial enquiry.

It is alleged in some quarters that the French maritime regulations are not always applied with strictness in New Caledonian waters, and that coastal vessels are sometimes allowed to leave Islands harbours overloaded with passengers and cargo.

ONE of the chief sufferers from the disaster is native grand Chief Naisselain of Mare, who had six close relatives and many tribesmen on board. He reported that he was present when the *Monique* left Tadine, and that he himself observed it to be overloaded, with a serious list to port. Also he alleges that the cargo was so stowed that sacks of copra were stacked on the bridge four or five feet above the rail; also that the boats the *Monique* carried were filled with baggage, as also were the passageways, rendering movement of passengers extremely difficult—passengers in fact had to go on all fours to enter the cabins.

It is reported that, besides cargo and passengers from the three main islands of Ouvea, Lifou and Mare, the ship carried two jeeps.

The ship, which had originally

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been bought in Auckland, NZ, by Mr. Louis Houssard, of Noumea, together with a sister ship, the *Rosalie*, for the Caledonian coastal trade, was stoutly built; but her displacement was only 240 tons.

The New Caledonian Governor, Monsieur Angemarre, has received from the French Minister concerned a cable expressing his Government's sorrow and sympathy with the families and relatives of those missing, adding that he wished to thank all those who took part in the extensive search, notably the Australian and New Zealand airmen who gave such magnificent co-operation.

Although local seamen were unanimous, after the first few days, in regarding the ship as lost, it was decided to postpone official mourning in the territory until September 1. This mourning period was then designed to last for eight days.

On August 11, leaders of the community under the presidency of the Governor, and including members of the General Council, and captains and others engaged in the maritime industry, met to discuss the disaster. Later it was announced that an official enquiry would be held. The hope was expressed in Noumea that magistrates and others with legal qualifications should sit on the commission, as well as French officials of the administrative and maritime services.

BESIDES the personal losses of grand Chief Naisseline, grand Chief Boula, of Lifou, lost his daughter, aged four, and her uncle. The Protestant church in the Loyalties is hard hit, having lost three native pastors, two of them with their wives and children. The Protestant Mission's white nurse on Lifou, Mlle. Juliette Roche, who was booked to leave for a holiday in France by the next Air France plane, after seven years in the Colony, is among the missing.

The white passengers included Sister Marie-Jeanne, of the Catholic Mission; a gendarme sergeant named Pelissou, his wife and child, who were about to return to France; Mrs. Charles Ohlen (wife of the *Monique's* captain); Mr. Henri Cubadda, a Lifou trader; Mr. Robert Parazols, a surveyor who had been doing Government work on Lifou; a Government radio operator named Monnier, who had been stationed on Ouvea; Madame Lemarle, wife of the gendarme on Mare; and descendants of a well-known pioneer family in M. and Mme. Henri de Greslan, of Noumea, and their four children. M. de Greslan was a retired radio operator who had formerly lived on Mare, where he had been visiting old friends.

The Natives of the Loyalty Group are so upset by the disaster that many say they have abandoned their intention of visiting Noumea for the centenary celebrations, September 24-27. They draw attention to the fact that the *Monique* reached Mare from Lifou on the morning before the disaster five hours behind her radioed arrival time; and confirm that the night of the disaster was fine, with only a slight breeze.

The length of the *Monique* was 104 feet; beam 22 feet; and she had two 275 hp engines.

Papuan Rugby Competition Winners



The Lahara Rugby League football team which beat the three other teams in the Association for the 1953 Premiership. At back centre are Mr. J. Jeffreys, the team's coach, and Mr. Arthur McIlwain (referee). Holding the McIlwain Trophy is John Davi, president of the Association, and on either side of him are Igo Karho (Capt.) and Tovi Gavera (Vice-Capt.).

