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Vol. XXIV, No. 3 (Oct. 1, 1953)

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NATIONAL LIBRARY OF AUSTRALIA

OCTOBER, 1953 Vol. XXIV. No. 3.

PACIFIC ISLANDS Monthly

ONCOMING EARTHQUAKE WAVE—On September 14, in Suva, Fiji, in the couple of minutes between the terrifying earthquake shock and the coming of the tidal wave, a business man, looking out over the sea from one of the back windows of the Bank of NSW building, witnessed this terrifying sight. Away out beyond the lagoon and the reef, an enormous wave was building up. Instead of following 99 per cent. of the town's populace in a wild scramble for higher ground, he raced for his camera; and he got this remarkable picture of the wave as it smashed down upon the reef, about one mile away. The reef partially broke the wave; but, even after it had crossed the reef and the sheltered waters within, it was still high enough to sweep across the foreshores and Victoria Parade, eastwards of the town, and to do much damage to the docks and shipping, westwards of the town.

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

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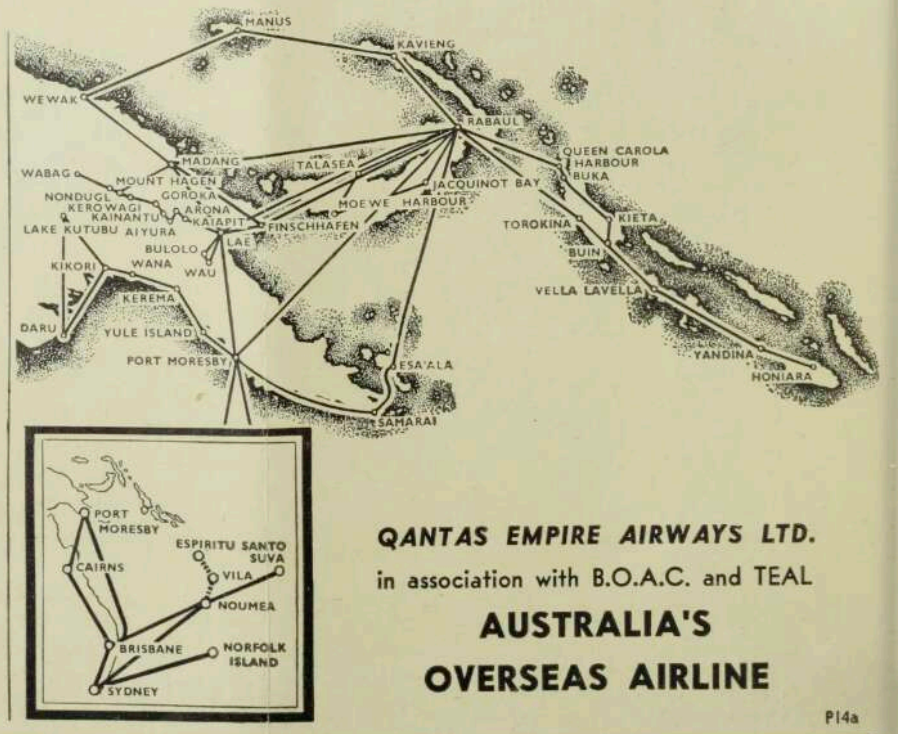

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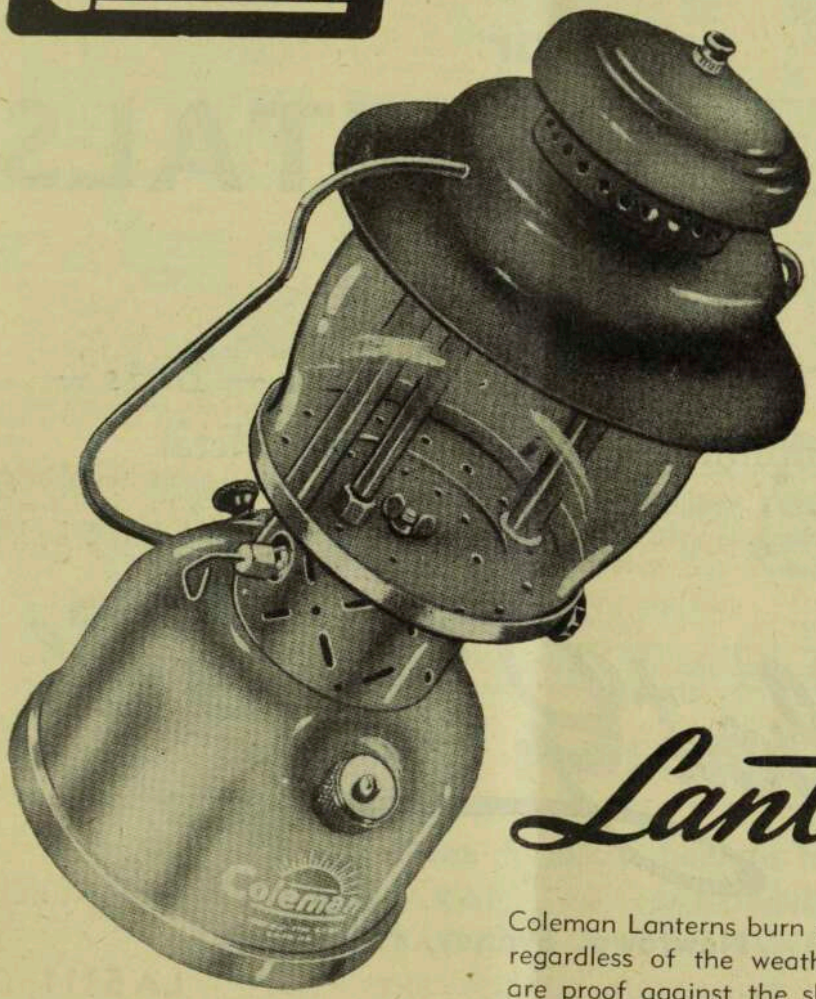

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SHIPPING TIME-TABLES

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 approximately November 4.

MV Malekula leaves Sydney approx. Oct. 19 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 Shansi, modern 3,000 tons vessels, will leave every six weeks approximately (making a three-weekly service): Sydney-Brisbane-Port Moresby - Madang - Rabaul - Pt. Moresby, Sydney. Shansi, which has recently refitted in the Far East, now replaces Sinkiang which will be withdrawn. Sailing from Sydney about November 20. Next sailing Soochow, about October 30.

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 left Auckland on last voyage about September 29 and then withdraws for survey. Resumes from Auckland November 24.

Matua will leave Auckland on her next voyage on November 10.

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

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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NOUMEA—Etablissements Ballande
PORT VILA—Comptoirs Francais des Nouvelles Hebrides

New Guinea Australia Line

Regular Three Weekly Service to

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WITH THE MODERN MOTORSHIPS

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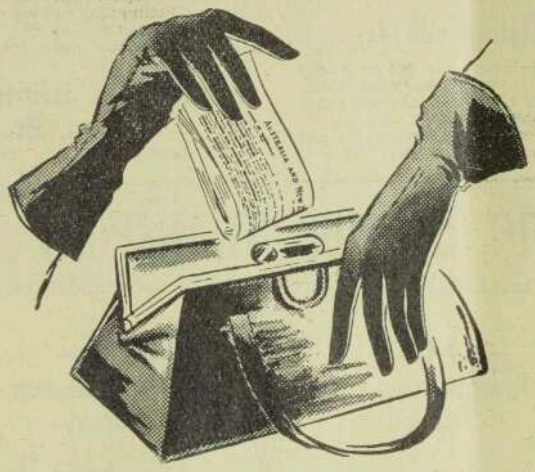

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about 8-weeks intervals from Sydney to Lord Howe-Norfolk Is.-New Hebrides Ports - BSI ports - Bougainville - Rabaul - Samarai-Sydney.

Next sailing from Sydney October 14. Details from Burns Philp & Co., 7 Bridge Street, Sydney.

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes Line, coming from Marseilles, via West Indies and Panama, call about every six weeks at Papeete, Vila (New Hebrides), Noumea and Sydney, and return by same route. Details from Messageries Maritimes. Luxurious new liners Caledonien and Tahitien recently added to this service.

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

N. America-Fiji-Hebrides, etc.

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

Next sailing from San Francisco Oct. 30, Papeete, Nov. 12, Apia, Nov. 17, Suva, Nov. 21, Noumea, Nov. 28. (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 Sun.—Sydney - Nadi (Fiji) - Canton Is.-Honolulu-S. Francisco-Seattle-Portland.

Thur. and Mon.—Return via same route.

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

* Wed. and Sat.—Nadi (Fiji)-Auckland.

• Connecting with Strato Clipper at Nadi.

BY BRITISH COMMONWEALTH PACIFIC AIRLINES (BCPA)

(DC-6 All-Sleeper Service)

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

Mon. and first Thur.—Dep. southwards, same route. On second or alternate Thursday, flight commences at S. Francisco.

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

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

BY CANADIAN PACIFIC AIRLINES (CPAL)

(With Super DC-6B Aircraft)

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

Every Friday return by same route.

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways

NORTHWARDS

Tuesdays and Saturdays (Skymasters)

Depart:	Arrive:
Sydney, 7.30 pm	Brisbane, 10.15 pm

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Brisbane, 11.40 pm	Moresby, 6.30 am (Wed., Sun.)
Moresby, 7.30 am	Lae, 8.45 am

From October 29, the Skymaster leaving Sydney on Tuesdays will be replaced by a DC6 aircraft chartered from BCPA.

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, 12.50 am (Thur., Mon.)	Cairns, 7.05 am
Cairns, 8.35 am	Moresby, 12.25 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, 5.30 am	Samarai, 8.45 am
Samarai, 9.15 am	Moresby, 11.15 am
Moresby, 12.15 pm	Cairns, 4.5 pm (Night stop)
Cairns, 9.30 am (Fri.)	Brisbane, 3.45 pm
Brisbane, 4.45 pm	Sydney, 8.5 pm

Saturdays (Sandringham)

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

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

3. N. Guinea Internal Services

Operated by Qantas

LAE—HOLLANDIA (Dutch New Guinea) (High Density DC3)*

Every 4th Monday (Nov. 2, 30).

Departs Lae 8 am, calls at Madang and Wewak, and arrives at Hollandia 1.5 pm. Every 4th Tuesday (Nov. 3, Dec. 1) departs Hollandia at 9 am, and, with calls at Wewak and Madang, arrives Lae at 3.5 pm.

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. (Oct. 2, 16, 30, Nov. 13, 27).

RABAUL-MOEWE HARBOUR (Sandringham)

Alt. Wed.—Rabaul-Jacquinot Bay-optional call Lindenhafen - Moewe Harbour - Talasea-Rabaul—(Oct. 21, Nov. 4, 18).

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

NEW BRITAIN-BOUGAINVILLE (Sandringham)

Alt. Wed.—Rabaul - Buka - Kieta - Buin

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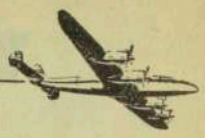
—TO ALL SIX CONTINENTS



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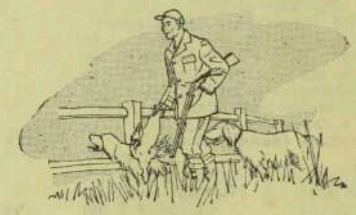

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—(Oct. 14, 28, Nov. 11, 25.).
Alt. Wed. (same day) Buin-Kieta-Buka-Rabaul.

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 pm.

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.

LAE-FINSCHHAFEN (Drover)

Every 4th Tuesday, leaving Lae 1 pm, returning same day. (Nov. 3, Dec. 1, 29.).

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

SERVICES BY MANDATED AIRLINES

With headquarters at Lae, this company runs regular services for passengers, freight and mails to all New Guinea settlements.

4. Aust.-Dutch N. Guinea

By KLM Royal Dutch Airlines.

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

5. N. Guinea-Solomons

By Qantas with DC3
3 Flights Every Four Weeks.

Mon. (Oct. 12, 19, 26, Nov. 9, 16, 23), Lae (dep. 6 am) — Finschhafen — Rabaul — Torokina (Bougain.) — Vella-lavella—Yandina—Honiara, BSI (arriving 4.25 pm).
Tue. (Oct. 13, 20, 27, Nov. 10, 17, 24, etc., Honiara (dep. 7 am)—Yandina-Vellalavella — Torokina — Rabaul — Finschhafen—Lae (arriving 3.15 pm).

6. Indo-China-Brisbane-N. Caledonia

By Air France, Monthly.

Constellation aircraft dep. Saigon, Nov. 1 and every 28 days thereafter for Darwin-Brisbane-Noumea, and return.
Australian agents: Messageries Maritimes.

7. Sydney-Lord Howe Is.

By Ansett Flying-boat Service, with Sandringhams and Hythes.

Eight services per month, return same day.

8. Sydney-Norfolk Is.

By Qantas, with Skymasters.

Alternate Thursdays (Oct. 22, Nov. 5, 19, etc.), returning same day.

9. Sydney-New Hebrides

By Qantas. with Sandringham (Weekly Flying Boat Service)

Depart:	Arrive:
Sydney, Mon. 7.30 pm	Brisbane, 10.50 pm
Brisbane, 12.20 am (Tue.)	Noumea, 7.00 am
Noumea, 8.30 am	Vila, 11.05 am
Vila, 12.35 pm	Santo, 1.50 pm (Night stop)
Santo, 6.00 am (Wed.)	Vila, 7.15 am
Vila, 8.15 am	Noumea, 10.55 am
Noumea, 1.00 pm	Sydney, 8.40 pm

10. Sydney-Noumea-Suva

By Qantas with Sandringham Flying Boats—Weekly.

Depart:	Arrive:
Sydney, Thur. 7.30 pm	Brisbane, 10.50 pm
Brisbane, 12.20 am (Fri.)	Noumea, 7.00 am
Noumea, 8.30 am	Suva, 3.00 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

Tue., Sun.—Dept. Sydney 12 midnight arr. 8.30 am following day.
Thur.—Dept. Sydney 7.30 am, arr. 4 pm
Dep. Auckland 8.30 am, arr 1.30 pm Mon., Tue., Thur., Fri., Sat.

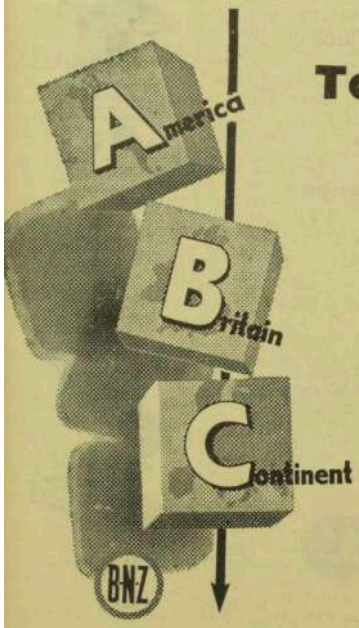
13. Sydney-Wellington

Tasman E. Airways. with Solents

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

14. Melbourne-Christchurch

Tasman E. Airways, with DC4 Skymaster



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Union Assurance Society Ltd.

Aust. T. & G. Mutual Life Society Ltd.

New Britain Shipping & Docking Co. Ltd.

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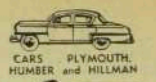
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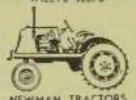
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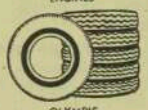
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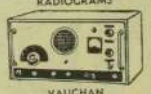
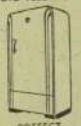
MULLARD RADIOS

ELECTROSOUND RADIOGRAMS


VAUGHAN RADIO-TELEPHONES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15. New Zealand-Fiji

SEE ALSO TABLE 18.

Tasman Empire Airways, Ltd., with Solents.

Dep. Auckland—October nil, November 3, 17.
Return to Auckland on 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, 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: November 5, December 3, 14, January 27, March 11, April 8. Departure from Auckland 3.30 am, dep. Wellington 5.30 am, arr. Chathams 10.30 am. Dep. 2.30 pm, same day for Auckland.

18. New Zealand-Tahiti

Tasman Empire Airways, Ltd., with Solents

TEAL Service, Auckland-Suva-Apia-Aitutaki-Papeete, is operated with Solent Flying-Boats once every two weeks. Dep. Auckland, Tuesday, 9.30 am. Arr. Suva 1.30 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 October 13, 27, November 10, 24.

19. Fiji-Tonga

Tasman E. Airways with Solents.

Dep. Suva October 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 4-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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Suva-Labasa: Daily except Sundays.
Labasa-Suva: Daily except Sunday.
Nadi & Lautoka to Labasa: Every Thursday.
Labasa to Nadi & Lautoka: Every Tuesday.
Suva - Savusavu - Labasa - Savusavu - Suva: Monday, Wednesday, Saturday.
* No call on Sundays.

Approximate Airways Fares

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

FROM SYDNEY TO—	Single	Return	Table No.
Moresby	£46 11 0	£83 16 0	2, 2a.
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

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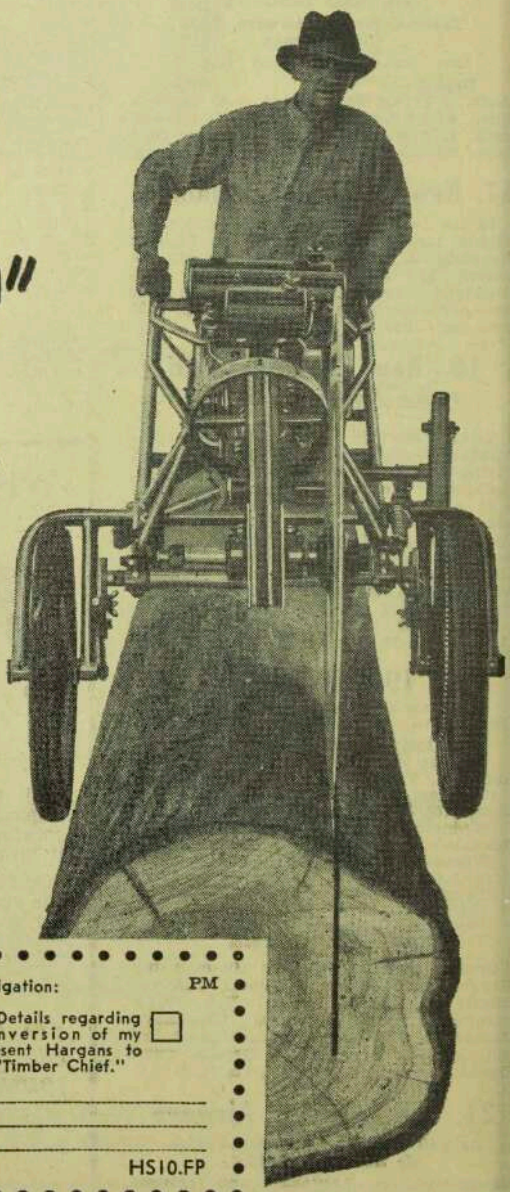

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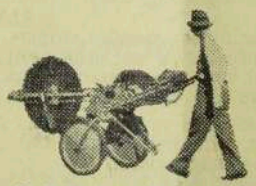

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Politicians' Knowledge of Huge Territories They Control

IF anything were needed to emphasise the PIM declaration, last month, that Papua and New Guinea are gravely handicapped by the Australian Parliament's ignorance of their condition and their basic requirements, it was provided by that Parliament's debate on the Territories Estimates, on October 6.

Last year, Australia spent over £4,000 in paying the travelling expenses of various Parliamentarians who visited the Territories. The standard of the debate suggested that the nation's guests were too busy making holiday and wassail to study the Territories' real problems; or they saw them only with the jaundiced eye of the party politician. There was the usual Socialist outcry against the big employers who are supposed to have enriched themselves by exploiting native labour; solemn warnings that unless something or other is done soon we shall have another Mau-Mau in New Guinea; much babbling along party lines.

Mr. Roberton stressed the obvious facts that, if there is to be real economic progress in New Guinea, there must be security for private enterprise; and that there can be no such security under the Trusteeship system. But this brought no reply from the Minister.

The Minister, however, caught the limelight by denouncing as "frivolous" and "mischievous" a claim by Mr. Keon (one of the few educated and thoughtful men in the Labour Party) that the Administration's attempt to build up secular native schools, at the expense of the Mission schools, might lead to disaster. Mr. Hasluck brought out the fact that, compared with £151,000 in 1949 (Socialist Government), the Missions' schools were subsidised by £239,000 in 1953, and they will get £272,000 in 1954. In any event, the risk of a New Guinea Mau-Mau, under present conditions, is infinitesimal.

But, in another direction, Mr. Keon may have something. The pro-native Hasluck policy envisages a great increase in village schools, controlled by the new Village Councils; and Mr. Keon argues that the natives generally are not yet competent to exercise control over schools—it should be left, in a major degree, in the hands of the experienced missions, whose record in this field is so good.

Naturally, the Minister regarded the comments as unfriendly. He has just seen the inauguration, in Port Moresby, of the Education Advisory Board, to supervise the education of 500 European and 140,000 non-European children; and, although Missions are well represented thereon, the policy and plan are based on an ultimate non-Missions organisation.

. . .

As a contribution to the future of Papua-New Guinea, it was a barren, useless discussion.

How Much Longer Will Britain Ignore Her Fiji Problem?

BY his article on the acute and growing population problem in Fiji (published in this issue) Mr. Amie Ragg does good service to his country. We may not agree with his final recommendation—namely, the ordered deportation of all Indians under 45—but we can read his dispassionate and well-reasoned statement of the position with profit, and agree with his logical conclusion that this problem may no longer be ignored. It must be dealt with on the highest administrative level.

But Mr. Ragg, in his summary, ignores some vital factors. One is that the Indian cane-growers may not be removed from Fiji without crippling Fiji's biggest industry; and this in turn would completely dislocate the economy of this big and prosperous British colony. The argument that Europeans or Fijians could replace the Indians in this field need not be seriously pursued.

Another factor is that the *compulsory* removal of the Indians from Fiji would have very serious political repercussions. It might have been done 30 or 40 years ago; for obvious reasons, it may not be attempted to-day.

A third, and very important factor, is that a large and growing proportion of the 150,000 Indians in Fiji is Fiji-born and English-speaking, and increasingly inde-

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pendent of the customs and traditions of the country of their parents and grandparents.

Mr. Ragg—and, probably, the majority of the older Fiji-Europeans—did not like the Indian-Indians and, for good and sufficient reasons, kept aloof from them in most matters connected with the public life of the Colony. Naturally enough, they carry this prejudice over into their contacts with the Fiji-Indians, and they are unwilling to accept the thesis that at least a partial solution of the Fiji population problem may lie in the training, disposition and outlook of the Fiji-born Indians—in the swarms of well-fed, well-dressed Indian children which we may see any morning on the Fiji roads, going to school.

BUT before the European administrators of Fiji can go very far in considering the surrender of governmental powers in Fiji to the Fiji-Indians, they must be satisfied that the Fiji-Indians may be trusted with such powers.

The dominant consideration of all government in Fiji is the security and welfare of the Fijian race. Indian interests will always remain secondary to that, so long as Britain remains responsible for Fiji's government. Years may pass before the British can feel competent to surrender more political power to the Indians. It is a matter for the Indians themselves. For example, the British may not forget the sinister lesson of 1940-45, when they faced their greatest war crisis, and the Fiji-Indians did practically nothing to help.

The Fiji-Indians can—and, no doubt, ultimately will—prove themselves trustworthy in relation to Fiji government; but they have only themselves to blame if the bitter taste of 1940-45 remains long in British mouths. The Fiji-Indians ignored their great opportunity in 1940-45, and they should not howl if their political advancement in Fiji is correspondingly delayed.

Some good men, destined to play an important part in the future of Fiji, are showing up among the Fiji-Indians. So, also, are men of outstanding character and administrative ability appearing in the Fiji native community—the Fiji-born Indians have no monopoly in that regard. The key to the future seems to lie with these men of the two races—it depends on how wisely it is handled by the British governing authority.

BEYOND any argument or doubt, there *IS* a grave population crisis looming in Fiji, just as Mr. Ragg points out, and the problem of providing food and living-space for these communities will remain, irrespective of what hand is guiding the destinies of the Colony. We part company with Mr. Ragg only when he arrives at his final solution—wholesale deportation.

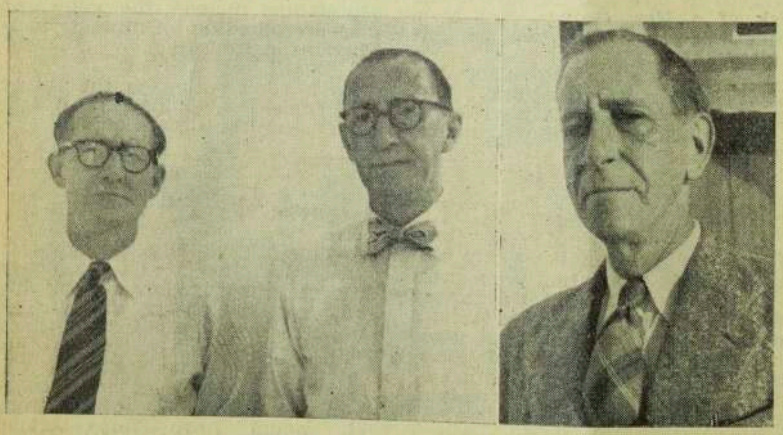
There are other solutions worthy of consideration. It is largely a question of (a) preserving the fundamental rights of the indigenous Fijians while (b) providing room enough for a rapidly growing population of Fijians and Indians. As there will not be enough room for very many more Indians in Fiji, a place for surplus Fiji-born Indians should be found elsewhere, under conditions which will attract the Indians from Fiji, and make it unnecessary to remove them compulsorily.

We believe that that can be done by making the British Protectorate of the Solomon Islands, the Anglo-French Condiminium of the New Hebrides and the French Colony of New Caledonia available for Fiji-Indian settlement and development. Those three large Territories have great undeveloped resources, room for a much larger number of people, and no urgent problem of indigenous population, as in Fiji. Furthermore, if those empty South Pacific Territories are not filled up, they certainly will attract the attention of the terribly overcrowded Asiatic countries—and that soon.

It is a matter for British top-level attention. Top-level British administrators have ignored it for 30 years, and thus created the present troubles. How much longer will they bury their heads in Whitehall's deserts of paper?

Our Front Cover Picture

The photograph on the front cover of this issue, showing the tidal wave approaching Suva on September 14, was taken by an alert photographer from Prasad's Studios, from a back window of the Bank of New South Wales, which looks out over the lagoon.



Some well-known Pacific business men were aboard Tofua in September. LEFT: Mr. M. O'Connor, Islands Inspector for Burns Philp & Co., and Mr. J. B. Protheroe, manager for Morris Hedstrom & Co. at Nukualofa, and the company's senior representative in Tonga. Mr. O'Connor was making a routine circuit of the company's branches in Tonga and Samoa, and Mr. Protheroe was heading for leave in New Zealand. RIGHT: Mr. W. J. L. Philpott, of MH's Suva office, went to Nukualofa to relieve Mr. Protheroe.

DISTRICT COM'RS EXCHANGE NOTES

Should be Model for S. Pacific Governors

FIFTEEN District Commissioners of Papua-New Guinea, the Acting Director of District Services, and various other officials, met in Lae on September 28, at one of the periodical conferences when these men, responsible for district administration, exchange experiences, pool information and discuss their numerous problems of the field. The Administrator, Brigadier D. M. Cleland, presided.

It is a matter for regret that the same sort of conference is not held, at intervals, by the Governors and Administrators responsible for the 14 Territories which lie in the South Pacific Islands, between Dutch New Guinea in the west, and French Oceania, in the east.

There is marked similarity between the problems which each handles; but the only means they have of exchanging information and experiences is the South Pacific Commission. In comparison with the DC Conference held at intervals in Papua-New Guinea, the South Pacific Conference is restricted and very formal.

Suva Now a City

SUVA is to be proclaimed a city as soon as the necessary proclamation can be prepared. This was announced by the Governor at the September session of the newly constituted Legislative Council.

Sir Ronald Garvey said that all in Fiji could be proud of the fact that Suva, blasted by a hurricane and shaken to its foundations by an earthquake within two years, "can take it." He expressed the sympathy of the Council to all who had suffered loss or damage, and paid a tribute to those who had kept essential services operating and had kept the public informed of the actual facts.

TOO MANY PEOPLE ON TIKOPIA

PROFESSOR James Spillius, of the Australian National University, who has returned to civilisation after 14 months of research work on isolated Tikopia, BSI, has reported in Auckland that, owing to over-population, about 500 people will soon be transferred from Tikopia to another island. The present 1,700 population of the 6-square-mile island is rapidly increasing, he said.

¶ Mr. Jack Whitta, popular Customs Officer of Rarotonga for eight years, has been appointed Treasurer at Niue Island.. With his wife he left for Niue in September.

At a children's fancy-dress ball in Port Moresby, in early September, Mrs. D. M. Cleland, wife of Papua-New Guinea's Administrator, met a very young Ancient Roman, in the person of Oliver White, son of Mr. and Mrs. Frank White. She is shown presenting him with a prize. —Photo by Papuan Prints.

LABOUR-SAVING DEVICES FOR THE PLANTER

A FACTORY in the Netherlands manufactures the "Cocomatic," an automatic coconut pick-up which has made the working of a coconut plantation more economical. This machine—which is drawn by a jeep—collects all the fallen nuts by means of an automatic scoop and throws them into a cart.

The scoop follows with precision, the unevenness of the ground, and so all the nuts are picked up. In this way one driver can bring in 60,000 nuts in the course of a day, which can be dealt with immediately and, preferably, under cover. Collection is so rapid that only one jeep or tractor is needed on a large plantation.

The "cocomatic" can do 3.7 miles an hour. Its working breadth is 3.1 yards.

The inventor of this machine has also invented an instrument which will speed up work in the factory. It fits in the hand like a pistol, and he claims that the workman using it can remove the pulp from the coconut with a few movements. This instrument works with atmospheric pressure and speeds up the production of copra considerably.—*From Netherlands Information Service.*

Two Days Royal Visit to Tonga

AT Nukualofa, Tonga, on October 13, Queen Salote made a surprise announcement that Queen Elizabeth and Duke of Edinburgh would spend December 19 and 20 on Tongatabu.

It was originally planned that the Royal Party would spend only six hours of Sunday, December 20, at Nukualofa. The new arrangement gets Tonga out of the difficulty of deciding whether or not to break the Sabbath in favour of feasting and dancing, but will certainly require some rearrangement of plans in Fiji, where Gothic was scheduled to depart at 6.30 a.m., December 19. However, the Royal Party could fly to Tonga in TEAL plane, which has been made available for the trip to Lautoka. This would take about 2½ hours instead of 24 or so by sea.

New Governor For E. Samoa

IT was announced in American Samoa on October 2 that Mr. Richard Barrett Lowe would be new Governor of the Territory. He began life as a schoolteacher, was at one time Dean of a teachers' college and recently Lieut.-Commander in charge educational relationships in US Navy Recruiting Service.

He was born in South Dakota in 1902.

SLIDING INTO CHAOS

More Revolts in Indonesia

THE politico-economic collapse in Indonesia, which the PIM has forecast for some time, is now very near. There is outright revolt in Northern Sumatra, Southern Borneo, South Moluccas, Central Celebes, and in Halmahera and Morotai, close to the western end of New Guinea.

The economic position is grim. Governmental expenditure is crippling the country; administrative confusion is reducing production; prices of tin and rubber have fallen; and the trade unions, which have established a seven-hours' day, are out of control.

If it is possible, in the growing confusion, to fix party lines, it may be found that the chief parties are:

Nationalists—This is the organisation which established in power, as a Republican Government, the group of political adventurers which had been groomed for the purpose by the departing Japanese. Anti-Dutch; anti-West; has a Left Wing that is practically Communist.

Socialists—Led by Sutan Sjahrir. Moderate; anti-Red; anxious to gain Western confidence, and loans.

Masjumi—Led by Dr. Hatta. Good-class Moslem. Anti-Red and pro-west.

Communists—Strong, and growing in power. Party has about 16 members in Parliament.

Dar-ul-Islam—Led by Kartosu Wirjo. Anti-Red. Is a fanatical Moslem body, loosely organised, partly based on bandit bands, and it wants to establish a purely Moslem State. No representatives in Parliament.

DR. WILOPO'S government collapsed some months ago, when it lost Masjumi and Socialist support. After much manoeuvring, another "Dr." Ali Sastro Amidjojo, formed a shaky Nationalist administration in August, with only the support of the Communists.

Most of the revolts appear to be inspired by Dar-ul-Islam—those in Sumatra and Celebes certainly are. The outbreaks in Halmahera and Morotai, about September 10, may have been caused by dissident bands from the Southern Moluccas, which always have resisted the Djakarta gang.

By early October, the rebellion in North Sumatra seemed to have established a definite Dar-ul-Islam administration in the area called Achin. This is not likely to be permanent, but it is significant as showing the disintegration of the so-called "Republic of Indonesia."

The ultimate struggle probably will be between a group led by the better-class Moslems, who will favour the West, and a close liaison with Dutch interests, and the already powerful Communists who,

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of course, will want an alliance with Red China and the Muscovite countries.

Meanwhile, there is increasing co-operation between Australia and the Dutch, in relation to the future of Western New Guinea. One of the quaint incidents of the past month was a blast from the "Foreign Minister" at Djakarta, on September 18: "Any relationship between a third country and the Netherlands concerning West New Guinea will be considered a violation of friendly relations."

Although the "Republic of Indonesia" is sliding to destruction, it bestirs itself every week or two to solemnly warn The Netherlands that it will not tolerate the Dutch claim to Western New Guinea, and any continuance of "the era of colonialism."

WRECKAGE FROM THE LOST 'MONIQUE'

UNTIL the end of September, the total absence of any wreckage from the inter-island vessel *Monique* (which disappeared completely between the Loyalty Islands and New Caledonia on July 31) had given rise to some strange theories. One was that the vessel had been captured by some of her passengers, and taken abroad.

There were suspicions that the ship had been wrongly loaded, and had turned turtle and sank; but absence of any flotsam was puzzling.

However, in the first days of October it was reported that searchers had picked up a number of articles which apparently had been aboard the ship when she disappeared, and which had been cast up by the sea.

FARE SOUTH: THE EMPLOYER'S OBLIGATION

A PAPUA-NEW GUINEA employer, under engagement to pay the return fare of a time-expired servant, is not bound to pay the cash equivalent to the servant, if the latter elects to remain in the Territory, instead of return.

This decision, of considerable interest to employers, was given on an appeal, by Mr. Justice Kelly in the Supreme Court in Port Moresby on September 28.

Messrs. John Stubbs and Sons had engaged a carpenter named Hagen, and undertook to pay his fare back to Australia. Hagen, after 12 months, left the job, to join another staff. He demanded £36, in cash, the amount of the fare. Messrs. Stubbs booked a passage for Hagen, if he wanted to go South; but would not pay the cash to Hagen.

Hagen sued the firm, and the District Court gave judgment in his favour. The firm appealed, and the Supreme Court ruled that, so long as the employer was prepared to pay for the passage, in the event of the ex-employee travelling South, it had fulfilled its obligation.

NEW BISHOP FOR TONGA

FATHER JOHN ROGERS, SM, a New Zealander, has been appointed Vicar Apostolic in Tonga, in succession to the ageing Bishop Blanc, who retired this year.

Father Rogers, who is at present Director of Maofaga College, Tongatabu, will be consecrated a Bishop in Wellington, in December. He has been stationed in Tonga since 1941. He was a keen cricketer and athlete in his college days.

Papuan Rugby League Premiers 1953

The Paga team, premiers of the Port Moresby Rugby League competition this year:—

Back Row: A. Fisher, B. Mangan, J. Creevey, R. McKenzie (V.C.), F. Naughtin, R. Carrodus, W. Kennedy.

Front Row: G. Walters, J. Maher, J. Carter, J. Hart (C.), J. Woodward, I. Woodward, J. Wilde. Mascot, Baby Hilton.

FIJI REPORTS DROUGHT AND MORE QUAKES

SUVA, Oct. 4.

TWO of the heaviest tremors since the earthquake on September 14 (see description on page 31) shook the city this morning and again this evening; and now residents are beginning to wonder how long these disturbances are going on.

The area, in the past fortnight had been making a good recovery. Messrs. Walter Horne & Co., Ltd. who at first thought they must abandon their building, have reoccupied it; and experts are reported to have advised that the big store of Morris Hedstrom Ltd.—the worst affected of our major buildings—can soon be made fit for occupation again.

But, if the cause of our earthquake really is "subsidence," it surely is time that the tremors ceased.

SERIOUS DROUGHT

Meanwhile, the main island of Viti Levu is becoming seriously drought-stricken. Conditions on the dry western and northern sides are very bad, with many fires in the grass and bush lands; and now the drought has extended into the south and east sides, where we have had, in September, only 150 points of rain, compared with an average of 8 in.

OVER-SENSATIONALISED!

SUVA, Sept. 21.

OUR Earthquake Day (reported on another page) was tragic enough; but neither in the number of casualties nor in the extent of the damage was it comparable with January 28, 1952, when the hurricane struck.

For this reason there is resentment and anger over some of the extraordinary mis-statements that have been made in Australian press and radio "news." None of these sensational stories originated from accredited news sources in Fiji; the blame aparently lies with Australian tendency to sensationalism.

More than once, Australian broadcasts have led to widespread suspicions in Fiji that the Government and the local press (presumably in horrid alliance) are suppressing alarming facts connected with the earthquake.

This has been ended by detailed and specific denials of various mis-statements.

The reaction has markedly lowered Australia's prestige as a source of reliable news. Equally marked has been the increased prestige of New Zealand newspapers and broadcasts, which for the most part have been painstakingly factual in dealing with Fiji's latest calamity.

THE EDITORS' MAILBAG

Australia and Tahiti

From Islands Merchant: "According to the Estimates, Australia provides £1,835 per annum for a Consul in New Caledonia, and £2,500 for a Trade Agent in Portuguese Timor. I am sure the income derived from those places is not as much as what Australia receives from Tahiti. Why cannot Australia abandon Timor, and place a Trade Agent or similar official in Tahiti, where he might do some good?"

We don't know—do you?

Do You Know?

"Do you know the story behind this memorial?" asks a Rabaul correspondent, sending a photograph of a tombstone which is placed in a coconut grove, just off the Rabaul-Kokopo road, near Divuan village. The inscription in English reads that it is in memory of "Phoebe Clothilda, beloved daughter of August and Mary Ann Horgren, born October 5, 1893, died August 3, 1914"—which was only one day before the outbreak of World War I, in which Germany lost New Guinea.

Does anyone now know the name or the circumstances?

Australia's Easy Millions

"Maybe I'm a bit out of date—but I simply do not understand this Colombo Plan," writes a resident of Papua. "Is it true that Australia is presenting millions of pounds' worth of goods to the people of South-east Asia? And, if that is so, what is Australia trying to do? If Australia has got money to give away, why doesn't she give it to her people who cannot get houses? Some of my relations have been struggling for years to get a home together, but are regularly knocked back by rising costs and inability to command the necessary finance."

Touche, resident of Papua! Frankly, the *PIM* thinks that the Commonwealth Government's Colombo Plan is crazy. No. 37 of *Facts and Figures*, issued by Department of Interior, March, 1953, shows that in 1951-52 Australia gave Asiatic countries over £4,000,000 worth of food and machinery; and was planning larger gifts in 1952-53. The idea is that Australia, thus assisting the under-privileged Asiatics, will gain the future goodwill of Asia, and develop pleasant neighbourly relations.

There are 9,000,000 people in empty Australia. There are over 1,000,000,000 in overcrowded Asia. It is as certain as the sunset that, within a few decades, the Asiatics will begin to spill over into the spacious and fertile lands of the South Pacific. Having had experience of the Chinese in the Boxer rebellion and the Korean War, and of the Japanese in these Islands in 1942-43, the Europeans in these countries know just what to expect. A dozen Colombo Plans will not alter natural law, and the Asiatics' hatred of us.

However, the post-war international sociologist is riding high and untrammelled. The merino sheep are bringing rich revenues into Australia these days, and the taxpaying sheep are unprotestingly paying it out again. There is plenty for all—except the house-less. Let the song-and-dance go on!

Link with Maryland, USA

In February this year we published, from the album of Mr. A. G. Smyth, of Apia, a photograph showing the destruction by fire of the graceful magnetic-survey vessel *Carnegie* in Apia Harbour on November 29, 1929. As a result of that explosion and fire, Captain J. P. Ault, master of the vessel, died.

Now a letter from Mrs. Ault, of Bethesda, Maryland, USA, has been received by Mr. Oscar Nordman, of Papeete, Tahiti. She is a regular reader of PIM and appreciated this photo and the accompanying short article.

It is evident from Mrs. Ault's letter that she is still keenly interested in scientific affairs, being an active and regular speaker at the Eistophus Science Club, an organisation which was founded about 1890.

Though too long to quote here, Mrs. Ault's letter contains reference to many American scientists who are personal friends of hers. Her address is 4801 North Lane, Bethesda 14, Md., USA.

Natives Could Be Misled

An old planter sends along a copy of the Misima news-sheet of September, 1953 (Vol 2, No. 5), and spits tacks over this item in it:

"The plantations of the Territory produce about 65,000 tons of copra each year. At present the price of copra is about £70 per ton when it is sold overseas. Sometimes the price is much higher and sometimes much lower. The price depends on how much people overseas need our copra."

Our correspondent points out that this news-sheet is distributed free to the natives by the Administration; and the effect of that statement, without explanation or embellishment, is that the native is convinced that the traders are cheats and liars.

To the natives, "overseas" means Samarai. Misima copra is mostly smoke-dried; and that is worth only £66/10/- *overseas*—and much less in Samarai. The trader plugs wearily from village to village, sometimes picking up only one basket of copra, sometimes none. Freight from Misima to Samarai is £5 per ton. The trader gets no compensation for cyclone losses—the natives did get compensation. He cannot pay anything like £70 per ton.

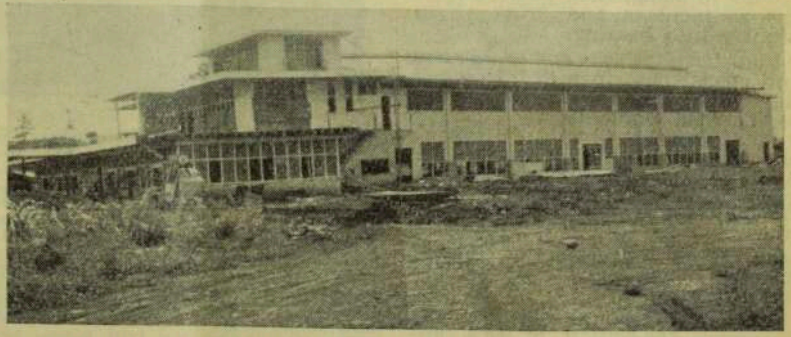
"Is it not time," says the old trader, "that we were given a reasonable chance in fair trading, instead of being harassed in this fashion by novice editors?"

There is a big difference between £70 per ton "overseas," and the price the small coastal trader can pay when he is buying piece-meal, from village to village; and a news-sheet prepared for natives should explain that.

Higher Price For Copra

LONDON, Oct. 2.

Since the end of July, price of Straits copra has risen from £74/10/- Stg. to £83 (to-day's price) which is equal to £103, Australian, cif. Philippines is to-day 215 US Dollars, and Indonesian 85½ Guilders per 100 Kilos. Ceylon and Straits coconut oil is £118-£122 Stg. per ton, and very firm.



The large cinema theatre being erected in Lae, New Guinea by Harry Starr—photographed in August. The front portion contains a number of shops.