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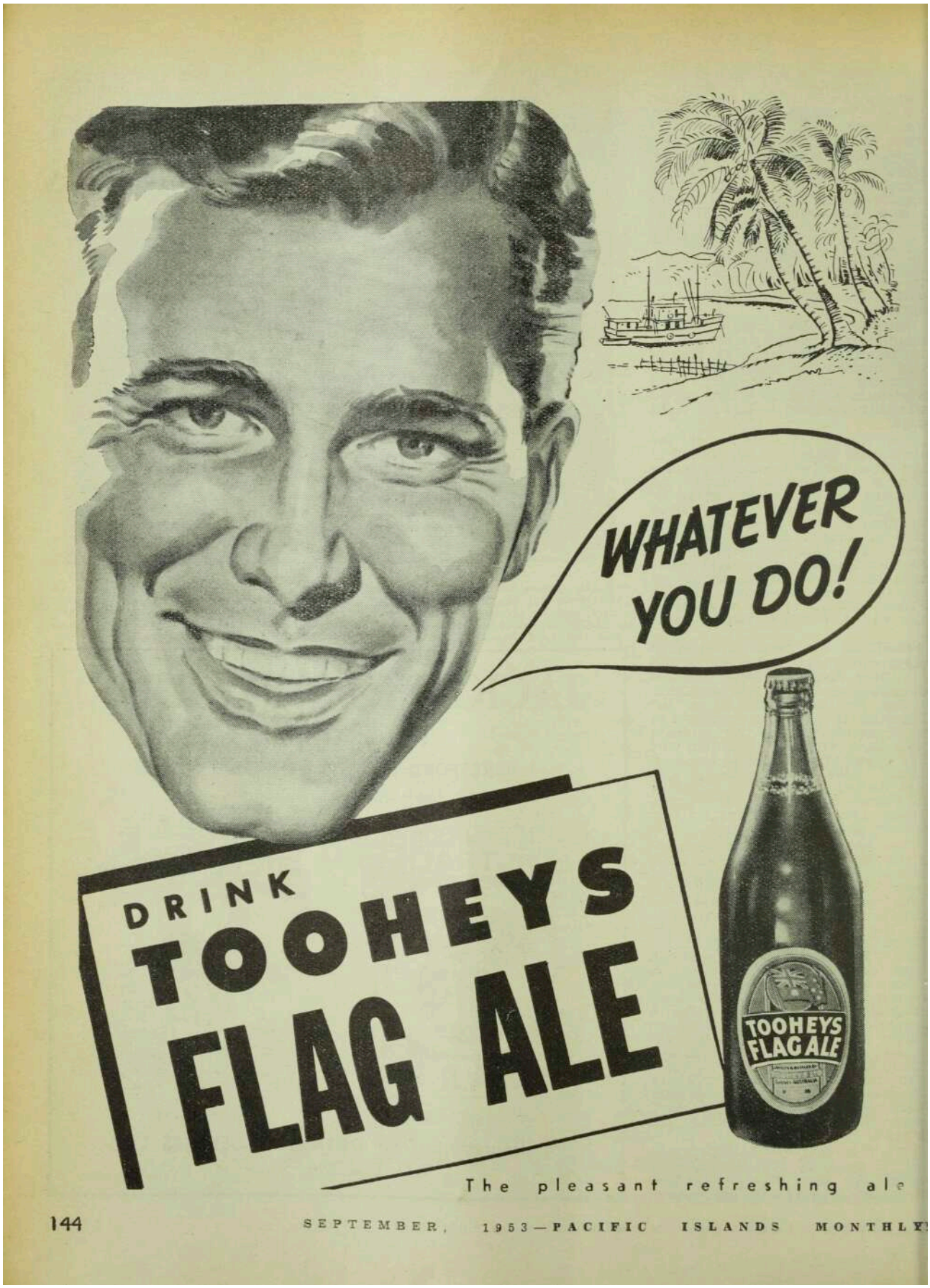


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Rugby Football in New Guinea



At left, Lae Rugby League team which visited Rabaul on August 16 and was beaten by the Rabaul team (right) by 43 to 3.

NEWS NOTES FROM TONGA

(From Our Vava'u Correspondent)

The annual Tongan Medical Practitioners' Conference has recently been held in Nuku'alofa. This meeting, which is attended by TMP's from all the different island groups in the Kingdom, is planned so that they may discuss their interesting and difficult cases and make plans for the new year's work. The meeting this year gave the TMP's an opportunity to become acquainted with Dr. Simon Cotton, newly appointed Chief Medical Officer.

Advice has been received from the United States that Amanaki Havea, the only Tongan in a group of students chosen from Pacific countries to attend a special course at Drew University, Madison, New Jersey, has done such fine work that he has been granted a scholarship to enable him to study for the degree of Bachelor of Divinity.

Havea's family has been prominent in church affairs in Tonga ever since the introduction of Christianity. He carries on the tradition of scholarship established by his forbear, John Havea, who headed the group of Ministers who made the official translation of the Bible into the Tongan language.

Head Tongan Dentist Kapukapu, of Nuku'alofa, is now in Auckland where he is taking a special six months' course in Dental Surgery. Since the death of the late Mr. Franzen in October, 1951, Kapukapu has conducted Tongan dental services without the help of a European dentist. He is to be congratulated on the high standard of work which has been maintained throughout the Kingdom and especially commended for his surveys of the dental health of school children in the island of Tongatapu.