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Chinese in New Guinea

Front-Page Storm In Australia

STATEMENTS about the activities of New Guinea Chinese, attributed to Mr. John Allen and "a deputation of ex-servicemen planters in New Guinea," achieved sensational headlines in Australian Sunday newspapers of September 6; and equally prominent repudiation by Minister, high officials, other planters and the Chinese leaders, in the following fortnight.

There are only about 2,300 Chinese in New Guinea—none in Papua—an increase of perhaps 250 since 1945. They are deeply entrenched in small stores, and provide most of the Territory's artisans. They are industrious and frugal and, whenever money is needed to close a bargain, they have the cash. Politically, they keep well in the background.

The economic strength of the Chinese community has grown remarkably since World War 11. They own huge capital. As a result, they are now reaching out constantly after properties developed by Europeans; and their readiness to pay high prices, in prompt cash, when chances have occurred in very recent years, has caused perturbation among Europeans. The success of the Chinese in acquiring valuable Stockholm Plantation (north New Britain), Musau Island plantation, various township blocks at Rabaul, and leases of plantations in the Bougainville area, started a crop of rumours to the effect that the Chinese are being assisted by "refugee" money from Red China.

Various incidents bearing on these conditions were quoted by Mr. Allen. It was further stated by him that the now large Chinese fleet of small trading vessels was being used for smuggling Chinese immigrants into New Guinea and Australia, and that, while the Chinese were ready to buy up plantations in being, they would not go out as pioneers and bring virgin country into bearing.

Minister Hasluck quoted figures and official data in a flat denial of the truth of all these charges against the Chinese.

Mr. Bernard Chan, of Rabaul, announced that his firm (Alois Akun & Co.) would pay £1,000 for every Chinese illegally in New Guinea, and £2 for every £1 of Red China money proved to have been provided for the benefit of Chinese in New Guinea. The challenge was not accepted.

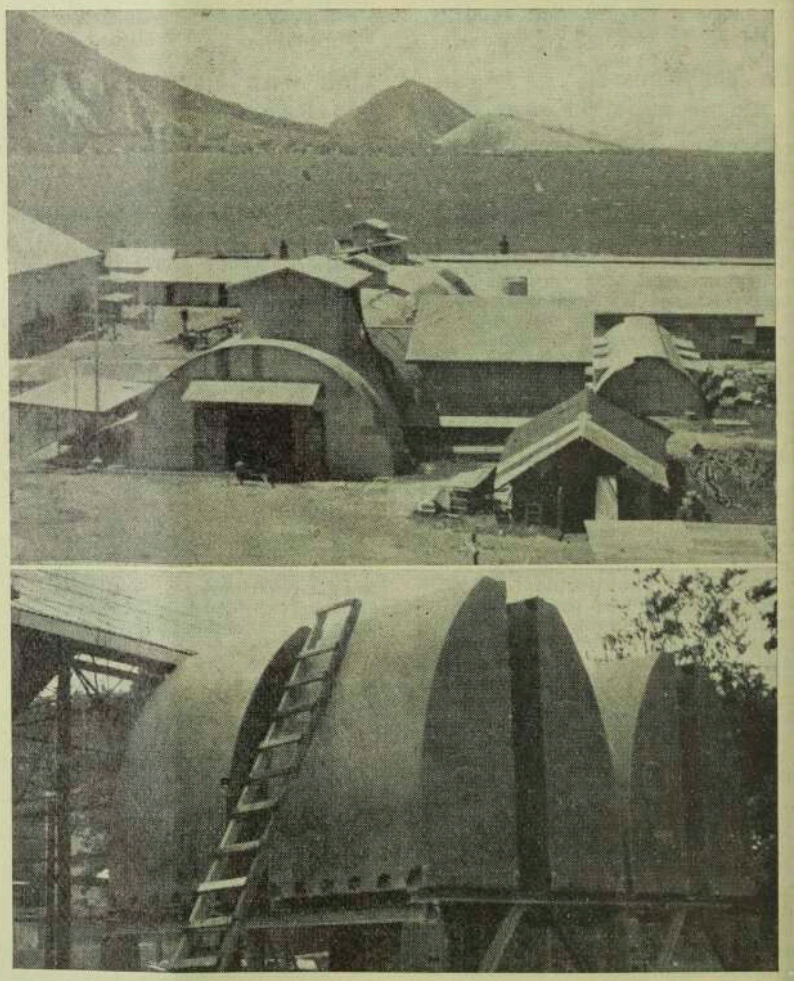
Mr. E. T. Fulton, president of the Planters' Association of NG, announced on September 26 that his Association knew nothing of Red China money in use in New Guinea, or of the illegal entry of Chinese.

Nothing more was heard of Mr. Allen and his charges. But the incident served a useful purpose, because it brought sharply under the notice of Government and public the fact that the energetic and growing Chinese community in New Guinea demands a definite status in the Territory, and a place in the Administration's policies. At present, it has neither, and this inevitably will lead to inter-racial trouble.

CHINESE FIRST—THEN ENGLISH

DESPITE Ministerial soothing-syrup, the inter-racial situation is not good; and the Chinese themselves are contribut-

Promising New Guinea Industry



At Toboi, on the western shore of Simpsonhaven, opposite Rabaul, the Coconut Products, Ltd., subsidiary of the New Guinea Company (Carpenter interests) have done a fine job in establishing a copra-crushing mill. Small ships carrying copra come right up alongside the sea-wall, beside the mill. Big ships from overseas berth in the same place, to bulk-load the coconut oil, and meal. The oil, between operations, is stored in a series of big tanks, behind the mill.

The staff, under Mr. Cliff Bailey, has shown enterprise and ingenuity in organisation. All the fresh water needed comes from wells, put down within a few yards of the mill. One well is actually at the very edge of the salt water. Ye Rabaul, across the harbour, is embarrassingly waterless. Until the ply-mill a Bulolo is in operation, this is New Guinea's biggest secondary industry.

TOP photo shows part of the mill and across the harbour, the three famou mounts — The Mother (overlookin Rabaul), the South Daughter, and th Matupi volcano. The LOWER pictur shows the ingenuity of the builders These are the ends of wartime landin barges, treated by welders and place on high stands alongside the mill to ac as freshwater tanks.

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ing something to mutual suspicion and unease.

For example, there arrived recently in Rabaul Lieut.-Colonel K. W. Yan—born in Rabaul, educated at the Methodist Mission there, served in the Chinese Nationalist Air Force for 20 years, and acquired some decorations and higher education. Our Rabaul correspondent interviewed him, and reports:—

We spent most of the time wrangling on the subject of which language the Chinese youngsters here should concentrate on.

Yan said: "That is my crusade—that every Chinese child should learn to read and write Chinese first. And then, of course, they should learn English."

Asked why, he said: "Because Chinese history is 3,000 to 4,000 years old . . . I have been to America, Burma, India, and everywhere there are Chinese communities like this one at Rabaul, and they all read and write Chinese. That is their language."

I pointed out that the children were born here; their children would most likely be born here; they were being educated at the expense of the Australian taxpayer; they would get their livelihood here; and I asked him, was it fair to turn them so completely towards China.

To which he smilingly replied: "I don't know."

CHINESE AS PIONEER SETTLERS

RABAUL'S older Chinese will remember the 3,000 acres of land behind Keravat Experimental Plantation, on which young Chinese 20 years ago were to be settled. It happened during Brig.-General Griffiths' second term as Administrator. The land was set aside, a number of Chinese applied and then, nothing.

A year ago, New Britain District Advisory Councillor, Mr. C. H. Meen, was asked to sound out his fellow-countrymen's willingness to pioneer land development. Each Chinese would be offered a block of 50 hectares. Adjoining that land would be a further 50 hectares. When, after 3 to 5 years, it was found that the farmer had utilised his 50 hectares, he would be granted a second 50 hectares. If the plan was successful it would mean that 10 families would be cultivating 1,000 hectares.

At a Council meeting a few months later, Mr. Meen was asked whether any of the young Chinese had shown interest in the plan. He replied that they would like to know more about the project first —particularly the location, communications, roads and amenities.

The matter came up again at the Council on September 21. Mr. Garrett expressed disappointment that nothing further had been heard from Mr. Meen about the Chinese response to the plan. He thought the difficulties raised by the Chinese were not difficulties in fact. The Chinese would rather buy areas already planted than go into a new area and start planting.

Mr. Meen replied that it all depended on the locality of the settlement. "I have contacted Chinese parties here, and they have asked me to say that the gesture made by the Administration is welcomed by the Chinese community; but we want a concrete plan of this project."

Mr. Meen pointed out that the Chinese had successfully pioneered copra production, especially in New Ireland, during the German regime.

Do You Remember ?

From PIM of 20 Years ago.

ALTHOUGH 15 years had passed since the end of the First World War, in a lot of respects the world of 1933 was still influenced by that conflagration. There were, however, counter irritants for the dweller in the Pacific — the very sick copra market, for example. Planters were receiving about £5 per ton for it. But gold-mining and public servants were keeping some of the Islands afloat financially.

These are some extracts from our issue of October, 1933:—

There was revived interest in development of a Papuan sugar industry. The Papuan Sugar Corporation had taken over the interests of Sugar Lands, Ltd., in Collingwood Bay. The Nevitt brothers were in London in the interests of sugar development at Sangara. And Tropicane, Ltd., was busy inspecting 15,000 acres at Sinapi.

* * *

"The slave driver, domineering, reckless, quick on the draw, still snaps his snake whip over the backs of the brainless blacks down here where the sun burns holes in your hide. Of all the savage blacks who work this steaming island, at least 98 per cent. are bound by mortgage to a white, bound for three years during which time they have about as much freedom as a squirrel in a cage."

This and a lot more appeared in a Canadian newspaper "Toronto Star" under the by-line of Gordon Sinclair, and datelined Wau and Port Moresby. From geographical and other faux pas it was evident that Gordon had never been in the Territory but it centainly riled Australian politicians who asked questions about him in the House. Those were the days when Australia was sensitive about the reactions of the League of Nations.

* * *

France had imposed a duty of 175 francs per ton on all foreign-produced copra entering the country. At the same time a bonus of 300 francs per ton was to be paid to all producers of copra in French territories. At the time, 60 francs was equal to the Australian £. There were loud cheers from French copra producers in the Pacific; groans from the rest.

The appointment was announced of Mr. J. C. Barley as Resident Commissioner of the Gilbert and Ellice Islands Colony. He had served in the Colonial Service in BSI since 1911. At the same time, Mr. A. F. Grimble, formerly G and E Resident Commissioner, was appointed Administrator of St. Vincent in the West Indies. He later became Sir Arthur Grimble and in 1952 wrote a book about his G & E experiences. ("Pattern of Islands").

* * *

In New Guinea the German Mission Ordinance of 1926 was repealed. This, in effect, reinvested in the German missions, the property that in 1920 had been removed from their control and vested in the Administrator. The missions affected were the Marist Mission Society, Ltd., Catholic Mission of the Sacred Heart, Catholic Mission Society of the Holy Ghost, the Renish Missionary Society and the Labenzell Mission.

* * *

A trader from the BSI, holidaying in Sydney, said that cheap Japanese and Chinese goods were ousting British goods from Islands trade stores. He said that he had been offering khaki shorts made in China for 9/- per dozen and Japanese matches at 2/3 for a gross of boxes. Those were the days!

* * *

A correspondent writing from Port Moresby said: "We hear so much about copra and rubber you would think that they are the only products of Papua . . . Coffee has been grown successfully in the hills behind Moresby, and in the Northern Division . . . three desiccated coconut factories have been carrying on production in the Eastern and Central Division for some years . . . In the last six months, 933 bags of coffee and 4,947 cases of desiccated coconut have been shipped." (Papuan coffee was bringing 10½d per lb in Australia).

* * *

Petrol was selling in Rabaul, NG, at 1/11 per gallon.

* * *

The "Nairnbank" repatriated 22 Solomon Islander boys to their original island homes from Western Samoa where they had been working on former German plantations for from 20 to 28 years. Their departure left only about 50 "Black-boys" in the Territory where once there had been thousands. The 22 left behind Samoan wives and about 50 children. There was much weeping and wailing as the ship left the wharf.

¶ During the absence abroad of Sir Lala and Lady Sukuna, Mr. and Mrs. J. H. P. Borron, of Mago Island, in the Lau group, have been occupying the Borrons' well-known ancestral house, on Tamavua heights, Suva. Ever since they returned from abroad, last year, Mr. Borron has been more or less nursing a troublesome leg; and, as their two big sons now can manage the plantations on Mago, they moved over to Suva, in June, for a rest. This has been of much benefit to "JHP". Sir Lala Sukuna is back in Suva, and Mr. and Mrs. Borron have returned to the Lau archipelago.

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CARGO FOR SAMOA

Complaint of Delay at Suva

APIA, Aug. 15.

STRONG dissatisfaction has recently been expressed by all sections in Western Samoa, particularly by commercial interests, regarding the shipping service provided by the Union SS Company from Australia to Apia and trans-shipments from England and the Continent from Suva to Apia.

It repeatedly occurred in recent months that trans-shipments of goods from European ports for Apia were left long periods in Suva sheds, and that Union SS Co. steamers calling at Suva have left the trans-shipments behind. Some of them, particularly flour and sugar, were urgently required in Samoa.

Trans-shipments from the *Waikawa*, from Sydney, landed at Suva, were left there by the *Tofua* and *Wairuna* when they called at Suva; and a large consignment of European goods, urgently required in Samoa, was landed by the *Orari* from London, and left behind by the *Tofua* and *Wairuna*. At the same time, the Norwegian motorship *Thorsisle* left Fiji for Apia with at least 500 tons of empty space, as the Union Co. presumably would not allow *Thorsisle* to lift the Apia trans-shipment cargo.

The Apia public is particularly indignant because there twice has been a complete absence of stocks of beer, while 700 cases of beer are lying in Suva awaiting trans-shipment.

Government and Chamber of Commerce have been trying to obtain a more satisfactory service.

Wharf-Shed Difficulties At Suva

SUVA, Sept. 20.

This complaint was submitted to Mr. David Butler, USS Co. manager in Fiji, who made the following statement early in September.

EVERY effort is made to get trans-shipments forward as soon as possible. But it must be remembered, with UK cargoes, that they are discharged into the Suva wharf sheds from the UK vessels, along with the Fiji cargo. Owing to the acute congestion in the wharf sheds, caused by the lack of shed space, it is not possible to sort the cargoes on discharge, and they have to be block-stacked. The cargo for trans-shipment to outports cannot be sorted and checked until there is room in the sheds to break the stacks down; and thus there is a time lag, which as matters stand at present, it is not possible to overcome.

In any case, reference to the schedule below will show that, despite all this, cargoes have not been unduly delayed. There have been some cases where two vessels have been used, and this has been, in the main, necessitated by the fact that, owing to shed congestion and UK stowage trans-shipment cargo was not available for the first vessel. Detailing trans-shipments from November, 1952, we find:—

'Armadale'—Finished discharge on November 21, 919 tons. 'Tofua' lifted 411 tons, November 25 (four days after discharge); 'Waikawa' lifted 508 tons, November 18, 23 days after.

'Wairangi'—Finished discharge December 9, 1952, 857 tons. 'Waikawa' lifted 757 tons (nine days after). 'Tofua' lifted 100 tons, December 27 (18 days after).

'Durham'—Finished discharge February 4, 1953, 600 tons. 'Waitomo' lifted everything February 14, 10 days after.

'Port Jackson'—Finished discharge March 14, 1953, 400 tons. 'Tofua' lifted 111 tons, March 21 (seven days after); 'Wairuna' lifted balance, March 23 (nine days after).

'Armadale'—Finished discharge, July 3, 1953, 319 tons. Major portion lifted by 'Tofua' July 13 (10 days after). The balance by 'Tofua', August 8, 35 days after. Included in the first 'Tofua' was 202 cases beer, and 879 cases spirits.

'Orari'—Finished discharge, July 23, 316 tons. Lifted by 'Waitomo', August 11, 19 days after. Included in this were 700 cases of beer.

Lylepark'—Finished discharge September 5, 342 tons. All available, approx. 300 tons, lifted by 'Tofua', September 5.

Emphasis is laid on wharf conditions in Suva, which are extremely difficult, and have been aggravated by hurricane damage. Repairs are now being undertaken and an additional shed is being constructed. Further to this, with the re-entry of *Matua* into the service, more tonnage will be available.

It must be borne in mind, however, that UK vessels do not run to a liner schedule, and connections therefore are liable to be irregular. Nevertheless, where the cargo is available, the time lag is not great.

TERRITORIES TALK-TALK

By Tolala

THE idea of coconuts planted 33 ft apart—giving more elbow room—is something new, (PIM July p. 18) and is open to challenge. Many of the old German plantings were 10 metres by 10 metres on the square, and that is somewhere about 32.8 ft. Most of the CPL plantations down in Bougainville, where Mr. Best is situated, were certainly planted 27 ft apart; but on the triangle, which is an advantage, giving more space than on the square.

As for native palms being scattered about, it has been my experience that native palms are usually closer together than on plantations, because so many nuts are allowed to grow where they fall and the fittest survive.

There used to be a theory—whether correct or not, I am subject to correction—that a coconut's roots extended a similar distance to that of the tip of the fronds; and these, at 27 ft, slightly overlapped, allowing (theoretically) the roots to interweave and act as an anchor in high winds.

Anyway, 360 bags (circa 24 tons) is nothing to write home about from 2,600 palms.

:: :: ::

And talking about plantations generally, I notice in a June issue of the **S.P. Post** that Mr. Fred Godson, of a Papuan estate, has something to say about coconut estates in Ceylon, and the comparative working methods in PNG. He reckons that labour units cost about 4/9 a day, as compared with 6/- in PNG, and there is a permanent supply there.

I remember visiting Ceylon nearly 30 years ago, and was similarly impressed, as a result of the success of the establishment of native communities on the big estates, where the workers lived with their entire families and carried out their work under contract. This system was originally introduced into New Britain by "Queen Emma," and her employees lived for many years under the community system. When the Australian government took over they would not tolerate this form of what they termed "slavery".

:: :: ::

Talking of "Queen Emma": she has been in the news lately in Sydney, as the result of an article in a Sunday paper—which was more or less correct, except for the statement that she did not wish to visit Germany until shortly before the 1914 war. This, of course, was not so. Emma Kolbe visited Europe long before World War I and was always *persona grata* in Germany. Also, she did not own the French Islands (Witu) as these were the property of the New Guinea Compagnie and a stronghold of old Peter Hansen; and between the two of them there was a war which raged for years. It was after Peter that Peter Hafen was named.

:: :: ::

Danish farmers are up against the British in the war against margarine, according to recent news reports. Only recently (Sept. 30) did we hear that Minister Hasluck says that an extremely high import duty on copra would be necessary to eliminate the present price-difference between margarine and butter.

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Dairy producers in Australia do have a vote, and copra producers have none. And that's something to be considered, with a Federal election looming next year.

I always feel that copra producers should take care of the dairymen, who have no time for the producers of margarine's raw material.

:: :: ::

All sorts of people are having a slap at Pidgin English these days. Latest to enter the lists is NSW Principal Librarian John Metcalfe, addressing members of the Royal Australian Institute of Architects—though goodness knows why they should be interested in this subject.

Said John Metcalfe: "Pacific Island natives must get a primary school education equal to our own . . . Pidgin is a sign of inferiority. There is no doubt that many people would like to keep it so—the speech of the servant."

So often these self-appointed critics rejoice in having a lightly-veiled dig at employers of native labour, as though they were veritable slave-drivers, exploiting and brow-beating the dusky sunny-faced children of the Pacific at every opportunity.

I wonder how many of these critics realise that the New Guinea people are among the lucky few world inhabitants who do not have to work or become servants unless they so desire. There is no economic pressure which compels them to become employees of non-native enterprises. Economic pressure is only felt when appetites become enlarged by civilised desires, which cannot be appeased by primitive supplies.

:: :: ::

And talking of recruiting labour, I recall a recent article by Osmar White, entitled "Native Workmen Are Still the Only Product of the Rich, Unknown Sepik." He refers to that portion of the Territory as a "Man Mine" and "the story of the Sepik . . . not much to the credit of Australia as a colonial power . . . it ranks, in sinister associations, with words like Limpopo and Lhassa and Gran Chaco and Haiti." He infers that practically nothing has been done with the Sepik District by Australia, after 40 years, except to use it as a recruiting area. No mention is made of the years spent in oil exploration, or of the gold won in the district. He does, however, admit that the raw product of the "Man Mine," after regular food, medical attention and disciplined living, shows a vast improvement.

Actually the first time recruits from the Sepik River area were obtained was some 30 years ago, when the Expro Board applied for a special permit to enter the district. It had been closed to all recruiting, owing to labour shortages on plantations in the Western Islands—Vinigo, Matty etc. Bob Palmer was the skipper; Cliff Judd (at that time a member of the Commonwealth Audit) was there as supercargo, and to see that all was on the up-and-up so long as the notorious "Bluey" Ireland was the recruiter. Recruits were a frowsy-looking, ill-nourished hook-worm infested crowd at first; but after a few months' treatment they made an exceptionally fine show and turned out good workers. They were happy and contented when their contracts expired and many re-signed; but this was not permitted until they returned first to their villages. It was the good reports given by these first recruits which were instrumental, to a large extent, in creating a fruitful ground for recruiting in the Sepik in years to come.

:: :: ::

A great pity the non-natives of the Territory cannot acquire a United Front outlook, instead of the incessant sectional attitude which has prevailed—at any rate for the past 40 years. There have always been those sectional water-tight compartments of Officialdom, Commerce and Missions, and these organisations have been divided among themselves with their own intersectional jealousies and antagonisms.

As I write, the latest intersectional flare-up appears to be caused by a spanner thrown into the works by Planter Allen, in his allegations regarding the Chinese residents of TNG, illegal entries, "red money", and what have you.

Father Dwyer, MLC, supports the Chinese (as reported in PIM, Sept., p. 40) and is quite right when he challenges the statement that present Chinese were descendants of coolies imported during the German time. Chinese coolies were imported by the Neu Guinea Compagnie, over 60 years ago, for work on tobacco and rubber plantations in the Madang area. The venture was unsuccessful and most of the coolies were repatriated.

The Germans, however, were great sticklers for "face" and no white man was employed on any manual labour. Chinese artisans were imported for this work: carpenters, engineers, painters, plumbers, cooks, boat-builders and the like. And very good artisans they proved to be. Chinatowns sprang up in the main ports where tailors, bootmakers, restaurants and small-trade stores for natives were established.

Nearly all these Chinese prospered. White people used to say: "Of course they prosper. They have no overhead, they live on the smell of an oily rag." They were parsimonious, frugal, avoiding debts; and woe to the man who failed to square up accounts by the New Year. From these are the majority of the present-day Chinese descended.

When the Chinese became land hungry the German government set aside the south-western side of New Ireland for agriculture development by the Chinese, and everyone was happy. In later years, the more prosperous Chinese got controlling interests in plantations outside that area, as a result of financial assistance given to European planters. In fact, at one time the "Three R's"—Ah Tam, Akun and Ah Chee—were the recognised unofficial money-lenders of the Territory, and pulled many a European out of a jam.

Speaking personally—which of course one should never do—it is my opinion that had the Chinese remained in their subservient position, as in days gone by, there would have been no question of their status.

:: :: ::

Recently, mention was made in the Sydney Press regarding three big events in P-NG occurring in September—the declaration of British NG in 1884; the proclamation of taking over old German-NG in 1914 (which was the time when the famous Pidgin-English proclamation was read); and then Australia's return on September 13, 1945. (Well do I remember Charlie Bates, Fairfax Ross and young John Gilmore coming down the side of the Ramale Hill!)

There is another big event which is not usually mentioned. It happened on September 13, 1942, when Rabaul had its biggest bang ever—even greater than the 1937 eruption—when a bomb-dump in Matupi Farm was exploded during the Jap occupation. How it was touched off is still a mystery—to me. Probably some military Brass knows all about it. It was the biggest bang I have ever heard.

¶ Mr. A. C. Cuff, supervisor of the native leper hospital at Ubuia, Normanby Island, in the D'Entrecasteaux Group, Eastern Papua, returned to the Territory from Sydney late in September, after furlough. He was accompanied by Mrs. Cuff and their young daughter, Elizabeth. Mr. Cuff built the hospital a couple of years ago; it is Government-owned, but staffed by the Methodist Mission. At present, the hospital is accommodating 75 patients.

¶ Dr. E. W. Gifford and Mr. Richard Shutler, Jr., both of the University of California, have completed their archaeological studies in New Caledonia. Their work, which was aided by the Wenner-Gren Foundation for Anthropological Research, followed a pattern comparable to that done by Dr. Gifford in Fiji in 1947. Fifty-two sites were visited and surface collections made. It is hoped that the material will throw light on the origin and time of arrival of the indigenous population of New Caledonia.

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More Millions For P-NG

Bits From Australian Budget

RUSHING his Thousand Millions Budget through the Australian Parliament in September, the Commonwealth Treasurer intimated vaguely that the total grant to Papua and New Guinea this year was something over £6,000,000—£1,000,000 more than last year.

We have made a careful examination of the Budget statements, and the following figures, showing grants for expenditure in respect of Papua and New Guinea, are taken from the official accounts:

	Granted 1953-4 £	Spent 1952-3 £
Grant for General Purposes	5,400,000	4,652,440
Rabaul—Harbour and Road Works	100,000	4,582
Printing of Laws	7,600	9,487
School of Pac. Adm'n.	20,450	18,127
Shipping Services	111,300	127,991
Superan. Fund	70,000	43,041
Restor. Plantns. Roads	8,000	2,727
Library Services	2,000	1,124
Sir H. Murray Meml.	2,000	—
Trans. of Surplus of NG Market Control Board to Copra Marketing Board	190,350	—
Lighthouse Services	20,000	21,126
Staff of Dept. of Works	65,960	61,755
Inter-Island Shipping Services	10,000	4,178
New Plant for Lighthouse Services	26,000	14,074
NG Timber Agreement	400,000	350,001
Allowances to Auditors	2,125	2,975
Car for Audit Office, Papua	1,000	—
Civil Aviation — for Conveyance Mails, Aust.-Pacific Is.	83,000	74,604
Visits to Territories by MP's	4,500	3,258
New Guinea Civilian War Pensions, etc.	33,600	31,316
Interest on Loans for P-NG	6,420	6,436

The total is over £6½ millions; but that by no means completes the list. Several Departments—notably, Defence, Civil Aviation, Interior, National Development, ABC, among others—are spending large sums in New Guinea and Papua, which are simply buried in the Departmental totals.

The total Australian expenditure in P-NG, over and above what P-NG earns by production and export, is at least £7 millions.

Administration officers in Papua-New Guinea have noted gratefully that Mr. Don Barrett, at Rabaul District Advisory Council moved: "This Council remains concerned at the inadequate and unsuitable accommodation for Administration staff, and urges a stepping-up of the building programme. It also trusts that the programme for the coming financial year will not be delayed as was that of 1952-53."

NEW FIJI LEGISLATIVE COUNCIL

FIJI'S new Legislative Council, which met on September 21, was completed on September 9, when the Governor's nominations were announced. This is the complete list:—

EX OFFICIO

Acting Colonial Secretary: Mr. H. W. Davidson.

Attorney General: Mr. B. A. Doyle.

Acting Financial Secretary: Mr. E. R. Bevington.

OFFICIAL MEMBERS
(Nominated by Governor)

Ratu Sir Lala Sukuna, Med.Mil., Secretary for Fijian Affairs.

Dr. J. M. Cruikshank, CMG, OBE, Director of Medical Services.

Mr. C. S. Reay, OBE, Director of Labour.

Mr. C. Harvey, CBE, Director of Agriculture.

Mr. A. R. Smith, MBE, Comptroller of Customs.

Mr. J. P. Bruen, Director of Public Works.

Mr. C. R. Nott, OBE.

Mr. W. E. Donovan, Accountant General.

Mr. E. K. Laws, Commissioner of Police.

Mr. R. V. Cole, Director of Lands.

Mr. G. Arthur, Acting Director of Education.

Ratu George K. Cakobau, OBE.

Mr. B. Raghvanand, MBE.

During the absence abroad of Sir Lala Sukuna and Messrs. Bruen, Nott and Donovan, Messrs. G. K. Roth, H. A. Ragg, K. H. Henderson and J. F. Griffiths will act for each of them respectively, as provisional members.

There has been an unusual change in the official membership. Two heads of Departments have been dropped, and their places have been taken by:—

Ratu George Cakobau, who was fairly low down in the list submitted by the Council of Chiefs, and so was not chosen as a Fijian unofficial member. His quality, however, is so highly regarded that he has been brought into the Council by another track.

Mr. B. Raghvanand, a Fiji-Indian, who is an assistant to the Native Lands Commissioner. His father was Badri Mahraj, who was the first Indian member of the Legislative Council in Fiji. This is a man of outstanding ability, and his selection will give much satisfaction to the growing influential section of young Fiji-born Indians.

EUROPEAN NON-OFFICIAL MEMBERS, Nominated by Governor

Rev. S. G. C. Cowled, OBE. (He is chairman of the Methodist Mission in Fiji. He served with the Fijian forces as chaplain in the

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Solomons during the war. He is popular and highly respected, and has the confidence of the Fijians.)

Mr. W. G. Johnson. (He is managing director of W. R. Carpenter & Co. (Fiji), Ltd. He served on the Council during the war, and holds many public positions in Fiji.)

INDIAN NON-OFFICIAL MEMBERS, Nominated by Governor.

Mr. Krishna S. Reddy. (He is the General Secretary of the Maha Sangh, and is a teacher at the Shri Vibekananda High School, Nadi.)

Mr. Abdul Samad. (He is a member of the staff of Morris Hedstrom, Ltd., at Labasa, and a member of the Labasa Township Board.)

EUROPEAN ELECTED MEMBERS

Mr. H. M. Scott, Northwestern.
Mr. J. N. Falvey, Southern.
Mr. H. B. Gibson, Eastern.

INDIAN ELECTED MEMBERS

Mr. Ayodhya Prasad, Northwestern.
Mr. Vishnu Deo, Southern.
Mr. Madhavan, Eastern.

An exhibition of paintings of Birds of Paradise and Papuan life by J. E. Ward was held recently in Sydney.

Speeding Civilisation To Last Of NG's Stone-age Men

AN area of 7,000 square miles in the New Guinea Western Highlands was recently surveyed with a view to bringing it under Administration control. This is evidently part of the Australian plan to bring the whole of New Guinea into contact with civilisation within the next few years.

This survey was done by air, however, and it accomplished in a matter of hours what once would have taken several years of foot patrolling.

The hard work of establishing patrol posts has yet to be done, of course, but this method of patrolling gives valuable information about concentration of population, terrain, best routes for ground patrols, the best places to establish airstrips, the existence of timber stands, and areas of unoccupied land.

The survey was carried out by the Department of District Services in co-operation with the Department of Civil Aviation and the area charted covered the Shrader and Bismarck Ranges, north of the Baiyer River, the Jimmi Valley, and the country between Jimmi and Maramuni Rivers.

Presumably by counting villages and native houses, it was possible to estimate that the whole of the 7,000 square miles carries a population of about 100,000. There were good stands of pine in some areas, and large areas of unoccupied land; although population groups not known to exist were seen.

During the survey, sites for four airstrips were picked out and numerous errors corrected in existing maps of the area. Some of the peaks in the Shrader Range, for example, marked at just over 7,000 feet were found to be over 10,000 feet, and some of the ranges were miles from the places in which they were marked in the maps.

It is expected that the first ground patrols will move into the area before Christmas. An airport inspector will go along with the District Services team to lay out airstrips. Air routes from the proposed patrol posts to Madang, and to Mt. Hagen (the District HQ) have already been plotted.

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"Vacola" Pure **TOMATO SAUCE**, 10 oz. bots. (usual price 21/- doz.) .. .. .. 16/6 doz.

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Fiji's Sugar Bonanza

Record Crop, Assured Market

ALL seems bright on the Fiji sugar front at the present time. The biggest crop on record is expected for the current season; growers are receiving the last of the payments on last season's crop, the price for which was a record 65/10 per ton; and the Commonwealth Sugar Agreement has been comfortably accommodated within the framework of the larger World Sugar Agreement which was signed after a conference of 51 sugar-producing countries in London at the end of August.

The World Sugar Agreement has to be ratified by a sufficient number of the Governments who sent representatives to the conference, and then will come into effect on January 1, 1954. It will continue in force for five years.

Under the agreement, Fiji retains its quota of 125,000 tons, which it will sell to the UK at a price to be negotiated with the Ministry of Food each year; exports above that tonnage must be sold on the open market. During the life of the Commonwealth Sugar Agreement—about three years—Fiji has not had more than her UK quota to export but may, this year, exceed the 125,000 tons quota set.

Moreover, this year's record cane crop will certainly produce a record sugar output, as cane cut in this year's harvest weighs more per foot of stalk than previously.

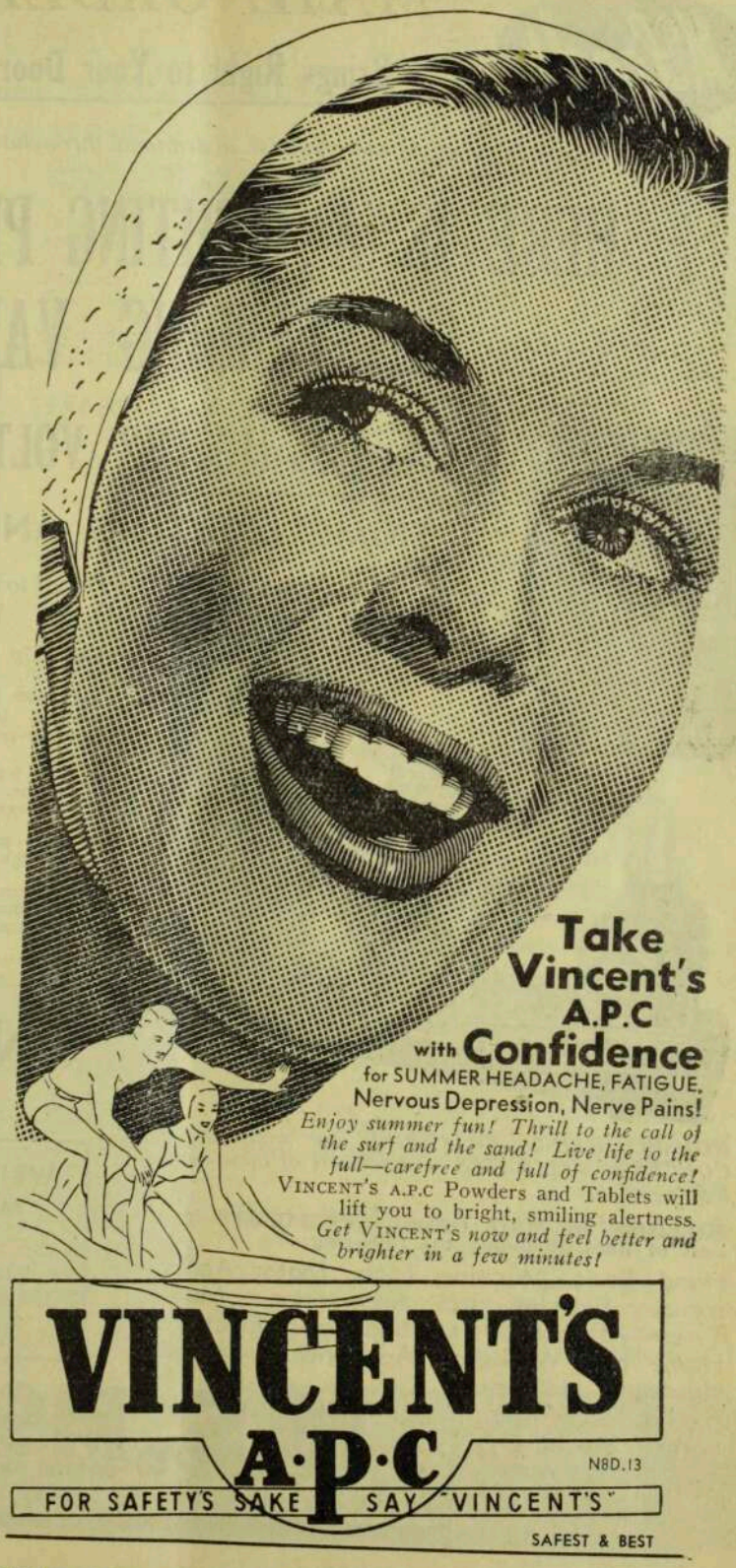
Fiji's biggest cane crop, to date, occurred in 1936 when 1,097,892 tons were crushed. This season's crushing figures should be close to 1 million tons of cane.

It is estimated that cane growers will receive anything up to £5 million for the new season's cane. Add this to returns from gold and copra, the rejuvenated banana industry and the new manganese industry, and there seems no likelihood of recession in Fiji trade for some time to come. It may even be possible to turn the unfavourable trade balance which the Colony has had for the past year or so into something more pleasing to local economists.

Military Training for Tonga

THE Tongan Public Works Department in September was building a small military camp near Nukualofa.

The camp will accommodate about 50 troops and is expected to be ready for use by November. A New Zealand Army officer has arrived to direct military training and it is understood that the scheme will operate along the same lines as that in New Zealand—boys reaching 18 are called up for three months, thereafter doing two weeks' training each year for a number of years.



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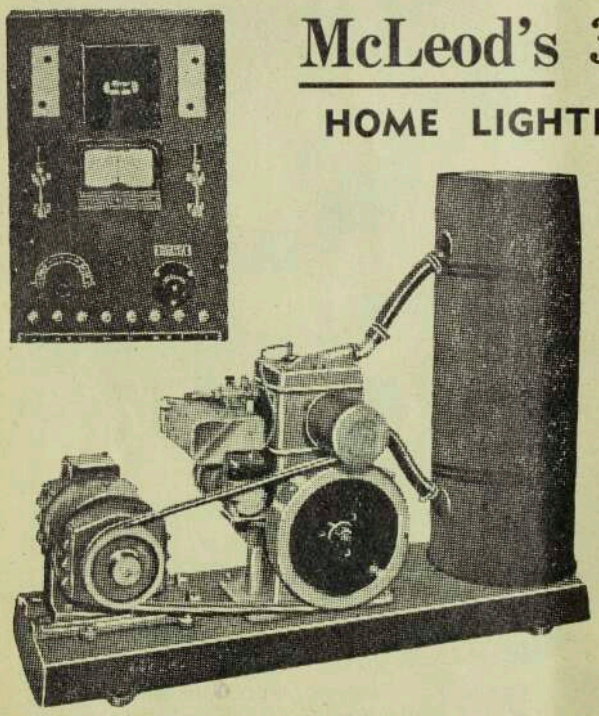

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FIJI'S GROWING POPULATION PROBLEM

Amie Ragg Renews Plea For Some Clear-Cut Official Policy

LETTER TO THE EDITOR

LET me congratulate you on publishing (in June) the article by Mr. Shankar Pratap, giving the Indian point of view on Fiji's population problem.

This is a splendid piece of special pleading; but it conveys to the superficial reader a picture in which the fundamentals of the problem are obscured by pleas based on emotional and economic grounds, and it highlights the subtlety of the Indian mind. The fundamental facts as I see them are:—

(a) *Fiji was ceded to Queen Victoria unconditionally by the Fijian Chiefs and People by a Solemn Deed known as The Deed of Cession in which the Queen agreed to protect the Fijians with justice and generosity.*

It is evident that, if the terms of The Deed of Cession are to be honoured, then no race—European, Indian, or otherwise—is entitled to supplant or dominate the Fijians. The function of the Europeans is implicit in the terms of the "Deed"—viz., to give the Fijians an ordered and stable Government, and in the process to develop the Colony, educate and Christianise its aboriginal inhabitants—and in this function the Indians have no part.

Obviously, the Fijians, when signing The Deed of Cession, did not envisage that these functions were to be carried out by a people who, as far as they were concerned, did not exist, and who, in their then state, were little if any more civilised than the Fijians themselves. Their civilisation in Fiji has proceeded *pari passu* with that of the Fijians, and they have participated in the benefits accruing from the ordered and stable government which we Britishers have brought into being.

(b) *At the time of Cession, India was a subject country under the Crown, and giving allegiance to the Queen. To-day, India is a foreign country in fact, though not in theory. Further, there were no Indians in Fiji at the time of Cession; consequently, they are not a party to the Deed, nor do they participate in its provisions.*

The Indians are not and never were British citizens (British subjects, yes); and it is a striking commentary on British rule in Fiji that an immigrant race with a literacy inferior to that of the Fijian has been granted by the Imperial Government greater political privileges than the natives.

(c) *In view of the fact that these Islands were ceded to Her Sovereign Majesty the Queen of Britain, all British Citizens (not subjects, as the Indians were at the time of Cession) are co-trustees with her Majesty, and are therefore in duty bound to protect and preserve the racial and territorial integrity of the Fijians.*

The fatal error made by the Imperial Government was to introduce aliens into the Colony without providing the safeguards necessary to implement the Deed of Cession.

This lack of foresight is not due in any way to the Indians who, like the Fijians, are the victims of conditions due to our commercial greed.

Consequently, it is *our* duty (if the honour of our Queen, and that of ourselves is to be preserved) to solve the problem by doing justice to the Fijians in accordance with the provisions of The Deed of Cession, and by giving sympathetic treatment to the Indians for the part they have played in the economic development of the Colony.

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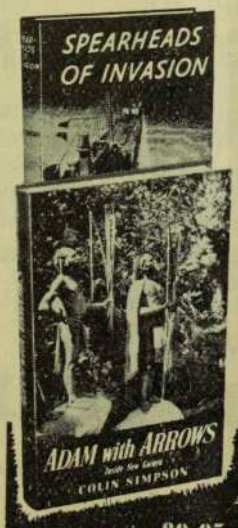

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(d) *There is nothing in The Deed of Cession which gives power to Her Majesty to do anything to impair the well-being of the Fijians in their homeland; and, as the Queen can do no wrong, her Ministers are constrained to act in accordance with that principle.*

No right-thinking person would say that the Indians have not performed a great work in helping to develop Fiji. But it must not be forgotten that the part they have played is only a fraction of the effort that was necessary to bring Fiji to what she is to-day.

Cotton, copra, sugar and other plantations were in being when the Indians arrived in Fiji, and in the year 1900 there were only 15,000 Indians in Fiji. Up to that date, the cutting down of our forests, clearing the land, the development of the plantations and the beginning of our roading system were done by Fijian, Solomon, Tokelau and New Hebridean labour, so that the extravagant claims that the Indians make, that they transformed Fiji from a wilderness into an earthly paradise, is unadulterated hyperbole.

(e) *The Indians are an assisted immigrant race introduced to help in the task of developing the Colony's economy, and so have only prescriptive rights as compared with the pre-emptive rights of the Fijians.*

TURNING now to the specific points raised in Mr. Pratap's letter we may consider the following:—

That the wholesale deportation of the Indians is politically impracticable, and would bring about the economic collapse of the Colony.

Nothing is politically impracticable in this problem, if there is the will to do. Unfortunately, neither the Imperial Government, the commercial European community, nor the Indians are prepared to tackle the problem—the Imperial Government, for fear of political and economic re-actions in India; the Fiji Europeans because any change of his nature will affect their economic interest; and the Indians because they are on a good thing for the present and, like us all, do not wish to relinquish any of the political or economic advantages which they now enjoy.

None of these parties considers the ultimate effect on the Fijians who, even in Mr. Pratap's own words, will not have in the future sufficient land to meet their needs. I quote:— "Even if wholesale deportation took place and the Fijians were left to themselves in this Colony with their resources undeveloped, a day would come when the Colony would not be able to support the increasing population.") This latter statement transcends the limits of illogicality, for if in the future, the lands of the Colony are unable to support the increasing Fijian population, how are the Fijians and the Indians to be provided for? It must be remembered that the ratio of the increase of Indians to Fijians is 16 to 10.