TMP Lutui Fonua, head of the Gnu Hospital in Vava'u, has been granted a six months' refresher course in General Medicine at the Central Medical School in Fiji.

It was with regret that Vava'u said goodbye to the Rev. Kaivia Heimuli who has been transferred to Lifuka in Ha'apai. During their stay in Vava'u, Kiavai and his charming wife, Melika, won the affection and respect not only of their own Wesleyan congregation, but of all members of the community.

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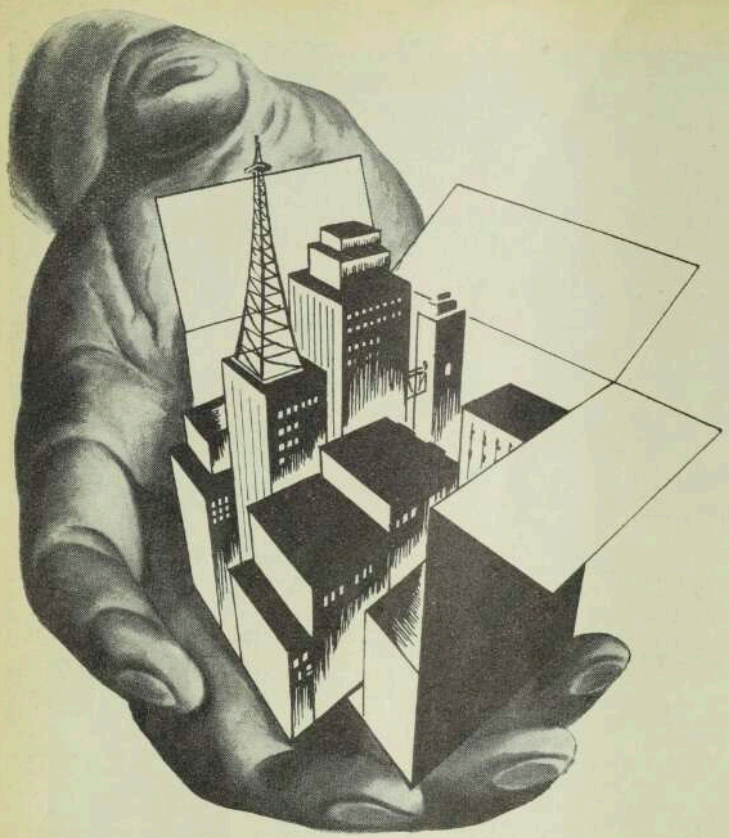
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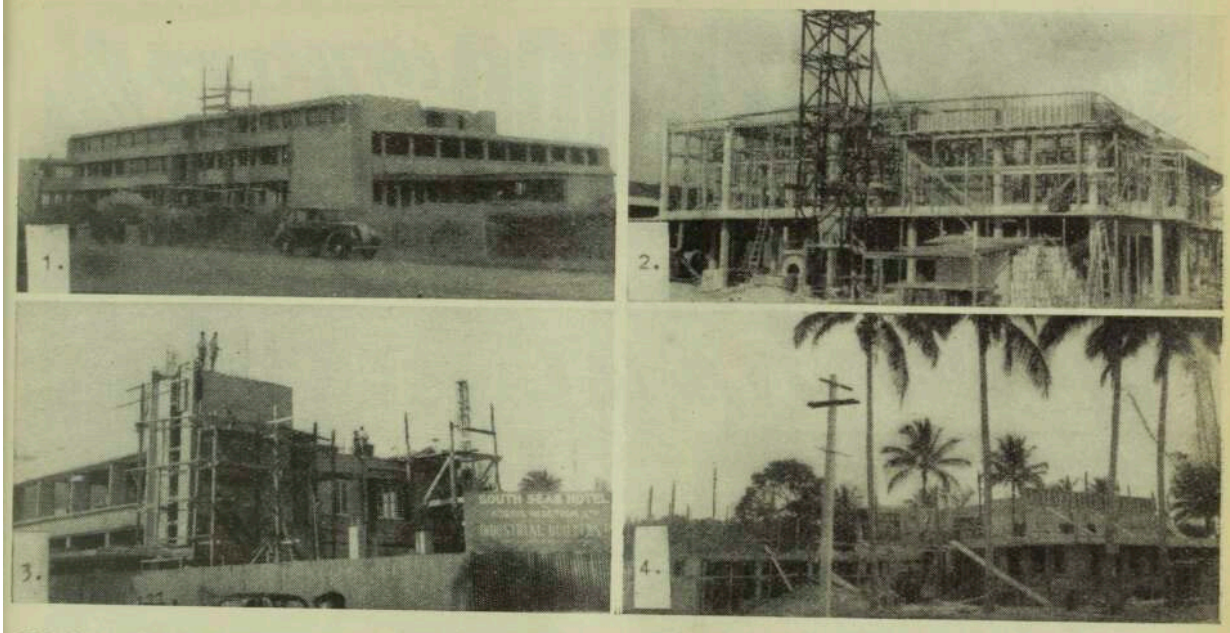
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Some of Suva's Present Building Projects



This is a pictorial progress-report of some buildings now under construction in Suva, Fiji:—

1.—The new Central Medical School at Tamavua which the Queen will officially open in December.

2.—The automatic telephone exchange, slowly takes shape.

3.—Though not expected to be completed before late 1954, the South Seas Hotel shows progress.

4.—Broadcasting House, near Albert Park.

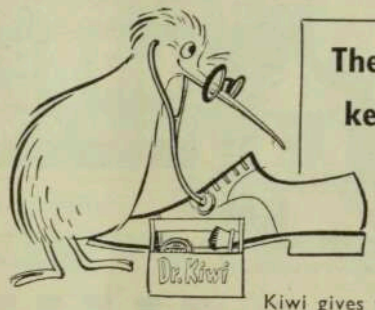
From One Mayor to Another



When the Mayor of Papeete, M. Alfred Poroi, was in Paris recently, he was formally received at the Town Hall by the President of the Municipal Council (or Lord Mayor of Paris), M. Frederick Dupont. In this photograph, the Mayor of Papeete is seen receiving a Souvenir Book of Paris from the hands of the Lord Mayor of the capital of France.

WEDDING IN SAMOA

Miss Mary Theresa McFall, daughter of Mrs. M. McFall, was married on August 1 at Apia, W. Samoa, to Mr. Jack Clement Pavitt, son of Mr. and Mrs. A. Pavitt, of Mulifanua. The marriage was performed by Rev. Father E. C. Jepson, SM, at the Catholic Cathedral, Mulivai.



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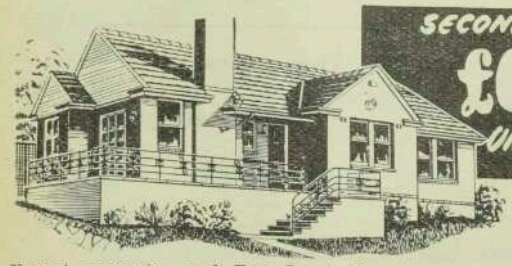
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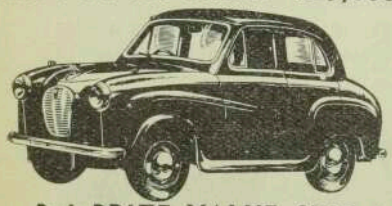


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Desiccated Coconut Scare

Source of Infection Still Unknown

MYSTERY still surrounds the outbreaks of typhoid in several Australian States, although some Papuan coconut is still officially suspect.

Health authorities in Australia have made cultures from one brand of Papuan desiccated in which they say there is a food poisoning organism similar to typhoid. Some reports in August indicated that typhoid actually had been found in some samples but this has not been verified. Cultures made from other brands and from Ceylon coconut have been negative.

Our Port Moresby correspondent reports as follows:

FOLLOWING investigations by Health officials, the Administration has announced that conditions at the Territory's desiccated coconut mills must be improved.

Reviewing developments since August 4, when the Territories Department advised that typhoid base investigations in Australia had resulted in detection of *Salmonellas Weltonberg Potsdam* and *Typhimurium* in samples of Papuan "Tropic Snow" desiccated coconut from Aroa, the statement said that bacteriological examinations had been made by the Pathologist, Dr. A. V. G. Price.

However, no organisms of *Salmonella* or *Chigella*—typhoid or dysentery—were recovered. Investigations on the output from coconut factories at Sivigolo, in the Rigo district, Hagita, at Milne Bay, and Wap Kap, near Kokopo, were still in progress.

However, inspections of the desiccated factories had disclosed the need for improvement in the conditions under which they were operating, and regulations were being drafted setting out the conditions under which desiccated coconut could be made at any place in the Territory.

Meanwhile, as a temporary measure, the Administration has banned the export of all desiccated.