Further, does this statement imply that the Indians are the only people who work in Fiji? If so, then it is an insult to the Fijians, and brings to light the absurdities in the claims made by Mr. Pratap. I ask the following questions, as a natural corollary to this statement, and I give the correct answers:

(a) *Who developed the first plantations in Fiji?—the Fijians.*

(b) *Who do the stevedoring on our wharves?—the Fijians.*

(c) *Who dig the gold out of our mines?—the Fijians.*

(d) *Who produce the major portion of our copra?—the Fijians.*

(e) *Who grow our bananas and native food-stuffs?—the Fijians.*

(f) *Who supply the major portion of our unskilled labour for our roads and public works?—the Fijians.*

(g) *Who, when wars come, take a rifle and go and fight for our Freedoms?—the Fijians.*

It will be seen from the foregoing that, except for the sugar industry, the Fijians play a greater part in our economy; so, if the Indians are repatriated, they need not worry

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themselves unduly about Fiji's economic future.

I, like Mr. Pratap, was born in Fiji. That was 75 years ago; and, during that time, I have had Fijians under me, as labourers, launch captains and hands, seamen, clerks, etc., and I am quite convinced that the Fijians, under proper guidance, will, when the Indians are repatriated, continue the development of Fiji along the lines predicated in The Deed of Cession, and so retain their paramountcy and territorial integrity in their homeland.

I TURN now to the racial relationships in Fiji to-day. Mr. Pratap makes great capital out of the friendly relations existing between the Fijians and the Indians in contrast with the isolationism of the Europeans. In making such statements he apparently forgets the caste system, which still prevails in India, in spite of all attempts to democratise the people.

It is well known that since I raised, in Legislative Council, the question of the ultimate domination of the Fijians by the Indians, some six years ago, the Indians have been very active in wooing the Fijians in every way, so that they may be lulled into a sense of false security. Unfortunately, the average Fijian has not the cunning or subtlety to realise the long-range objective of the Indians which (all denials to the contrary notwithstanding) is the final and total domination of the Fijians in the territorial, political, and economic fields.

The following incident indicates the attitude of the young Indians to their future in Fiji: A number of young Indians were travelling by bus and, speaking English among themselves, were discussing the political situation. One remarked that "the Indian section of the community was the most numerous and important in Fiji, and should have a greater say in the Colony's affairs." "Yes, I agree," said another. "The cheek of the Europeans, having equal representation with us in Legislative Council. We should have seven, the Fijians five, and the Europeans two members."

This demand will be made as soon as the time is ripe for action

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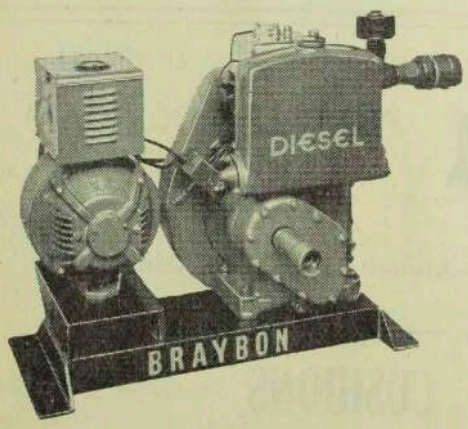

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I warned Government when I was in Council of the likelihood of this demand being made, but no notice was taken of my warning.

What the Indians will claim in fifty years' time if they are not repatriated is anybody's guess. At the present natural rate of increase there will be about 20,000 Europeans, 425,000 Fijians, and 825,000 Indians in Fiji. This future preponderance of the Indians is our basic political problem.

As no Government can fight population, what is the answer? I say, repatriation without delay.

In regard to land—an Indian settler on the Upper Rewa River was questioned by a European regarding availability of Fijian lands. He replied that land was very difficult to get. But, he added, it will not be for long—we will take it. Enough said!

MR. PRATAP takes exception to what he calls irresponsible statements, such as: "There is racial antagonism between the Fijians and the Indians, and each holds the other in contempt." How naive on the part of Mr. Pratap! We all know that there is a strong sense of frustration in the minds of the Indians, due to the difficulty in getting the land which they covet. And there is a feeling of resentment on the part of the Fijians at the preferential treatment given the Indians in many walks of life.

Some time ago, a number of young Fijians were discussing conditions on the Suva wharves, and they expressed themselves as dissatisfied with the differential and discriminatory treatment accorded them in the matter of the better-paid jobs. They wanted to know why the Indians were favoured in this regard, when they were equally capable of filling them. One said: "Our fathers and ourselves have worked on these wharves for over 70 years and now, when we are being educated, we find the Indians getting the well-paid jobs." Another said: "Yes, something will have to be done, otherwise the blood will run, and if our Chiefs will not help us we will club them." This, from the rising generation of Fijians, is very significant for the future—and for the friendly relations between Fijians and Indians, so strongly emphasised by Mr. Pratap.

A further confirmation of this phase of the developing situation is the following excerpt from a letter by an educated Fijian to *The Fiji Times*:

"I have good reason for stating that if the worst happens, the Fijians will not tolerate political and economic domination by an Asiatic immigrant race; our history does not lead us to any belief that we should weakly become sacrifices to political expediency or the requirements of commerce."

The statement that a condition of tolerance and goodwill exists between the two races is to lull the public into a sense of false security, and to cover up the problem which is daily becoming more menacing to the safety and security of the Fijians.

QUOTATIONS from the speeches of the Governor in 1918, from Sir Winston Churchill, and from the Honourable Indian Member in Fiji's Legislative Council are not convincing when to-day's conditions are seen against the provisions of The Deed of Cession.

The Governor's statement indicated the official attitude of the Colonial Office—which, preoccupied with the economics of the Colony,

(Continued on Page 140)

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BRIEF NEWS ITEMS FROM PAPUA-N. GUINEA

From Our Own Correspondent

MORESBY, Oct. 8.

COMPULSORY EDUCATION FOR NATIVE CHILDREN

COMPULSORY education for native children was discussed at a meeting of the Eastern Highlands District Advisory Council held at Goroka, New Guinea, on September 18.

The Council unanimously carried a resolution that, "Education for native children under 14 and living within a reasonable area of a school should be compulsory."

The matter was raised by Pastor A. J. Campbell of the SDA Mission.

The Reverend R. Goldhardt (Lutheran Mission, Asoloka) said that on one of his out-stations 200 children attended school and if attendances were made compulsory the figure would be double.

PORT MORESBY BUSINESS LEASES

Port Moresby jeweller, L. L. Smith, and Mr. V. Sanders of Sanders Transport Co., both were successful in obtaining important business allotments on 50 years' lease in Cuthbertson St., Port Moresby, at the end of September.

Mr. Smith tendered £2,120 and Mr. Sanders £1445/17/-. Both intend to extend their businesses.

CHINESE GIRL GUIDES

Four attractive young Chinese Girl Guides from Rabaul left by Qantas Skymaster on September 27 for a month in Brisbane. They will undertake special Guide training under an arrangement in which the Administration, the Territory Guides' Fund and the Chinese community in Rabaul all gave financial assistance. The plan is for the girls—Brenda Chow (25), Helen Lee (18), Mary Tsa (18), and Elisabeth Chan (16)—to bring back their Guide experience and train more Guiders for Rabaul.

MORESBY FEELS IT CAN LEARN FROM FIJI, SAMOA

Port Moresby is still interested in setting up Local Government—to the extent that they are willing to learn from Fiji and Western Samoa. At a recent meeting of the Town Advisory Council it was decided to ask the Government Secretary to inquire from West Samoa and Fiji about local government there.

Accordingly, the Government Secretary's Department, in September, sent letters to the Government Secretary of Western Samoa and the Colonial Secretary of Fiji asking them for any legislation, reports or other details they might have about local government.

(In Fiji, local government consists of Town Councils, with a Mayor as civic head, at Suva and Lautoka. There is no rural local government, except in the Fijian sphere. In Western Samoa there is no local government in the sense that Moresby contemplates.)

HISTORICAL SOCIETY ANOTHER STEP NEARER

A public meeting to discuss the formation of an Historical Society of Papua and New Guinea is to be held at Port Moresby during October. Letters setting out the aims of the Society and enclosing a draft of the proposed constitution were sent to various bodies throughout the Territory at the end of September.

COMFORTS FOR KOREAN VETERANS IN MORESBY

Port Moresby's Jackson's air strip saw great troop movements during September when 18 Qantas Skymaster flights passed through carrying Army men to and from Japan and Australia. The movement was a record for any one month and more than 700 Australian troops were carried, many of them wounded.

Every aircraft was met by the early-rising Port Moresby Women's Auxiliary, which served hot tea and cold beer in the thatched grass hut erected at the strip for that purpose. The Aussies appreciated it.

BULOLO PLYWOOD FACTORY

The new plywood factory under construction for the Commonwealth Timbers at Bulolo, NG, is becoming a landmark from the air. The main building is now completed except for the wall sidings and work has started on the log storage crane-way. Some machinery has arrived and at the end of September was being assembled.

CONDUCTING P&C ASSN.—BY MAIL ORDER

The Council of the Federation of Parents & Citizens' Associations of Papua and New Guinea held its first council meeting at the beginning of October—by post.

Members of the Council, who are scattered throughout the Territory, received by mail complete business papers for the meeting and were asked to make their comments and suggestions and approve resolutions as if the meeting were going on at a round-table conference.

The papers were then returned to Port Moresby where the president of the Port Moresby Parents & Citizens' Association, Mr. S. Fox, was acting as interim council secretary.

KEREMA ROAD FINISHED

The Works Department at Port Moresby reported on October 1 that the construction of the Bluff Road at Kerema, Papua, should be finished by about the end of October. When the Works Department made its report the beach had been cleared of heavy timber and the deviation around the bank of the first bluff was almost completed. The road will be an important new development for Kerema.

180 TIMES TO NG

When Flight Steward W. J. Smith of Sydney reached Jackson's strip at Port Moresby on the Qantas Skymaster on September 30, he was making his 180th flight to the Territory. Many people know him, and he knows quite a lot about Territory folk.

Smith said at Port Moresby that he liked the New Guinea run because he found the Island people probably the friendliest passengers anywhere.

VISIT OF FRENCH SHIP

Port Moresby people gave the men of the French Naval escort vessel "Commandant Amyot Dinville" a hearty welcome on the two recent occasions when it put in at Port Moresby.

On first occasion, September 7, the ex-Naval Men's Association put on a dance for them, with plenty of the Port Moresby girls for partners. The second visit was on October 4, when the vessel got the same kind of welcome.

James-Johnston Wedding

Mr. and Mrs. Gerald Johnston, cutting the cake at a reception on September 19, after their wedding at St. John's Anglican Church, Port Moresby. The bride was born in Port Moresby and is the only child of well-known Territorians, Mr. and Mrs. E. A. James, of Port Moresby. Mr. Johnston is on the staff of the Commonwealth Works Dept.

—Photo by Papuan Prints.

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BUNGLING OF P-NG WAR MEMORIAL PREPARATIONS

Luxury Trip for Chosen Group of High Officials

AT latest count, about 47 people will arrive in Port Moresby by special Skymaster on October 18, to witness the unveiling of a war memorial there; and, later, they will fly on for similar ceremonies at Lae and Rabaul.

The ceremonies will be performed by Sir William Slim, Governor-General of Australia. Sir William also will land at Moresby on October 18, but in his own RAAF plane.

About 30 of the Skymaster's passengers will be "official" guests; the remainder will be the widows or parents of men who lie among the 8,000 war dead buried in the cemeteries.

New Guinea has had official visitations before, but few as large as this one; and, in late September, Administration officials were having difficulty in trying to arrange accommodation for them.

The number of relatives was hastily increased from nine to 17 after a blast of publicity from ex-servicemen's organisations in Australia. They said that it was a scandal that the unveilings were to be turned into just another holiday for politicians and their wives and staffs. In addition to the relatives, these people are going:

- The Australian Ministers for the Interior, Defence, and Territories, with their wives and secretaries.
- Two generals from the CMF and three generals from the permanent forces.
- Four High Commissioners and six members of Parliament.
- Two State Governors.
- One RSL representative, one Air Force Association representative, one ex-Navalmen's Association representative.

Following the outspoken indignation of the Returned Soldiers' League, there was the usual platitudinous buck-passing at Canberra. Australians usually put up with almost anything from their politicians; but one of the things of which they now are heartily sick is the way in which the politicians of all parties have turned Parliament into a glorified travel bureau for arranging luxury tours to all parts of the world.

There are in this latest NG party at least 15 people who would not be missed from the unveiling ceremonies, and readers are at liberty to work out who they are. The parties of political "visiting firemen" who are everlastingly galloping across Papua-New Guinea these days can only be described as a pest to the harassed officials who have to take time off to entertain them.

THE whole affair appears to have been bungled. The three war cemeteries in Papua-New Guinea are magnificently laid out and kept; those to whom they mean most are the many thousands of widows and parents in Australia who have sons and husbands buried there. Yet, few of these people appear to have been aware that they were eligible for the Government's free trip to the unveiling. It has been stated that, up until mid-September, only 20 people had applied to go.

A correspondent in the *Sydney Morning Herald*, on September 25, said that an intimation that he was eligible had come from the War Graves Commission on September 16; this letter had stated that the "Commission is unable to afford financial assistance to enable relatives to visit New Guinea."

It has been known for months that these ceremonies were going to take place. If adequate notice of the pilgrimage had been given to bereaved relations, and if it had

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been clear that expenses would be paid, it is likely that thousands would have applied—not 20.

(It was announced in Canberra on Oct. 9, that 23 relatives would make the trip, and that 1,000 had made application—apparently since the scheme got publicity at the end of September).

Unexploited Resources of Central Fiji

From Our Own Correspondent

SUVA, Sept. 30.

THE Governor of Fiji, Sir Ronald Garvey, reported on his inspection trip in September to the interior of Viti Levu to the new Legislative Council, at its first meeting on September 21.

He said that it was estimated that about 12 million feet of timber was accessible in the area. The Forestry Department and a timber company were investigating further.

Discussing the Nandrau Plateau, His Excellency said that there were useful but not large areas there, suitable for cocoa, coffee, bananas and other crops; but the exploitation of the area would be dependent upon access roads. There was also a possibility of using the 400-foot Monasavu Falls for hydro-electric use.

SPEARFISHING IS GROWING IN SOUTH PACIFIC

The new sport of spear-fishing is making rapid progress throughout the South Pacific Islands. Young men of all races are taking to the new method of catching fish, and want to know all about the technique and appliances used.

The spear-fishermen of Port Moresby made history when they brought up, from the harbour bed, a number of "queer objects," which proved to be glass-marble-topped lemonade bottles, which went out of use 25 years ago, when crown seals came in.

The recently-formed Nadi Airport Spear-fishing Club, in Fiji, had its first outing at Korotoga, south-western Viti Levu, as guests of Mr. Freddie Ladd (Fiji Airways chief pilot) early in August. The only fish taken at the inaugural meeting was a 4 oz **humuhumunukunukuapuaha**; but the enthusiastic members had a lot of fun—especially after retiring from the briny for the day.

Prince Tugi, the heir to the throne of Tonga, is now an enthusiastic follower of the new sport, and is leading his countrymen in the use of underwater technique and gadgets.

Spear-fishermen's clubs have been formed in New Caledonia in the past year. A well-known Sydney merchant recently donated a trophy for competition among them.

FORWARD, THE NEW GUINEA DAIRYMEN!!

PROFESSOR B. G. Maegraith, of the Liverpool School of Tropical Medicine, has reported to the British Association for the Advancement of Science that milk is a cure for malaria. He said that extensive tests with rats and monkeys showed that, immediately they were put on a milk diet, the diesease disappeared, and that the same effect would probably be observed with humans.

The London despatch did not say why the professor had experimented with rats instead of humans. It may have been that the type of malaria-sufferer available to him had been brought up on a more stimulating beverage than milk, and was reluctant to change his habits. For others, the cure seems cheap, harmless and worth trying—if there's milk available!

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VITI LEVU IS SEVERELY SHAKEN

Strange Earth Movement Deep Off South Coast

SUVA, Sept. 25.

AT 12.28 p.m. on September 14, at a point 12 miles southwest of Suva (about mid-way between Suva and the big island of Mbenga, off the south coast of Viti Levu), and 20 miles below the surface of the earth, something happened.

The experts are vague, but the something appears to have been a sudden subsidence, or adjustment of the earth's crust. None has claimed that it was a volcanic eruption.

Whatever it was, it caused the biggest earthquake in the recorded history of the south coast of Fiji's most important island; and it is still doing it. The shocks are getting less, but the tremors have extended over a fortnight. The main shock came at 12.28, and this is what it did:

Violently rocked the south-eastern corner of Viti Levu, which was almost precisely the area devastated on January 28, 1952, by the Colony's worst hurricane;

Killed eight persons (five of them were drowned by the tidal wave which followed the quake);

Caused several dozen other casualties (mainly broken limbs and cases of severe shock);

Left a trail of unspectacular but often severe damage.

Light and heavier tremors were still occurring, ten days after the initial shocks.

On September 21, soon after the Governor (Sir Ronald Garvey) had told the Legislative Council that he could proclaim Suva a city as soon as the necessary proclamation was prepared, the heaviest tremor of that day caused a now-familiar feeling of tension among Councillors and spectators in the public gallery. With the centre of the September earthquake only about 12 miles in a direct line from Suva, and with dozens of subsequent tremors building up a sense of insecurity, it has been a nerve-racking week for thousands of people.

THE major quake occurred at 12.28 p.m. on Monday, 14th. It was accompanied by a tremendous subterranean rumble and lasted about half a minute.

Almost immediately after, while terrified people of all four races were still pouring into the streets, a mammoth tidal wave piled up on the reef at the harbour entrance, and swept up the harbour at tremendous speed. It smashed over the seawalls and flooded the reclaimed land on which stands the Grand Pacific Hotel, the Cable Office and other important buildings. Although the wave came in at low-water in the harbour, at many points it poured inland for more than 30 yards from high tide mark. It was a moment of real terror,

and the populace charged madly for high ground. The most noticable cases of all-out panic occurred among Indian and European motorists, who tore through the crowded streets with little regard for the safety of anybody in their path. It was a discreditable business, in marked contrast to the many cases in which the people kept their heads and promptly set about getting essential services going again.

THROUGHOUT central Suva, roads and footpaths were damaged—in the wharf area, seriously —shop windows were smashed, and innumerable concrete buildings and houses were cracked. Since the quake, two large buildings have been closed.

Morris Hedstrom's large departmental store subsided a few inches on the side next to Nubukalou Creek, and that was evacuated. Several departments have been distributed among other buildings, but the drapery and hardware sections are still seeking a new home.

The drapery and footwear shop of Walter Horne and Co., Ltd., was closed for some time, but has been reoccupied.

The building of W. R. Carpenter and Co. (Fiji) Ltd. was damaged by the quake but is being repaired —although the TEAL offices, which

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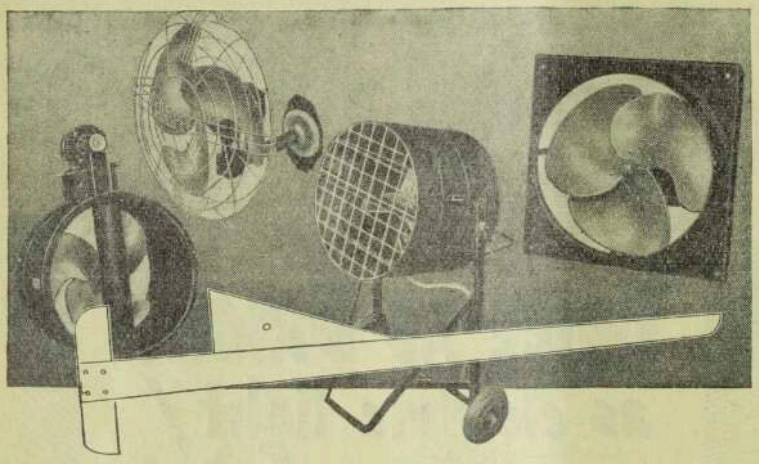

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were in that building, have been transferred to the Union Steamship Company's premises.

At the wharves, and at nearby Walu Bay, the damage was extensive. Temporary repairs to the wharf area will cost the Government about £90,000, on top of the heavy outlay for patching up after the 1952 hurricane.

Oil companies' installations and small ships and pleasure-craft were knocked about by both quake and tidal wave. The most notable damage to shipping was to the Burns Philp trader *Yanawai*, now being repaired after a severe bash on the stern. *Tai Natoba* and *Seniceva* were dismasted; *Komaiwai* lost her whaleboat.

Several private houses, which were more or less wrecked by the 1952 hurricane, were again rendered uninhabitable. One of them, a newly-built concrete-block house, owned by Mr. Pat Maybin, between Lami and Veisari, collapsed.

Scattered damage occurred throughout south-eastern Viti Levu. The CSR mill at Nausori was out of action for two days, and there were seven minor casualties—all caused by hot juices overflowing from storage tanks.

At Lami, the sea-wall was destroyed by the tidal wave, and great boulders strewn over the lawns of twenty houses close to the foreshore. The breakwater at Laucala Bay airport had gaps smashed in it by the wave or the earthquake. At Nukulau, the water carried away projecting wooden structures. Three waves, six feet high, swept across Makaluva and the people on the island had to climb for shelter. All the buildings on the island are severely damaged. At Naitonitoni, the water was two feet deep on the lawn of the District Officer's house.

The Fijian village of Nukui, at the tip of the Rewa Delta, was virtually destroyed. The villagers lost all their possessions when the tidal wave swept in at a point where there is no barrier reef; but there were no casualties.

Worst sufferers of all were the Fijians of the Nakasaleka group of villages, at the north-eastern corner of Kadavu. Here the wave reached a height of 15 ft as it tore into the narrow bay. More than 40 houses were destroyed and two elderly men were drowned, despite courageous efforts to save them.

Government relief supplies were rushed promptly to both Nukui and Nakasaleka.

Other fatal casualties were an elderly Fijian man who was caught in a landslide in the Namosi area; a Chinese, killed by falling masonry near the Samabula Sikh Temple near Suva; an Indian infant girl drowned at Nasese, Suva; and a part-European (Mr. Willie Wendt) who, with his seven-years-old nephew, was drowned when their fishing-punt in which they were

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crossing Suva Harbour was overwhelmed by the tidal wave. The eighth fatality was a young Indian girl who died of injuries three days after the earthquake.

Many landslides were brought down in the high mountain country as far away as the headwaters of the Navua and Waidina Rivers.

Severe damage is confined to the south-eastern part of Viti Levu. Nadi and Lautoka, Nadarivatu, Levuka, Kadavu, Labasa and Taveuni all reported sharp shocks but nothing approaching the intensity of the one in Suva and no serious damage. At the far end of Vanua Levu, the radio operator at Udu Point reported tersely, "No earthquake here."

THE centre of the disturbance was fixed during an aerial survey on September 18 by the Senior Government Geologist (Dr. W. Skiba), and Mr. H. Wellman, a New Zealand expert on tectonic (non-volcanic) eathquakes, who has come to Fiji to make investigations in collaboration with Dr. Skiba.

The quake's epicentre was close to the picturesque Fijian village of Veivatuloa, which narrowly escaped destruction when hillsides came down in two huge landslides.

The experts stated that the disturbance had originated about 20 miles underground and that the area most affected was within a radius of 20 miles—from Veivatulia. They are now inquiring into the full range of intensity of the upheaval.

Out at sea some miles from Veivatuloa (southwest of Suva), the crew of the Fijian cutter *Adi Tirisa* had a terrifying experience, at the time of the first big quake. Three giant sea-spouts boiled high into the air, one of them carrying part of the wrecked hulk *Woodburn* (which sank outside the reef after breaking away when being towed out by the *Yanawai* several years ago). After the quake, the skeleton-like hull of the *Woodburn* was thrown up on the reef.

None of the main entrances to Suva Harbour has been changed, but the reef has risen about one foot on the eastern side of the main entrance. On the western side huge boulders were thrown up and now lie above the reef like small islets.

BY 6 p.m. on the day of the big quake (which was recorded by New Zealand seismographs as a major shake) power and telephone services had been restored in most parts of Suva. Equipment at the Cable Office was damaged by both quake and wave. Two of the three cables leading south from Fiji were broken. The cable ship *Stanley Angwin* will come from Singapore to repair them. The delay to the cable service was overcome in the evening.

Radio ZJV, which was put out of action by the power failure, was on the air again within half an hour, broadcasting from the Post and Telegraph Department's central transmitting station at Tamavua, on the hills near Suva.

(Over)

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£2,000,000 FOR NEW PORT

SPEAKING in the Legislative Council chamber on September 21, the Governor of Fiji (Sir Ronald Garvey) indicated that earthquake damage to the present Suva wharves would cost about £90,000 to repair, as a temporary measure. It was proposed to press ahead with the new port at the reclaimed Walu Bay Area, north of the present wharves. The plan, now before the Secretary of State for the Colonies, will involve an outlay of over £2,000,000 and will provide for fruit storage and refrigeration buildings. The plan also involves the removal of oil company installations from the town area to Walu Bay.

THERE WAS NOTHING TO DO!

PERHAPS I have experienced a greater shock than that of Monday, 14th September; but I doubt it.

I was at the writing table of my house, which is down two steps to the floor, with a main door opening to a verandah and the garden. The house is a wooden one. When the shock occurred my sub-conscious mind led me to jump through both doors and on to the grass. Then I shouted for my servants and told them to get out on to the garden at the back.

It was not my first meeting with an earthquake; I had met one in a Japanese house outside Tokyo. On that occasion I and a friend were turning in for the night when the whole house started to "swing." I was half-way through the window when I heard a laugh from Evans, who was used to them, having often experienced earthquakes!

Long after this I met earthquakes when stationed in Rabaul. New Guinea, and took little notice of them.

But this one was quite different.

One might expect them in such localities, but not in quiet Fiji!

Having made sure that the tidal

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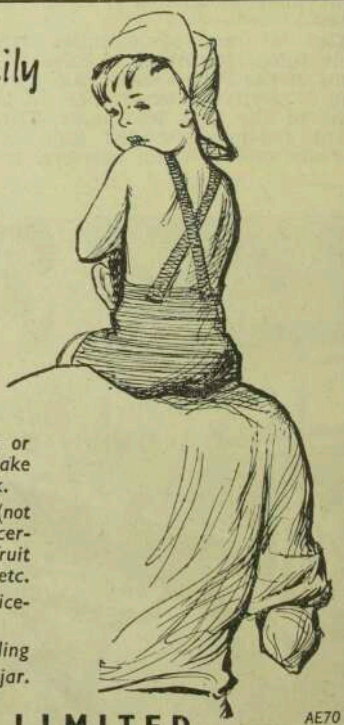

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wave would not reach my house, I could find nothing to do. This sounds absurd, I know. But: Was my house all right? Would there be another shock? How had the town fared? How had ships fared in the harbour? *Would there be another shock?*

It was impossible to tell.

I, for one—and I expect many others—did not sleep on the first dark night. (Of course, there were no lights other than lanterns).

But gradually the public got used to the conditions. Friends took in friends when houses were dangerous and the tectonic experts and such other folk as deal with earthquakes reassured the people that minor shocks only, for a week or two, will be felt.—*WILLIAM BURROWS.*

Oct. 7: The first quake on Sept. 14 was calculated to be of Force 8 —which is quite a severe shake. The Rabaul quake of May this year was Force 7. The Suva shake was of comparatively short duration, however.

Since Sept. 14, Suva has experienced numerous lesser shakes—two fairly severe ones on the morning of October 4. This settling-down period after a severe shake is regarded as normal.

QUEEN SALOTE'S WATCHFUL EYE ON HER SUBJECTS IN NZ

QUEEN SALOTE announced in Auckland, just prior to her return to Tonga at the end of September, that she has charged five of her subjects living in Auckland with the task of forming a Tongan Friendly Society.

The Society will look to the welfare of the 300 Tongans living in Auckland, help them to adjust themselves when they arrive in NZ; try to help solve some of their problems; and provide entertainment and recreational facilities aimed at keeping young Tongans off the streets.

The executive of the Society will have the Queen's authority to send home any Tongans who are injuring the existing high reputation of Tongans in New Zealand.

The following will put the plan into action; Mr. Percy Harris (president), Mr. Alex Wishart (vice-president and treasurer), Moli Tolahia (secretary), Robert Sutherland and Sosefo Vailima Tauaiki.

Queen Salote has taken considerable interest in the Tongan boxing champion, Kitione Lave, who is doing very well in NZ, has given him some sound advice in regard to press statements and general deportment, and has charged the Tongan Society with the handling of his affairs and finance.

Two other boxers, Naufahu and Talafili, who are going to New Zealand next year, will be similarly controlled by the Society.

MISSION IN THE MUD CONDUCTS A TRAVELLING SCHOOL

MR. and Mrs. Harry Standen, who conduct the Mission in the Mud (the Bamu River Mission of Western Papua) have evolved another new idea for making life more interesting for the natives of their mission district.

This is a mobile school plus handicrafts centre, conducted on board the mission launch which plies up and down the river.

The Standens have found that these semi-nomadic people who live on the muddy rivers and muddier banks of the Western rivers have some desire for learning but their manner of living, suspicion of other natives and wandering, preclude anything in the nature of a permanent school.

It is planned to anchor the launch at central anchorages and for the children to have school lessons on it for two or three days each fortnight on the up trip, the launch returning to the anchorages for the same purpose on the return trip down river.

The Standens hope that some of the brighter children will become sufficiently interested in learning to go to the mission headquarters station for further education.

As well as a travelling school, the launch will carry out a medical patrol and carry patients to headquarters hospital.

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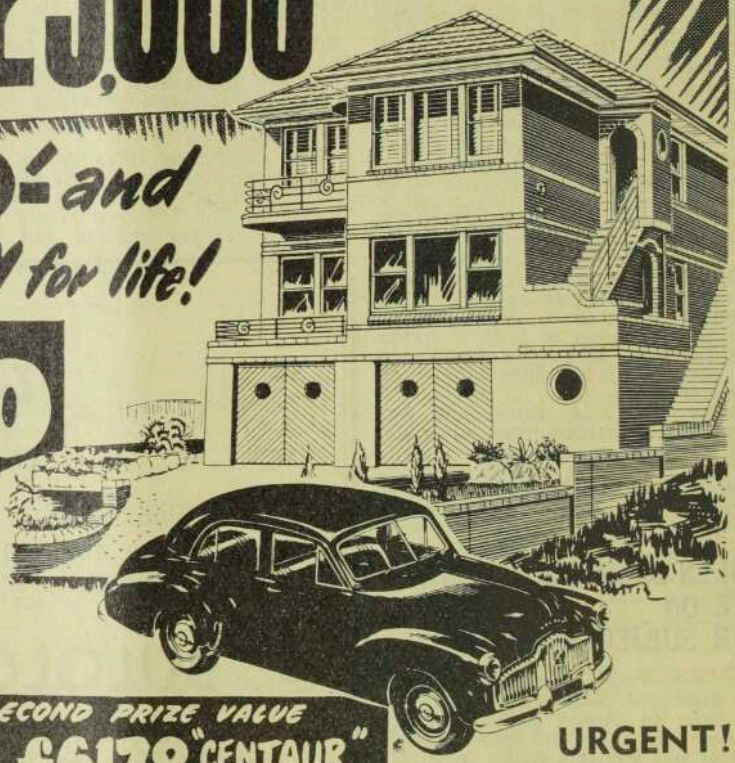

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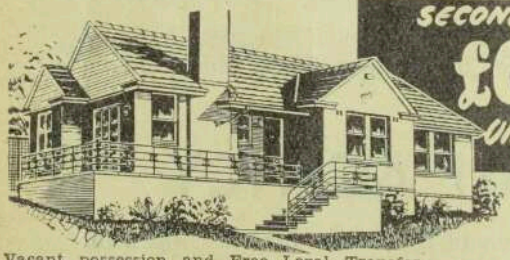

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IN AND AROUND FIJI

BY R. W. ROBSON

FIJI RECORDS FOR DUKE

A PRINTED copy of the Proceedings of the Fiji Society, specially bound and inscribed, will be presented to the Duke of Edinburgh, during the Royal visit to Fiji in December. The Fiji Society does a useful task in assisting to preserve the Colony's cultural standards and keeping a historical record of events and developments. Mr. J. Maynard Hedstrom, as one of the leading officers, has had a long and thankless job in getting the Proceedings printed; but it has been done.

ONO-I-LAU'S STARLINGS

FIJI has been intrigued by its latest pest—the starlings of Ono-i-Lau—which, until recently, it did not know existed. Dr. Carrick, a scientist from Australia, has been in Suva, for a few weeks; and, after a visit to the Lau island, he addressed meetings of various bodies, like the Fiji Society and the Rotary Club.

He says it is a pity, but the birds must be eradicated—if they get loose on the group's main islands they could do great damage.

It is expected that food traps will get the bulk of them; then nesting traps will be employed; and the balance will be destroyed in their rookeries by shooting.

Best-informed opinion is that the birds did not reach the island on a westerly gale—it is thought that they somehow were brought by a ship. Experts say that cases have been known of starlings being carried across the Atlantic on ships onto which they came to roost in ports, and were carried away.

"FIJIANA"

AFTER a long period of neglect, in which many priceless records have been lost, a number of people now are eagerly searching for what may be called "Fijiana"—old documents and pictures to describe the conditions which prevailed in the Fiji archipelago in the first half of last century.

In the forefront of the seekers are the new Governor, Sir Ronald Garvey, and Lady Garvey; and they have been helped very much by a former Governor, Sir Harry Luke, who has been hunting through some of Europe's ancient bookshops. Sir Harry Luke found an old French book, containing a series of cleverly executed sketches of scenes in pre-European Fiji; and these, in special frames, now hang on the walls of Government House, in Suva.

The artist was one L. Le Breton, of whom nothing now is known, and the reproductions were made by lithography in Paris. A careful analysis of the detailed and delicately executed drawings indicates that M. Le Breton visited the Levuka district—probably in a French ship—between 1810 and 1825, and visited various points of interest, and was entertained by the chiefs.

One of the dozen drawings shows "King Tanoa of Pao;" another, the coast-line where the original native village stood on Levuka's present site; another—very clear and full of action—shows sailing canoes in a lively sea; there is "the house of Trader Thomas"; and another depicting the people's chief foodstuffs—coconuts, bananas, turtles, fish, and—most interesting—pineapples. There are some indications of European contact.

Present-day Fijians who have examined the ancient prints are much interested in the dresses of the chiefs—there are features which since have completely disappeared.

CARE OF THE PRESS!

SUVA, visit by visit, never fails to supply us with a really funny story. The latest has to do with preparations for the Royal visit.

At least 40 press correspondents and photographers will arrive, to intensify the Suva accommodation problem. To meet the situation, the organisers have decided to take over the Girls' Grammar School for a few days, and adapt the hostel section to the requirements of the press. It was decided to make as few structural alterations as possible in the interests of economy.

There were fixed signs in the dormitory section of the Girls' school. The question arose, Need they be removed? In one place, a

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printed notice instructs the inmates: "Use This Bell to Ring For Your Mistress."

The solemn committee gave the matter solemn consideration, and decided to remove the sign, for the duration of the press invasion.

(The same story was told in Britain during war-time Services billeting).

NO MOANING AT THIS BAR

IT was a solemn moment, at 9 a.m. on Monday, September 7, in Victoria Parade, Suva, when a new sign, *"The Club Bar—W. H. Hayward, licensed to sell fermented and spirituous liquors,"* was fastened on the front of the big hotel which Morris Hedstrom Ltd. are building in this central position.

Photographs in Sept. PIM show the building is taking recognisable shape, but completion is at least another year away. A section had to be hurried on, however, so that it could accommodate the new bar and comply with the terms of the liquor license.

There was no ceremony to mark the occasion. The first people to receive cold beer across the new bar were Indians and Fijians, holding permits to drink.

KAVA UNDER A CLOUD

WHEN a top-rank American newspaper man, Dick McMillan, well known in Hawaii, was in Suva recently he decided that he would like to stage a yaqona (kava) ceremony in Honolulu and San Francisco, among his Islands friends. PRO chief, Len Usher, prepared for him a neat parcel containing yaqona root and a kava bowl or two, and it went forward as part of Mr. McMillan's luggage.

On latest advices, Mr. McMillan was in serious trouble with a bureaucratic set-up called the Narcotics Bureau. The officials had never before seen the kava root and, after much smelling and tasting, they decided to ask Mr. McMillan to clear himself of the charge that

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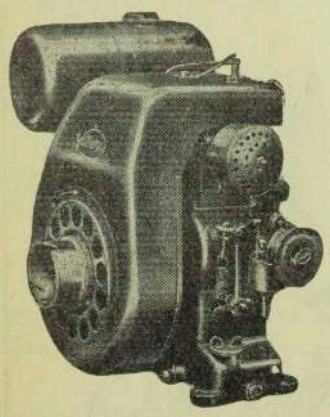

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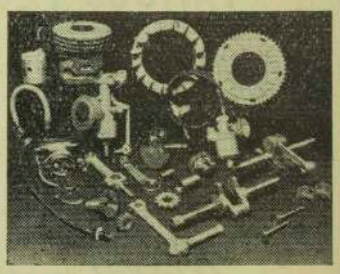

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he had been trying to smuggle narcotics into the States. At first, it was regarded as very funny; but now a thoroughly exasperated Mr. McMillan has insisted that the matter go forthwith to high authority in San Francisco to decide if yaqona root is a narcotic!

FIJI'S ORCHID GROWERS

IF any South Pacific orchid-grower and collector wants to exchange specimens with someone of similar views in Fiji, he should write to Mrs. J. Maynard Hedstrom, of Tamavua, Suva. Mrs. Hedstrom's collection has increased and developed since I saw it in 1952, and there now are some interesting specimens ready for exchange. The Hedstrom garden took a terrific hiding in the 1952 hurricane; but now the flowers and trees, as in the rest of Suva, are bigger and better than ever. The flora of these Islands seems to flourish on hurricanes.

They are keen orchid-growers in Fiji. Just at the back of Nadi, in a very dry area, I saw some glorious specimens that have been raised by Mr. Lloyd, who is in charge of the CSR Co.'s pineapple plantations. Mr. Lloyd takes the long way round, he propagates from seeds—a five years' process—instead of from cuttings, or what-have-you—but he certainly gets results.

BURDEN ON TAVEUNI'S NECK

WHEN I met Mrs. W. W. Warden, wife of a well known Taveuni coconut planter, she registered a sturdy protest against Taveuni roads, on behalf of the Fijian copra producers in Taveuni. For various obvious reasons, the Fijians are encouraged to make copra. But, under present conditions on that island, they are practically crippled by lack of transport. There are only mule-tracks from the villages to the collecting points; and the copra has to be carried over those tracks on horseback, at 25/- per bag—which is a tax of around 50 per cent on the price they get for their copra.

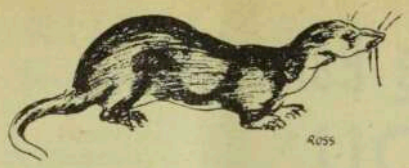
"The Government has sent in bulldozers and things to build an air-strip in Taveuni," says Mrs. Warden. "Why can't they use that equipment to make a few minor roads on the island and so take this huge burden off the native producers?"

Well, *why* can't they? Over to you, Suva!

NATURE—IN AND OUT OF BALANCE

THE experts are wrinkling their foreheads over the unbalance of nature in Viti Levu.

As everyone knows, rats became a menace in the canefields, and so the mongoose was brought in from Asia to keep the rats in check. He has not only cleaned up the rats—he has virtually wiped out all the native birds which nested on or near the ground, and now he is seeking other means of sustenance.



He is around in thousands. You cannot drive a mile outside the towns without seeing one scuttling across the road.

Snails, slugs and similar vermin made agriculture and horticulture a trial in Fiji. So they introduced the giant toad, from Hawaii. Now, home gardeners sing as they hoe; they rarely see a pest. But the toad is everywhere—a much shrunken toad, owing to the necessity now of working for his living—blessed by flower-lovers, but a hideous little beast, just the same.

Now, I am told, the hungry mongoose has turned upon the underfed toad, and is making him No. 1 on the menu. The toad is supposed to protect himself against such treatment with a poison gland; but observers say the mongoose has developed an immunity.

Latest newcomer is *Oryctes*—the accursed Rhinoceros Beetle. Optimistic officials think it is just possible that the hungry mongoose, or the even more hungry toad, will discover that *Oryctes* larvae (found in rotting vegetation, on the ground) will provide a morsel of succulent food, so that one problem will cancel out another. Here's hoping!

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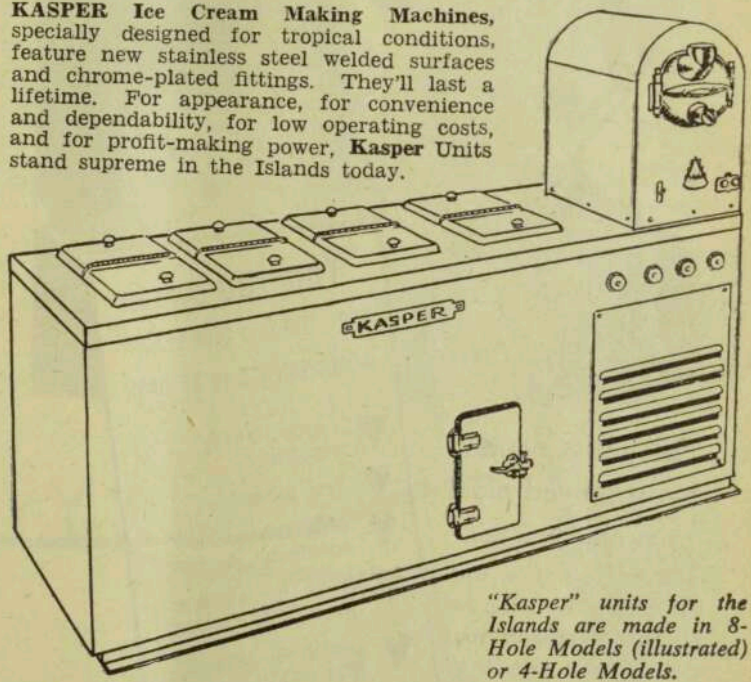

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ASSISTANT ADMINIST'R

Bitter Reflections on Canberra Policy

THERE have been large advertisements in most Australian newspapers, inviting applications for the post of Assistant Administrator of Papua and New Guinea, at a salary of £2,458 per annum, plus allowance. Applications closed on September 26.

What a reflection upon the vision of the Australian Government! And —what is more important—what a reflection by the Australian Government upon the administrative capacity of the principal officials in its Territories! With such evidence before us, we almost despair of the future of Australian administration in the tropical islands of the Pacific.

Australia has had control of Papua for 60 years. The nation has been responsible for New Guinea administration for over 30 years. During all that time, the Australian Government—according to itself—has been "seeking the best men available for training in the work of administration in the Territories." At this very moment, there are huge advertisements in most newspapers, appealing to youths to offer themselves for cadetships in the Territories services.

No one can say that Australia has failed to get good men for these services. On the contrary, Australia has been very well served. Man for man, the administrative personnel in Papua-New Guinea will compare quite favourably with similar personnel in any part of the world. Even the cynical old traders in the Islands have words of praise for many of the District chiefs and Departmental heads in Papua-New Guinea—and that is praise indeed.