EDITORIAL NOTE

Private individuals and public institutions in the Territory are justifiably alarmed at what is likely to be a death blow to the P-NG desiccated industry. Some feel that "sensational press reports" are responsible for the desiccated scare; others that the Australian Health authorities should have been sure that typhoid actually existed in the coconut before stocks were frozen; others again, that Ceylon coconut, somehow, has gained an unfair advantage over the Papuan product.

It is hard to see, however, how Australian Health officials could have done other than what they did do. Outbreaks of typhoid sprang up in four or five places in Australia simultaneously. Unlike other outbreaks, it was impossible to find a source of infection until a culture made from desiccated coconut—which many of the victims knew they had eaten—produced something that was similar to the typhoid organism. Health officials then apparently felt that it was their duty to warn the public against eating desiccated coconut—particularly "Tropic Snow" brand wherein the organism had been found.

It has been *proved* that an injurious organism has existed in certain samples of Papuan coconut. At what point along the line did it become contaminated? If not in Papua, then where in Australia?

Planters and other interested persons in Papua-New Guinea have a right to demand through the Department of Territories that the inconclusive investigations should not be shelved (as they are likely to be) at the point they have reached at present.

MEADOWS 4 CYL. MARINE CONVERSION

45-50 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.

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'Phone: LA 3597.

Classified Advertisements
Rate: 1/6 per Line—Minimum: 10/6.

TENDERS

TOMALABATT PLANTATION, New Guinea.—Owing to health reasons, the owner of this plantation desires to sell it as a going concern; tenders are therefore invited for the purchase of the plantation on a "walk-in walk-out basis".

Situation.—The property is situated on Tatau Island, Tabar Group, New Ireland, Territory of New Guinea.

Description.—Area 461.460 hectares (approximately 1,150 acres). Approximately 200 hectares planted with 24,000 matured coconut palms. Of the virgin land, approximately 20 hectares is edible sac-sac and approximately 100 hectares are, in the owner's opinion, suitable for cocoa, hemp, etc.

Title.—Freehold; the purchaser shall accept such title as the vendor has. Application for a freehold title has been made under the Lands Titles Restoration Ordinance. Any sale is subject to the Administrator's consent.

Buildings and Equipment.—Residential buildings are new and permanent of sawn timber, masonite and fibrolite, Australian galvanised iron and are on cement foundations and painted.

Ceylon Dryer.—Capacity 30 cwt. daily, built of native material with arc mesh bed and iron walls.

Office and Residential Furniture.—New and sufficient for plantation use.

Plantation Tools.—Sale includes Plantation tools. One Cooper Lighting plant, 32 volts, plus 16 batteries, fans, iron and lamps. Complete material on hand for the installation of a septic system.

Workboat.—Sale to include the workboat, M.V. "Tabar", of 40 feet; engine: English Ruston-Hornsby. Vessel and engine in excellent condition.

Anchorage.—All-weather anchorage with a stone and timber wharf; also a buoy anchorage.

Roads.—Plantation roads are contoured and lead to the buildings and anchorage.

(CONTINUED OVERLEAF)

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TENDERS — Continued from Page 149.

Trading Licences.—Trading licences are held for "Tupimando" and "Sos".

Tradestore Sales.—Average £150-£200 per month, and could be improved.

Native Labour.—Native labour agreements for from 4 to 18 months to run from January 1, 1954.

Communications.—Teleradio installed (not the vendor's property).

Stocks and Copra on Hand.—Plantation stores will be sold to the purchaser at cost and cut copra on hand shall belong to the vendor.

Production.—Last year's production was 195 tons of copra. The owner considers that there is a good possibility of increasing this by 25 per cent., owing to the property's response to clearing and cover crop adjustments.

General.—This is a well and favourably known plantation and capable of economic management.

Terms of Sale.—10 per cent. of the purchase price to be paid as a deposit on the execution of the Contract of Sale and the balance on notification to the purchaser of the Administrator's assent to the contract. The vendor will consider terms over a period of five years. Possession to be given as soon as practicable after obtaining of Administrator's assent.

Tenders.—Should be addressed to the undersigned in a sealed envelope and posted so as to reach him on or before October 31, 1953. The highest or any tender will not necessarily be accepted. Inspections of the property will be welcome.

DUDLEY JONES,
Rabaul, T.N.G.,
Solicitor for the Vendor.

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.

POSITION WANTED

EX-ASST. MGR. Rubber and Coconut estates Malaya, 28 years, two yrs. exp., knowledge general tropical agricultural modern methods, seeks appointment in Islands. Now resident Auckland. Reply to: "**Planter**," Box 5179, Auckland, N.Z.

PARTNERSHIP WANTED

EUROPEAN (British), married, moderate capital, with commercial, engineering and air experience, seeks partnership in plantation or commercial enterprise in Papua or N.G. References required. Reply: Reed, C/- 10 Leeton Ave., Coogee, Sydney.

ACCOMMODATION

ETTALONG.—Visit beautiful Ettalong for your next holidays; 2 hrs. from Sydney. Cottages For Sale or To Let; moderate rates. **R. Lundie**, L.E.A., Ettalong Beach, N.S.W. 'Phone: Woy Woy 259.

DR. AND MRS. H. L. ZIELE, New Zealanders, wish to announce they have opened their home, centrally situated in peaceful surroundings at Double Bay, for Pacific Islands and Interstate guests, for bed and breakfast. Laundry facilities; adjacent to excellent restaurants at Double Bay; 10 minutes from City. Under the personal supervision of **Mrs. Ziele**, 37 Manning Rd., Double Bay, Sydney. Phone: **FM 2761.**

NORFOLK ISLAND, "Burnt Pine" Real Estate Agency. Cable Address: "Adage, Norfolk Island". Properties for sale in peaceful surroundings and beautiful climate of Norfolk Island. All enquiries promptly attended to.

ISLANDERS intending to settle in New Zealand should consult Mr. Fritz Kruger, late of Western Samoa, now representing **Stacey & Wass,** Real Estate Agents, 138 Queen Street, Auckland, N.Z., before purchasing any property.

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IN SYDNEY.—Drive yourself—all Holdens; cheapest rates, N.R.M.A. road service. Make the most of your leave. **Sydney (late Wentworth) Drive Yourself,** 77 Wentworth Ave., or 196 Elizabeth St., City. MA 9204 (after hours, FM 3113).

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.

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SOLIDLY-BUILT Tasmanian Gaff **Aux. Sloop,** recently arrived Sydney, 45 ft. x 13 ft. 6 in. x 7 ft. 3 in. Accom. 2 fwd., large main saloon, suitable for shell or copra, engine and native accom. aft, copper fastened, surveyed sound, **£1,800. NEW** double ended Flat Bottomed **Copra Barge,** heavily constructed, capable carrying 2 tons copra, **£350. FOR** vessels of all types for work or pleasure, from cargo ships to VJ's, consult **William E. Reed,** 145a George Street, Sydney. Cables: "Willreed, Sydney."

PERSONAL

WHY BE SINGLE?—There are so many nice members of the opposite sex who are anxious to marry. Hundreds of decent people of all ages and religions. Working folk and wealthy people are lonely and want companionship and marriage. Don't miss your chance for happiness. Write NOW. **Locker P, DOROTHY POPE FRIENDSHIP CLUB (Regd.),** Box 182 Haymarket, Sydney, N.S.W., Australia.

I'LL find that English book you want, if anyone can. See last or next month's advertisement in this space for details. —**Philip R. Boulton,** Westbury, Wilts, England.

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ACCLAIM FOR LEADERS FROM POLYNESIA

THE Queen of Tonga, arriving on the Orient liner *Orontes*, in Australian ports on her way to Sydney, en route to Auckland and Nukualofa, received a very warm welcome in the Australian capitals. Both officialdom and the people in the streets went out of their way to give special greeting to the woman who made history at the Coronation of Queen Elizabeth II—first, because she was the only other Queen in the Coronation and, second, because she so markedly captured the admiration and goodwill of the London crowds.

On her way out on the liner, the Queen's party comprised her daughter-in-law, Princess Mataaho Tungi and her companion and secretary, Mrs. J. E. Windrum. Queen Salote did not mix much with the passengers, and dined mostly in her own suite; but both the Princess and Mrs. Windrum were popular figures in all shipboard activities.

Queen Salote and her party arrived in Sydney on August 22—where they were warmly greeted by many personal friends—and they departed for Auckland on the following Wednesday.

While in Melbourne, Queen Salote spent some happy hours with Dr. and Mrs. A. H. Wood, at the Methodist Ladies' College, Melbourne. For 13 years, prior to 1937, Mr. Wood was principal of a Tongan College, in Nukualofa, and the Queen's three sons were among his pupils. All six children of Dr. and Mrs. Wood were born in Tonga, and one of them, Miss Janet Wood, has returned there as a missionary.

Also on the *Orontes*, returning from the Coronation, was Samoan High Chief Tamesese and his attractive wife, Mrs. Tupua Tamasese, and they also were much liked by the passengers. Mrs. Tamasese was somewhat indisposed on arrival in Sydney, and kept generally indoors; but the High Chief made many calls and met many old friends.