Yet, for the last quarter-century, whenever an Islands Administratorship of either major or minor character has become vacant, the incredible gentlemen of Canberra have appointed some outsider to the post—usually a man who never has had one hour of experience in tropical administration. The *Pacific Islands Monthly*, for 25 years, has known these Islands Territories, and the officials in them; and we say that the persistent selection of men outside the services for appointment to Administratorships is stupid and illogical and a cruel injustice to the many competent and experienced officers within the services.

WHAT would happen to the British Colonial Service if it were administered, in such a fashion, by the petty politicians who strut their brief space as Ministers in charge of Departments?

The young men of the British Colonial Service know that, if they qualify themselves by education

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and achievement, they inevitably will move on up the ladder which leads to full governorship. Why, in the name of commonsense and common justice, are the same opportunities not given to the trained men of the Australian Territories service?

There are a score of men within the Territories services who are competent to act as Assistant Administrator. Why cast a reflection upon all of them by inviting the wide world to come along and apply? Why not secure the loyalty and build the morale of an important service by limiting the selection to men within that service?

In a quarter-century, the Administratorships of Papua, New Guinea, Nauru and Norfolk Island (we are not sure about Northern Territory) have been filled only once by the selection of a trained Territories official. That was when the late Captain Pinney was appointed to Norfolk Island. We cannot see that the Territories have gained anything at all by the selection of "outsiders."

It is not a record likely to inspire the public service of Papua and New Guinea.

The NZ Civil Aviation Department's calibration aircraft arrived at Rarotonga on August 25 and carried passengers between Aitutaki and Rarotonga and return.

MISIMA GOLD

Some Revival of Interest

SAMARAI, Sept. 17.

A DISCOVERY by Mr. Dick Gladstone, on Misima, may revive interest in the goldfields in this end of Papua, which were more or less abandoned after the war.

Mr. Gladstone took over the old Mararoa leases, on Misima Island, a few months back; and he now claims that he has found one of the richest patches of lode material ever seen on the island. He describes it as a new bit of country. He says it is coarse gold, and should average two ounces to the ton over the plates. In places, a dish will give six to eight pennyweights. Some of the old hands are itching to get away and give Misima another try-out.

EDITORIAL NOTE—Misima has not been entirely abandoned. A company which is owned in Dunedin, New Zealand, and is called Quartz Investments Ltd. still holds its leases on Quartz Mountain. Mr. Alex Thomson, general manager of the Co., is there at the present time, and has been there for 2½ years, trying to rehabilitate the industry, and more particularly to make good the damage done by the cyclone in April, 1952.

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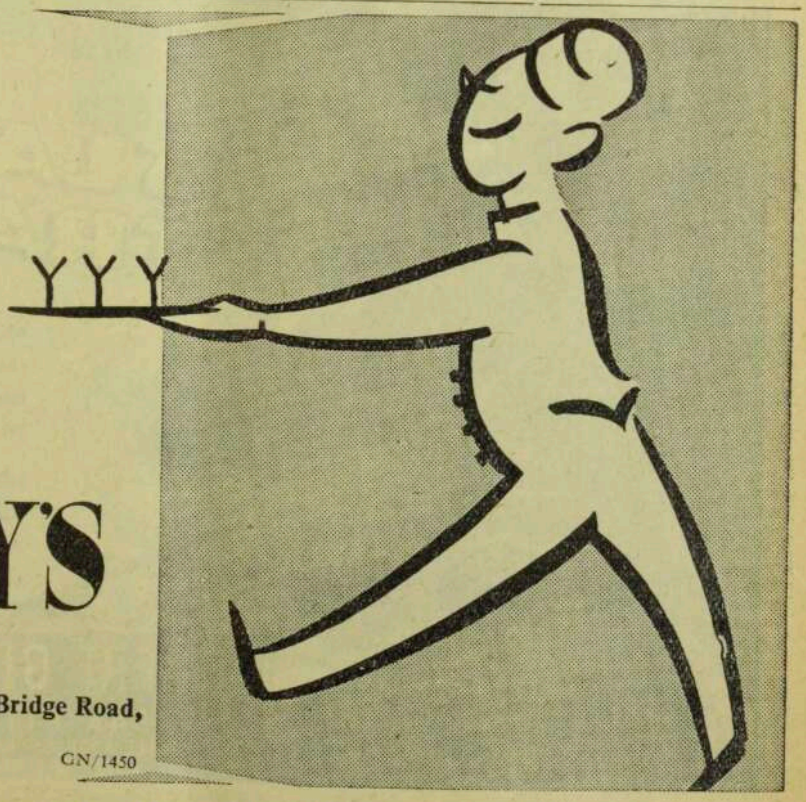

Australia Now Adds Continental Shelf To Empty North

Counter to Jap Pearling Activities

IN September, Australia followed the precedent set some years ago by the United States and proclaimed sovereignty over her "continental shelf" up to the 100 fathoms line. In effect, this increases the Commonwealth by about one-quarter again of present size, because though the 100 fathoms line is from 50 to 100 miles off-shore in most of the east, south and west, on the north it extends up to 300 miles from shore.

The new legislation came into effect on October 12 and is called the Pearl Fisheries Act. It provides also that no one may engage in pearl fishing in the "shelf" area without licences granted by the Australian Government.

The object of the new Act is, quite simply, control over the activities of Japanese pearl-shelling fleets in waters adjacent to Australia.

This year, for the first time since the war, a Japanese pearling fleet has been operating in North Australian waters. At the same time, negotiations over a fisheries agreement have been going on for some months between Australia and Japan.. These negotiations broke down last month when the Japanese fleet entered an area in which it had been asked to abstain from fishing and at the same time announced its intention of taking a tonnage of shell far in excess of what had been tentatively agreed upon.

The Pearl Fisheries Bill was then

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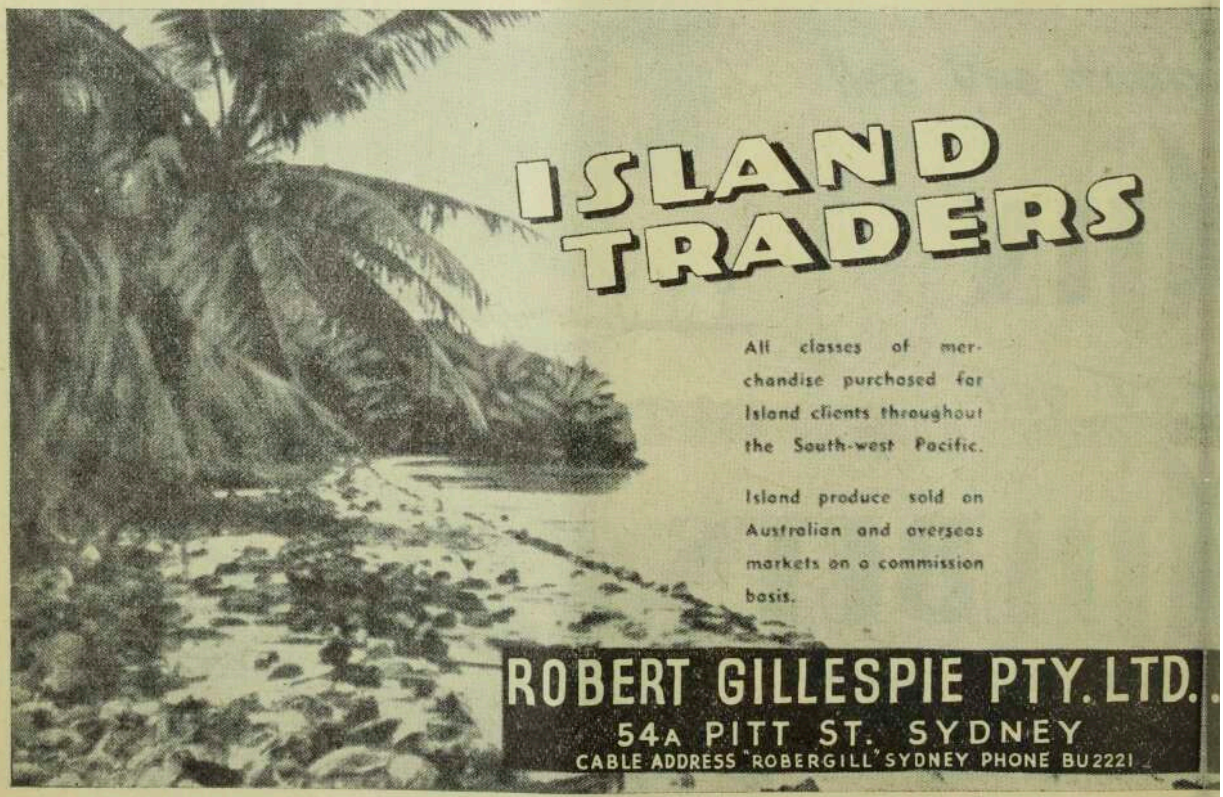

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introduced and rushed through Parliament.

CONCESSION TO JAPAN

THE Act does not totally prohibit the Japs from pearl shelling in the area: the license system is designed to regulate their activities to the "economic interests of the Australian pearl shell industry."

A few days after the Bill was passed, it was announced from Canberra that for the remainder of this season (till approximately the end of November) the Japanese pearlers will be permitted to operate without a licence in a specified area. It was said that this was because Australia wanted to introduce the licensing system "in a reasonable manner."

It was perhaps hoped that this concession would satisfy the Japs for the current season, during which they have literally scooped the pool and left Australian pearlers lamenting, but it probably was an indication of Australian uncertainty, rather than of reasonableness.

LEGAL POSITION

JUST where the continental-shelf theory stands in International Law has not yet been put to the test; but the Australian Government was fully aware that the Japanese could appeal to the International Court for a ruling. And this, it was officially announced on October 11, in Tokio, they intend to do. It is believed that it will be from six to 12 months before the International Court will give judgment.

The United Nations Law Commission recently went into the matter of the continental-shelf as opposed to the old doctrine of the three-mile limit and reached an opinion that a country has sovereign rights over the continental-shelf waters fringing its borders "but only for the purpose of exploring and exploiting its natural resources." It has no control of the air above these waters (beyond the 3-miles limit) nor may it interfere with shipping going about its normal business in such waters.

However, it is one thing for the UN to have an opinion about these things; much more difficult for it to get its member governments—specially those whose sea-shores slope so steeply that they have no real shelf at all—to agree to it.

AUSTRALIA'S UNHAPPY POSITION

MORALLY, Australia is in an unhappy position. It has a vast area of undeveloped land, a population of over 8 million people who prefer to live in the cities or along the south-eastern seaboard, and an immigration policy that prohibits the entry of people from crowded Asia. Not content with this, it now seeks to keep those same Asiatics from the fruits of the seas up to 300 miles from shore, although doing remarkably little to develop the marine industries in those areas.

Australians may see this as economically or nationally sound. Hungry Asiatics naturally see it in a different light, and in spite of 100 Colombo Plans, it is unlikely that Australia will indefinitely be able to protect her undeveloped resources by the simple expedient of passing legislation.

¶ Mr. W. C. Cockell, who recently retired from the Fiji Health Department after 26 years of service, left for New Zealand with Mrs. Cockell at the end of August. Mrs. Cockell was formerly on the staff of the Suva Girls' Grammar School.

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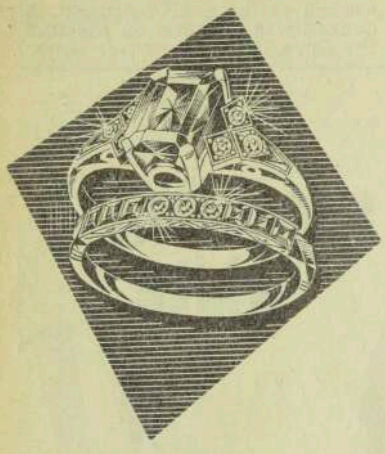

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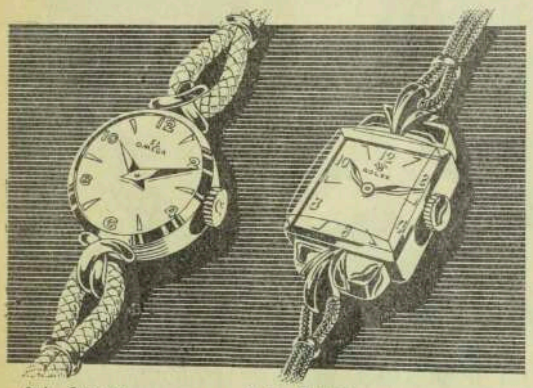

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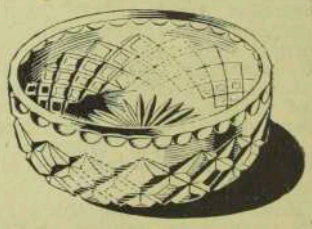

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Christmas Is. Base for New Airline

BEFORE South Pacific Airlines can go into operation (sometime next year, it is expected) all airport facilities will have to be established on Christmas Island which is about mid-way on the 2,834 miles' flight between Honolulu and Tahiti.

Just as in the case of Canton Island, now a refuelling stop for the three services on the Australasia-North America air services, an established commercial airservice may put Christmas Island permanently on the map.

Captain Cook discovered it at Christmas time, 1777, and since then it has been visited sporadically by shipwrecked mariners, castaways, whalers, guano gatherers, coconut planters and airmen, but none of them have stayed very long.

It was first surveyed for land and sea plane bases by NZ in 1938 and during the war it was an American air-base. The Americans did not pull out until 1948—until the demands of the Berlin air-lift curtailed their services in the Pacific. However, it is understood that they took all their equipment with them and, in any event, the new Airline will not be interested in land facilities. It proposes to use Solent flying boats.

Christmas Is. is British, administered as part of the Gilbert and Ellice Is. Colony.

Political Considerations

SUVA, Sept. 20.

THERE have been indications of political delay in the plan to make Christmas Island (the world's largest atoll) a fuelling-stop on the new Airlines service between Honolulu and Tahiti.

The promoters of the new tourist traffic plan, it is said, when they decided that Christmas Island was the natural half-way stop on the direct flight between the two Territories, did not take sufficiently into consideration the fact that this apparently useless sand-bank is actually a place of considerable strategic importance. Commercially, it has no value. As a base for aircraft, in a vast and almost empty ocean, it has much significance.

For a century, Britain has held these seemingly useless atolls of Christmas, Washington and Fanning; and the Australian-American interests who are promoting the new service have learned that Britain now has no intention of easily parting with her rights there. The matter, doubtless, will be amicably settled; but there may be delay while Christmas Is. sovereignty is discussed on the London-Washington level. A similar problem was solved by creating the Canton Island Condominium, on the trans-Pacific air route.

Palmyra Island, on the direct Honolulu-Papeete route, is American territory. But apparently it is not so well placed for the new Airline's purpose as Christmas.

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Makea Ariki Unseen In Suva

And What Happened in Honolulu

THERE was a stir in Suva last month, when the PIM published an article indicating that Mr. Alfred Poroi, mayor of Papeete and a prominent figure in the public of French Oceania, was not only unhonoured and unsung when he passed through the Fijian Capital, but had been obliged to accept inferior accommodation.

Subsequent explanations show that there had been some unfortunate dislocation of arrangements made to receive Mr. Poroi.

But here is another case which throws a reflection upon Fiji's machinery for greeting distinguished persons in transit.

Makea Nui Teremoana Ariki, High Chiefess of the Cook Islands, and her husband, spent over a week in Suva, en route to the Coronation. They were certainly not seeking publicity; and they certainly did not receive any. The man in the street was totally unaware of their presence.

But—here is what happened when their aircraft touched down at Honolulu, which is a non-British city. There on the tarmac to greet them was a representative of Governor King, accompanied by high officers of the military forces and by leading citizens. Bedecked with leis, and escorted by motor-cycle police with sirens screaming, they were swept in a convoy of cars to the Island Palace, where the Governor personally greeted them. Then, the formalities over, they were taken off on a motor tour of Oahu, and their very wish attended to as guests of the island, until they again boarded the aircraft for San Francisco.

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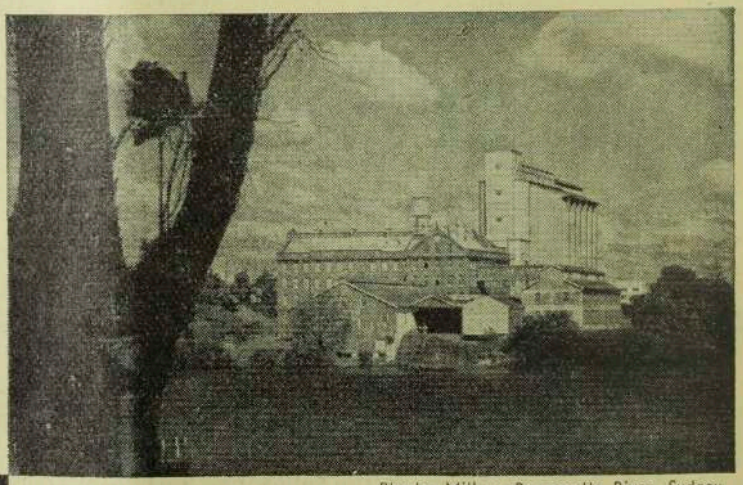
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CANTON IS. HAS INFLUX OF VISITORS

A NEW lounge for air passengers, said to be the most luxurious in the South Pacific, was opened at Canton on August 29. Decorations include a 3-D map of the island which cost $1,000.

In early September, salvage men with their families were expected at the atoll to commence work on the wreck of the *President Taylor*, recently advertised with other Island wrecks and purchased by a syndicate.

It is understood that Mr. Fullard-Leo, Jnr., owner of Palmyra Island, has an interest in the company.

Late in August, a large US Navy tug with a crew of 80 men, arrived from Honolulu with a huge open barge in tow. The barge carried bagged cement and asphalt for construction of a new taxi-way from the terminal buildings to the main airstrip. Labourers were expected to arrive by air early September, under contract to CAA.

First European wedding ever to take place on Canton was scheduled for September. The American bridegroom is a radio technician employed on the island and the bride was expected from the States. The marriage was to be performed by the British Administrative Officer, Mr. Jim Brundell.

Because the US post office has now refused permission for Pan American to carry mail stamped at surface-mail rates the island is experiencing great difficulty in receiving this class of mail. An arrangement has now been reached, it is understood, whereby Captain "Dusty" Miller, who operates a fishing business at Canton, will carry this mail south in his vessel, *Joita*, at regular intervals.

Captain Miller's fishing enterprise and another operated by Mr. Bob Sutherland, of Suva, and Mr. Joe Maderis, of Honolulu, with Gilbertese labour, are prospering. Large quantities of frozen parrot-fish are being air-freighted to Honolulu. It is mainly reef fishing.

Canton now has three social Clubs—CAA's "Canton Island Club" for bachelors; the "Tower Club," on the north side of the island; and PAA's "Clipper Club"—the latter selling quart bottles of New Zealand beer at 20 cents—the price the Americans pay for their preferred pint cans.

During July, Tasman Steamship's *Ada* repatriated labourers to the Gilberts and brought a new party south. Captain Harness, of Suva, relieving master in *Ada*, left the vessel at Canton in mid-August and flew back to New Zealand to continue his vacation there. Chief Officer Ross took over the command.

Belt-Tightening in Micronesia

US Congress appropriations for the administration of the Trust Territory of Micronesia were expected to be reduced by a million dollars, to a probable total of about $4,000,000 this year, according to *Micronesian Monthly*, which predicts stringent economies and elimination of a good many Administration jobs. Twenty-five positions at headquarters and in the field are being immediately abolished. Others will follow.

¶ The Rev. and Mrs. B. Thorogood, newly appointed LMS missionaries, arrived at Rarotonga, Cook Is., late August.

Donumaivanua Apenisa, a Fijian soldier stationed at Auckland, disliking the general philosophy and eating manners of a Samoan who happened to seat himself at the same table in a cafe, followed him outside when he finished his meal, and struck him a heavy blow. That was the only reason for the assault given to the magistrate, who fined the Fijian £6.

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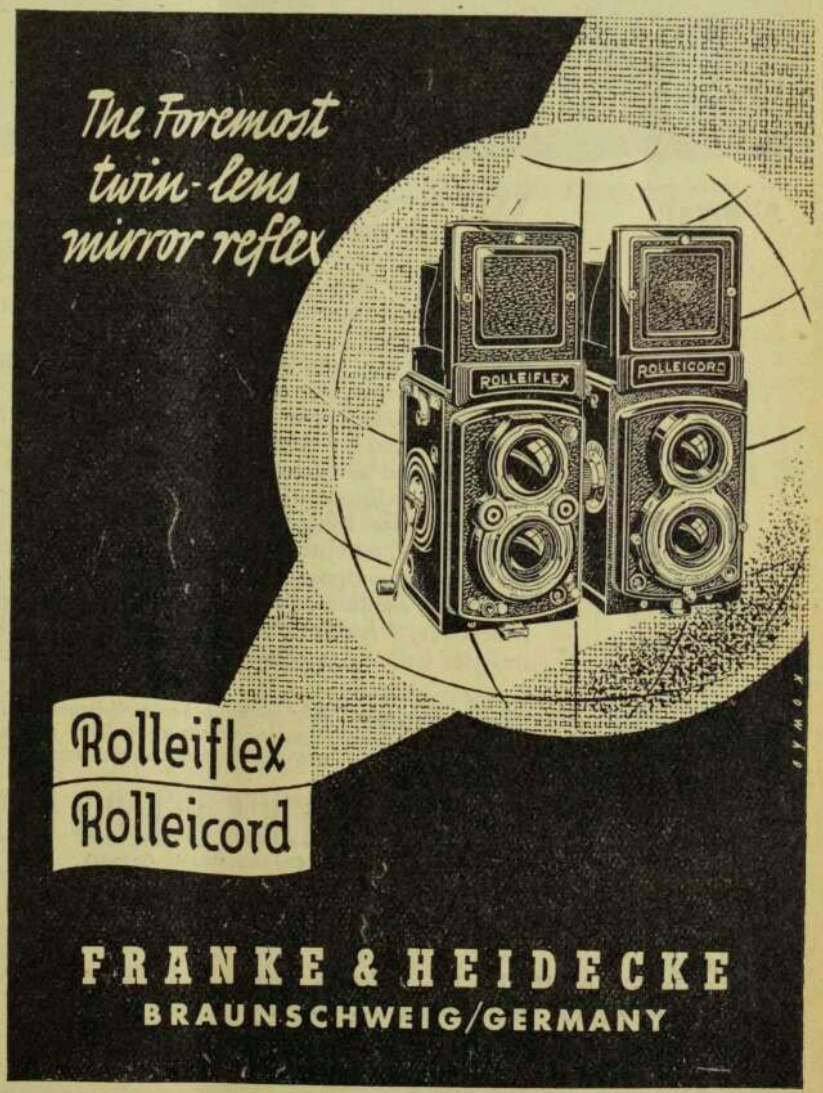
TONGAN PHOTOS BUREAU,
Nukualofa, Tonga



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THE luxury vessel "Ocean Monarch," like many other well-known ships (including the "Queen Mary"), is painted keel to lightline with an Alpaste-containing primer manufactured by British Paints Limited. (Photograph by courtesy of Vickers-Armstrong Limited and Furness, Withy and Company Ltd.)

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Jap Fishing Fleet Moves North

From Our Own Correspondent

RABAUL, Sept. 1.

THE Jap fishing fleet which has been operating in the Solomons area is now working its way home, said Mr. Bert Wickham, owner-master of the *Himau*, which he uses to collect trochus, etc., from the Tasman group of Islands near Bougainville, TNG.

Mr. Wickham believes that the *Daikoku Maru*—now piled up on a reef near Kieta—was one of the fleet which consists of a mother ship of some 4,000 tons and seven or eight 50 or 60 tons trawlers of the same type as *Daikoku Maru*.

Mr. Wickham has already advised the Government Secretary at Port Moresby that a Japanese vessel visited one of the Tasman's uninhabited islands, stocked up with coconuts and fruit, stayed three days and before leaving, set fire to Wickham's native-material store which was full of trochus shell.

Mr. Wickham said: "While I was there, a ship came in to the same position on two successive nights and eventually patrolled round the reef with its fishing lines out about a ½-mile from the shore. The full length of the reef would be 35 miles. On my return trip I saw that the set lines had been collected and I presume they have now moved northwards, towards home, before the North-west season comes."

Jap Fishing Boats in G&E

From Our Own Correspondent

SUVA, Sept. 10.

Pastor G. R. Miller, master of the SDA Mission vessel *Fetu-Ao*, reports on arrival at Suva early September from the Gilberts, that two Japanese vessels, one of about 150 tons and the other of about 250 tons, had been sighted from several islands in the Gilbert and Ellice Groups during August. They were also passed, sailing in company, by the vessel *Ada*.

The ships probably belong to the large Japanese fishing fleet known to be operating east of the Solomons, as reported in August PIM.

Public works at present under way on Tutuila Island, E. Samoa, include a new wharf at Pago Pago and a new TB wing to the hospital.

Western Samoans Will Meet the Queen—in NZ

From Our Own Correspondent

APIA, August 30.

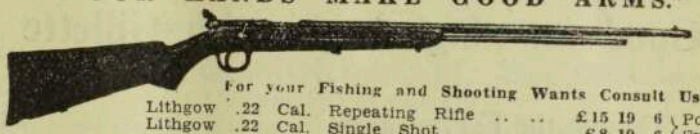
A WESTERN Samoan delegation is to represent the Territory at the forthcoming visit of Queen Elizabeth II to New Zealand.

Members of the delegation already appointed are the Hon. Fautua, Malietoa Tanumafili; Mr. Jacob Helg, MLA; Gatoloai Peseta Sio, Chairman, Fono of Faipule; Talamaivao, member of Fono Faipule; High Chief Mata'afa; and Peato, representative of the Tokelau Islands.

In addition, three Samoan members of the Legislative Assembly are to be included in the delegation which will be accompanied by an interpreter.

The Australian Government has invited applications for the position of Assistant Administrator, Papua-N. Guinea.

"OUR HANDS MAKE GOOD ARMS."



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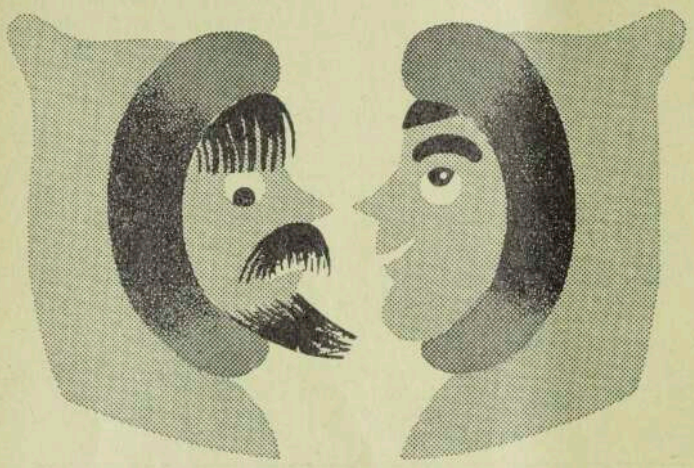

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Blue Gillette Blades

WHERE NZ HAS FAILED IN COOK IS.

Letter to the Editor

IN your June issue there was an article (page 111) about the emigration of Cook Islanders to New Zealand.

This problem is one that should have been brought to the attention of NZ House of Representatives long ago. Unfortunately, few of New Zealand's politicians have any idea where the Cook Islands are, and fewer still have any interest in the Group.

The present CI Administration is undoubtedly more far-sighted and progressive than any of its predecessors, despite somewhat ill-formed allegations to the contrary. The problem of emigration to New Zealand by the Cook Islanders is disturbing the Administration; but without the co-operation of the NZ Government, it is powerless to stop the drift. The natives hold full citizenship rights and are therefore technically free to go where they like. Such is the *reductio ad absurdum* of the modern fetish of Human Rights.

Apart from supplying NZ with cheap labour, I very much doubt if this emigration is beneficial to anyone. A sadly large majority of the Islanders who return to the Group after spending a few years in NZ are a sorry advertisement for it. Certainly, none of them return better off financially than when they departed.

An ambitious minority of natives believe that they will be able to acquire a technical training in NZ that is denied them in the Islands. A number of them are anxious to see their children have the benefits of a NZ education. Had any foresight been shown by the NZ Government during the past fifty years, a training college would have been established in the Islands long ago. This would have been in accordance with the policy of the British Colonial Office in Africa and elsewhere.

The present Administration is struggling to raise funds for the construction of Tereora College, in Rarotonga, which will eventually cater for educational and technical needs. Until this college is completed, the Group will continue to lose its younger generation by indiscriminate emigration.

As the Maori leaders themselves point out emphatically, such emigration is postponing the day when the Islands are capable of governing themselves, and therefore prolonging the burden of the NZ taxpayer, represented by annual subsidies for the Cook Islands.

It is an ignoble reflection on New Zealand's capabilities as a colonial administrator that, after fifty-odd

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years, she has failed to implement a scheme for technical training of the natives, and is still compelled to send highly-paid clerks, plumbers, carpenters and electricians to the Cooks.

By comparison, the oft-ridiculed British Colonial Office, during the same fifty-year period, brought law and order to the Sudan, trained doctors, judges, agriculturists and engineers, and has now handed back the country to the Sudanese people themselves. It is an example which I wish the NZ politicians would take seriously to heart.

I am, etc.,
RONALD SYME.

Rarotonga, Aug. 4.

¶ Mr. G. Loschmann, of Tahiti, who has been resident in Wellington, NZ, for some years, returned to Tahiti with his wife late July, en route to Raiatea, where he will take over the management of the late Mr. J. E. Wigmore's property. Mr. and Mrs. Loschmann planned also to visit Mr. Loschmann's brother on Tetiaroa atoll near Tahiti.

¶ Mr. Cornelius Crane, of New York, owner of the yacht *Vega*, who recently acquired the property of the late Mr. Harrison-Smith in Tahiti, in the Papeari District, has now bought another valuable Tahiti property formerly owned by Princess Takau Pomare Vedel.

Fiji Workers Gain Extra Paid Holiday

FOLLOWING representations to the Government by the Fiji Congress of Labour Unions some months ago, the Government announced at the beginning of September that Public Works Department employees will in future be awarded a paid holiday on New Year's Day each year. Present paid holidays for labour are Good Friday and Christmas Day only.

It is expected that private employees will come into line.

(In Papua-New Guinea there are no less than eleven public holidays per annum. Australians have always shown real genius in this department).

A 420-feet long fishing net, which the Resident Agent of Aitutaki, Cook Is., acquired from Fiji for the use of the people on the island, has brought in up to two tons of fish per haul, enough for the entire population.

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CREATING LABOUR MACHINERY FOR WESTERN SAMOA

From Our Own Correspondent

APIA, August 30.

AN official of the NZ Labour and Employment Department recently visited Western Samoa. It is proposed to set up an Arbitration Board in the Territory which would be empowered to fix a minimum wage and settle labour disputes.

The official, Mr. H. Duncan, also studied the possibilities of forming labour unions in Samoa; these have been in existence for some time in Fiji and the Cook Islands.

Other matters investigated by Mr. Duncan were an apprenticeship scheme and a compensation ordinance in case of accidents or death of workers.

One of the difficulties in establishing a labour organisation in the Territory is the fact that a large proportion of the Samoan labour is casual labour and that the majority of labourers are employed by the Samoan Government. It is estimated that there are only about 3,000 labourers amongst a population of 85,000. However, large numbers of salaried workers, traders and clerical staff would also be affected.

Trusteeship Council missions have urged the need for labour legislation and the New Zealand Government and the Samoan Legislative Assembly also favour the step.

The Apia Chamber of Commerce, however, has been openly critical of any proposed labour legislation.

¶ Mr. Max. Haleck, well-known Pago Pago business man, returned home to American Samoa in early September after a 15,000-mile business trip to New York and other American cities. He said that although numbers of American Samoans were still leaving Tutuila, others whom he had met in the States and Honolulu, were homesick and keen to return, only the good pay holding them to their jobs there.

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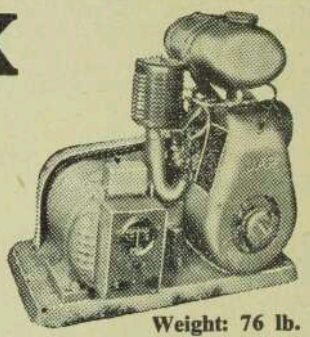

This set comprises a 300-watt ball-bearing generator belt coupled to a 1¼ H.P. J.A.P. Engine and is available in two models either 12 Volt or 32 Volt. It is a sturdy battery charging set and is ideal for lighting, say, 7-40 watt globes, or 10-25 watt globes, using either 12 or 32-volt batteries. Set is started by pressing button on panel.

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From Notes Made in New Guinea

By R. W. ROBSON

LAE'S AMENITIES

TAKEN around by hospitable Orme Denny, I was impressed with the amenities of the new Lae. The Returned Soldiers, at an expenditure of £10,000, have got themselves a remarkably fine club-house, on the Terrace overlooking Huon Gulf. All mod. cons., including a magnificent dance-floor and a garden lounge. There is no paid staff. First-class service is supplied by member-volunteers, working on a roster.

The fine 9-hole golf course is now the Europeans' most popular daily rendezvous—a delightful spot. The Club has a liquor license, and a modern golf-house is planned.

QUEER STUFF IN CANS

I MET the representative of a big Australian firm of meat-packers. He was "spitting chips." Some retailer had just shown him a line of canned meat. He dragged me along to see it. It was rubbish—scraps and bits and pieces, mixed with hide.

"Britain issued import licenses for Australian canned meats," said my friend. "A lot of Australian packers of no status rushed in for the easy money. They destroyed the reputation of Australian canned meat, and the market turned against them. Now they are trying to work the stuff off onto the Islanders. They are going to ruin this market, as well, unless the trade is put under some control. We old-established concerns, who pride ourselves on quality, are getting the backwash. Ask the Health Department. They are concerned because a lot of native workers get their wages in rations—and receive this rubbish."

I asked the Health Department. They closed the door—and opened their hearts. I suggest that it is time that meat-packers be made to conform to some standard of quality.

RAW DEAL FOR MEDICOS

HISTORIANS will agree that much credit for the good work done in Papua-New Guinea by the Health Department in these post-war years must go to the New Australian doctors — mostly young Central European men with good medical degrees, who escaped the Communist invasions, but could not get past the British Medical Association barriers in Australia.

Health Director John Gunther's luck was in. He had no hope of getting qualified Britishers for his medical services; but the European doctors desperately need jobs—and the Territories' posts, with fair pay and many privileges, represented a pretty good port in the post-war storm. The doctors have repaid all they owed Australia with excellent service.

But they are getting restive. They bitterly resent the monopoly which the BMA maintains against them. They cannot be admitted to practice in Australia unless they have done a full three years' study at a recognised University—the good service they have given in the Territories counts as nothing. They are not even allowed to use the title "Doctor" when on leave in Australia. Yet their confreres who chose to go to the United States instead of Australia, are admitted there to practice after one year of hospital work and the passing of an examination.

It is time that someone defied the BMA phalanx and presented the case of the New Australian doctors to the Australian public.

MALAHANG VERSUS NADZAB

WHENEVER there is a dull moment in Lae's hotels and clubs, the talk switches automatically to Malahang versus Nadzab, and the argument grows bitter.

The plan is to close the Lae air-

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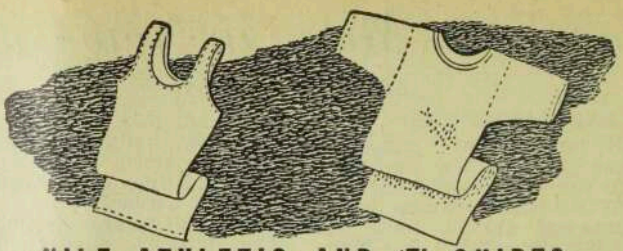

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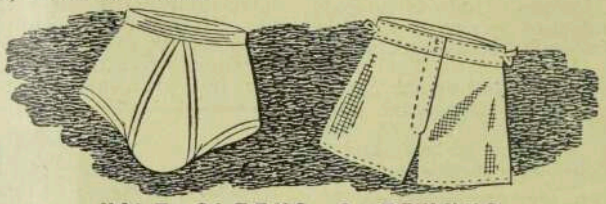

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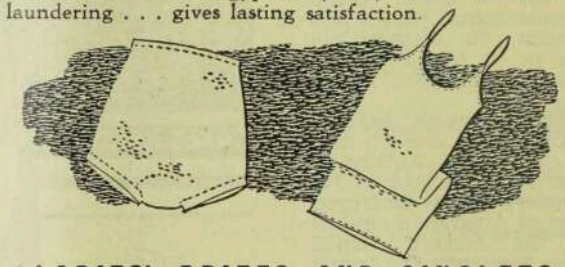

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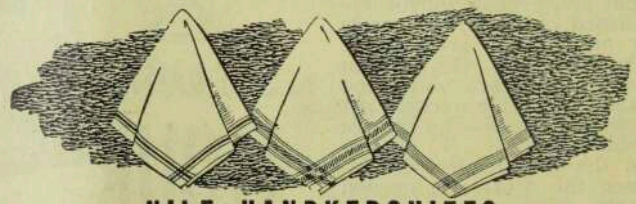

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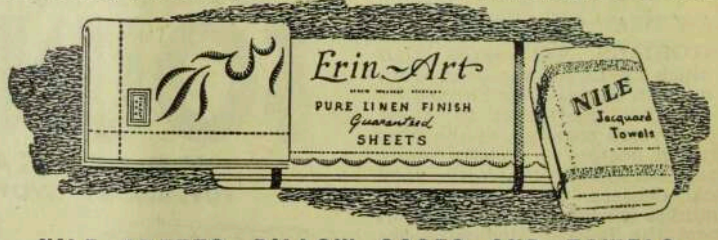

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strip, and put in an international airfield somewhere close around. Officialdom (which I think includes Qantas) favours the flat country at Malahang, three or four miles northeastward of Lae. It will be costly construction, but an excellent site, accommodating the great air-liners which eventually will call there, en route between Asia and Australia.

The opposition wants the present Lae airstrip to remain, right on the edge of the town, and points out that, if an international airport is needed here, there is the magnificent field built at Nadzab (25 miles up the Markham from Lae) by the engineers of the American-Australian Army. When the war ended, Nadzab could take the biggest bombers in any number, and fuel was pumped there through 25 miles of line, from Milfordhaven (Lae's seaport).

Since the war ended, our bureaucratic planners have let Nadzab return to the jungle, and the broken-up pipe-line now enriches many a junk-yard. The opposition argues, however, that Nadzab could be restored to international status much more cheaply than Malahang could be built.

THE INDOMITABLE "SCOTTY"

THE popular head of Lae's chief bakery, "Scotty" McEwan, has gone South for medical treatment, and may go on to see specialists in America. The fearful injuries he received in an accident—a brick floor fell on him when he was rebuilding his bakery after the war—have not broken his spirit. He has been able to get around in a wheel chair and a car specially fitted up with control gadgets; but he has suffered a good deal, and now the surgeons are asked to make another attempt to restore power to his lower limbs.

ONLY TWO PARERS LEFT

I WAS interested in Rabaul to meet Bernie Parer, now the owner of a flourishing plantation in New Britain. He told me there now are only two Parers left in NG—he and Cyril, a cousin. We talked of the old pre-war days in the Bulolo Valley, when every third man on the sidewalks of Wau seemed to be a Parer.

Ray, famous pioneer airman, and now living in retirement in Australia, was the first Parer in. How many remember the tired crate which Ray, en route, landed on Ela Beach, the first land-plane at Moresby? Two families—uncles, brothers and cousins—were not far behind him.

A VICTIM OF OFFICE WALLAHS

Inspector Steeples—whom I found sitting behind a tidy desk in the Rabaul police station—told me that his status still is not defined. He was a police officer in New Guinea long before the war; he resumed duty after the war, and then, in quite recent times, it was discovered that officialdom somewhere had blundered in keeping his record correctly, so that it was possible to challenge his legal status before the

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For A Persistent Worry

CONSTIPATION, fore-runner of many troubles, affects people of all ages and walks of life and causes much annoyance and worry.

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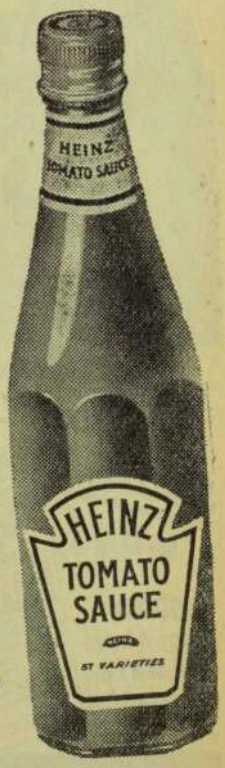

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courts. His standing as a police prosecutor is now all clear, but it still is possible, as a result of the muddle, for some junior officer to assume authority over him.

I suppose that if there were no bureaucrats to lose official files and fall over their own feet, there would be correspondingly less for us pressmen to write about. But that is small consolation for Inspector Steeples, an efficient officer who is not to blame for the sins of the office wallahs.

UNTAPPED TIMBER WEALTH

FLYING between Finschhaven and Lae, I noted a vast area of heavy forest, in which big trees were prominent, and asked why this wealth was not being exploited.

It appears that this is the timber area about which there has been discussion, and disappointment. The Administration will lease it to timber firms on generous terms; but none will tender.

The catch is in the size and character of the rivers between the area and Lae. The successful tenderer must bridge them; and those wide rivers, running down from the mountains of the Huon Peninsula and liable to sudden, fierce floodings, not only menace all bridges, but frequently change course through the coastal plain. The solution seems to be the development of a shipping port somewhere along the coast; but they say there is nothing of the sort between Lae and Finschhaven. Meanwhile, great wealth goes unexploited.

RABAUL RETURNING TO BEAUTY

RABAUL still is far from being the pleasant, tropical town of pre-1942, but it is rapidly recovering some of its beauty. Fast-growing trees, judiciously planted,

Holbrooks

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are shading some of the streets and hiding the wartime scars.

Decision to keep the town where it is has encouraged private building, and new structures are arising in many places. The traders and private residents say the same thing—a reasonable quantity of material now is available, both in local timber and in imported stuff, but there is a sad lack of building tradesmen. There are a limited number of good Chinese and Malay tradesmen, but one does not get full value from them unless they are under efficient supervision.

FINDING LAE IN THE MIST

QANTAS pilots lately have had fun and games around Lae airport, frequently blotted out by rain-storms and heavy mist.

The Skymaster in which I travelled hovered over Huon Gulf for half an hour, sniffing at the clouds which blanketed all the land, and then Captain McNeill decided that he could take her in under it. I have done much flying, but I admit that as I stared out at the opaqueness, and thought of these black ranges right behind Lae, my toes began to curl up in my shoes. However, after a brief reconnaissance the pilot came in very low right over the centre of the Garden City, and landed easily. They seem to breed a special race of airmen for this most difficult terrain.

THAT USEFUL HAND

THE refrigeration motor at the Hotel Stewart, Lae, became snake-headed; and Miss Dorothy Stewart, characteristically impatient, took up mechanics. Whereupon the recalcitrant machine caught her right hand, dragged it in among the belts, and mangled it severely. No bones broken, but Dorothy was going around in July with a much-splinted hand and forearm in a sling.

Only those who have lost the use of a right hand can have an idea of how awkward and embarrassing one's condition may be. Dorothy displayed ingenuity in dealing with such matters as eating, dressing, writing, with the left hand; but she confessed to her intimates that the problem of buttoning a brassiere at the back defeated her. One or two Lae lasses went thoughtfully away, and tried various tricks, but they all confessed afterwards that, minus the right hand, it just can't be done.

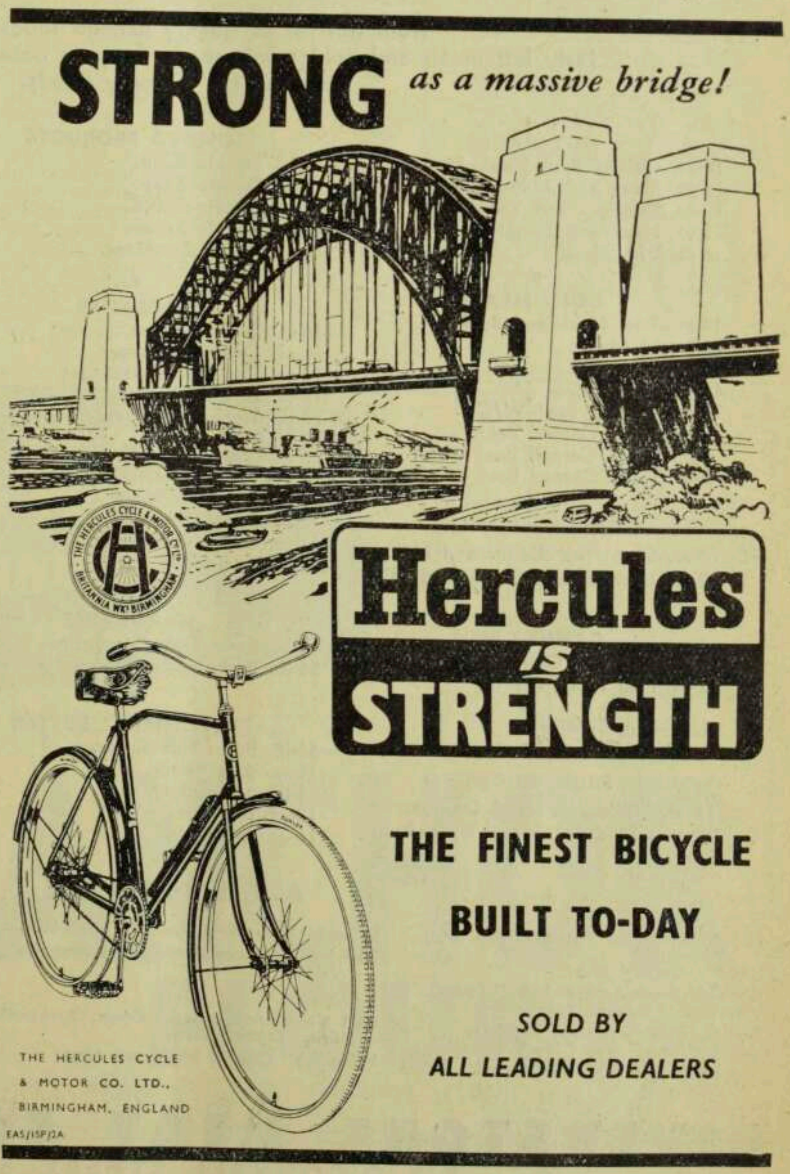
OLD-TIMERS TRUE

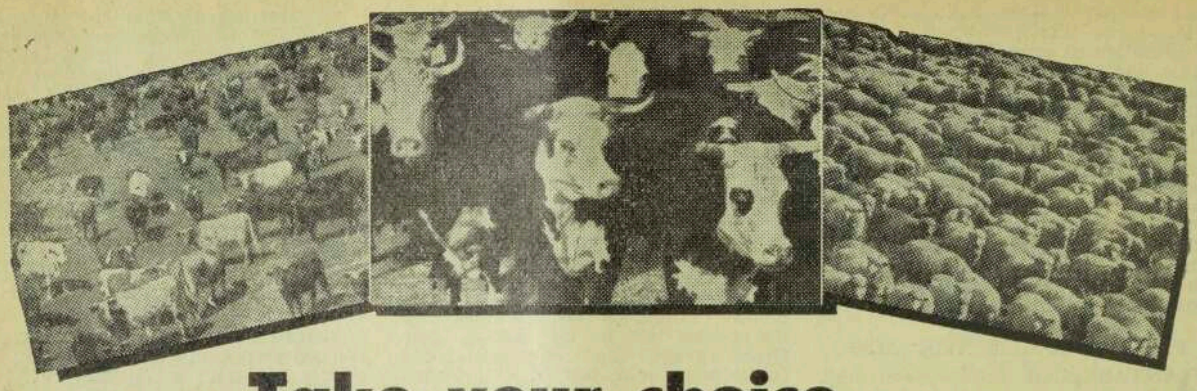
I HAD a happy meeting with old-timer Bill Heydon, now living quietly with his wife in retirement in Lae. I met him first in the bar of Mrs. Innes's hotel in Salamaua, 20 years ago, when the miners used to come out over the mountains from Wau, and a specialised bit of hell was let loose there—raw gold in exchange for hard liquor. Bill still sees much merit in those times, compared with to-day's conditions in the Territories.

A charming old-timer was there in Lae in the person of Mrs. Alice Bowring, down from Edie Creek to say farewell to her son, Sydney barrister, J. P. Bowring. After the war, when she won distinction by running a Red Cross depot for the Yanks in New Caledonia, Mrs. Bowring went back to her gold-claim on Edie Creek and, shortly afterwards, startled the Territory by drawing the £12,000 prize in a lottery. There are only four or five Europeans left in the dismal Edie Creek gorge that once produced millions in gold, but Mrs. Bowring, now 71, will not leave the comfort of her home there.

My first trip to Edie was made in 1932 on Fred Deckert's Bitza—an old car cut down to run on the 12 miles of mostly perpendicular 2½ ft. mule-track between Edie and Wau. In 1934, Fred sold the Bitza to a pal, and the pal took Alice Bowring, with her £800 of gold, as passenger on his first trip down. The Bitza failed to get around a corner, and spilled Mrs. Bowring down a 100 ft. precipice. Most bones below her waist were broken, including her backbone, but the medical men did a marvellous job and to-day she gets around like a 10-years-old.

Also in Lae was Robert Day, once the mining monarch of the Bulolo Gorge. The gold is finished, but Bob goes marching on as chief of the Golden Pines Sawmilling Co. Ltd.





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16-oz. Braised Beef Steak Stew.
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16-oz. Sausages and Vegetables.
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12-oz. Trim (Pork and Beef).
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14-oz. Sweetened Condensed Milk.
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8-oz. Flair Fish Cutlets.
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16-oz. "Mildura" Brand Orange.
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8-oz. Tomato Soup.
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16-oz. & 30-oz. Loganberries.
16-oz. & 30-oz. Gooseberries.
30-oz. Cherries.
16-oz. & 30-oz. Strawberries.
16-oz. & 28-oz. Solid Pack Apple.
16-oz. & 30-oz. Sliced Apple in Syrup.

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CANNED JAMS
12-oz. & 24-oz. Gooseberry.
12-oz. & 24-oz. Blackcurrant.
12-oz. & 24-oz. Loganberry.
12-oz. & 24-oz. Plum.
12-oz. & 24-oz. Raspberry.
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12-oz. & 24-oz. Quince.
24-oz. Quince Jelly.
12-oz. & 24-oz. Marmalade.
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"Huoncry" Canned Fruits and Jams.

Maize Products Ltd., N.S.W.
"Kream" Cornflour.
"Acme" Starch.
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Bernard Jones (Aust.) Pty. Ltd., N.S.W.
"Zippy" Liquid Starch.

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Somehow, his little company got a worth-while timber lease and, any day, you can see their timber-laden lorries on the Wau-Labu road. It is a pity that a few more of these enterprising "little fellows" have not been given a chance on the famous Bulolo forests. The big show, BGD in combination with the Government, is rapidly developing its new timber industry (mostly plywood) and expects to be near full production early next year.

HOW LAE WAS BORN

ONE day in Lae I stood in front of Mrs. Stewart's hotel, and remembered Lae's beginnings.

Guinea Airways, formed to fetch and carry for the Bulolo goldfield, would have nothing to do with Salamaua, the new gold field's seaport—it was too close up under the mountains. So they formed their air-strip 18 miles away, on the flats at the mouth of the Markham. When I first saw it, there was only the air-strip, a few shacks for the staff, and Henry Eekhoff's trade store, right there on the shingly shore before the present new hotel.

Then, by remarkable coincidence, as I stood there, along the road came Henry Eekhoff himself—white-haired, and now a member of Messrs. Buntings' staff. He had brought for me a letter he had recently received from an old friend, former Lutheran missionary J. Schmutterer, now an old man living in Altheim, in Bavaria.

This missionary appears to have been the first white man to settle in this area. He worked among natives who lived in a village named after their little river. This was Rahe, but more commonly called Lahe. In his letter the German says he called his mission-station Lahe; and that this in time became Lae. So there we have the origin of the now flourishing little coastal town of Lae.

MEN'S FASHIONS CHANGE

INTERESTING to see how men's fashions change in these Islands.

Time was when one dare not enter the dining-room in Moresby's leading hotel at lunchtime without a tie, or at dinner-time without a coat and tie. Now the much-hated coat has been "wiped." You may lunch in shorts and an open-necked shirt; and, if you have long sleeves and a tie, you dine without danger of having Mr. Morrissey's Alsatian set at you.

This trip, I have not seen one topi. The sun-helmet was already in disfavour in Papua before the war, when Sir Hubert Murray strode around in his old felt hat and black, seven-league boots. Now, in both Territories, the only headgear are felt hats and light straws, like panamas. Handy and utilitarian, but much less like the popular conception of the tropics.

The coons (pardon, messieurs—the young native men) of the Lae area seem to have gone in completely for a new hair-do—clipped in a ridge from north to south, it looks at a little distance as if they all were wearing forage caps. On the other side of the range, one now rarely sees the fuzzy-headed Papuan; he is more and more going

WHEN KIDNEYS WORK TOO OFTEN

Are you embarrassed and bothered by too frequent elimination during the day and night? These symptoms, as well as Bladder Irritation, Backache, Swollen Ankles, Leg Pains, Nervousness, Dizziness, Lumbago, Interrupted Sleep, Circles Under the Eyes and a generally run-down feeling, are usually due to germ-caused kidney and bladder troubles. The very first dose of Cystex, the scientifically compounded medicine, goes right to work overcoming these troubles in 3 ways. 1. Quickly kills germs causing troubles. 2. Gets rid of poisonous acids. 3. Strengthens and reinvigorates the kidneys and bladder. Get Cystex from your chemist to-day under the guarantee of complete satisfaction or money back

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America's largest, Australia's largest, the World's largest selling dental cream

for the European type haircut. Before long, when our press sob-sisters write about "fuzzy-wuzzy angels," they will have to add an explanatory footnote—fashion belong im e change now.

NOT SO ONE-SIDED!

ONE must suppose that the highly-paid bureaucrats at the head of things know what they are doing. But no one can blame the uninstructed Territorians if they sometimes express the emphatic opinion that the gentlemen down South are mad.

Take, for example, the melted-down aluminium which the Papua and New Guinea Supply Company obtained from the collection of aluminium war-time scrap, found in the jungles. If sold in the United States, the company could have got £160 Aust. per unit for this material. But officialdom would not give the company an export permit. Consequently, the company was forced to sell the stuff in Australia for £68 per unit. Australia got the benefit of nearly £100 per unit.

Territorians are compelled to sell their gold to Australia at the equivalent of £12/10/- per fine ounce. They could get at least £38 in the free market.

There are sulphur deposits in New Guinea, but Australia does not encourage anyone to work them. The story is broadcast that the deposits are too thin to be payable. But the deposits apparently were worked actively and on a considerable scale by the Japanese during their occupation. Sulphur is one of the most valuable materials in industry and in land cultivation. Territorians believe the Government is trying to protect Australian sulphur-producing interests.

Territorians say that in these ways, and in forcing the Territories to pay £108 per ton on the beach for rice (of which from £20 to £30 per ton disappears into the maw of certain Australian middlemen, never to be accounted for to either producer or consumer) Australia is very thoroughly exploiting Papua-New Guinea. They say that the balance is not nearly so one-sided as the grant by Australia of some £6,000,000 per annum to the Territories would suggest. Australia, indirectly, gets a lot of it back.

¶ Mrs. J. R. Rigby, of Rabaul, New Guinea, whose Committee earlier this year collected £1,231 for the United Nations International Children's Emergency Fund, has received a letter of thanks from Mr. Maurice Pate, Executive Director, at Head Office, New York. He said that the money from New Guinea is sufficient to protect 67,000 children from malaria or to provide penicillin to treat 22,000 against yaws.

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NO ROOM FOR MR. POROI

More About Embarrassing Shortage

Letter to the Editor

AFTER reading a report in your August issue relating to the accommodation provided in Suva recently for Mr. Alfred Poroi, who was returning to Tahiti, I have had the matter investigated.

The matter of an official reception for M. Poroi is not the concern of this company; but I think it should be known that the Public Relations Officer of the Fiji government, a representative of the Fiji Visitors' Bureau and other local residents visited the airport to meet M. Poroi—but missed him because the aircraft unavoidably arrived ahead of schedule and M. Poroi was very quickly passed through the usual formalities.

On his south-bound trip to New Zealand we arranged accommodation for Mr. Poroi at the Grand Pacific Hotel. On the night of his transit, when he was returning to Tahiti, however, the hotel was completely booked, as were most other hotels in Suva. Special attention was given to the matter of finding appropriate accommodation for Mr. Poroi (at the Grand Pacific Hotel) but right up to a few minutes before his aircraft landed the position was hopeless, as it was at other hotels in which we would normally have booked him when it was found that no rooms were available at the Grand Pacific. Like TEAL, the management of the hotel did everything possible but, as you know, the hotel does not have sufficient rooms to accommodate all who wish to stay there during the tourist season.

The only reason why Mr. Poroi was not accommodated at the Grand Pacific Hotel is that every room was fully booked for the night in question. And the only reason why he was not booked at, say, the Metropole or Garrick Hotel is that they were in a similar position.

Our Station Manager at Suva refutes the statements attributed to an un-named member of our Suva staff by your local correspondent. We consider that your correspondent jumped to conclusions and errone-

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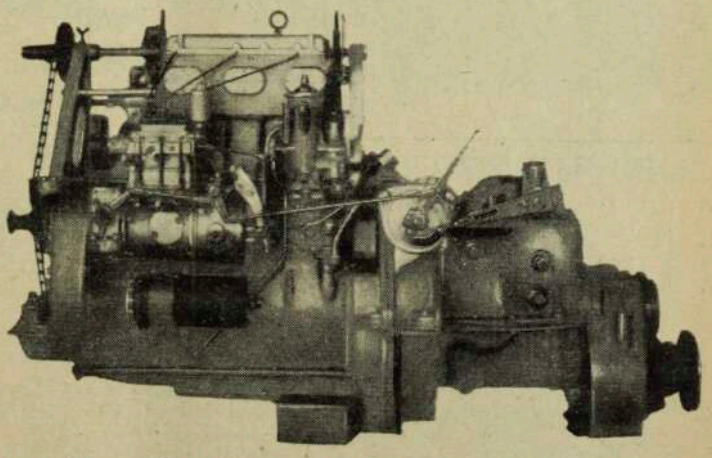

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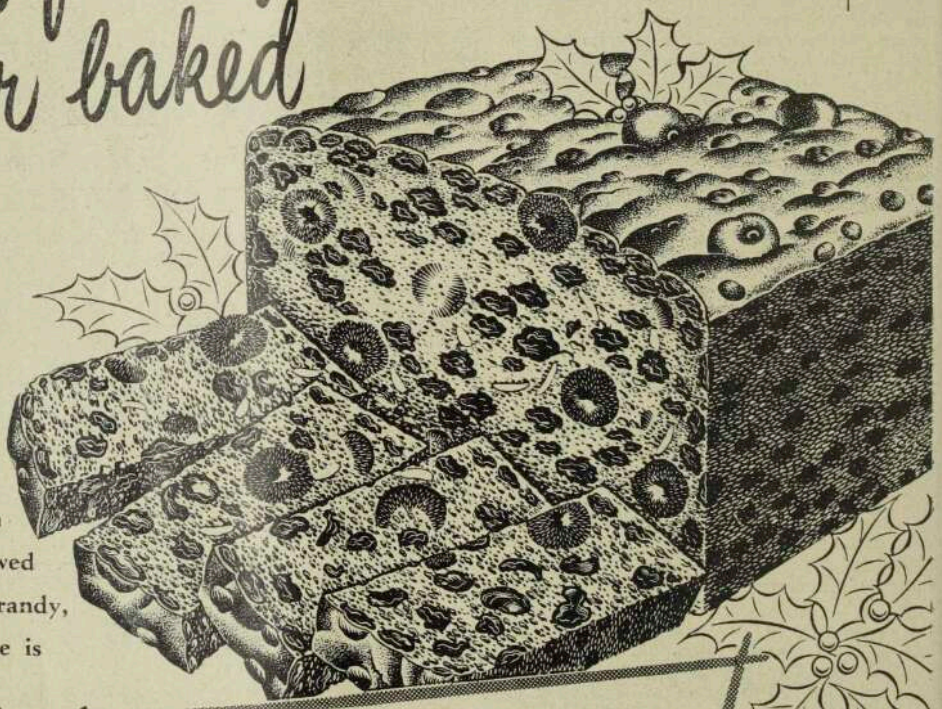

Whether you're celebrating Christmas or seeing the New Year in, here's the cake for your festivities. A dark, rich treasure of a cake, mellowed with fine old rum and brandy, "Big Sister" Fruit Cake is choc-a-bloc with goodness.

Big Sister
RICH FRUIT CAKE

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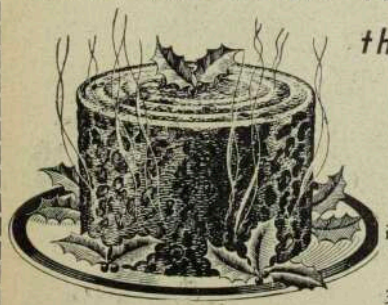

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Made by

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Also "Big Sister" Fruit Mix, Fruit Mince Meat, Mushroom Soup, Cocktail Cherries, Chutney, etc.

ously attributed them to TEAL. The management of the Grand Pacific Hotel will confirm that our Suva office spoke with the hotel several times regarding accommodation for Mr. Poroi.

The hotel where accommodation for Mr. Poroi was reserved is used frequently for TEAL passengers—including, not infrequently, wealthy American tourists bound for Tahiti.

The only fair conclusions to be drawn from the incident are that TEAL did everything possible to provide fitting accommodation for Mr. Poroi and that the shortage of good quality accommodation in Suva becomes more serious and more embarrassing every month.

We are, etc.,
T. E. A. LTD.
G. N. ROBERTS,
General Manager.

Auckland,
September 10, 1953.

'CHARLIE' BATES MAKING GOOD RECOVERY

NEW GUINEA'S well known district Commissioner, Mr. D. C. Bates, underwent a severe lung operation in the Royal North Shore Hospital, Sydney, in September, and is now convalescent. He rallied well from the operation, and is now living quietly, with Mrs. Bates and their two children at Avalon Beach, near Sydney, in a cottage made available to him by Mr. A. L. Barnett (of Bagowan Plantation, Kar Kar Island, near Madang).

Mr. Bates is one of the most popular of New Guinea's senior officials. After the war, in Rabaul and—in the last three years—at Madang, he carried out a fine job of rehabilitation, and he and Mrs Bates, in both the administrative and social fields, earned the hearty goodwill of the whole non-official community.

"Malolo," the Avalon bungalow where Mr. and Mrs. Bates are staying, already has become a popular place of call for many of the ex-Territorians who now reside in and around Sydney.

Kavieng's Chinatown, Now and Then.

Chinatown (top) in Kavieng, New Ireland, is little more than a collection of sub-standard huts and tenements some of native materials, some of salvaged scrap iron. There are plans for a better Chinatown, after the style of the neat pre-war quarter. But the site has not been surveyed as yet. Some pegs unearthed a few months ago indicate that the present road runs where the pre-war shops stood. The lower photos tell their own story: The old iron hut is Chinese Nationalist Party HQ as it is to-day; the other is the more palatial quarters it had before the blitz.

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AUSTRAL IS. CRIME WAVE IN PAPEETE

A THIEF who had been directing his attention to the popular Les Tropiques hotel in recent months was arrested in Papeete in late August. He was an Austral Islander; large sums of money and stolen articles were recovered from his residence.

About the same time two other Austral Islanders were arrested, one after breaking into the law office of M. Guilpain and stealing 20,000 francs, the other after stealing 50,000 francs from Mr. Chin Foo.

Robberies at Les Tropiques caused headlines in the Honolulu press and elsewhere overseas following the return of tourists who had suffered loss.

RICE RATIONING ENDS IN BSIP

A BIGGER rice crop in Australia last season has resulted in Government controls being removed from the importation and distribution of rice in the Solomon Islands.

Controls were imposed in BSIP following the partial failure of the Australian rice crop in the 1951 season, due to the fact that, in that drought year, protected wild ducks ate the young rice plants and the crop was about half normal. Lifting of BSI rice controls became effective on September 9.

Attention, Philatelists

THE 6½d New Guinea stamp—the most commonly used in Papua-New Guinea because that is the price of airmail postage to Australia—has the small bar missing between the 1 and the 2 of the halfpenny. All the other current PNG stamps which include a halfpenny in their denominations are complete with bar, so evidently this omission was an accident somewhere along the line.

Presumably too many of the sixpence - ha'pennies - without-a-bar have been issued now for them to become a rarity; but a number of people, early in their issue, watched with interest to see if the mistake were rectified. If it had been, then the bar-less stamps would no doubt have become correspondingly valuable.

Mrs. Ayson, widow of the late Judge H. F. Ayson, CMG, who was Resident Commissioner, Cook Islands, from 1922 to 1937, was recently married in Wellington, NZ, to Mr. Malcolm MacKay, of that city.

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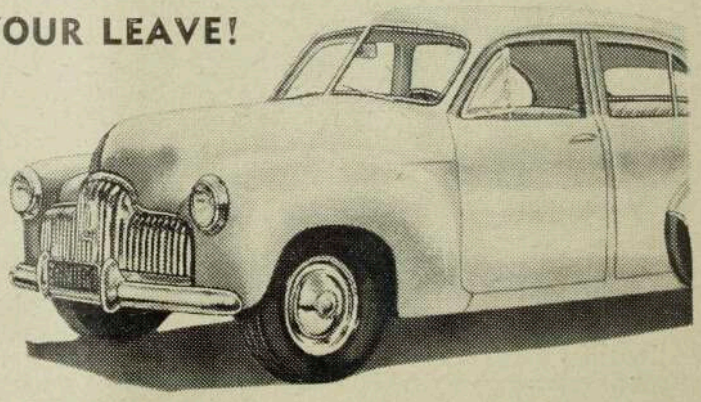

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QUALITY OF APIA HOTELS

Mrs. Aggie Grey in Reply

Letter to the Editor

I WISH to protest against the ill-founded criticism of Western Samoa's hotels contained in an article on page 55 of your July issue, under the heading: "W. Samoa and the Tourist Business."

The charges are against two hotels in one case, and against one in another; but certain other criticisms are uttered, apparently, against all Apia establishments. Taking the charges as they relate to my own hotel, may I make the following comments:—

Hot water: Hot water can be made available every day of the week, but it happens that almost every guest prefers—in this hot climate—to wash and shower with cold water.

Crockery: Nothing but the best quality crockery is used in my dining room.

Food: If there has been any complaints about the meals which I serve, they have not been made to me. All that I have heard has been gratitude and commendation from the majority of my guests. In addition to a good breakfast, lunch and five-course dinner, guests are served with early morning tea, morning and afternoon tea. We do special catering for guests on diets, and we are willing to serve special foods requested by guests. The criticism about tropical fruits is unfair. In my hotel, ripe bananas by the bunch are available 24 hours of the day. Oranges do not grow in Samoa very well; and pineapples, as well as other local fruits, are seasonal. Similarly, mangoes, avocas and grapefruit are always available, in season. Fruit salad and ice cream are served regularly.

Laundry: Our charges are: shirt, 1/-; trousers, 1/6; coat, 2/-. We have no complaints about the standard of laundry and pressing.

Let those who would claim that 28/- a day is excessive check on the fantastic prices of food in Apia; and consider the hotel proprietor, trying to make ends meet with the house full one week, empty the next, and perhaps, half-full the third week. In official quarters there seems to be a passive resistance to anything smacking of a tourist drive for the Territory.

My hotel—and my remarks concern my own establishment only—is noted for the friendly and homely service offered. Here are comments by visiting newspapermen:

"A fine accommodation house right on the waterfront at Apia . . . Aggie's aim in life is to make anybody's visit to Samoa more memorable . . . There is plenty of atmosphere at Aggie's, although chatting to Aggie is 'atmosphere' enough . . . object in life to make you feel at home."—Leo White in "White's Aviation."

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¾" x 150" at 1/9 ¾" x 300" at 3/- ½" x 200" at 1/9 ½" x 400" at 3/-

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to stay with Aggie Grey . . . Aggie was handsome, hilarious, and a good business woman . . . Aggie's hotel—it was really a rambling boardinghouse—was a magnet so powerful that planes would fly from Bougainville to Pearl (Harbour) via Samoa! . . . They were served with crisp French-fried potatoes, buttered string beans and fresh tomato salad. The steaks were excellent and the eggs were endless." James A. Michener, author of "South Pacific," in an article in "Esquire."

"Her hotel is one of the highlights of Apia. Airy, casual, with two toilets and a piano, rooms with portable walls, a superb view of the roadway and the ships, it is the terminal point of what must be one of the loveliest roadways in the world."—Eleanor Knox in the "New Australasian Post."

"Red and gold hibiscus, a climbing variety of which smothers Aggie's front pergola."—Martin Collins in "Newsview."

As your journal is designed to serve the islands, you should serve them well by making certain of the facts yourselves, and not, as apparently was done in this case, taking for granted the complaints of that small minority of travellers who can never be pleased.

I am, etc.,
(MRS.) AGGIE GREY.
Apia, 2/9/53.

TO WHICH THE EDITOR REPLIES:

WE do not challenge one word of what Mrs. Grey has said. She is famous in two continents, and a lot of Islands, for having taken a ramshackle old building and turned it, by her lovable personality and a genius for management, into a colourful Apia institution and an exceedingly pleasant place in which to live.

The writer of our article, quite properly, was laying emphasis on the fact that, if Western Samoa ever is to develop the luxurious tourist traffic that includes rich Americans with endless dollars, Western Samoa will have to provide something in the way of top-level hotels.

Mrs. Grey's is a place with atmosphere, remembered with pleasure by many travellers; but neither Mrs.

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Grey's hotel, nor any other establishment in Apia, is in the luxury class, so well known in the West Indian islands, Hawaii, and similar tropical holiday resorts. That was what our contributor said, in effect. Maybe, he could have said it more tactfully; because Mrs. Grey, in building up her hotel in the face of much official indifference, has done a valuable public service for Western Samoa.

Tallest Sugarcane?

Gracie Fields, who sings about the "biggest aspidestra in the world", should see this clump of sugar-cane which grows outside Lomu's Kava shop, in Nukualofa, Tonga. It is about 20 feet tall and towers up above the surrounding buildings. No one in Tonga has seen taller cane.

—Photo by Hettig.

Mr. J. Spillius, of Canada, has left Honiara in the Melanesian Missions' MV *Southern Cross* for Auckland after 15 months on the remote Polynesian island of Tikopia, in Eastern Solomons.

TONGAN CONSUL AND THE ROYAL VISIT

SUVA, Sept. 2.

ALTHOUGH Her Majesty Queen Elizabeth II will be only a few brief hours in Nukualofa, capital of the Islands Kingdom of Tonga, on Sunday, December 20, a heavy task will fall upon the British Consul, Mr. J. E. Windrum, and his attractive American wife. They will have to cope with the official and social responsibilities usual in the case of the representatives of the Government of Great Britain, on so important an occasion.

Mr. Windrum's term as British Consul in Tonga is nearing its end, and the popular couple probably will be departing from the kingdom early in 1954.

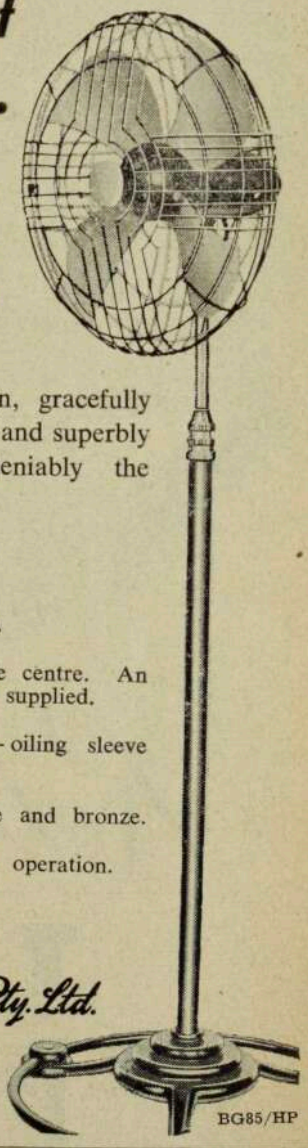
No appointment of Mr. Windrum's successor has been announced; but an intelligent guess would name an official who has an excellent administrative record in Fiji, who is now abroad, and who probably will be seen soon in the ranks of the Legislative Council.

¶ Mr. George R. Crummer was recently appointed official interpreter to the Cook Islands Administration. He was formerly a school teacher at Ngatangiia School, Rarotonga.

The Aristocrat of Circulator Fans . .

G.E.C.

24" CIRCULATOR FAN



As modern as the hour in design, gracefully streamlined, with an artistry of style and superbly finished, this circulator is undeniably the aristocrat of its class.

- Four running speeds.
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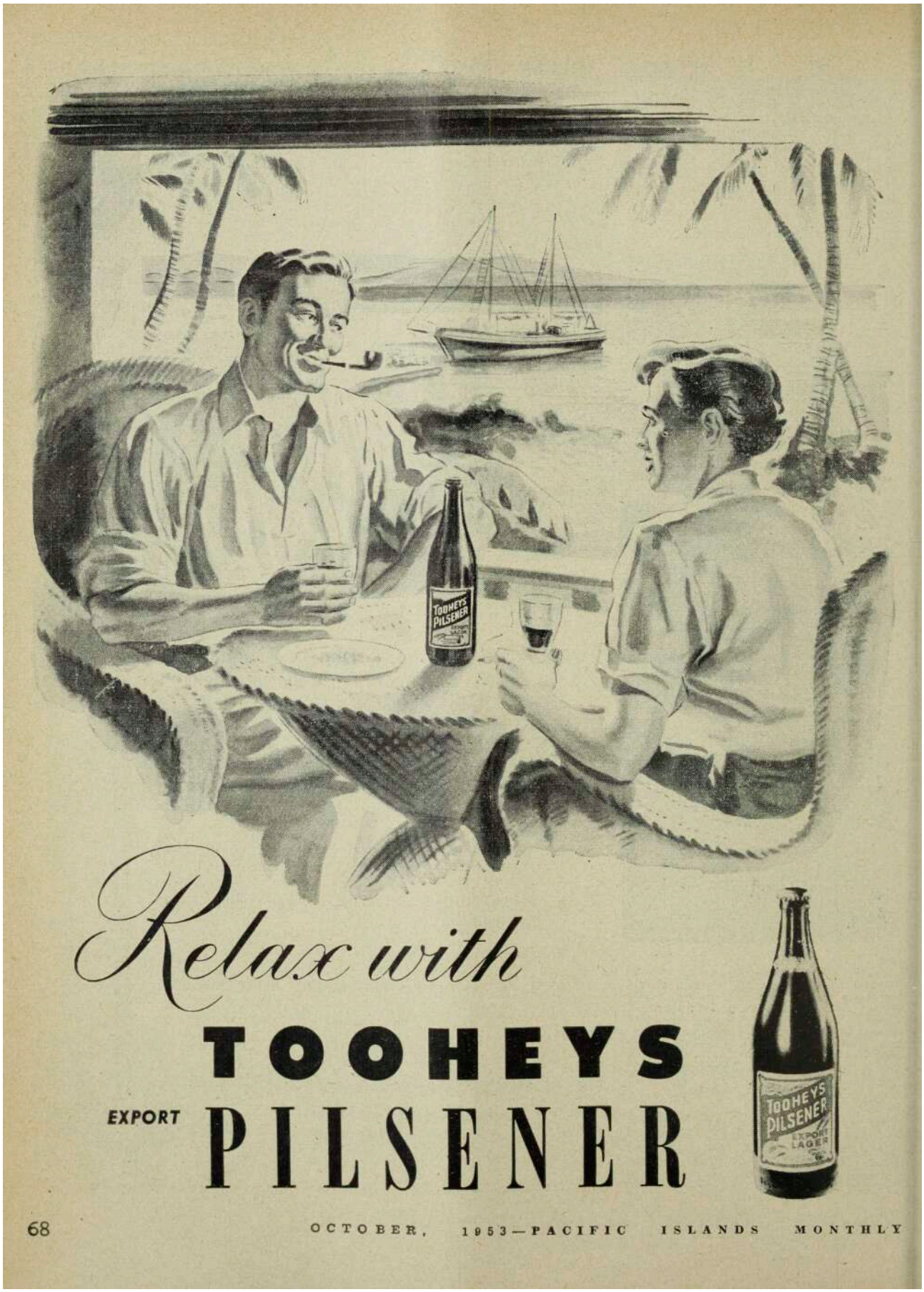
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PERMITS TO DRINK

New System for Indians Likely in Fiji

SUVA, Sept. 12.

IT is likely that the liquor permit system, so far as it applies to Indians, will be abolished in this Colony, but that it will still apply to Fijians. At present, liquor may not be served in a public bar to either Fijians or Indians unless they can produce a police permit to drink alcoholic beverages.

If a wider privilege is extended to Indians, some responsibility will be placed upon the Indian community for seeing that it is not abused.

The average Fijian, like most Islanders, reacts more quickly and strongly to alcohol than does the Indian; and it is felt that the Fijian, for this reason, should be kept under a measure of official protection. This does not apply to the Indian, who is much more sophisticated in such matters.

Under present conditions, a great deal of police time is taken up with applications for liquor permits for Indians. It is possible that the police, instead of being asked to issue permits to drink, will have the responsibility of issuing prohibition orders against Indians who abuse their new freedom to drink when and how they will.

RABAUL'S COUNCILLORS (CLASSES 1 & 2) MEET FOR FIRST TIME

MEMBERS of the newly reconstituted Rabaul Advisory Council were concerned mainly with the formal business of getting the Council functioning under the new rules when they met for the first time on September 11.

Mr. K. E. Cummings was elected Chairman of the Council, with Mr. D. Jones as Deputy Chairman. Miss M. Lamberton was elected Secretary unopposed.

There are four Government members on the new Council and 14 non-official members—seven of whom (Class 2) will serve the full 2-years' life of the Council and the remaining 7 (Class 1) retire after one year. Fr. J. Dwyer offered himself in the Class 1 category—he said that he felt he could say all he wished to say in one year. Mr. R. Galloway also offered himself as a Class 1 candidate.

The seven Class 2 members were ultimately decided by preferential vote; the results will be announced at the October meeting of the Council.

¶ A daughter, Odile, was born to Mme. and M. Jean-Francois Lejeune, of Papeete, on August 24. M. Lejeune is a well known and popular notary.

After unfavourable weather in June-July, divers at Manihiki, Cook Is., were busy in the lagoon in August. In 5 days one skin-diver and his two assistants produced five sacks of cleaned shell, netting them about £55. Six good pearls of not less than 3 carats each were also brought up in the first half of August.

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Reprieve for Daru Crayfish

C-Gull Venture Tied-up in Townsville

THE 22 people (including six children) who left Sydney in the Fairmile *C-Gull* in May, to show Papua how to catch crayfish, got no further than Townsville. Most of them now have returned to their home States.

Five of the adventurers remained on the Fairmile, which was still tied up at the Townsville wharf in September. Most of them have got jobs in the town and "certain matters had been placed in the hands of legal advisers."

The adventurers left Sydney and Brisbane in a blaze of newspaper glory. Some months ago, PIM published a photograph of the three women and six children who were on board. About £16,000 was said to have been invested in the new enterprise, which most residents of Papua jeered at—in some seasons there were very few crayfish in the Gulf of Papua, they said.

The *C-Gull* party planned to live on the Fairmile until they had established a fishing settlement near Daru; in addition to the *C-Gull* there were to be four smaller craft to engage in the fishing.

Skipper of the Fairmile, Captain B. Toyer, whose wife and five children were in the party, left the ship as soon as it reached Townsville. (A Wise Man once said that the best way to find out whether or not you can bear your fellowman is to go for a long voyage with him in a small boat).

¶ A daughter was born to Mr. and Mrs. Maurice Baker, of Rarotonga, Cook Is., on June 25. Mr. Baker is director of Agriculture in the Cook Islands.

Australian Missionaries for Timor

THE Australian Presbyterian Board of Missions will shortly extend its work to the Indonesian portion of Timor.

Hitherto, Presbyterian mission activity has been confined to the New Hebrides and, until the Korean war, to Korea.

Mission work in Korea will be resumed at Musan as soon as mission houses are rebuilt.

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Now she's sought after, invited everywhere, enriched with the glow of health that excites admiration. What a difference from that pale, listless, anaemic, lonely girl. You, too, can be happy, peppy, popular. If you always feel tired, run-down—do what happy thousands now do, take Dr. Williams' Pink Pills. See if within 30 days, a richer, redder blood doesn't make you a new person, with more bounding energy, better colour, new radiance. Start to-day! Get back "in the pink" with

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NEW BREWERY IN N. CALEDONIA

THE new Marybert Brewery commenced operations in Noumea, New Caledonia, a few months ago, and its product appears to be gaining public favour. So far, it has marketed only bottled beer. It plans to distribute its product in plastic containers, which make for easier and cheaper handling.

Most of New Caledonia's bottled beer has been coming from Germany and Denmark, and is retailed at about 28 francs (about 6/6 Australian) per bottle. The local beer is selling at 21 francs per bottle.

Australian Radio Transmissions to South Pacific Islands

TWO new daily English language transmissions directed to listeners in the South Pacific Islands and New Zealand were inaugurated by Radio Australia on August 1, 1953.

These services are designed to meet the needs of listeners in the many islands scattered throughout the North and South Pacific; the programmes will carry news and sporting sessions besides the best in music, talks, drama and variety.

The morning transmissions are from 6 a.m. to 9 a.m. AET and are heard daily on 15.20 mc/s. and 11.76 mc/s. in the 19 and 25 metre bands; the evening services are from 5 p.m. to 7.45 p.m. AET on 11.85 mc/s. in the 25 metre band. On the same wavelength are the daily French language programmes directed to listeners in New Caledonia and the New Hebrides from 5.30 p.m. to 6.30 p.m. AET.

Moresby Engagement

A dance to celebrate the engagement of Miss Katrine May and Mr. Raymond Kelly (photographs above) was held in the Red Cross Hall, Port Moresby, on August 18. Miss May is the niece of Dr. A. J. May, who in the absence of her father, acted as host to about 200 guests among whom were the Administrator and Mrs. Cleland, the Bishop of Newcastle, the Rt. Rev. F. de Witt Batty, and the Bishop of New Guinea, the Rt. Rev. P. N. W. Strong.

—Photo by Papuan Prints.

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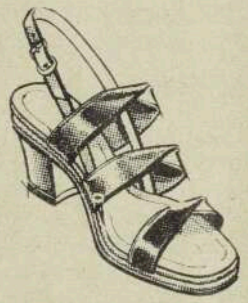
MAIL ORDERS! Let us know your choice—style, colour, size. Please add 3/- per pair postage.

"MARINA"

"MARINA" Medium heel, crossover sandal in White, Red or Oatmeal . . . . . 39/11.

"DRAPE" Attractive cross-over, medium heel in Red, Green, White, Oatmeal . . . . 39/11.



"PIZA"

"PIZA" Colourful three-bar sandal. Medium heel. Cool and comfortable. In multi only . . 41/6.

"GRECIAN" Dainty flat in a choice of colours. Tan, Red, White, Green or Yellow 29/11.

"CYPRUS"

"CYPRUS" Five-bar sandal in dainty plait design. Medium heel. White or Red . 42/11.

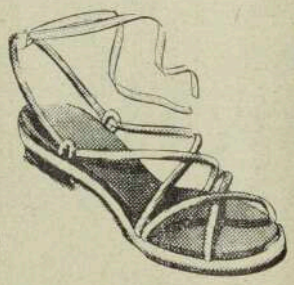
"FIESTA" Charming little Five-bar Plaited Flat. Colours: Green, Red, White or White and Fawn . . . . 37/6.

"TRIPOLI"

"TRIPOLI" Bar and buckle style with medium heel. In Red, White, Multi, Tan . . . 42/11.

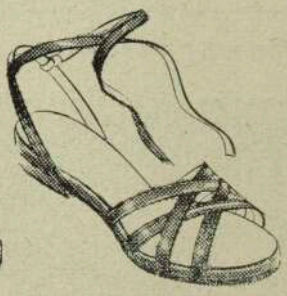
"ROMANY" A neat little cross-over flat with ankle tie. In Red, White or Tan . . 32/6.

"DRAPE"



"GRECIAN"

"FIESTA"



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MAGAZINE SECTION

Tropicalities

TONGA'S SABBATH AND THE ROYAL VISIT

MEN in high places have been shaking solemn heads over Tonga's predicament in respect of the Royal visit.

The Royal party arrives in Nukualofa on Sunday, December 20. The Tongan nation, in traditional fashion, wishes to honour a great occasion with feasting and dancing. But the Tongans have been very strictly brought up, as Methodists, and the Sabbath Day really is observed there. Traditionally, they may not feast or dance on a Sunday.

The matter is under serious consideration. One plan generally favoured is that the Tongan Parliament shall pass a special law providing that at this particular week-end, in view of the special circumstances, the Sabbath shall be observed on either the Saturday or Monday.

The Seventh Day Adventist Mission, influential in this part of the Pacific, now is perturbed, in its turn. In most countries, the SDA Church observes Sabbath on Saturday; but in Tonga it always has observed the Tongan Sunday as a Sunday. If you look at the map, you will see why.

At Tonga, in order that the Tongan day shall coincide with the Fiji and New Zealand day, the 180th degree of Longitude is bent to go eastwards of Tonga, so that, for general and commercial convenience, Tonga may stay on Eastern time.

But the SDA Church in Tonga never would accept that bending. In Tonga, the SDA Sabbath is observed on the Saturday of Western time—which, of course, is the Sunday of Eastern time (Australia, New Zealand, Fiji).

If the Tongan Parliament decides to declare the Saturday preceding the Royal visit to be the Sabbath Day, the SDA Mission will have an awkward choice to make. But maybe, in deference to the SDA people, they will fix on the Monday.—RWR.

TWO-HORSE SHAY FOR DANNY LEAHY

RECENTLY an ancient but well-preserved family buggy was shipped from Queensland to the New Guinea Highlands, where, it is understood, it will be used by Mr. Dan Leahy between Mt. Hagen aerodrome and Government Station, and his establishment, which is about 2,000 feet higher up.

The theory is that it will be far cheaper to maintain the two horses that will pull the buggy than to run a jeep—favourite transport now in those parts—in a place where petrol is about 14/- per gallon.

Buggies are an unknown quantity in the NG Highlands, where transportation skipped right from the Stone Age to DC3's. But the Leahy brothers are ingenious fellows, and it was Danny who successfully mated a Shetland stallion with a Clydesdale (or similar) mare. Anyone who can engineer a feat like that should find buggy-driving on Highland tracks just a push-over.