No better advertisement for the merits of these young Polynesian nations could have been devised than the visit to London, under these conditions, of the leading people of Tonga and Samoa.

J.A.P. ENGINES

Just landed small shipment of 4/3 model. Weight 88 lb.

1.7 BHP at 1,600 Rpm.
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Price: £75, plus tax.

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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.

COCOA.—Islands prices are usually based on rate for Accra cocoa (W. Africa), quotation (from Colyer Watson Ltd., Sydney) for which on September 4 was £Stg.270 (£A337/10/- approx.) c.i.f., ton, Cont. ports.

N.G.—£290 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 September quoted Samoan cocoa at £Stg. 260 (£A325 approx.) f.o.b. per ton, first grade. (Samoan currency equals Stg.)

COFFEE.—Islands prices ruling in Sept. were: **Papua-N.G.**—Few sales in Sydney lately; first of new season's crop expected to arrive shortly. 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 Sept. 4 was: 28⅜d Aust. lb. **Singapore** rate September 4 No. 1 grade RSS (sellers) spot 64¼c lb. c.i.f. (approx. 27⅛d Aust. lb.).

VANILLA BEANS.—Sydney nominal quotations (by Victor Karp, Tulk & Co.): **Tahiti:** White Label, 33/9, Yellow, 33/9, all per lb, c.i.f. Sydney. No Green 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 P-NG supplies available in N.S.W. at present owing to ban imposed by Public Health Dept., following suspected typhoid outbreaks in Australian States last month.

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 fron last season. **Manihiki** blacklip.—America market firm at 35-37 cents U.S. per lb. f.o.b., Rarotonga; producers currently re ceive 1/9 lb. Aust. (approx. £A196 lon ton). **Tuamotu** blacklip.—£A500 f.o.b. New York; divers receive 47 Pac. franc 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 agent recently quoted: **N.G.**, No. 1, £A180 £A200; No. 2, £A70-£A100—per ton, e wharf. **B.S.I.**, £A200 per ton, ex wharf **N.H.**, £A280 approx. per ton.

PEANUTS.—P-N.G., recent sales i Sydney brought 1/6 per lb.

LONDON PRICES

LONDON, July 16.

Copra, c.i.f., Continental Ports, ton:—
New Hebrides, July-Aug. 83,000 Metrop. fr (£A107 approx.
Tahiti, July-Aug. . .. 85,000 Metrop. fr (£A109/8/- approx.
FM Straits, July-Aug. . .. £Stg.75/10/ (£A94/7/6 approx.
Ceylon, FMS .. .. Nomina
Philippines, bulk, Aug.-Sept. .. US$20 (£A89/18/- approx.

Coconut Oil, c.i.f., ton:—
FM Straits, 3½% drms., July-Aug. £Stg.11 (£A137/10/- approx.
Ceylon, bulk, July-Aug. .. .. £Stg.11 (£A140 approx.

Cocoa, per 50 kilos, c.i.f., Nth. Con tinental Ports:—
Accra, Oct.-Dec. .. .. £Stg.13/5, (£A265 approx. per long ton

ISLANDS MINING SHARE

	Aug., 1939,	Aug. 1	Sept.
FIJI			
Emperor .	b9/11	b14/5	b17/3
Loloma . .	s25/6	b28/1½	b27/-
PAPUA-NEW GUINEA			
Bulolo G.D. .	b124/-	b54/-	b54/-
Mandated All.	b3/8	b6d	b6d
N.G.G. Ltd. .	b1/10	b2/1½	b2/3
Oil Search . .	s3/11	b5/4	b5/2
Oriomo Oil . .	b5/-	s2/8	b2/3
Papuan Apin.	b4/11	b10d	b1/3
Placer Dev. .	b68/6	b340/-	b350/-
Sandy Creek ..	b1/5	s6d	s3d

EXCHANGE RATES

FIJI.—Through BANK OF NSW, AN BANK and BANK OF NZ. Australia on Fi basis £100 Fiji: Buying, £A111/2/6; Sellin £A113. **Fiji-London**, basis £100 Londo B. £110/12/6; S. £112. **NZ-Fiji**, basis £1 NZ: B. £111/11/9; S. £110/4/3.

SAMOA.— Through BANK OF N Australia on Samoa, basis £100 Samo B. £A123/12/6; S. £A124/10/9. **Samo London**, basis £100 London: £100/7/6; S. £101/10/-. **Samoa-N** basis £100 NZ: B. £100; S. £100/10 **Samoa-Fiji**, basis £100 Samoa: B. £1 S. £110.