TOUGH ASSIGNMENT

ACCORDING to the Sydney *Daily Telegraph*, a Certain Young Lady will shortly leave Sydney for Honiara, where she will take a job with the BSIP Government as a stenographer. The C.Y.L. is reported to have said: "I only took the job so that I could spread the Baha'i faith to the islanders in my spare time."

The Baha'i faith was founded by a Persian teacher early last century. There are adherents in most countries; they are not Christians.

Like Jimmy Edwards, of radio fame, we boggle at the thought of the C.Y.L. getting the Baha'i idea over to the wooden Solomon Islanders who speak a Pidgin English of their own and who already have six varieties of Christian mission to take care of their spiritual needs.

Of course, we couldn't agree more on that mere means-to-an-end—plain *work*: the whole sordid business should be called off.

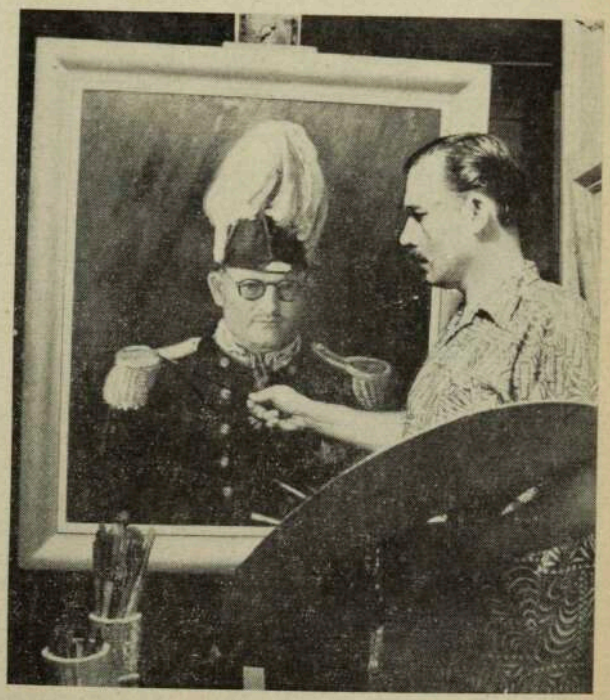
In the meantime, we would like to remind this 24-year-old that the BSIP holds the South Pacific championship for having killed off more missionaries—including a brace of Bishops—in the last 100 years than any other Islands group.

IT'S WET IN THE DRY—IN SUVA

"DULL, exceptionally wet, and rather warm" was the official description of July conditions at Fiji's most meteorologically miserable corner, Suva.

Just how damp it was, the records revealed. Not since meteorological records began at the Fiji capital in

Art in Fiji



Mr. R. Stone, Suva artist, with his recent painting of His Excellency the Governor of Fiji, Sir Ronald Garvey, KCMG, MBE.

Mr. Stone is a leading member of the Fine Arts section of the Fiji Arts Club which came into existence in 1947 due to the efforts of Mrs. G. K. Roth, Mr. Fred Beckett, a Suva architect who has displayed work in Auckland, and Mr. Stan Mayne.

Mr. Stone, since his arrival in Fiji from Ocean Is. about four years ago, has conducted regular classes for the benefit and encouragement of interested persons.

Late in July he gave a public demonstration of the manufacture of pigments from local earths and clays.

Mr. Stone was a student of Max Meldrum, the well known Scottish-born, Paris-trained Melbourne artist who devised a deductive method of painting. Other Meldrum students include Percy Leeson, President of the New York Art Society, and Colin Colahan, who lives in Whistler's "White House" in London.

Mr. Stone is a chemist and planned a painting holiday to Tahiti in September during his vacation.

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1884 had more July rain fallen—21.37 inches. Previous highest was 18.49 inches in July, 1913. Temperatures, too, were higher by 1.1 degrees average than ever before recorded.

Heaviest fall of the month was on July 5, when 11.32 inches fell out of the local sky. (July is the middle of the "dry season" in Fiji).

On the north-west coast of Viti Levu the sun shone clear and according to the book—but Suva saw just 91.7 hours of bright sunshine in the month.—J.P.S.

But, since that was written, southern Viti Levu has known all the rigours of a drought—**Editor.**

FROM VICTORIA TO ELIZABETH II

THIS is a topicality. Comparing the Victorian with the Second Elizabethan era, *New Commonwealth*, a UK magazine comments on changed national habits—that is, so far as the UK is concerned.

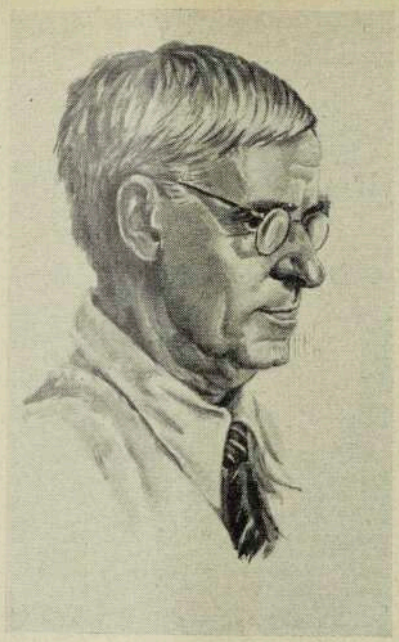
To-day, they say, the sight of a drunk in a public place is rare. Then, there were few streets where, on Saturday nights, men and women were not seen the worse for wear.

The annual consumption of beer in England ("and it *was* beer then") has fallen from a Victorian per capita total of 31 gallons per annum to 18 gallons; spirits from 1½ gallons per head per annum to one-fifth of a gallon. But Britons drink about twice as much milk now as they did at the beginning of the century, 8 pounds of tea per head per year (an increase of two pounds), smoke twice as much tobacco, eat half as much meat (post-war rationing), as much butter (in spite of rationing) and 18 pounds of margarine per head—which is 18 pounds more than grandfather ate because grandfather did not know about marg.

The figures are interesting but certainly have no relation to the trend of events in Australasia where the per capita consumption of beer is bigger than ever. Nor can it be said that drunks are never seen here in public places.

Many people blame the abuse of liquor in Australia on the licensing laws of the majority of the States and what is called the "six o'clock swill." But anyone who has had the misfortune to be stuck in a Tasmanian industrial town on a Friday or Saturday night can speak with equal feeling about the 10 o'clock swill. At this time, the drinkers are emptied out of the bars to howl and brawl around the pubs for the next two hours.

The trouble does not seem to lie so much with the liquor laws as in the fact that the average Australasian cannot drink like a civilised being. (Tasmania and Queensland are the only two Australian States where six o'clock closing of bars is not enforced).



DR. C. E. FOX (at left) is synonymous with the second 50 years of the Melanesian Mission, and is at present writing the history of the Mission's first 100 years, 1849-1949.

He was born in England in 1878, went to New Zealand in 1884 with his family and graduated MA with 1st class Honours in 1899. He was then accepted for the Mission, but the doctor turned him down because "he would never be strong enough for the tropics"!

In 1902 he got into the Mission by the back door of Norfolk Island, as a teacher at the school there for natives collected in the Solomons and New Hebrides. The school flourished from 1866 to 1926, by which time the mission had sufficient schools established in the islands themselves.

Dr. Fox was ordained a priest in 1906, and after a visit to the Solomons in 1908 started a school on San Cristobal in 1910. In this year he wrote his "Introduction to Oceanic Language" and in 1918 the "Threshold of the Pacific" for which he was made Doctor of Letters. He has also compiled dictionaries of the Arosi, Lau and Nggela languages.

After being Headmaster of Pawa school from 1924 to 1932, Dr. Fox joined the native teachers of the Melanesian Brotherhood and did evangelistic work all over the Solomons and New Britain. When the Japanese war started, Dr. Fox became a Coastwatcher. In 1952 he was awarded the MBE.—BRETT HILDER.

PIM CROSSQUIZ NO. 44

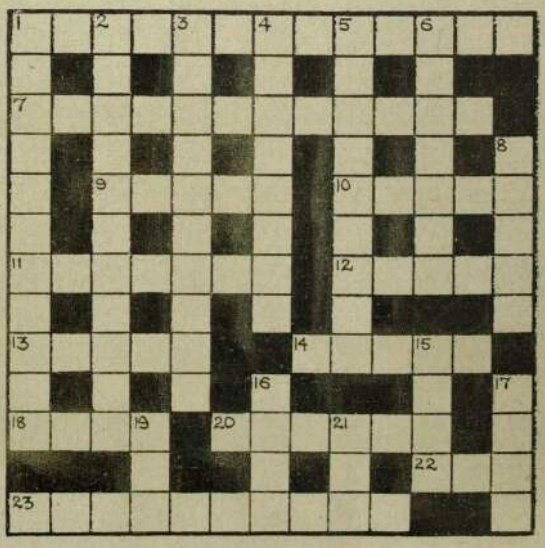
Solution on Page 82.

— ACROSS —

1.—Who won the Australian Open Golf Championship in 1950?
7.—Where in London is the great flower and fruit market?
9.—Which city in Belgium is situated at the confluence of the rivers Meuse and Ourthe?
10.—Which country has the shape of a riding boot?
11.—Where did Elaine, the fair maid who fell in love with Lancelot, come from?
12.—Through which African country does the Nile flow before it reaches Egypt?
13.—What was Pagliacci?
14.—Who was the first female MP in England?
18.—What is the result when iron is oxidized?
20.—Who wrote the play "The Admirable Crichton"?
22.—What is the first name of Australia's most notorious bushranger?
23.—What liqueur is made from a cherry grown in Dalmatia?

— DOWN —

1.—Who practises the art of revealing the future through communication with the dead?
2.—What is the name of the last book in the Bible?
3.—What land is on the Western part of the Gulf of Carpentaria?
4.—What is the name of a portrait with shaded background?
5.—Who was enamoured of his reflection in a fountain and pined away?
6.—Where is Reykjavik?
8.—Which is the capital of the French department of the Rhone?
15.—What is a sign of some future event?
16.—Who is known as the Father of modern music?
17.—Which English historian is known as "The Venerable"?
19.—Which is the drink that proverbially revives us?
21.—What are the initials of Australia's senior service?



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The Story of Three Boys and a Row-Boat

AS TOLD TO LANGOFUFU

One day in October, 1951, three Polynesian lads were cast up on the ocean reef at the southern end of Funafuti in the Ellice Islands. The eldest was 18 and the youngest 15. They had travelled nearly 700 miles in six weeks—from Swains Is. (or Olosenga).

Swains, geographically, comes at the edge of the Tokelau Group and, with it, was administered until 1925 as part of the Gilbert nd Ellice Is. Colony. But in that year, Swains was annexed by the US (and administered from America Samoa) and the rest of the Tokelau Group was transferred to the administration of New Zealand and came under the supervision of the Western Samoa Administrator. A year or so ago, the Tokelaus became NZ Territory.

Even more so than with European youth, the Polynesian youngster falls victim of wanderlust and when bitten by the idea of running away to sea, very often carries it out. Too bad that Eli should lose his new row-boat, but this is the story of the adventure seen through the eyes of one of the adventurers.

It is told in his own words and if any Papua-New Guinea reader should imagine that this is a type of Polynesian Pidgin we hasten to assure him that it is nothing of the sort. Pidgin English is something reserved exclusively for the Slave-and-Master territories of Melanesia. In the rest of the Pacific they speak in the vernacular or in English. You may call this English QUAINT, if you wish; but you must NOT call it Pidgin.

YOU know my old man, Vakai? He got tatoo Samoa style. Vakai, he born in Tokelau and he come Funafuti, oh, long time before and he marriage my mother. Vakai, he Olosenga man in Tokelau.

One time when me just a kid the war come. Plenty American come Funafuti; many ship. Oh, too many aeroplane. Then my friend, he American officer, he say, "Sammy, you like come for trip?" I tell my friend, he my very good friend, I say, "Okay." My old man Vakai, you know him, eh? he tell me I go.

All mens get on big ship. We say "Tofa!" all Funafuti girl. My friend, he tell me ship name YMS but I no care, for she go very fast. More faster than trade ship.

Few day all finish we see island. I remember what my old man say. Vakai, he say, "Good thing you go see my island." I see that place now. Ship go very close.

I say my friend: "What place this?"

My friend, he say: "Oh, this Olosenga"—so I know I see my father island.

All canoe come out ship. Oh, plenty girl. I tell one man in canoe, "What name you?" and he speak he my uncle.

I stay Olosenga. Ship go away, maybe Samoa. I stay Olosenga long time.

You know Poni, Aokuso? Those boy my friend. One time Poni say: "Samu, what you think we go Samoa, eh?"

But I say, "Poni, you plurry fool, we no got boat."

Aokuso, he say he want go Atafu see his family, but we no hear. Atafu, no good, too small, more better we go big place Samoa.

Poni say, "We wait. Maybe ship come sometime." Plenty mens go Samoa. I like to see Samoa girl."

You know Tokelau custom? You never see Tokelau? I tell you: Church finish Sunday all peoples sit in big house all same Funafuti *maneapa*. Boss-man, he speak, he tell peoples what work for this week. Poni, me, Aokuso, we hide in cookhouse. We no want work. Tokelau no good, too much work all time. All day make taro, go fish, fix house, go store with copra—too much all time.

Poni say, "You know boat belong Eli?"

Eli boat very small. Who Eli? Oh, I tell you. Eli man in store. Plenty money. That time Governor come from Samoa, Eli shake him hand, tell him all about Olosenga. Last week Eli make new boat for fish. Maybe two fathom long and little bit.

I tell Poni: "You know way Samoa?"

Poni, he say: "You bet."

Aokuso, he say he want see Atafu. We tell Aokuso we go Atafu all same, but we make him fool, see?

Eli boat on beach. All peoples in big house and boss man he talk, talk all time. No peoples see. Aokuso, he just a kid, he get plenty coconuts—maybe 30, eh? Poni, he very clever, he take tarpaulin but him old man no see. I look oar—I see under Eli store. Then I lucky, I see pin for oar. Aokuso too slow get coconuts. I think peoples finish talk in big house come see but no peoples come. We go that time.

LITTLE time rain come and Olosenga all gone. Aokuso, he cry, say he want go back but too late now. Me, Poni, we pull oar all night. Too much work. We go sleep but no good because some water in boat, eh?

You know like two seats in boat? I make bed with rope—I tie from one seat other seat many times with rope—I make good bed. Aokuso, he cry all time. Plenty wave come. Rain come all time, oh, too cold sometime.

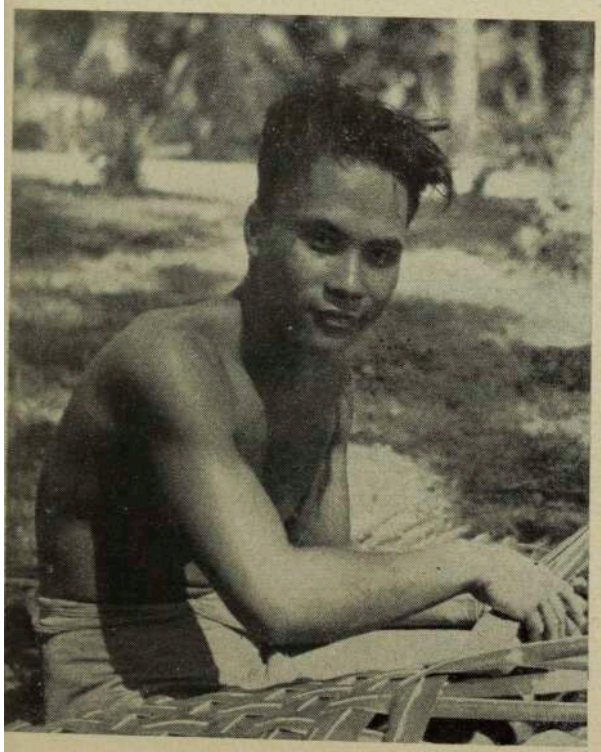
Poni, he say: "We see Samoa tomorrow."

Aokuso, he say: "We no go Atafu?"

Poni, he say: "You just a kid. Me captain this boat."

I speak Poni he no good be captain; he stay all time Olosenga, never see other island. Me, I go for trip on big ship from Funafuti. Me, I know all about make big ship go. Poni want fight.

You know big shark? Shark plenty time. More big than shark you see Funafuti. He go round boat, he never stop. I very fright



Samu, who told the story.

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all time. One time shark make boat shake. Poni, he say shark turn boat over get big feed. Aokuso cry all time. I get mad, I speak Aokuso he shut his mouth. If no shut mouth shark get him for feed. Aokuso stop make cry.

Oh, long time! Me, Poni, too much tire pull oar. Coconuts all finish up. When rain come we catch in tarpaulin. I think Poni plenty brain bring tarpaulin. No tarpaulin I think we die for thirsty. Me, I want feed all time.

One time I see turtle on sea. Poni, he say, "That not turtle, that other thing." Aokuso, he no see, he sleep like he dead. Wave make thing come close. I think it man in sea. I tell Poni we pull oar go look. Oh, boat too much heavy.

We see man in sea. He black, what you say? he brown all same me. He no clothes. He lie in sea like he sleep on belly. Hair? What you mean hair? Oh, little curly but straight, all same hair Poni. I forget, he have blue pants. I think he work on ship, his pants like sailor pants. Poni, he say, maybe he fall off ship, but we no see ship before that time. I think he not too dead. Maybe dead little time.

Aokuso, he no good. Sleep all time. All same Poni. Me, I think I sleep plenty. All time I think feed. I wish I stay Olosenga eat taro, fish. Eli, he got many foods his store. All time I see foods.

Poni, he say he thinks Samoa go past, maybe America come. Aokuso, oh, he cry all time all same kid. I get plenty mad, but too much tire make Aokuso shut mouth.

OH, long time! Plenty day finish, maybe plenty week. One time I wake, I see island. I tell Poni, "Hey, Poni, you see Island?" but Poni, he say, "What for you wake me up? No island, you all same mad."

I think maybe I make big mistake but I keep look. Rain come and I think no island, but big cloud all black. Rain all finish, sun come very hot.

I see white cloud up in sky but he not white, he like green. My old man, he tell me before, "When peoples go for trip in canoe they see cloud like green they know island that place underneath."

I tell Poni: "You see cloud like green? Maybe island that place."

Poni, he make look, he say: "How you know this thing?"

I tell Poni what my old man say and Poni, he say, "Your old man all right."

Poni, he tell me he see tree, coconuts tree. I see him. Aokuso make look, he say, "Atafu"; but Poni, he say, "Samoa."

All time that day island come big. I try pull oar but boat too much heavy. I think island go past when night come, but we lucky. Plenty big wave and much wind.

Aokuso, he cry, he say we get killed when boat smash up on reef but he kid, know nothing.

Then big bang. Boat smash on reef, all board in bottom all bust. Wave come all time. I think maybe Aokuso gone for good. I no see that boy.

Then Poni, he yell out, he say: "We swim for beach."

I see Aokuso and he long way to beach. So we get on beach.

I think I see this place before. I speak Poni we come Funafuti.

Then kid come, maybe four five kid. One kid say, "Where you come?" He speak little bit funny, different Tokelau, but we know what he say.

I say we come Olosenga, what place this? Kid all say this Funafuti, so I know I come back this island.

Then many peoples come. All make talk all time. Aokuso, he say he hungry for feed, we go village with peoples. Peoples say:

"We go big village, Fongafale, tomorrow, eh?"

So we get in Funafuti boat. All day we go on lagoon, then we see

Rabaul, New Guinea, late 1953

PROBABLY no town in the South Pacific has had the varied fortunes of Rabaul (photographed here in panorama by Casuarina Studio, Rabaul). It was the German capital in 1914 when the Australians landed. There followed some years of military occupation but between 1921 and 1937 it grew into a garden city, only to be blighted by the eruption of Matupi and Vulcan in the latter year.

In 1942 came the Jap invasion and by the time the Allies returned there in 1945, there was literally nothing of the old Rabaul left. Then some six years of indecision, while the Australian Government tried to make up its mind whether New Britain's capital would be left at Rabaul or shifted to some other "safer" site. It was finally decided to retain Rabaul and it is now in the process of being rebuilt.

Nature is hiding many of its battlescars; permanent buildings are replacing the tarred paper and tin of the post-war dither period, but Rabaul is, as yet, far from regaining her title of garden city.

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big village. Some peoples, he say: "Oh, you Samu. We know, you Vakai boy."

I tell one man, "How my old man?" and peoples say: "Oh, he very good. He very surprise see you."

Then Aokuso, he say he got family Funafuti and peoples say: "Who your family?"

Aokuso, he say, Tafata sister his uncle, and peoples say she okay, too.

Peoples say: "Poni, you got family this place, Funafuti?" and Poni say he no know. Then he find his family but he think family because of marriage long time before, but no sure. So we all find family Funafuti, and all peoples make big feast, eh?

MAN come, he policeman, he say: "Commissioner want speak you boys."

I very fright but we go Commissioner office. You see big house like that, all same two houses, one on top.

Commissioner sit in top house. He say: "When you come Olosenga what place you go?"

Aokuso, he say we go Atafu. Poni, he say we go Samoa. Me, I say we steer Funafuti see my old man.

Commissioner say very funny; one boat, three captain. He say: "When you boys leave Olosenga?" Then he look at book, he say, "More six weeks."

I think long time, eh? Commissioner put hand on big paper, he say, "Six, seven hundred mile. Oh, long way."

He give me letter, tell me take letter doctor for see we all okay no sick. I look letter, I read easy. Doctor Samoa man. I tell him: "What this word castaway Commissioner write?"

Doctor make laugh: "Oh, castaway all same man wash up in sea no know what place he is."

I think Commissioner know I lie that time I speak I steer boat for Funafuti.

Funafuti good place, but I want go see plenty other island. Poni, he speak me he stop Funafuti, he got girl. You know Sepola? She pretty girl, eh? Aokuso stop Funafuti, he just a kid. Me, I want go see plenty other island.

Dr. C. E. Beebe, Director of Education in New Zealand, visited W. Samoa during September-October to study educational problems there. He also officially opened, on October 2, the new Samoa College, which actually has been in use since February.

This Magic Didn't Work

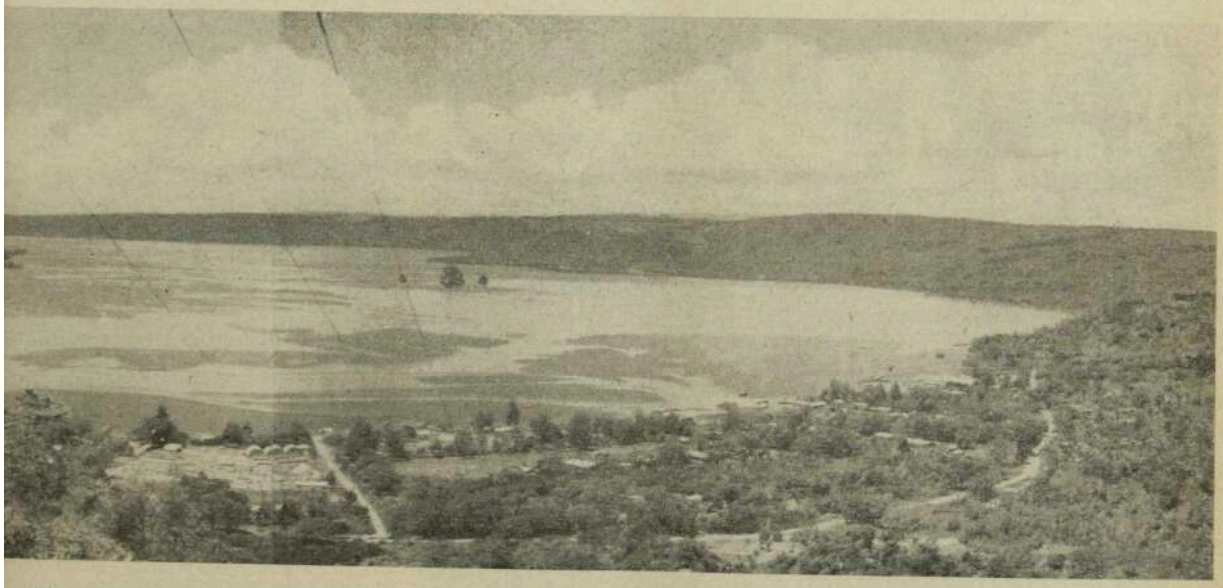
FOUR natives, admitting "intent to steal" received gaol sentences from the Rabaul District Magistrate, Mr. J. R. Rigby, in August; one, charged with being unlawfully in the dwelling house of Towai.

The natives told the Court that they had ridden into Rabaul from Reimber (leaving their bicycles in the bush at Tunnel Hill so as to make a quick get-away) to try out recently inherited charms which permitted them to steal without being caught.

The night was wet so they sheltered for a time in the Council House, then one of them, Tomunulai, wearing his charm—two pieces of braid with a piece of mother-of-pearl shell in the middle—went across to Towai's house but was caught before he could get hold of anything.

The others remained in the Council House, holding another part of the charm—a piece of bark with betel nut, which is held between the fingers whilst committing the theft.

As none of them had got within stealing distance of anything, they have yet to learn whether the charm works, but as it is now part of the Police collection, this is unlikely—M.E.



The photograph shows the volcanic cones which guard the entrance to Simpson Harbour. The Beehives, two black blobs, shown on the right, close to Vulcan, are said to be remnants of a rapidly disintegrating volcanic cone which came up out of the sea much as Vulcan itself did in 1878. The larger of the two Beehives supported a fishing village at one time.

The three ships in the Harbour are the *Olivebank*, loading copra, coconut oil and coconut meal for UK at the Copra Wharf, the *Soochow*, at the Government Wharf, and the *Bulolo* in the stream, waiting for a berth.

Future residential blocks may be seen in the foreground behind copra wharf. To the right is the coast road to Kokopo.

Centre (with wires from Observatory running down to it) are the factory and office buildings of Coconut Products Ltd.

The high peak of the Mother, one of the Daughters, and the white cone of Matupi can be seen extreme left.

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He Didn't Care for Tonga

Isles of Disillusion

By R. PAWSON

PEOPLE living in temperate climates often read in newspapers and travel books descriptions of the South Sea Islands. Unfortunately, much of what is written exaggerates the good and forgets or ignores the bad, or at best only contains half-truths. The result is that many people visiting these Pacific isles for extended periods, and comparing what they were given to believe with what they see, become disillusioned, and certainly lose faith in any preconceived ideas of a "Pacific Island Paradise," so often referred to in travel articles.

I have no doubt that nestling away in little, forgotten places in the vastness of the Pacific are beautiful isles that bear out in loveliness and charm much that has been written in even the most exotic descriptions. Of these I cannot speak, for I have not seen them, and perhaps may never do so. Neither have I seen the glories of Hawaii or the fabled beauties of Tahiti; I can hope they are as lovely as they are painted to be.

But having recently lived for over a year in Tonga I can compare what I have read and heard with what actually existed around me, and thus perhaps help others at a distance to form a truer, or at least a fairer, picture of life in Tonga as a European sees it.

Before I came to Tonga, in May, 1952, I tried to find out as much as I could about the place. This proved very difficult, as few people seemed to have heard of it, and descriptions in encyclopaedias were generally restricted to three or four lines. However, I did find several descriptions in various newspaper columns from different parts of the world, and also quite a lot in missionary publications.

These latter should be avoided at all costs by anyone wanting a true picture of island life, and real facts about the islands. They give very full descriptions of missionary activities, but as far as anything else goes they tend to "play up" to the local population too much to be of any use in getting a fair idea of conditions. The newspaper articles proved to be only a very little better.

During the last year I have come to the conclusion that such misleading articles must have been written by people who have either visited these islands for a very short time or perhaps by those who had stayed too long in the place and whose outlook on life has become distorted and out of perspective.

A person who has stayed in Tonga (or any small community) 20 years is just as unsuited to describe it to an outsider intending to live there, as a person who has only been there twenty days; the former has seen too much of Tonga.

THE first view I had of Tonga was one evening in early May, 1952, from the deck of the MV *Tofua*. It was near sunset, the sky was somewhat cloudy, the sea smoothing off after a storm. A day or two previously we had left the very lovely mountainous skyline of Fiji and now in contrast the flat, hazy, swamplike appearance of Tongatabu looked dismal and monotonous.

I thought it was the least interesting of all the many coastlines I had seen. The last year has not changed that first impression much—it is still rather dreary and uninteresting.

But if one were to judge the Tongan Group as a whole by this one island it would be grossly unfair, for there are many parts in the outer islands which do present an attractive appearance, and even though there is no scenery on a really grand scale there is certainly some which is impressive in its own quieter way.

There are little lonely isles where one can be quite alone with the music of the sea and calls of tropical birds. This is in pleasant contrast to some beaches on the main island where an afternoon is often spoilt by a crowd of inquisitive and sometimes cheeky Tongan children.

For those fed up with Tongatabu's depressing flatness, Vava'u, Eua and one or two of the other islands offer a change of scenery, and though by no means mountainous, possess hill and cliff scenery which is extremely refreshing after the dullness of Nuku'alofa. There is very charming tropical scenery at Eua, and the harbour entrance at Vava'u is impressive, but by no means so fine as people who have seen little else will have you imagine. There are some pleasant walks near the port of Neiafu, though the town itself is filthy.

Normally, the further one gets from Nuku'alofa, especially on the outer islands, the more friendly becomes the atmosphere and the people; but, unfortunately, Neiafu does not seem to bear this out, and the children there are particularly bad mannered; a few miles out of town the atmosphere is once again very friendly.

The new arrival in Tonga will find much that is amusing and pleasant, but I think the chances are that he will be more disappointed than pleased, and feel on many occasions a sense of frustration, with an all-too-common lack of co-operation from those who should know better and set the lead.

This, I feel, is due to two main factors. Firstly, Tonga, though possessing a parliamentary system is still labouring for all practical purposes under a feudal set-up somewhat similar to that which existed centuries ago in Europe. (There are signs, fortunately, that here and there it is losing its grip; and when it does, real progress will be possible. Many younger Tongans who could do much good service will then be able to help, whereas at present if a young man is born a commoner his opportunities are strictly limited).

Secondly, there is the "Independence" of the Kingdom of Tonga—many Tongans give the impression that they wish to remind us that even though they have Europeans in charge of various sides of public life, they can if they wish "throw a spanner in the works"—and it would appear that many spanners are thrown for no other reason.

Many Tongans have an unpleasant conceit, often amounting to bad manners, shown by a certain type, and this is reflected in the very bad manners of many Tongan children in Nuku'alofa, although the older youngsters, especially those from the High Schools, are fine young people, with excellent manners and an active interest in all outside things.

If these were encouraged and given every opportunity to fit themselves for public life in the fullest sense, then Tonga could have a fine future.

It would perhaps be better if Tongans remembered that they did not *win* their independence but that it simply suited all parties at the time to let them have it.

Some visitors to Tonga will like the climate, others will not. I think that for the tropics it is good, although Nuku'alofa can be oppressive and unpleasant.

In the days of sail the Tongans were referred to as the 'thieves of the Pacific" and though this may be an exaggeration, it is perhaps worth noting that up to the present nearly every European around Nuku'alofa seems to have had something stolen. In a tiny place one tends to hear about such cases more than in a larger community, however.

The question of laziness among Tongan workers is often discussed. I think that perhaps the fairest thing to say is that judged by European standards they often appear to be lazy, but judged by their own standards, evolved through centuries of living in islands where

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food and warmth are at hand, then they may not be so, for they have learnt to work just as much as is necessary—and who can blame them for not doing much more? It is only when Tongans try to take up a European way of life or work at some job demanding constant and regular effort that their attitude of "plenty of time" becomes annoying. In fairness I must say that some of the boys who worked for me could hold their own with the best, anywhere, and were pleasant, reliable companions.

ONE phase of island life many Europeans will find annoying is the excessive and almost hypocritical religious activity of some sections of the community, together with the ridiculous extent to which Sunday observance is carried out, making Sunday a day when you cannot even tend your own garden without committing an offence.

Choirs practise, trumpets blast, and bells ring at fantastic hours throughout the week, and little or no tolerance is shown for the peace and quietness of people living nearby. Religion often seems to have been reduced to business competition, and collections, too, are often made competitive, with the result that many Tongans will often reduce themselves to near-poverty to give a little more than their neighbour.

This state of affairs, with one religious group competing with the next, is bad anywhere, but particularly so in a small native community, and to my mind does Tonga much harm. Tongans are very generous, and unfortunately some religious bodies play on that for their own ends.

I HAVE seen much in Tonga that I shall be happy to remember, and have met many really fine Tongans whom I am glad to call my friends. If, as compared with other lands, I have seen in Tonga a little more that has displeased than pleased me, then maybe the fault has been in my eyes, and in my outlook. I do not know; I can describe things only as I see them myself.

When once again I am away from the South Seas, I hope that as well as the unpleasant things, I remember also that sunset from the Ha'apii Group, with Tofua and Kao peaks, rising blue-grey, in the distance; or the white foam breaking on the cliffs at Honga Island, and perhaps above all else, the flowers which a Tongan brought and planted in my garden.

An experimental crop of peanuts on Atiu Island, Cook Is., was recently harvested, producing the equivalent of 1,384 lbs. of unshelled nuts to the acre. This was considered highly satisfactory.

PACIFIC NATURE NOTES

By RAIMANU

ABOUT RICE BIRDS

AUSTRALIA had trouble with a bird invasion of the rice fields, when wild ducks made havoc of the Riverina crops a year or two ago. A duck can get away with a fair bit of rice. Now Fiji is having somewhat the same trouble.

But it is rather a different story from NSW. The birds being accused in Fiji are mere midgets, compared with wild ducks. They are just tiny little finches. According to a newspaper letter, it is the little Parrot Finch (*Erythrura pealei*), brilliant green in colour, with bright red head and rump.

I don't doubt that some of these birds visit the rice fields; but I strongly suspect that their brilliant colouring has drawn attention to them when the real culprit is a different bird altogether. The Parrot Finch is a native of Fiji, and has near relations in most of the Islands groups, as well as in Australia. But the damage seems to be more due to an introduced species.

So far as the rice fields near my home are concerned, there are flocks of hundreds there around harvest time—hundreds of finches, but very few of them are green. The great majority are more sober in colour, brown and grey, with touches of red, and a bit of white spotting on black; though the male in full breeding plumage is a splendid bird, deep red all over, with white spots on the flanks and rump. This red colour, spotted with white, has led to his being called by some the "Strawberry Finch."

Now, this finer plumage of the male is worn for but a short time; then he reverts to the sombre plumage of the female for the rest of the year. From all I can gather he is the Common Amaduvade of Southern Asia (*Estrilda amandava*). That means he was introduced into this part of the world at some time in the past. By whom?

Casey Wood, writing in 1926, mentioned a bird known as the Strawberry Finch, which had been released in the suburbs of Suva early in the century by the Hon. Mr. Remenschneider. It was then hoped that it would prove a worthwhile addition to the Fijian avifauna, and perhaps be useful as an eater of weed-seeds. This seems to be the Rice Bird of the current complaint. From the numbers around the fields here in the middle of June last, I can well believe that they can do a lot of damage.

However, to return to the question of the introduction of this bird. I may be wrong in laying the blame at the door of Mr. Remenschneider, and if anyone can enlighten me I shall be grateful. But there is one bit of much older information which suggests an earlier origin. E. L. Layard, who was British Consul in Fiji at the time of Cession (1874), and administered the Colony until the arrival of the first Governor, contributed many ornthological items to the British periodicals of the time, and he refers to a Finch that I cannot place.

Writing in 1875, he says: "I saw on the plantations of the Navua River, Viti Levu, a small Amadina (?) in flocks. . ." The reference doesn't help much, except to suggest that our Rice Bird may have been in Fiji for a very long time.

Ex-Territorians

Some time ago we asked if anyone knew the whereabouts of Mr. Bill Heinicke, a well-known resident of pre-war Rabaul. This photograph has been sent to us by Tolala — it shows Heinicke on extreme right, with Padre Sherwin and Mr. Basil Challis. The photograph was taken in Adelaide on Anzac Day, 1953.

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SOME WAYS WITH RICE

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

RICE is a convenient food. It keeps well if stored in an air-tight tin and may be used as a sweet or savoury dish.

People all over the world have different ideas about the best way of cooking rice; some say a lot of water should be used, others just a little. Most like rice to be fairly dry and fluffy when cooked. This texture can be obtained by one of several methods.

The grain can be washed and cooked in a large volume of water and then well drained; or else cooked slowly in a little water which is absorbed by the grains. A third method is to partly cook the rice in boiling water and then drain and steam in a collander until tender. Some people fry the dry grains first and then cover with water and cook slowly.

Indians, Burmese, Thai and Northern Chinese usually boil rice in a lot of water. The remainder of the people in East Asia use the steaming method or add just sufficient water to be completely absorbed by the rice as it cooks.

The Latin people of South America fry rice in a small amount of fat with thin slices of onion until it becomes slightly browned. Then add salt, cover in boiling water and cook slowly. When the rice is almost dry, a piece of absorbent paper or a cloth is placed under the lid of the pan to take up the surplus moisture.

Australian and Fiji rice is best cooked slowly in enough water to cover the grains. When the water is absorbed, the rice should then be steamed in a double boiler or collander.

In preparing and cooking rice, it is very easy to lose the vitamins by washing and by throwing away the cooking water. Most rice requires washing and this loss is hard to avoid, but there is no reason why the cooking water should be thrown away. This should be saved and used in soups, sauces and stews. On the other hand, all the vitamins will be saved if the rice is cooked by the absorption method.

The following recipe takes only a few minutes to cook and is useful for lunch or supper.

CHINESE FRIED RICE

1 lb cold cooked rice.
2 eggs or dried eggs reconstituted.
1 oz lard.
6 spring onions.
1 dessertspoon of soy bean sauce or substitute.

Fry the rice in the lard for 10 minutes stirring all the time. Beat two eggs, pour over rice and fry slowly for another five minutes. Season with cut spring onions, salt and soy bean sauce. Serve very hot.

A substitute for soy bean sauce may be made by using Marmite, Bovril or Oxo diluted with water in the proportion of 1 to 3.

Cooked or semi-cooked rice may be mixed with a little soy or hot tomato sauce and heated over a slow heat until the sauce is absorbed. Pieces of chopped fried chicken, pork, egg, garlic or chilli may be added for extra flavour.

MEXICAN RICE

1 cup uncooked rice.
½ clove garlic chopped finely.
1 small onion, chopped.
2 tablespoons dripping.
2 teaspoons salt.
2 cups stock.
2 or 3 red or green peppers chopped.
½ teaspoon chilli powder or 1 teaspoon chopped red chilli (add less if you do not like very hot foods).
1 cup fresh or canned tomatoes.
1 slice bacon (may be omitted).

Wash rice, fry with garlic and onion and bacon in hot fat until brown. Add green pepper, salt, chilli powder, tomatoes and stock, cover and simmer 20 to 30 minutes or until rice is soft. Remove lid during last five minutes to finish evaporation and let mixture dry out. A little chopped meat may be added if required. The recipe serves six people.

BROWN OR WHITE RICE

There are two types of rice, the brown and the white. The greater part of the vitamins, minerals and part of the protein contained in the rice grain are found in the germ and in the outer covering layers of the grain. When rice is milled and polished these valuable substances remain in the bran leaving nothing but the starchy kernel, which does not have a high vitamin or mineral content. White rice is a rich source of starch and may be used in diets that contain animal foods, fresh vegetables and fruit.

Fiji rice and Australian rice have a similar vitamin value. The brown flecks on the grains are caused by uneven milling and do not indicate a higher food value as some people think.

Brown rice has a slightly different flavour and colour and contains nearly three times as much vitamin B1 as the white. This is widely used in New Guinea and Papua.

There are numerous ways in which rice may be used in both hot and cold puddings.

PINEAPPLE RICE

1½ cups cold, cooked rice.
¼ lb marshmallows.
1 cup chopped pineapple.
1 cup cream or evaporated milk, whipped.
2 teaspoons lemon juice.

Cut marshmallows into quarters with wet scissors. Mix together pineapple, marshmallows and rice. Chill for one to two hours. Fold in the cream, or evaporated milk and lemon juice just before serving. There will be plenty for six medium servings.

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.

The mango season is now upon most of the South Pacific Islands and these recipes (sent in by "Marsala") will be useful:—

AS A SWEET

Green mangoes, mature but not ripe, can be cut in slices and stewed with a little water, a pinch of bi-carbonate of soda and sugar to taste. These can be served cold with boiled or baked custard, with a "crumple" top, or with coconut cream, ordinary cream or ice cream.

MANGO JAM

Use mature green or half-ripe mangoes. Peel and slice, rejecting the seeds. Just cover with water and boil until soft enough to mash through a colander. Discard the fibres and measure pulp. Return pulp to preserving-pan and cook slowly for 10 minutes then add to it an equal amount of sugar—cup for cup. Boil until jam will set when a small quantity is cooled on a saucer. Bottle.

(Only a small quantity should be made at a time as it does not keep well.)

MANGO SAUCE

6 lb sliced mango.
3 lb sugar.
3 pints of vinegar.
1 teaspoon cayenne.
1 dessertspoon salt.
½ oz all-spice.
1 handful of whole ginger (bruised).

Boil all together till very well cooked. Strain through a colander. Bottle and seal tightly. Use in same way as tomato sauce.

MANGO CHUTNEY

To every 3 lb of sliced mango allow:—
1½ bottles of vinegar.
½ lb raisins or sultanas.
2 lb sugar.
2½ oz salt.
1 oz garlic and 2 large onions, sliced.
½ oz chillies.
½ oz green ginger cut up fine.

Cut peeled mangoes into strips and soak 24 hours in salt and water (½ lb salt to 2 quarts of water). Next morning strain, discarding brine.

Boil vinegar and sugar for ½ hour, add mangoes and boil till transparent. Add other ingredients and boil a further hour. A sweet chutney may be made by omitting the chillies.

Book Reviews

DOG WATCH: The 10th annual number of this little publication has its usual quota of stories, articles and photographs designed for all those interested in the sea and the ships that sail thereon.

Compiling the annual is the yearly job of the Shiplovers' Society of Victoria, working on behalf of all the Shiplovers' Societies of Australia—there is one in every State except Queensland. The first Dog Watch came out in 1943 and since has made many friends as well as recording tales and lore of the sea that otherwise would be lost.

The 1953 Annual is priced at 4/6. All inquiries to Box 1169K, GPO, Melbourne, Victoria.

BEYOND BLUE HILLS, by Gwen Meredith. This author's interminable radio serials called "Blue Hills" and "The Lawsons," broadcast by the Australian Broadcasting Commission twice daily, have become something of a sacred rite among thousands of Australians at home and in the Islands. When a large number of these episodes—they now run into thousands—are put into book form, one can scarcely be expected to regard it as a serious piece of writing, although if the daily ABC dose can be dismissed from mind entirely, the present book containing the Ternnaboolla story is FAQ entertainment.

Meredith characterisation is excellent—hence the popularity of the serials—with the possible exception of the too, too, sweet Emmie and Jenny—and the scene is the Australian outback without any attempt to glamorise.

Mainly, it is the love story of Sally Howard and Anderson Roberts—the latter with a blot on his escutcheon in the shape of an Australian aborigine grandmother. Most of the difficulties are ironed out satisfactorily in the end, but in a country sensitive on the point of colour, Anderson's parentage gives rise to any number of "incidents."

To sum up: It is much easier on the nervous system to absorb the Blue Hills marathon by medium of the printed word in a few hours than for it to be served up in snippets in 1,001 daily episodes.

Published by Angus and Robertson, Sydney. Australian Price, 15/6.

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RABAUL'S MYSTERY WEED

No Name, But It Smells!

AT the first meeting of the newly reconstituted Rabaul Advisory Council on September 11, members directed the attention of the Department of Agriculture to a weed that was spreading and permeating the town with an unpleasant odour.

No one knew the name of it; it was referred to as The Weed.

A government member of Council said that an Agricultural officer had the matter in hand and the weed had not spread since he had been on the job. Non-official members said that that was not good enough.

Mr. D. Barrett suggested that it would be a good thing to find out the name of the pest, and have it gazetted as a Noxious Weed.

Additions to Qld. NG Scholarship Fund

During the first nine months of 1953, approximately £95 has been added to the Queensland Division of the New Guinea Memorial Scholarship Fund:—

	£	s	d
Previously acknowledged to 31/12/52	657	11	3
Challis, B., Brisbane	1	1	0
Xmas (1952), Party Raffles NG Women's Club Brisbane	4	1	6
Ian S. Levy, Daru, Papua	2	2	0
Interest from Bonds	5	16	0
Interest from Bonds	4	13	9
Picture Benefit NG Women's Club, Brisbane	6	3	1
Interest from Bonds	1	11	3
Interest from Bonds	4	13	9
Jacobsen, C., Lae		10	0
RAOB Lodge, Lae	10	10	0
RSL, Bulolo	5	5	0
Proceeds Raffle organised by Dorothy Stewart at Lae	42	12	0
Small Change collections made per Shaving Mug at Hotel Cecil, Lae	3	10	0
RAOB Lodge, Wau	2	2	0
Total as at Sept. 30, 1953	£752	2	7

Solution to Crossquiz from page 74

N	O	R	M	A	N	V	O	N	N	I	D	A
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Activities of NG Women's Club of Sydney

Mr. Otto Ottone, of Lae, NG, donated six of his paintings of island scenes to the New Guinea Women's Club, during his recent visit to Sydney.

At the annual ball of the NG Ex-Servicemen's Club in Sydney, the sum of £7/8/10 was collected and donated to the NG Women's Club towards the children's Christmas party.

The American morning tea held at the Club rooms on September 10, was very successful, socially and financially.

A farewell morning tea was given to Mrs. E. Banks on the eve of her departure for England, where she intends making her home.

The children's Christmas Party will be held in the Feminist Club Rooms, 77 King St., on the afternoon of December 14. Parents of P-NG children who will be in Sydney on that date and who would like to attend, should send in their names and ages to the Secretary, NG Women's Club, C/- above address as soon as possible.

Polynesian Assn. of Sydney

THE Polynesian Association of Sydney was honoured in August by a visit of the Hon. Tupua Tamasese and his wife who were on their way back to Western Samoa from the United Kingdom where they had represented their people at the Coronation. The Sydney function took the form of a supper reception at the home of the president of the Association, Mr. Leonard Moran.

On the same day, the president, with Mrs. Page and Mrs. Augusta Lembke, had paid their respects to HM Queen Salote of Tonga.

On August 29, a Club social gathering was held, when a large and representative gathering had a very happy evening. The Club ladies presented the Tahitian dance "Apa Rima," done in Sydney for the first time. Other Samoan dances were by Mrs. Anna Lawrenson Smith and Mrs. Bill Aspinall (formerly Ethel Kohlhase) of Apia.

Several lady members assisted in fund-raising for the Spastic Centre when they performed Hawaiian and Tahitian dances at a "South Pacific Ball" held at Princes in Martin Place, on September 3.

¶ Mr. Rodney Cole returned to Fiji in September, having completed the Administrative Officers' Training Course at London University. He will now handle the affairs of Tonga and Pitcairn Island, which are administered by the Fiji Government, taking over these duties from Mr. J. B. Calydon.

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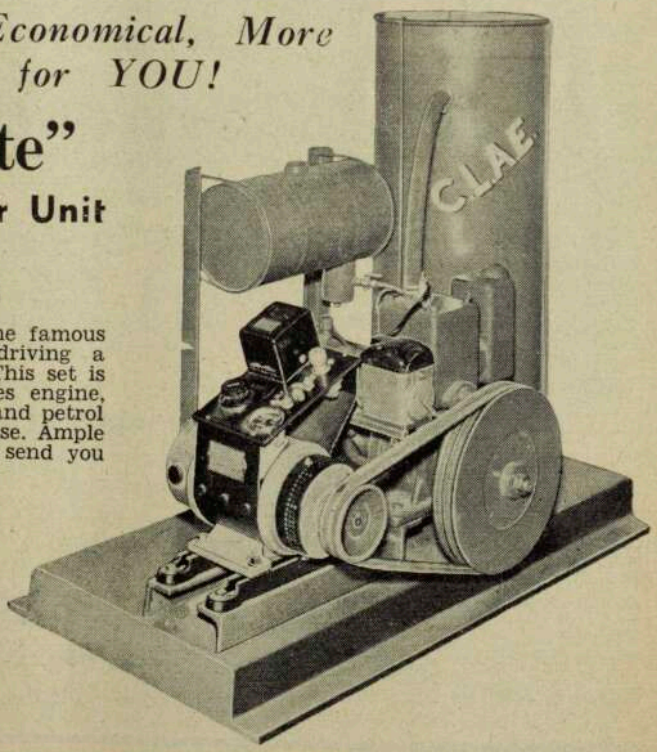

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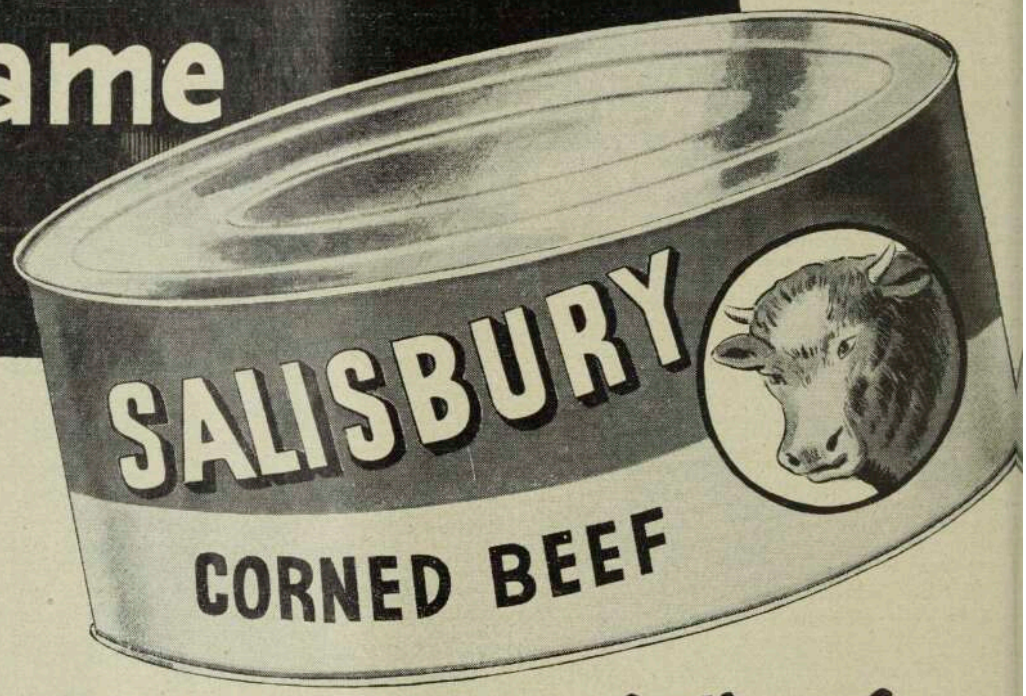

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Location of Coast Watchers' Memorial

THE honorary officers of the Coast Watchers Memorial Committee (headquarters in Melbourne) are still receiving donations to a fund which is to commemorate the feats of the coast-watchers against the Japanese in the New Guinea area during World War II.

Recently, a PIM correspondent suggested that the memorial should be placed in Sydney or Brisbane, instead of in New Guinea. His reasons were that most of the coast-watchers were Australians, and that, as the years passed, very many more people would see the memorial in the Australian cities, and so the fame of the men would be more effectively kept alive.

We submitted the suggestion to Mr. W. H. Brooksbank, the secretary of the Committee, and he replied: "I would prefer not to enter into any further controversy as to the location of the Memorial. Many considerations enter into the matter; but all the members of the Committee are in favour of it being erected in New Guinea, and those who consider that it should be erected in Australia are very much in the minority."

Hot-Foot Indians

August is firewalking season in Fiji. The Beqa Island Fijians now rarely perform, but each year, in several centres, the Madrasi Indians give public performances in association with a religious festival.

The top photo shows the firewalkers, with sharp rods forced through their cheeks, about to commence the walk.

The second photo shows one of them walking the red-hot cinders while another is about to be "launched" from the far end of the pit.

The Indian performance is generally considered to be more spectacular in that they walk the bare, red-hot cinders, whereas the Fijians first cover the red-hot rocks on which they walk with a layer of green leaves. The distance walked by the Fijians is also shorter.

—Photos by Caines Studios, Suva.

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FIJI LIKES ITS AIR SERVICE

But Airfields are Wrongly Placed

THE successful establishment by Mr. Harold Gatty of Fiji Airways, with the help of a Government subsidy, has altered the tempo of social and business life in the Colony—just as happened in New Guinea when local air services were introduced.

The two de Haviland Rapides are in constant service around the Fiji group, with one in reserve; and now Suva is in daily touch with all distant points, like Lautoka, Nadi and Labasa. A new airstrip has been constructed at Taveuni, and the coconut planters' rich island has joined the happy family enjoying frequent air services.

Fiji, likes the new set-up. Mr. Gatty wisely selected the cheery, helpful type of pilot that they know so well in New Guinea; and these young men already are not only the captains and navigators of the small planes—they are the cheerful postmen, meat-deliverers, weather reporters, guardians, medical advisers and comforters for almost everyone along their routes. Whatever the cost, Fiji Airways are there to stay.

As I could see it, however, the whole excellent service is hampered by two factors—there are not enough air-strips, and the air-strips generally are absurdly far from the towns.

Suva has to go 14 miles, to Nausori, to get an Airways plane. The Lautoka airstrip is no less than six miles away; that at Labasa is 4 or 5 miles out in the canefields.

There often are only a couple of passengers and a few parcels per trip—yet buses and cars have to be dragged away out to these air-strips at each arrival and departure—an obviously uneconomic arrangement.

In refusing to simply take what land is needed to establish air-strips right beside these main centres—

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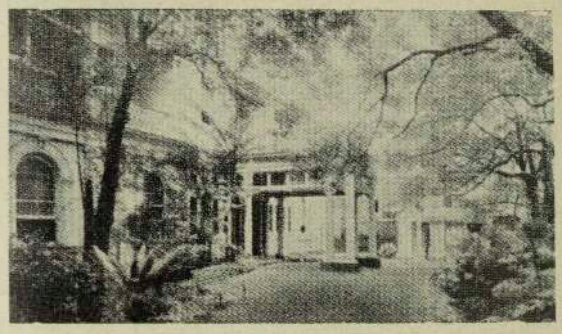

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paying reasonable compensation—the Fiji Government has been far too considerate of the feelings of the landowners. Suva should have its air-strip either at Suva Point, or up on the hills behind the town; and there is plenty of vacant land for a similar purpose within a mile of the Lautoka Hotel. It is ridiculous that the transport of the future —air—should be heavily taxed in this way because a combination of over-sensitive officials and unhelpful landowners can create obstacles to the establishment of economically-placed airfields.

BIG AIRPORT AT NADI

The suggestion—once strongly supported—that Fiji's international, trans-Pacific airport should be at Suva seems to have been completely abandoned; and the Nadi airport now is being steadily improved. There are between 800 and 900 people now servicing the airport, and they and their dependents make a community of 2,000 people.

Under the skilled and energetic direction of Mr. Barry Philp (who also has the Deuba Hotel) the once-criticised Mocambo has been turned into a modern hotel, with most of the amenities that international travellers expect.

Surrounded by gardens and lawns, it is right alongside the airport. While the American-Australian airliners are being re-fuelled, the passengers stroll across for a first-class Fiji luncheon or dinner.

Some two or three miles away, in the commercial township of Nadi, Northern Hotels Ltd. also provide a hotel of modern type; and there is another at Lautoka, 14 miles away. This area, in the rough-and-tough stage only a few years ago, now prides itself on modern equipment and service.

The new club-rooms for the airport staff, overlooking the air-strip, are equal to anything in Fiji—cool lounges, a bar of latest type, and—right alongside—a very large and attractive swimming-pool.

New Zealand has had a lot to do with the planning and organisation of this big air-port, and most of the staff appear to be New Zealanders.—RWR.

The Hon. Tupua Tamasese returned to W. Samoa with his wife on September 15, after attending the Coronation of Queen Elizabeth. He was welcomed at the airport by the High Commissioner, Mr. Powles, and Mrs. Powles, the Hon. Malietoa, Bishop Darnand, SM., members of the Executive Council, Legislative Assembly, Fono of Faipule, members of his family and a large gathering of the public. On the following day, Hon. Tamasese was welcomed officially at a King's Kava, presented at the Legislative Council *fale* at Mulinuu. While abroad he and his wife, as well as visiting the UK and attending the Coronation ceremony, visited the Continent.

Changes in Islands Broadcasts

RADIO listeners in the Islands may be interested in the following recent developments.

Noumea is now broadcasting on 3,375 kc/s (85 metres) in addition to its 6035 kcs (49 metre) channel. As with Suva, the lower frequency is giving better coverage in the Islands. The station is on the air from 0000-0200 GMT and 0700-1030 GMT.

Radio Hollandia, Dutch New Guinea, has also shifted from 7126 kc/s, in the 41 metre band, to a lower frequency—5045 kc/s and 4865 kc/s have both been used recently. The station will soon shift across to Biak Island, where a 5 k/w transmitter should give excellent coverage of the entire New Guinea area, and further afield.

Apia has been testing on 6040 kc/s (49-metre band), but is at present off the air on the short-wave channel, pending some adjustments. The broadcast channel of 1430 kc/s continues in use.

Suva seems now to have settled on 3980 and 5980 kc/s; with the former providing a reasonably good service as far away as Tarawa, in the north, and New Zealand, in the south.

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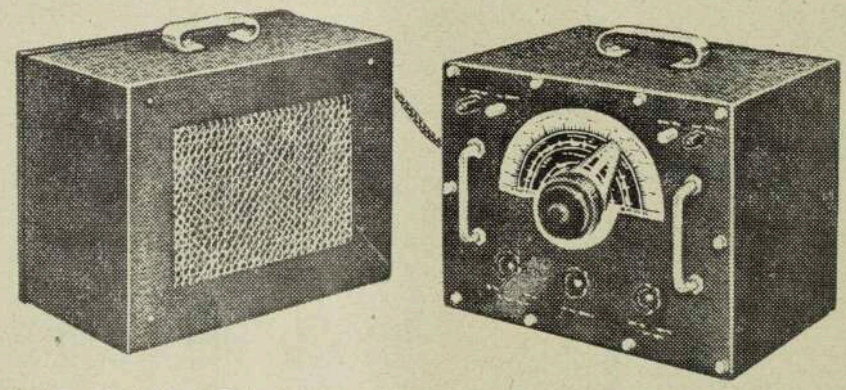

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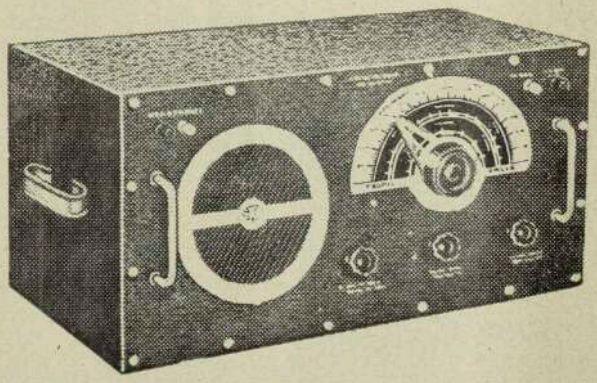

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ISLANDS HAMS: Let your Pacific neighbours know you're active by checking in on your favourite band with a CQ at 0100/0700/1900z. Use of a known time will help you—and them.

Since last issue your scribe paid a brief visit to Tonga, Niue and Eastern and Western Samoa before returning to Auckland.

At Nukualofa the Government Radio Engineer confirmed that there are at present no licensed Hams in the Kingdom. Through his kindness, a quick visit was paid to the new radio communications station building, which is now ready for transfer of equipment from the existing old station near the wharf. With new equipment on order from New Zealand, Nukualofa will soon have a modern, well-equipped station.

At Niue, time was found during a very brief and busy visit to locate Bill Scarborough, ZK2AA, the island's R.I. and Post Master. Bill has bad news for the card men—both he and ZK2AB, only Hams on the Island, will depart in November-December for New Zealand, having completed their term of service. It is not yet known whether the new men are Hams.

At Pago Pago, Eastern Samoa, we found Ray Caldwell, KS6AB, in charge of the Government communications station. After a period with no KS6 stations, Ray is again putting E. Samoa on the map, being fairly active on 14 Mc/s CW with 600 watts to a folded dipole. Ray arrived last January. He is the only KS6 station licensed. We noted that his staff of Samoan radio operators at the Government station included a YL.

At Apia we found that Arnold, ZM6AC, is scheduled to return to ZL in December. Jes, ZM6AB, reported that he is rarely on, and then on CW only. Pat, ZM6AA, technician in charge of the broadcast station, very kindly arranged a visit to the transmitter, 2,300 feet up the mountain behind Apia, and displayed his own station, complete with Johnson viking, during a pleasant evening at his home. While there, too, we learned that Brian, ZL2AAB, will soon be setting up as a radio servicing business at Apia, and will doubtless be on the air with a ZM6 call ere long.

While in Apia the word came of the earthquake which struck Suva. Back here, a week later Stan, VR2AS, told of the frightening experience suffered by old Frank, VD2AW, caretaker out on the reef islet of Makaluva, Government quarantine station, a few miles from Suva. Sighting the tidal wave, Frank and his wife scrambled to the top of a water tank in time to see the whole islet swept by the sea. Few details were available but clearly Frank must have suffered loss and damage to equipment and belongings.

Stan's home, located on the beach at Nuthala Bay, escaped damage, the main force of the tidal wave striking from a sheltered direction. Hastily quitting his town office, Stan was out at home and on the air within minutes of the shake, in case of any further emergency. Other Suva Hams, employed at one or other of the local radio stations, had a busy time repairing or clearing damage caused by shake or tidal wave.

Back in Auckland we found a letter from Doug, ZK-1-BG, with the latest from Cook Is. Two new men are reported —Nat Bradley, ZK-1-BH, and Ron Lowry, ZK-1-BI (ex ZL4FP). The former has been heard active on 3.5 Mc/s phone. Nat replaces Neville, ZK-1-BF, at the ionosphere station, who has returned to ZL and a job at Radio NZ, so his call must be deleted. Ron, ZK-1-BI, is also active on 3.5 Mc/s phone, as is ZK-1-BG. Stuart, ZK-1-AA, after a very long silence, is reported preparing for a fresh outburst on all bands. The other Doug, ZK-1-AB, is heard frequently on 14 Mc/s CW working Europe.

We are sorry to report that Hugh, ZK-1-AT, journeyed to Suva hospital in September for a medical check-up which may involve his returning to ZL. Hugh has not been on the air for a long time, but a pirate, thought to be probably in Mexico, continues to use his call with a very poor quality signal.

Doug, ZK-1-BG, is keen to contact FO8, ZM6, and other Island areas on 3.5 Mc/s, so switch to 80-metres, gents!

Stan, VR2AS, reported a social call

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from Bob, FK8AH, and Jean, FK8AL, passengers aboard the Messageries Maritimes liner "Tahitien" bound for Noumea, which made a call at Suva shortly after the earthquake.

"Amateur Radio" reports a new Norfolk Island station — VK90K, Len King, VK2AOK, employed by DCA.

In New Guinea, VK9YY seems to be the most active station; but up-to-the-minute summary of activities in that area has so far proved unobtainable, and would be appreciated.

RICH BACKING FOR NG'S PLYWOOD INDUSTRY

THE plywood mill being established in the Bulolo Valley, New Guinea, by Commonwealth-New Guinea Timbers Ltd. (a combination of the Australian Government and Bulolo Gold Dredging Ltd.) will have all machinery installed by the end of next January, and should get into full production soon afterwards.

New Guinea may be interested to know that Placer Development Ltd., an international investment concern which owns most of Bulolo Gold Dredging, last year made such enormous profits out of its holdings in goldmines, oil-wells, lead, zinc and tungsten mines, etc., that it has declared a dividend for the year of 175 per cent. The Bulolo plywood mill, if it shows any promise at all, will lack neither capital nor know-how.

¶ A number of newly appointed officers will arrive in the BSI Protectorate within the next few months. They include Mr. J. D. M. Hearth and Mr. N. F. C. Jelf, cadet Administrative Officers; Mr. S. L. Chamberlain, Senior Education Officer, and Mr. S. H. Arter, Education Officer; Mr. W. J. Wooldridge, Senior Customs Officer, on secondment from the Home Civil Service; and Mr. P. A. Pudsey-Dawson and Mr. R. M. Thompson, Geologists. All were recruited in the United Kingdom.

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NEWS ITEMS FROM WESTERN SAMOA

From Our Own Correspondent

APIA, Sep. 2.

THE Western Samoan Legislative Assembly had a short session in mid-August to discuss the Supplementary Estimates for 1953 and give a First Reading to a number of Bills. The session was then adjourned until September 21, when High Chief Tupua Tamasese is expected to have returned from his trip to England as Western Samoan representative at the Coronation.

There has been strong criticism of Apia's water supply in recent weeks. The water has been discoloured, presumably during excavations in the upper course of the Vaisigano River for the new Hydro-Electric Scheme at Avele.

The Director of Health says that there is no danger to the public, but consumers urge that immediate steps be taken to ensure a clean supply of water.

The Apia Turf Club's Flag Raising Day Race Meeting, on August 29, was poorly attended though weather conditions were perfect and good sport was offered.

At the start of the main race of the day, the imported mare, Miss Raven, owned by Mr. R. H. Carruthers, threw her jockey and gave a solo performance, galloping four times round the track and ending in an exhausted condition; she had to be scratched from the race. The main race, the Charles Roberts Memorial Cup, was won by Mrs. C. Carruthers' imported horse Saville Row.

The District and Village Government Bill which will come before the September session of the Legislative Assembly, was explained by the Hon. Tualaulelei during the August preliminary session of the Assembly.

The Bill will confer a large degree of responsibility on district and village authorities under the control of a central board; they are to have charge of district and village water supplies, health, education and other local concerns and should take a great deal of preliminary work over from the central government.

A large new banana shed, to cost £21,121, is to be erected near the present Customs export shed to relieve the growing congestion of waterfront facilities. The new building will accommodate the offices of the Agricultural Department and the Public Service Commissioner's Office.

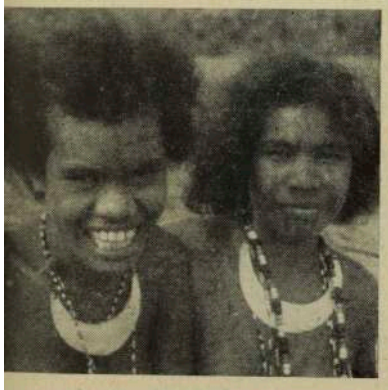
An exceptionally large cocoa crop is expected during September-October, and Apia sheds will be hard put to it to accommodate it while it awaits shipment.

Articles which have appeared in the New Zealand weekly "Truth," criticising the Samoan Government and the High Commissioner over Coronation Medal awards and lack of hospitality extended to the visiting French warship "Tiare," have caused annoyance in official circles.

While there are important grounds for criticism of Government policy and Government spending, the public here is certainly not worried about bestowal of medals nor does it long for more cocktail parties and more public entertainments.

As it is, there are far too many gay parties going on as well as the numerous church openings, school openings, hospital openings and other similar occasions which form the basis of massed gatherings in the "Fa'a Samoa" style and are very often only an excuse for collecting large amounts of money.

¶ Ratu Sir Lala Sukuna and Lady Maraia returned to Fiji at the end of September after attending the Coronation in London. Homeward bound, they visited the First Battalion in Malaya.



Typical Papuans—Two girls from a Motuan village.
—Photo by Dr. K. W. Todd.

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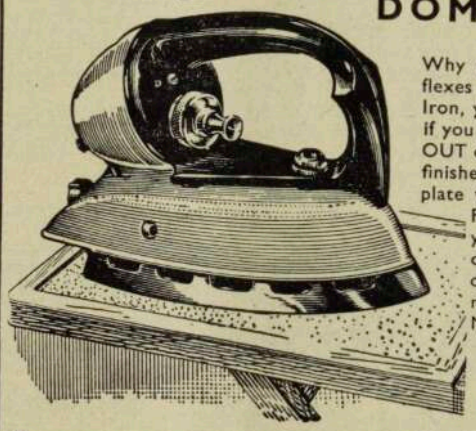

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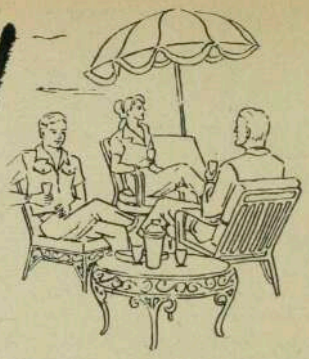
Summer Suggestions!



Nothing adds so much to the pleasure of living as a well-mixed drink, correctly chilled and attractively served. The suggestions illustrated and listed below will do much to make this summer (and many summers to follow) a very enjoyable and convivial season indeed.

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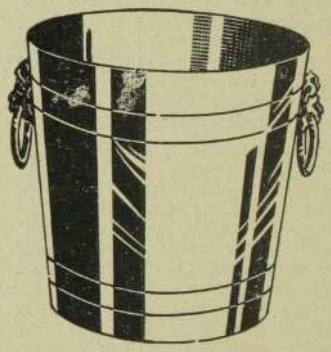

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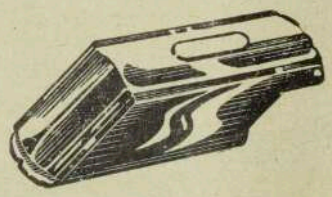

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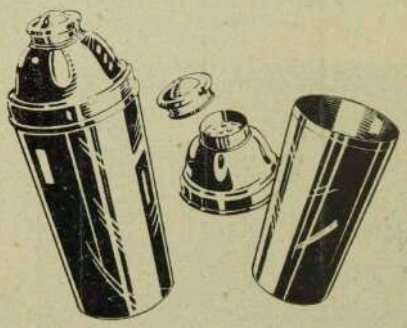

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WHITHER GOES NEW GUINEA?

Recent Visitors' Opinions

VARIOUS Australian visitors to New Guinea have been trying to foresee the future of the country. Their forecasts emphasise the Territory's problems.

Mr. A. E. Monk, a Socialist politician of some eminence, expects Japan soon to make a very strong bid for permission for Japanese emigrants to settle in New Guinea. New Guinea has only 1½ million natives occupying a vast region. Japan has nearly 80 millions occupying an area insufficient for their needs. Many non-Australian observers seem to think that New Guinea may be the answer to Japan's most desperate problem.

Mr. Osmar White, eminent Australian journalist, sympathises with Australian officialdom's ambition to keep New Guinea much as it is, as a preserve for New Guinea's inhabitants, if and when they increase from 1½ million primitive jungle-dwellers to 10 or 20 million simple peasants under Australia's enlightened rule.

But Mr. White goes on to say that there is every likelihood that oilfields will be discovered in Papua-New Guinea, whereupon the irresistible oil industry will take charge of the Territories. A far larger labour force than is now available will be required. That, in his own language, will mean "industrial hell and political dynamite."

Considerations which extend from Western to Eastern New Guinea are introduced by a Netherlands Minister, Professor W. J. A. Kernkamp, who sees no reason why the 14,000 persons of Dutch nationality who have entered Dutch New Guinea in recent years should not increase to 25,000; and why the thousands of Indonesians brought in to work the newly-discovered Dutch oil fields around Sorong, in the Vogelkop peninsula area of Dutch New Guinea, should not be increased to work other oilfields likely to be developed.

The notoriously anti-British *Chicago Tribune*, urging that New Guinea should be given to the Japanese, says "A Japan, stripped of commodity sources and markets and with a growing population on a low subsistence diet, cannot provide much to supplement American strength. New Guinea could probably accommodate close to half of Japan's present population.

A committee consisting of nine members of the Netherlands Parliament arrived in Hollandia (Dutch New Guinea) in mid-August "to see for themselves about affairs on which they have to make a decision."

¶ Dr. Scott recently completed his term as Chief Medical Officer, Cook Islands. He and Mrs. Scott left Rarotonga for New Zealand during August. Dr. Romans is the new CMO.

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PLEA FOR DATA ABOUT PACIFIC SHELL-MONEY

Letter to the Editor

I WAS interested to read the Rev. H. K. Bartlett's account of the use of shell money amongst the Papuans, in the July number of PIM.

I have worked on Yap Island, in the US Trust Territory, which is approximately 800 miles north of New Guinea. The natives of Yap used and, to some extent still use, large discs of "stone money." However, as a smaller currency they use polished mother-of-pearl shells. The edges of the shells are ground down till they are straight. The narrower the resulting shell is, the more valuable it is, for many shells are broken in the process of grinding. A hole is bored at the base, and the big shells have single fibre handles attached. The smaller shells are tied together with coconut fibre cord.

In New Britain, strings of small shell-money are called *itambu*. In Fiji, the famous whale's tooth is called a *tambua*. Is there a connection?

Can anybody give me information on these subjects? I should be pleased to know of any books in which shell money is discussed.

I am, etc.,

J. VALENTINE.

Kurow, Otago, New Zealand.

A GREAT DEAL OF WHALE

Mr. Bentley, owner of Wakaya Island, Fiji, sends this photograph of a 57-foot sperm whale which came ashore on the island. The whale had been torn severely by killer-whales or sharks, and apparently was dead when it came ashore—fortunately, not too close to the homestead. From the jaws were taken 40 of the prized teeth.

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BIG BANANA-CASE PROJECT BEGUN FOR FIJIANS

From Our Own Correspondent

SUVA, Sept. 1.

A SAWMILL to provide cases was opened at Navua, Viti Levu, Fiji, on August 27 by the Acting Secretary for Fijian Affairs, Mr. G. K. Roth.

It has been built by Mr. L. Genge, but will eventually be owned by Fijian Banana Ventures, the co-operative association of Fijian villages who produce the bananas of south-eastern Viti Levu. The arrangement is that Mr. Genge will operate the mill for the first year, then he will be bought out—the price being about £10,000.

The mill will produce a minimum of 1,000 cases per day, as well as some building timber.

Had the main banana-producing area of the island not been hit by the 1952 hurricane, the absence of adequate case-making plant would have seriously held back exports. As it was, the banana crop was itself held back by the blow.

Finance for the mill is being provided by the "quality" bonus of 1/- per case by New Zealand importers for all fruit which is delivered to a certain standard. Over half the amount required has already been set aside.

The cases will be assembled at Korovou for delivery to the various packing areas.

The Fijian people have undertaken to maintain an adequate supply of logs to the mill from native lands and to carry out a programme of reafforestation—three trees being replaced for every one removed. This programme will be financed by the profits from the mill. It is hoped to organise seedling-planting by children at schools in the area, bamboo pots being supplied for this purpose.

Profit in excess of the reafforestation scheme will be shared amongst the producers.

¶ Mr. C. R. Porter recently arrived in the Cook Is. to take over as Chief Postmaster, Rarotonga. He was previously at Kohukohu, NZ.

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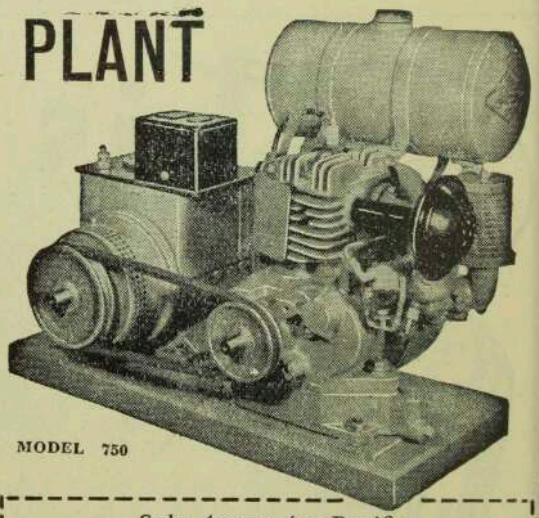
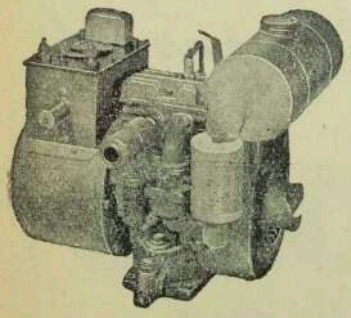


MODEL 750



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THE HOODOO ON THE CHENG HO

Unlucky Career of a Luxury Junk

WHEN the famous Chinese luxury junk *Cheng Ho* was built for Mrs. Anne Archbold in Hongkong in 1939-40, the greatest care was taken to propitiate the gods. The usual Chinese ceremonies were carried out, with care, at the laying of the keel, and at the launching.

According to the article in the American magazine, *Yachting*, of January, 1953, the junk's Chinese builder even took a day off, and went to the Lamo Lo, to find out what day would be number one joss (or extra lucky) for the launching; and all the rules were strictly observed.

But the soothsayers somehow got their josses crossed. *Cheng Ho* has had no luck—except perhaps for the occasion when she sneaked out of Hongkong and dodged a Japanese destroyer, and reached Manila, where her owner, with the Fairchild botanical research party, took possession.

Soon after the junk—a beautiful thing at that time, carrying every device made for human comfort—had set off from Manila on her cruise among the East Indies archipelagoes, events in Europe became more and more serious, and the menace of World War II began to overshadow her days. Now, let the *Yachting* article continue the story:

"WHEN one day fire broke out in her engine room; and though the flames were soon under control, it became obvious that the expedition had met its end there at Amboina, where this added setback was too much to cope with. Much of the original crew left and, somehow, slowly and arduously the junk made her way eastward, through the tropics and against the prevailing easterlies, to Fiji, Samoa, the Cook Islands and, eventually, Tahiti. Half a year before the outbreak of war with Japan, *Cheng Ho* made her way to Hawaii, where she survived the bombing of December 7, 1941, and started her Naval career.

"She was sold to the US Navy, as were many yachts, for the sum of $1. With "LX52" plastered on her navy-grey topsides, she set about her duties first as a patrol vessel, then picket, and later station ship in Hawaiian waters. Many of the priceless carvings and fittings were removed to a Navy storeroom, never to be seen again.

"In March of 1946 the Navy returned her to Honolulu Harbor where the local papers made a great commotion over the "Once Glamorous Junk—alone and blind at Honolulu after four years' unsatisfactory service as a Navy patrol craft." Other headlines included. "Now a Tramp, once a Glamour Girl."

The Navy tried to find out if the owners wouldn't please like her back; but entanglements were considerable, for the vessel had entered the country duty-free as a gift to the Navy. Arrangements were made with the Sea Scouts, in August of 1946, to take her over as a training ship, but the deed of gift never materialised.

In February, '47, Otto Degener, one of the scientific expendition, officially took over from the Maritime Commission as agent for the former owner. Late that year it was announced that *Cheng Ho* would operate for the Cheng Ho Trading and Exploring Company, a commercial scientific venture, between Honolulu and French Oceania. Into this with Otto went Eric De Bisschop, an old hand at such ventures.

Uuder this organisation, and with the French flag flying, the junk set sail for Tahiti in January, 1948, with foodstuffs as cargo and a shipload of happy adventurers aboard. She arrived back in Honolulu in August, 1948, her cargo north consisting of two tons of vanilla beans.

The papers came out one morning with the news, "*Cheng Ho* attached." Strangely enough, the suit was filed by Otto Degener against the company. Not long afterwards, two crewmen filed for $1,500 and $1,400 wages. Then came libel against

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the junk for a half-month's pay and $6,472 for transportation of eight Tahitian crew members back to Tahiti. The schooner yacht *Ornant* was finally chartered and sailed them safely home to Tahiti.

After 17 weeks of legal red tape, *Cheng Ho* finally was cleared, and disappeared. Eighteen days later she arrived at Papeete, with a message for Honolulu that she was not coming back—"too much trouble".

The last word which we received, in the fall of 1951, was that, stripped of her furnishings, gutted except for a few dank living-quarters aft, she was doggedly plying her trade as a copra-boat. Several coral groundings had not noticeably bothered her sturdy wacal hull.

* * *

THAT is the end of the extract from *Yachting*. In 1952, as already told in *PIM*, De Bisschop placed the *Cheng Ho* at moorings in the bay off Papeete, leaving her ownership to be settled at law as between himself and Otto Degener.

Degener was expected to arrive in Tahiti late in 1952, to start proceedings for the recovery of the ship. But he has not come and, when last heard of, he was residing in Germany.

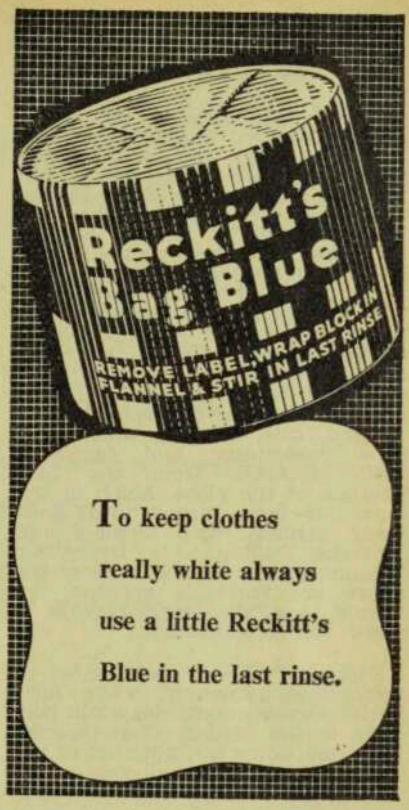
Meanwhile the *Cheng Ho*, dirty and unpainted shadow of her once glorious self, swings desolately at anchor off Papeete. Definitely, the wrong joss was in the ascendant the day she was launched.

E. Samoa Leprosy Patients to Stay in E. Samoa

THE Eastern Samoa Government is establishing a leprosarium at Tafuna, Tutuila, where all patients from that Territory will in future be treated instead of at Makogai, Fiji. The 26 patients at present at Makogai are to be returned to E. Samoa by the E. Samoa Government vessel *Manu'a Tele* in September.

It is understood that the E. Samoa people have expressed the wish that their patients be kept at home where they may see friends. It is also believed that certain new drugs are more accessible to the Eastern Samoa Government than they would be to Makogai hospital.

¶ The BSIP Superintendent of Police and Prisons, Mr. E. J. H. Colchester Wemyss, CPM, visited Yandina early in September to inaugurate the building of a new Pouice station in the Russell Islands. The station will be in charge of a European Inspector with a detachament of native police.



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Two World Wanderers Are Settled at Wau

AFTER spending a few years looking for a place to which to retire, two middle-aged Europeans have finally settled in the cool, green valley of the Bulolo, near Wau, New Guinea. They are Dick Greatrix, a retired English theatrical producer, and Pierre Huret, a retired French banker.

Having spent some time in Tahiti, New Zealand, and Bedarra Island, off the Queensland coast, they went to Wau for a holiday; and have now been there five years. They secured the lease of some 20 acres of land, with a house, which they have modernised and furnished with gleanings from the four quarters of the globe. Much of the land has been turned into landscape gardens, with terraces and rockeries leading to a freshwater swimming pool. At the back of the house are vegetable gardens, orchards, and the beginnings of a small coffee plantation.

Dick and Pierre spend most of their time gardening, while their native servants cook, clean and help them in the garden. They describe their new home as "quite out of the world," with an all-year-round spring-time climate. It is 3,000 feet above sea-level.

Village Receivers for E. Samoa

THE low-powered Pago Pago broadcast station which was closed down after the Navy departed from Pago Pago a couple of years ago, is again on the air on 1120 kc/s. The power is very low —about 65 watts it is believed—but sufficient for local requirements.

It is understood that village receiving sets, as at present in use in Western Samoa, will soon be issued. Programmes of educational interest to the Samoan people will then be commenced.

The Seventh Day Adventist Mission in the Gilbert Islands has built a new school at Abemama. The school, which was officially opened recently by the Chief Magistrate and High Chief, accommodates 25 boarders and 60 day pupils.

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SPORT BOOMS IN P-NG

Keen Inter-Town Rivalry

From Our Own Correspondent

MADANG, Aug. 20.

SPORT is booming in Papua-New Guinea. The season does not matter. If football is being played down South that is good enough for the Territory; and football is played even if the oval is like cement and the temperature nearing the hundred mark.

During the last six or nine months, many inter-town competitions, and some Papua-New Guinea matches, have been arranged in various sports. These have proved an outstanding success.

Transport difficulties are overcome by chartering aircraft. For example, normal airfare, Madang-Lae, is £10 single; whereas the average return-fare by charter is approximately £5 — depending, of course, on the number of passengers.

At the moment, the football season is drawing to an end. Quite a number of inter-town New Guinea matches were played, from which a New Guinea side was picked to meet Papua. Rugby is the game played here—not because of its popularity, but because of the small playing areas and the smaller number of players required.

Most popular of all games is golf. Golf is the ideal game for the climate; and, as things settle down after the war, beautiful golf courses and links are being made where the number of people warrant it.

Madang has an excellent nine-holes course, situated on the coast. This course has been chosen for the New Guinea Open Championship, to be played over 36 holes in September. In this sporting event, members from the seven already established clubs will send representatives to compete.

Baseball has also come into its own. A majority of the Catholic Mission priests are Americans, and so it is natural that baseball is gaining popularity. Complete with cheer squads and all the somethings, baseball takes the field with two or three monthly sessions a year. This year the standard is quite good, and has almost reached the stage where chartered aircraft will be flying the baseballers to compete against other towns.

Tennis has long been an established game in the Territory, but has never had the same enthusiastic following as other games. As yet, no real effort has been made to introduce inter-town competitions. Lae, Wau and Bulolo have competitions between themselves, and Madang has sent a tennis team to other towns; but, at the moment, there is no real challenging spirit.

Cricket is very well established. Every town runs its own competitions, but as yet cricket has not reached the stage where aircraft are transporting players and supporters to compete against other towns.

Accommodation is mostly on a voluntary billeting system, as hotels and boarding-houses are not enough to meet the whole demand.

All the clubs are struggling for finance, so players and supporters all pay their own fares. In some cases, supporters pay more, so as to make it easier for the players. So as to help players with their expenses, dances and games nights are organised. These functions bring in as much as £200, which is exceedingly good in relation to the numbers of the population. This money helps to buy the necssary sporting equipment, and to pay some overhead expenses.

Despite fares, chartering of aircraft, and all other difficulties being experienced in conducting sporting events throughout the Territory, competitive sport has definitely come to stay.

¶ In the course of a world tour as director of the World Bureau of Girl Scouts and Girl Guides, Dame Leslie Whateley visited Papua in September. She was the guest of Brigadier and Mrs. Cleland at Government House during her stay in Port Moresby. While she was there a Guide Rally was held in Government House grounds.

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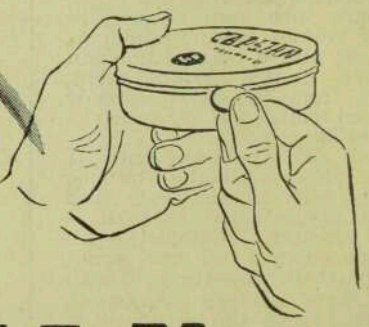

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couting Revived in Tonga

Although there were previous attempts start the Scout Movement in Tonga ne about 1920 by Mr. August Hettig and another much later by the Mormon Mission) no steps were taken to link up with the World Scout Movement until early in 1952. Prince Tungi, Minister of Education, asked the Director of Education, Mr. G. A. Read, to reorganise local scouting. At the beginning of 1953 the first troop (Tonga High School) came into existence and now there are eight troops meeting regularly.