PAPUA-NG.—COMMONWEALTH BAN (branches Port Moresby, Lae, Raba Madang), **BANK OF NSW** (Port Moresb Lae, Rabaul) and **ANZ BANK** (Po Moresby) quote exchange rate Australi Papua-NG: 10/- per £100.

BSI.—COMMONWEALTH BANK (bran at Honiara) quotes exchange rate **Au tralia-BSI: 10/- per £100.**

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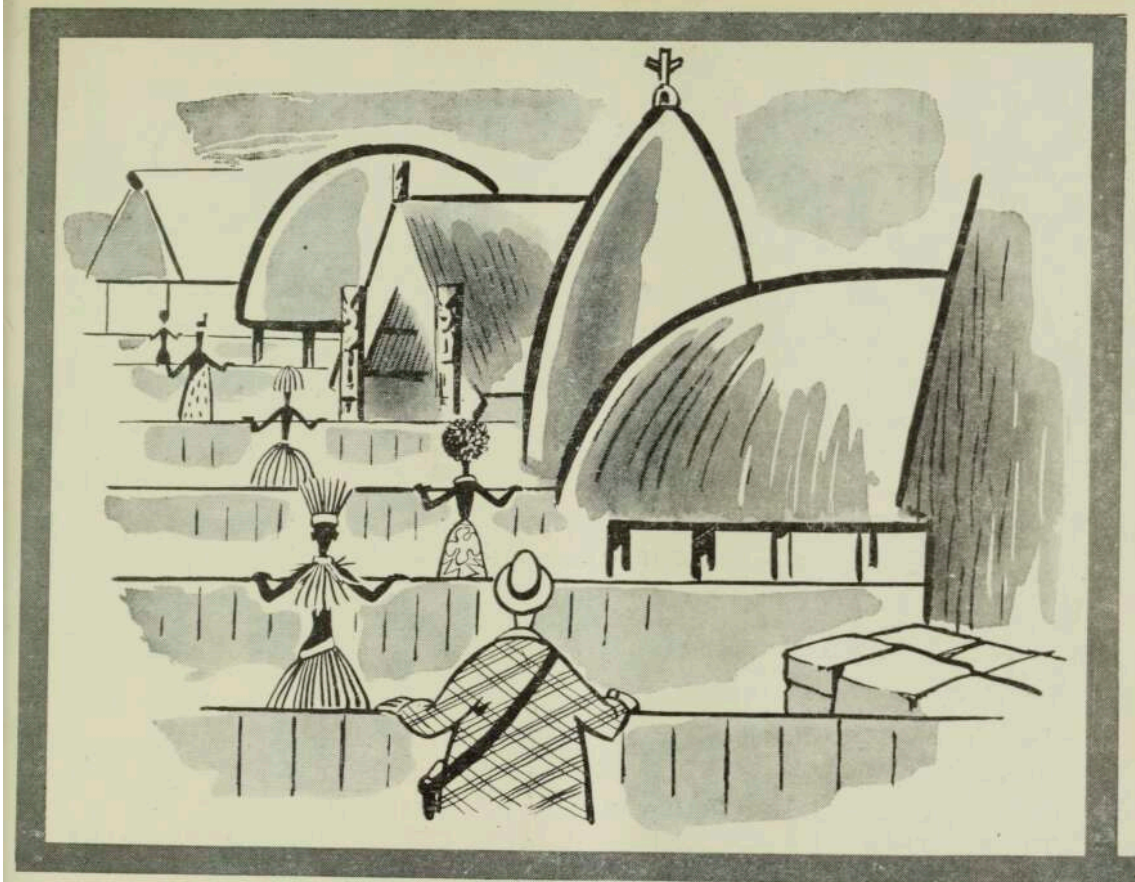
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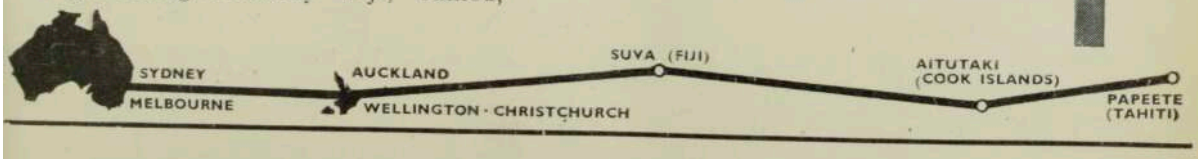
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