The photo is of the High School troop (patrol leaders shown, P.L.; Seconds as, S.):—

Back row: Leonaitasi Lolohea (P.L.), Siope Talakai (P.L.), Sione Akauola (S.), Isileli Kilekeiako (P.L.), Pesalili Fekitoa, Kepueli Heimuli (P.L.), Latu Tuponuiua, Kakolosi Kioa (S.). Second row from the back: S. Fotu, Mana Latu (P.L.), Tapi Panuve, Langi Kavaliku (S.), T. Fusimalohi, William Kaihau, Mosese 'Ofamosui. Third row: Robin Read (P.L.), William Tasi (Scout Master), G. A. Read (Tonga Scout Commissioner), Sifa Vakasiuola (Assistant Enoch Akauola (P.L.). Front row: Albert Fakalata, Peter Read, M. Mackay, U. Tupou, Longaui Fekitoa.

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Anthropology in the Pacific

Two New Books Reviewed

TWO additions to the study of anthropology of the South Pacific, have just come from the Oxford Publishing Company, Melbourne. They are "Social Anthropology in Melanesia," by Professor A. P. Elkin, Professor of Anthropology, Sydney University; and "Social Anthropology in Polynesia," by Dr. Felix M. Keesing, Professor of Anthropology, Stanford University, USA.

Both volumes are issued under the auspices of the South Pacific Commission, and are based on research made by the authors for the Commission.

Professor Elkin's book reviews work done in Melanesia by scientists, missionaries and administrators, and deals with his own work in parts of the region. His thesis is the study of the problem of social and cultural change in all its aspects. Contributions so far made to this study, he says, have been either the planned collection and recording of cultural and social phenomena, or the study of cultures as integrated, or at least interrelated, wholes.

Anthropology, Professor Elkin says, is no longer antiquarian; it is dynamic, and concerned with culture and social structures as a process which is subject to ascertainable laws. He considers that governments responsible for native peoples and the changes which are coming upon them, as well as missionary authorities, should insist on anthropological research of the kind he recommends, and then act upon it.

Further research is, he considers, needed in localities and amongst peoples where, pre-war, sound research on a functional basis was done by trained anthropologists. The practical problem is to know what sort of things and what sort of changes can be introduced without causing disruption of a people's life and organisation, and the conditions under which such changes can be successfully made.

Professor Elkin describes as "critical regions" those communities that have recently passed through a crisis, the indirect effect of contact. Outward signs of this are depopulation, cargo cults and similar movements. Depopulation is a symptom mainly of direct attack on the social structure by the withdrawal o

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native labour from village, social, family and economic life; by interference with the accustomed diet or by spread of new diseases. The second symptom, more subtle, arises from the adaptation which the natives decided they have to make to the European, his demands, ideas and power—the adoption of a "double life."

DR. KEESING'S book reviews the larger amount of research and study that have been made in the more sophisticated Polynesian areas, and gives an extensive bibliography of literature about Polynesia since European settlement. In the past 30 years, he says, anthropologists have become increasingly dissatisfied with descriptive or "historical" ethnology alone; adding that it misses out some of the dimensions of cultural study, most important both for contemporary science and practical application. The need for taking full account of the local settings, of customs and thought among the islanders has, he says, become axiomatic in relation to planning for welfare and development.

He appeals (and in this joins Professor Elkin) for research and study that will apply itself more closely to matters affecting the present-day conditions of the Polynesians, and get away from origins of migration, stone-age technologies and now largely obsolete religions which preoccupied earlier anthropologists.

Each book is priced at 27/6.

—C. E. SAYERS.

AGRICULTURAL SHOWS AT MADANG AND SOGERI

From Our Own Correspondent

MORESBY, Sept. 10.

TWO Agricultural Societies have been started in P-NG — one at Sogeri, Papua, and the other at Madang, NG. Sogeri staged its first Agricultural Show on August 30.

Mr. C. J. Sefton is the president; Mr. . Loudon, vice-president; and Mr. N. W. ell, secretary-treasurer.

The show day programme included a rand parade, industrial exhibits, trade isplays, pavilion exhibits and a non-stop ports programme.

The only things forgotten were xhibition classes for dogs and poultry. roud owners of pedigree pups are mourning this oversight, while amateur poultry aisers are insisting that next year there ust be a place on the programme for oultry. Port Moresby residents are fast ecoming enthusiastic amateur hen rmers; eggs at over 7/- a dozen robably has something to do with it.

Madang District has formed an Agricultural and Horticultural Society, has r. J. R. Vicary as president; Mr. K. W. urston, vice-president; and Mrs. F. J. llis, secretary; Mrs. P. Clarke, assistant ecretary; and Mr. A. Hansen, treasurer.

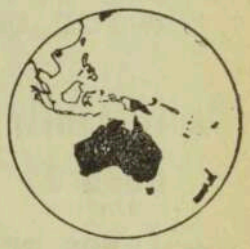
The new Society got down to business mmediately and is to stage its first Show n November 21.

¶ Mr. G. J. Horsfall, formerly Chief Magistrate, Fiji, has been appointed Judicial Commissioner, Western Pacific High Commission, and will take up his duties in Honiara shortly.

¶ The Bishop of Newcastle, the Rt. Rev. F. de Witt Batty, made a round trip on the *Bulolo* during August. He left the ship at Samarai to visit Dogura, and rejoined it on the return call at that port. In Port Moresby he attended the official opening of the new Anglican Native Welfare Centre at Koki, which is in charge of the Rev. W. B. Gill, and will provide recreational and educational facilities for Papuans in the Koki area.

¶Four under-water demolition bombs, each weighing 375 lbs., were recently brought to Honiara from the Western Solomons by the Bomb Disposal Unit working in the BSIP. They will be stored until they are required for the demolition of Pelope Shoal, near Point Cruz, Honiara.

Throughout the South-West Pacific



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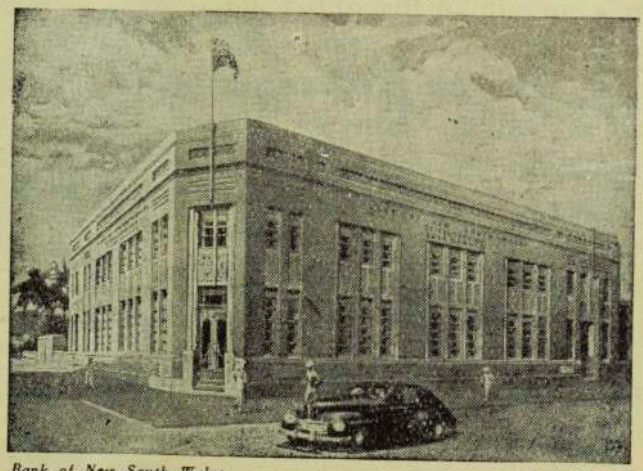

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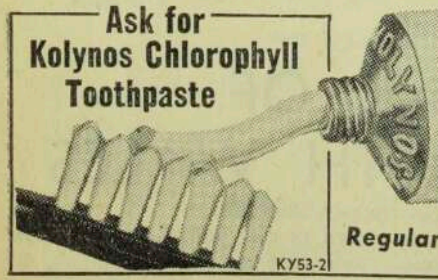

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SOUTH SEAS BIRDS ON PACIFIC ISLANDS STAMPS

By K. ALLEN

INTEREST in zoology has been intensified amongst stamp collectors with the inclusion recently, in a new stamp issue for Papua-New Guinea, of studies of a tree-climbing kangaroo, a Bird of Paradise, and a flock of sheep.

A survey of stamps put out by the various countries of the Pacific area reveals a variety of interesting bird and animal life. A collection of these would give satisfaction to every stamp-collecting zoologist or, for that matter, every stamp enthusiast.

The Bird of Paradise has been seen on previous stamp issues by New Guinea and Papua. The beautiful bird—the Lesser Bird of Paradise—was featured on the long series printed for New Guinea in 1931. This was in connection with the 10th anniversary of Australia's administration, and the bird was shown in a palm tree.

The 2d Papuan stamp of 1932, one of 16 attractive pictorials, typified the Greater Bird of Paradise. It was arrayed in angular format, prominence being given to the long tail feathers. The bird's wings and tail were fully extended.

A striking picture of the Kaka, or Hawk-Billed Parrot, figured on a 2/6 stamp printed for Tonga in 1897. Philatelists regard this as one of the most—if not the most—attractive of all zoological stamp designs. The parrot was shown upright on a tree branch.

It is of additional interest to recall that early stamps from Tonga were printed on paper bearing the watermark of tortoises. The appearance of this reptile in this form commemorated the fact that when Captain Cook visited these, the Friendly Islands, he gave the rulers Tonga's famous tortoise.

A Torea, or Wrybill, was portrayed flying happily "with the wind" on ½d stamps on sale in the Cook Islands in 1893. Subsequent values were added, but in the 2d value a curious mistake occurred on one stamp in a sheet—the actual amount was missing.

An issue of 1d pictorial stamps in 1949 by the Cook Islands introduced the Tavake, or Bosun Bird whose tail feathers have a certain commercial value. A portrait of Captain Cook and a map of the Hervey Islands were also on the stamp.

In 1905, New Caledonian stamps presented the Kagu, or short-legged crane, in a vertical posture, wings outspread. In 1942, other NC stamps featured characteristic impressions of the bird in flight. Several Kagu, one feeding, another watchfully alert, were on some additional

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stamps placed on sale in 1948.

In 1903, the 50th anniversary of the French occupation of New Caledonia was celebrated, and current stamps of the island were issued carrying a surcharge illustrating the Kagu.

The beautiful Sambar Stag was shown on stamps struck in 1928 by New Caledonia.

Stamps used by French Oceanic Settlements in the Pacific have commemorated well-known birds. The 1948 pictorial issues depicted Frigate Birds in different settings, mostly in flight over prominent landmarks.

Another peaceful Frigate Bird was represented on the ½d stamp issued by Gilbert and Ellice Islands in 1939. It appeared at rest, wings folded, on a branch.

In the same year the British Solomon Islands produced a beautiful pictorial set, with the 2/6 denominating, featuring a reproduction of several Megapodes, commonly called Scrub-Turkey. They were shown feeding as they walked on the seashore, flanked by tropical palms.

The 5d pictorial stamp produced for Western Samoa last year showed the Manumea, or Tooth-Billed Pigeon. This well-fed bird was etched, on a branch.

Fiji Airways 2nd Birthday

FIJI AIRWAYS celebrated its second birthday on September 1.

Since the company went into operation in 1951 its de Haviland Rapides have flown over 362,000 miles, with a 100% safety record. Original service was between Suva-Nadi-Lautoka. Suva-Labasa, Suva-Savusavu. Nadi-Lautoka-Labasa, and Savusavu-Labasa services were added during this period, and with completion of the new Matei airfield, a new service will shortly be opened to Taveuni.

Passenger services provided are popular, days of uncomfortable travel being eliminated, in some cases at lower than surface rates.

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PRESTIGE—BUT NO PROFIT

High Cost of Running Govt. International Airways

THE cost of providing Tasman Empire Airways and British Commonwealth Pacific Airlines ervices in the Pacific was shown n Government figures released in Vellington, New Zealand, in early eptember.

The figures include cost of proiding the essential meteorological nd Civil Aviation radio and other ervices required by the airlines.

TEAL showed a loss of £Stg.180,000 or the year ended March 31, 1953, nd the loss for the current year expected to be twice that figure. he Coral Route accounted for Stg.80,000 and the transTasman ervice £Stg.100,000.

BCPA lost £Stg.170,000 and is stimated to lose £Stg.200,000 in 953-54. New Zealand pays half the EAL loss.

The UK is responsible for 20 per nt. of the TEAL loss; Australia 30 r cent. Their holdings in BCPA re: UK, 30 per cent.; Australia, per cent., and NZ 20 per cent.

At a luncheon in Wellington, NZ, late September, the Prime Minter of NZ, Mr. Holland, said that s Government would consider ny reasonable proposition for the urchase of NZ interests in TEAL d BCPA." He said also, that when s Government came to office (in 49) they had wanted to sell New aland's National Airways Corration but had not realised how fficult it was to sell a concern at was losing £320,000 a year.

The NZNAC, lopped of its exnsive islands services which were ken over by TEAL last year, is w said to be paying its way hough it is still on the market d the NZ Government will conler offers with "sympathetic conleration."

TEAL (as at present constituted), PA, NZNAC, with Qantas Ems Airways, Australia's TAA and UK's BOAC were all creations the acute Socialistic era in the st-war politics of the United ngdom, Australia and New Zead. They are all excellent ses and whether you take passage London or Honiara, BSI, or New rk or Aitutaki, Cook Is., you will eive the same high degree of nfort and attention. But all, at ne time or other, have lost vast ns of money and some are still ng it. New Zealand, particularly, now anxious to unburden her- but as the Socialists once said, ring scrambled the eggs, it is now y difficult to unscramble them.

n the case of NAC, each time rospective purchaser has shown erest, the Socialist Opposition in has announced that when they again in office they will imdiately nationalise all airlines, hout compensation. This ensiasm for losing public money in the air can be regarded as interesting; but their attitude is not likely to encourage cash purchasers.

When TEAL took over the Island services of NAC last year, it was believed that with efficient organisation and the use of sea planes and sea bases instead of landplanes and expensively maintained airports, this loss could be turned into something close to a profit. This hope has not materialised.

About this time last year we said in PIM: "TEAL, efficiently managed by New Zealanders, has a fine record of service, is expanding healthily and showed a profit last year of £31,812."

It appears we were wrong—about the profit. It transpires that what was said was that TEAL had made £31,000 *worth of dollars for NZ*. We took this to mean profit. It was not. In 1951-52, TEAL loss was about the same as in 1952-53. No one bothered to correct us.

IN the operations of such companies as TEAL and QEA, their services can be divided into two categories: (1) The trunk-line services such as the Qantas services between Sydney and London, or Sydney and Port Moresby; and the TEAL services between Sydney-Auckland, Sydney-Wellington and Melbourne-Christchurch. And (2)

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the pioneering services over routes of big mileages and small populations such as in Papua-New Guinea and down to the Solomons, and from Fiji through the Polynesian islands.

The services which come into category 2, have been regarded, for strategic reasons and for prestige as having a value outside that of mere transportation and profit and therefore there has been little quibbling at the expense involved.

Residents of the isolated islands served have, moreover, now adjusted the tempo of their lives to the weekly or fortnightly or, in some places, the daily air services, without thought of who foots the bill. If through economic pressure at some future time, these airservices have to be curtailed or withdrawn the effect on island communities will be profound and bitterly resented, although the enormous losses involved in maintaining them have so far all been met by the taxpayers of Australia, UK and New Zealand, the great mass of whom will never have any personal use for these airways.

The category 1 airways, on the other hand, should be able to stand on their own merits; their routes lie along areas of high population and their services are much in demand. But it is obvious, from TEAL figures just released, that they do not pay their way.

TEAL has a transTasman monopoly—no other air company may carry passengers between Australia and NZ; the fares are high —£47 Australian currency for a 1,200-mile flight, which is much higher than the mileage rate on Australia's internal airways; the services are well patronised and there are about 10 services a week —some Sydney-Auckland, some Sydney-Wellington and one Melbourne-Christchurch.

Yet these services between them lost £Stg.100,000 in 1952-53.

BOAC has announced that it will probably soon drop its interest in TEAL; NZ says it will be glad to sell its share. Is Australia then to be left to shoulder the whole responsibility? If it does, can it through Qantas perhaps, make the route pay? If the Tasman service with its short haul, high fares and monopoly cannot pay, then there seems small hope for other services not so bountifully endowed.

British Commonwealth Pacific Airlines (BCPA) is one of three transPacific operators. If BCPA loses £Stg.170,000 per annum, is it reasonable to suppose that the other two, Pan American and Canadian Pacific, also each lose similar amounts?

If they do not lose, then what is wrong with BCPA; and if they all lose, why then, in the name of economic sense, are they all in the transPacific airservices business?

There has been tremendous progress in the South Pacific as a result of the post-war boom in air

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transportation. But it is obvious that if the boom is not to burst there will have to be a drastic overhaul in the economics of airservice operation.

Governments having bludgeoned their way into the airservice business now seem to be stuck with it: no private enterprise, in its right senses, would take on such an insatiable pet—as the NZ Government has found with its NAC. But even Governments become restive when losses pile up into millions, and some rationalisation or reorganisation of airservices seems certain in the immediate future.

¶ Mr. C. A. Kirkman, of the Colonial Office, has been seconded to the Western Pacific High Commission Secretariat for two years as First Assistant Secretary. He is at present in charge of the Fiji and Western Pacific Section of the Hongkong and Pacific Department at the Colonial Office, but is expected to arrive in Honiara some time in December.

¶ Mr. Barry Good, of the Resident Commissioner's Office, Rarotonga, was married to Miss Gloria Adair Hand, a nursing sister at the local hospital, on July 2. The ceremony was performed at the hospital by Mr. L. H. Trenn, and was attended by the Resident Commissioner Mr. Nevill.

FUTURE OF FIJI'S BANANAS

Cold Store to Regulate Shipment

By R. W. ROBSON

SUVA, Sept. 12.

THERE are many signs that Government influence will be used to the fullest extent to encourage the production of bananas by the native Fijians. New land is being brought under bananas, and the Fijians, both as individuals and as communities, are showing interest in the development of the industry.

It is calculated that New Zealand can take a million cases a year, and the biggest Fiji production in sight is a long way short of that.

But close co-ordination of the activities of growers, shippers and distributors is necessary if dislocation and losses are to be avoided. One central facility that has been lacking but is now provided for in the new Government's plans for port improvement, is a cold store at the chief port of shipment, Suva.

Without a cold store, the collection and shipment of bananas cannot be regulated in such a way that quality is preserved. The banana industry everywhere has shown that, if an overseas market is to be supplied, a cold store is essential. The Fiji Government is determined to soundly establish the native banana-growers, and it somehow is going to find large funds for

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a cold store, which is just as necessary as a wharf.

YES—SYDNEY HAS NO FIJI BANANAS

One of those errant birds tells me that High Authority in Fiji, recently examining the oversea banana market, turned an interrogatory eye on Australia.

There is a luxury market in Australian cities for Fiji bananas, which have twice the quality of the fruit grown on Australia's eastern coast; but whenever, in the past, the Fiji banana got into Sydney, a combination of North Coast banana-growers and amenable politicians succeeded in killing the enterprise.

Nearly 20 years ago, a Fiji Governor had a look at the Fiji import figures and then announced that, if Australia did not absorb some Fiji bananas, Fiji would go elsewhere for flour worth about £4,000,000 per annum. The influence of the Australian miller then proved to be greater than that of the North NSW banana-growers; and Fiji was permitted to send Australia a fixed annual quota of bananas. But it was no use. Within a couple of years, that modest trade had been carefully strangled by powerful Australian interests, and the people of Melbourne and Sydney have not tasted a really good Islands banana since.

I never have heard that that quota was cancelled. An inquiry might show that Fiji still is permitted to send in so many bunches.

NB—Fiji still buys £4,000,000 worth of Australian flour, and sells practically nothing to Australia, in return.

I forecast that this matter will soon be worrying the Australian politicians again.

The following important public facilities were recently completed on Manihiki and Rakahanga atolls, Northern Cooks, by the Public Works Department: two 60' x 30' school buildings; two 90' x 30' water catchments; and six new 10,600-gallon concrete freshwater tanks.

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MANGANESE ORE IN FIJI

Keen Overseas Interest

By *R. W. ROBSON*

THE most important development in Fiji in recent years is the discovery that there are, in the estern areas of Viti Levu, work- ble deposits of manganese ore. anganese is a metal used ex- nsively in the hardening of steel. here appears to be a keen world specially United States) demand r it. The price is high and profit- ble. Fiji has a lot of the ore.

The presence of manganese has ng been known. Mr. J. P. Bayly, r years, has been exporting a little om one of his properties, in the ck of the Nadi-Sigatoka area. t, until recently, no one seems have awakened to the tremend- s potentialities of the thing.

I became interested recently when noticed about 2,000 44-gal. drums, led with what seemed to be a avy black sand, lying near the utoka wharf. "Manganese ore," id "Gerry" Adams. "Comes from ankar Pratap's manganese show hind Nadi. About 700 tons in ose cans, I believe."

Friend Pratap had been talking me in Suva only two days earlier out their manganese mine, and d referred to some excited in- iries from America; but I had not akened to what it really meant.

Next, I met J. A. Fulford rmerly in New Guinea, and now rris Hedstrom's assistant man- r in Lautoka) and, in a drive und the district, he not only in- ted that I go and see "the man- ese show" at Vatualevu, but also d me the interesting story of w it all started.

1942-45, the Americans had a very large establishment in the Nadi Valley—including the pre- t airport, a large clearing hos- al up in the hills at the back, a lowed-out hill where Top Brass t for important conferences; and forth. There are a lot of little b-like hills in this valley, and i-aircraft guns were placed on of many of them.

ears afterwards, when nothing ained of the Americans except ir concrete floors, gun emplace- nts, air-strips, etc., some young ians wandered around, looking metals which might have value. y noticed a peculiar, heavy black nation in the cuttings where the ericans had had gun emplace- nts, and brought specimens away. was identified as manganese ore. hat seems to have been the be- ning of the exploitation of the nganese ore by Indian interests, ch now has attained important portions. Mr. H. Charan, of Ba, rmed me that the Indians of formed Manganese Development Ltd., and shipped five tons of ore to Australia in 1948. From n until the end of 1952, the total shipments of the ore from Fiji was 3,700 tons, and the industry has grown steadily. The Co. now owns several deposits, and is working two of them at the moment—the more important being the one I saw at Vatualevu, at the back of the Nadi airfield.

(It was erroneously stated in a recent PIM that the manganese mines are producing 10,000 tons per month. There is nothing like that in Fiji. The only mines are those worked by the Ba company (with which Messrs Charan and Pratap are associated) and Mr. Bayly.)

HANDICAPPED by lack of capital and equipment, the Ba Indians started in a very small way—with a few Fijian labourers, equipped with picks, shovels and wheelbarrows; some discarded oil drums, which they filled with the heavy ore (which, once dug out, crumbles quickly to a black sand); and a toilsome transportation over second-class roads, 15 miles from the location behind Nadi airport to the wharf at Lautoka.

But their first shipment was sold for £F15 per ton, f.o.b. Lautoka—and three 44-gal oil-drums represent a ton. It is profitable, even under the most primitive conditions.

Mr. Pratap and his friends appealed to the Fiji Government for a license to bring in a tractor; and the Government, scenting something juicy (manganese means immediate US dollars!) gave prompt

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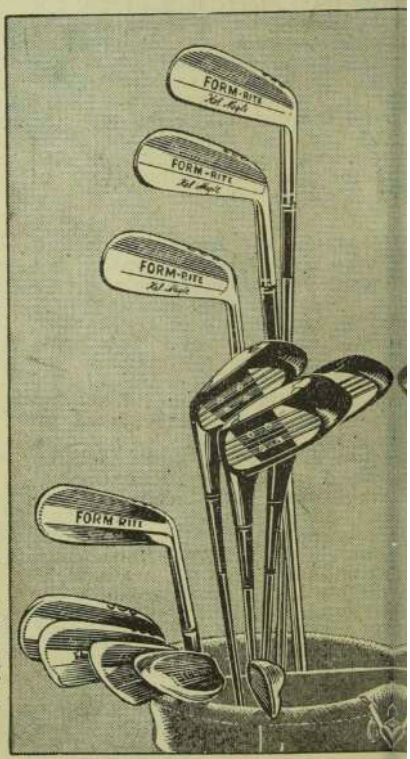

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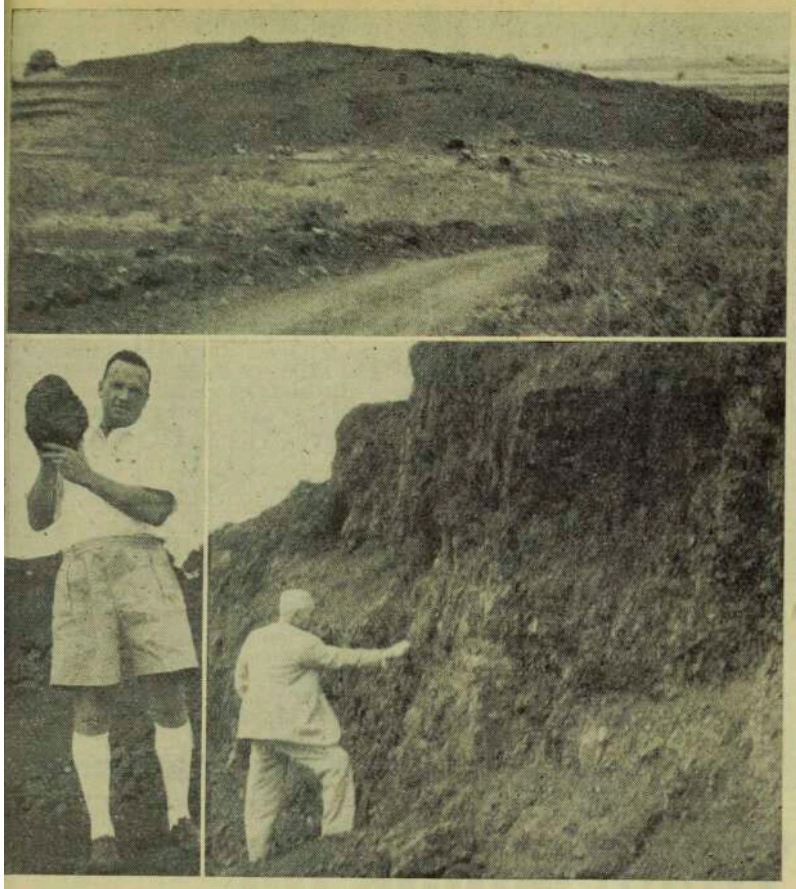
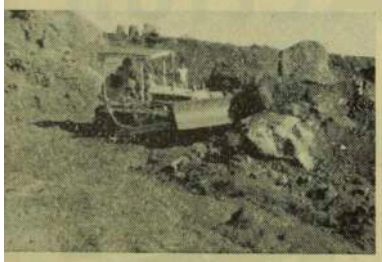


TOP: The hill of manganese ore, behind di airport (which can be seen in the) corner). CENTRE: Mr. Fulford holds up a typical lump of ore and (right) the working face. BELOW: The new bull-dozer at work in the open-cut mine.



lp. As the photo above shows, a lldozer is now on the job.

The workings I saw behind Nadi e still primitive; but the hill-top w has been stripped by the bull-zer, and very large deposits of e black ore are exposed, and ely 2,000 drums of the stuff have ne for shipment—it is worth per-ps 20,000 dollars. With suitable chanical gear, this Indian-owned ncern should be a winner.

Word of these deposits has ached USA. The day I left Suva, keen American mining-man rived from New York. He had just heard of the Fiji manganese—and he caught the next plane.

In Nadi, I was told about a new-comer, Colonel Ottaway, who is doing something energetically in the country behind Sigatoka—evidently in the area where Mr. Bayly first worked his manganese deposits. They say that Colonel Ottaway represents a subsidiary of the Bethlehem Steel Company, and that he plans big-scale mechanical recovery of the ore, and shipment in bulk, instead of containers. If this is so, it means big business.

If, as appears, there is an assured market for manganese, this could become an assured money-maker for Fiji. Even in the brief tour I had in the Nadi Valley with Mr. Fulford, my inexperienced eye could see formations, away in all directions, similar to that being worked by the Pratap interests. That hill, called Black Rock (hollowed out in wartime by the Americans) is only half a mile away from the Pratap workings, and seems to bristle with the queer black ore.

Lucky Fiji! Sugar, copra, gold, bananas—all hearty moneymakers—and now this. Why could not the sad and lonely Solomons, or the bedevilled New Hebrides, or even New Guinea, with its ungainly, lopsided economy, have found manganese? Why Fiji?

¶ The old Imperial Hotel at Thursday Island, unroofed during a cyclone last January, will be replaced by a new £40,000 hotel. Construction is expected to begin at the end of the next wet season—about April, 1954. It will be built of cement, timber and fibro-cement. Bedrooms will have hot and cold running water—a convenience unknown in TI hotels up to the present.

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FIJI'S NEW BUTTON INDUSTRY

Protection Sought Against Japan

SUVA, Sept. 20.

MR. W. G. McCOWN, of Pacific Pearl Shell Products, Levuka, Fiji, reported early September that his trochus button factory, recently established there, has just turned out its millionth button. Mr. McCown was in Suva taking delivery of the polishing machinery that had arrived from overseas. So far no buttons have been polished, pending arrival of this equipment.

Commenting on overseas competition, Mr. McCown said that British button-factory owners had evidence that Japanese buttons were being smuggled in through Hongkong. There is an 80% import tax against Japanese buttons entering British territories, but no tax against British-made Hongkong buttons. It is clear that the equipment available at the three Hongkong factories could not possibly turn out the quantity of buttons that was currently being exported from that island. British buttoners were naturally keen to see this leak plugged, said Mr. McCown.

Mr. McCown said that his company was negotiating with the Fiji Government to limit the export of trochus, and to fix the local price at a level equal to the average of the last five years. Overseas buyers were currently offering high prices for Fiji trochus. He claims that this new Fiji industry should be given some protection against foreign competition.

Mr. McCown's company is also protesting to the Australian Federal Government, in the strongest terms, against the latter's action in permitting Japan to fish shell in Australian continental-shelf waters. He argues that Japanese competition in the world button trade is not fair competition.

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COLONIAL OFFICE AND FIJI

Newspaper Discussion In London

From a Special Correspondent

LONDON, Sept. 20.

THERE has been an interesting discussion of "Fiji's Problem" in *The Daily Telegraph*.

Mr. T. L. Iremonger, a Colonial ffice man who was formerly in ie Gilbert and Ellice Colony, and iji, and who appears to know what happening in the Colonial Office, id on September 11 that Colonial ecretary Oliver Lyttelton is "con-dering" a Fiji Government request r a Royal Commission to inquire to the population problem.

(Later report is that Commission now being selected.—Ed.)

He said that a fair and up-to-te appraisal of the situation "is und to be a shock for the Fijians." e also said that if the worst should ppen, "the Fijians will not meekly lerate political and economic mination by an Asiatic immigrant ce."

This brought into the discussion ptain Hugh M. Frewen, recently aster of the *Melanesian* in Fiji aters. He challenged Mr. Ire-onger's description of the Deed Cession as a "gentleman's agree-ent"—he says it very definitely s a Treaty. He cites the little-own fact that the Treaty pro-les that New Zealand and New uth Wales indemnified Britain ainst financial loss in the gov-nment of Fiji.

He said that the policy which rmitted the settlement in Fiji of dentured Indian labourers was a litical blunder of first magnitude. urges, as a solution, that Britain uld prepare the way for a Pro-torate Government, to be admin-ered wholly by the Fijians. He nks this would induce large-le migration by the Indians.

Commenting on this, Mr. Ire-nger declared there will be a ial explosion before such a Pro-torate could be launched—and, any event, where will the Fiji-lians migrate to? He argues that Fiji-born Indians have funda-ntal rights—and the Colony's sperity depends on their industry.

Various people here, interested in matter, believe that the Colonial ice will again dodge the real ue by setting up a Commission composed that it is certain to k a compromise with the Indians. ey say they do not like what y have seen recently.

Why cannot Australia and New land—so vitally concerned with atic penetration of the South ific—take over the government Fiji?

FIJIANS' COMMUNAL SYSTEM UNDER NEW FIRE

DIRECT problems connected with the extraordinary increase in Indian population, as compared with what would normally be the quite satisfactory growth in the Fiji population, are dealt with elsewhere.

Here in Fiji I have found a new and very interesting angle of the problem under discussion by the more thoughtful section of the younger Europeans. They say quite frankly that the official policy, in relation to the Fijian, is wrong. The Fijian must be made to face up to the competition of the modern world.

They say that the Fijian must (a) be encouraged, if not forced, to take a more active share in local self-government; and (b) that if, by bolstering up the Fijian communal system, the Fijians are to be sheltered from competition with other communities in the political sphere, they eventually will have very little say in the management of their country's affairs.

Said one very competent observer, to whom I talked: "Economically, the Fijian is hamstrung by a communal system that removes all incentive to personal gain, and the social obligations of which make so many demands upon his time and labour that he has no hope of

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competing against the Indian. The Indian is energetic and persevering and depends for his livelihood upon his earnings. The Fijian is easy-going and improvident; his community takes care of him, in all circumstances.

"It is no use confining the Fijian to his native reserves and assuring him that the land is his for all time. It is his only for so long as he is able, politically, to resist encroachment upon it; and is progressive enough, economically, to make full use of it."

There is much significance in this move towards creating a new politico-economic background for the Fijian.—R. W. ROBSON.

LITTLE SHELL FOUND AT SUWARROW

MR. D. C. BROWN, of Rarotonga, who, together with Mr. Piri Maoate, has a license to test dive for MOP shell in the long abandoned Suwarrow lagoon, reported in September that results had been disappointing.

Only four tons of shell had been fished by two teams using one diving suit each.

After three weeks the men had abandoned work claiming that they were unable to locate further shell.

The shell found was of heavier and better quality than Manihiki shell, Mr. Brown said, and it contained a percentage of gold-lip. There was also much young shell seen, which seemed to indicate that the older shell must also be there unless the beds were badly damaged by the 1942 hurricane and have not recovered.

Mr. Brown intends to take another picked diving team there from Manihiki to carry out a more thorough investigation. It had been hoped that Suwarrow would prove as rich a dollar earner for New Zealand as Manihiki, which last years exported 256 tons of shell valued at about 35 cents per pound weight, FOB Rarotonga.

The Administration will collect a small Royalty on shell fished from Suwarrow which is owned directly by the Government, being without any indigenous population.

Mr. Brown said that stories of sharks infesting the lagoon had not so far proved correct. If there are sharks in Suwarrow lagoon, they certainly had not bothered the divers.

¶ A daughter was born in August at Tarawa to Mr. and Mrs. I. Richards. Mr. Richards of Suva is employed by the Gilbert & Ellice Colony Wholesale Society, at Betio Tarawa. His wife, Pauline, is the daughter of Mr. W. Schutz, manager of the Gilbertese Co-operative Society.

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TITLES TO NG MINING CLAIMS

THE Commissioner for Titles in Papua-New Guinea, Mr. C. P. McCubbery, has now completed he hearing of 90 per cent. of all ining claims in the Wau-Bulolo ction of the Morobe Goldfield—he as heard 740 claims, affecting the lorobe goldfield, since January, 52. Mr. McCubbery was appointed examine all land and similar aims, and issue titles, as a result the wholesale destruction of cords during the Japanese in- sion.

WARIA SYNDICATE CLAIM

This Commissioner is the authori- responsible for hearing the cent claim of the old German aria Syndicate to certain mining ghts in the Morobe district. For asons not yet clear, the claim was dged some months ago by certain nerican (formerly German) and vedish interests.

On October 6, Mr. McCubbery re- cted the claims on the grounds at (1) under the German civil de no one member of the ndicate could sell any part of his terest; and (2) that any rights e claimants had were now vested the Custodian of Expropriated operty.

The claimants have the right to peal against the judgment.

FROM PURE TO PUREE!

Rarotongan Silliness

WHEN *Maui Pomare* arrived at Rarotonga in August to pick up a cargo of tomatoes waiting on the wharf, it was a Saturday morning, but the weather prevented loading. Next day was suitable, but the labour would not work on Sunday, though the tomatoes were rapidly ripening.

When eventually loaded, on Monday, many of the tomatoes were a rosy red. A government official interested in the prompt despatch of the cargo on behalf of the people was heard to remark, "*Pure* in Raro —*puree* in Auckland!" (A *pure* is a prayer meeting).

It seems difficult to follow the line of religious reasoning that forbids a valuable cargo of foodstuffs to be loaded on a Sunday, when failure to load will result in heavy wastage.

On this occasion, it was reported, a high official of the LMS Church at Rarotonga personally made a circuit of the Island, commending his people for refusing to load the vessel.

Mitiaro Island, Cook Group, is infested with rats. Two residents, in a recent rat-trapping contest, using one trap each, caught 200 and 120 respectively in three weeks.

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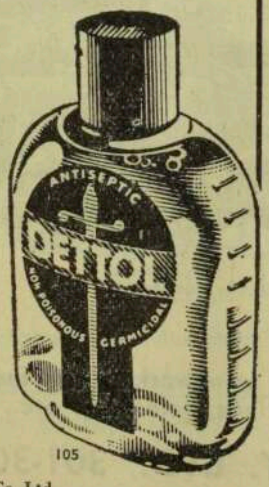

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P-NG Housing Loans For Town-Dwellers Only

Pioneers Still on the Outer

IT is now easier to own a home of your own—if you live in one of the town areas in Papua-New Guinea.

Legislation which came before the May session of the P-NG Legislative Council is now law, and it is possible to borrow up to £2,000 from the Commissioner of Housing of Papua-New Guinea (Mr. Harold H. Reeve, who is also P-NG Treasurer) for the purpose of building, buying or enlarging a house for the owner's own personal use.

The new legislation is well enough—as far as it goes. One may wonder, however, why it stops at the town limits. The official reason given is that the greatest housing shortage is in the towns. This may be so—but the fact is that Territory towns are following the pattern of Australian cities and becoming enlarged encumbrances on the more productive outport areas of the Territory.

The provision of easily repayable loans, to make it easier for a man to own a home is surely not designed merely for the towns—where citizens usually expect their employers (Administration or Big Firms) to provide them with a house, anyway. The man who needs assistance in building himself a decent house is surely he who, in a small way, is trying to pioneer some new industry.

There must be at least a hundred men in the Highlands and on the New Guinea mainland who would be glad of the assistance offered under this new Housing scheme; but because they are out of the towns, trying to raise rice or beef or coffee or peanuts or one of a dozen other commodities, they are not eligible.

P-NG needs pioneers more tha it needs town dwellers; why n encourage them?

¶ The High Commissioner for th Western Pacific, Mr. R. C. Stanley, CMG, OBE, with Mr Stanley, attended the Centena Celebrations at Noumea on Sep tember 24. His Excellency and Mr Stanley left Honiara in the RC *Kurimarau* on September 15 f New Caledonia.

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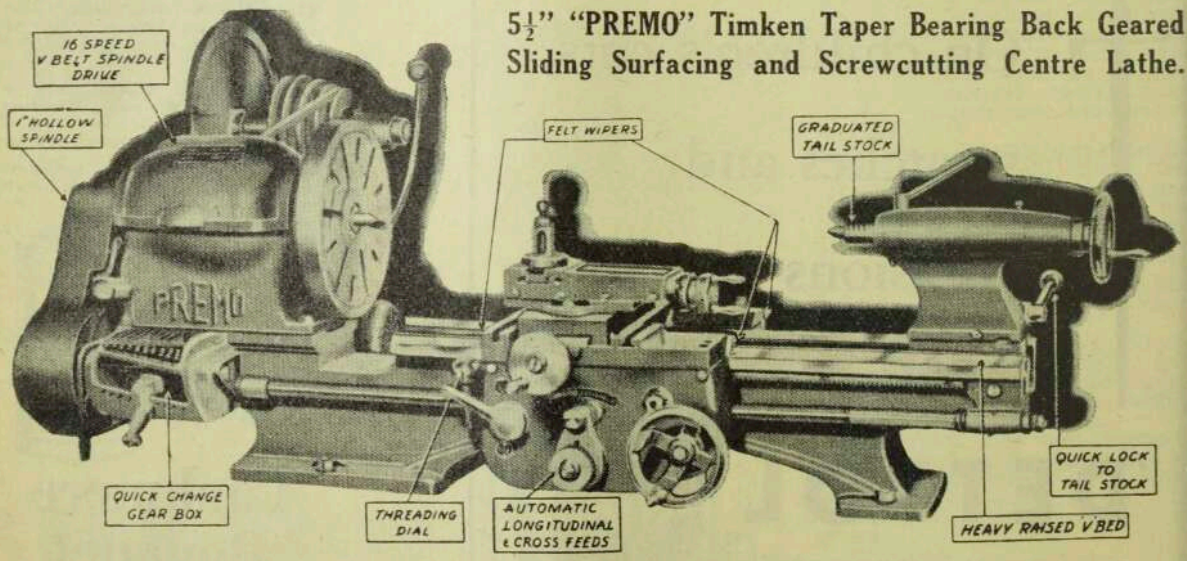

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NIUE'S UNREST

Disturbing Facts Behind The Larsen Murder

(Special Correspondent)

THE trial of three Niue islanders, Latoatama (20), Tamaeli (22) and Folitolu (26) for the murder of the Resident Commissioner, Mr. C. H. W. Larsen, on August 16, was concluded at Niue on September 16. All three accused admitted their guilt and were condemned to death. The sentence will be carried out on the Island.

Move For Appeal—See page 123.

The evidence showed that one of the accused stole two bush knives from a tool-shed at the Residency in the morning before the crime and on the night of the murder this man and five others—all of whom were prisoners and some of whom performed duties at the Residency —escaped through the roof of a gaol cell. All six seem to have been implicated in the crime.

They first cut the telephone lines between gaol and Residency; then two separated from the others. The remaining four, after gathering their weapons from a place of hiding, entered the house through the motor garage. One of them then refused to go any further, and eventually returned to the gaol. The other three jointly attacked the sleeping Resident Commissioner with their knives.

Mrs. Larsen, in another bed, woke, sprang out of bed to see what was happening, and was attacked by one of the men with his knife, suffering severe lacerations and multiple breaks to an arm.

The prisoners then fled, and the two children, in another part of the Residency, discovering the tragedy, went for assistance.

Mr. Larsen died some time after the doctor arrived. He identified one of the murderers.

Search parties combed the rugged island and the men gave themselves up on August 20. Two of them had kept diaries of their movements after the murder—one written in the margins of an English magazine, and the other in a Bible.

In defence, they alleged ill-treatment by the Resident Commissioner. They admitted the crime, but considered that they had done a service to the community.

The magistrate and counsel for the Crown and for the defence, who were brought from New Zealand, left for Auckland as soon as the trial was concluded.

Mrs. Larsen and the two children also left the Island after the trial. She is in hospital in Auckland with a suspected fracture of the spine as well as other injuries.

THE murder of Mr. Larsen, inexplicable at first glance, has to be considered against the background of the peculiar circumstances of an island community such as Niue.

The island is small, very isolated, by no means rich; the people are very independent and most of them are strict and somewhat bigoted adherents of the London Missionary Society. There are about 4,300 Niueans and 30 Europeans on the Island, one of the Europeans being the Resident Commissioner who has very wide and (so the Niueans feel), despotic powers. Along with most other Islanders the Niueans have subscribed in some measure to the post-war growth of nationalism and some of them have advocated a return to a form of village-elder government.

Given this set up, small, pin-pricking irritations which would not amount to much in a larger and less isolated community, can become of magnified importance and evidently, in this case, even led to the murder of the Resident Commissioner. It is hard to believe that the New Zealand Government was unaware of the undercurrents that have existed in Niue for some years.

Under Mr. Larsen's Resident Commissionership, Niue was efficiently run and Europeans visiting the Territory—usually after a call at some ports in Tonga, where civic pride is not very evident—were invariably impressed by the neatness and air of efficiency in Niue. Mr. Larsen was popular with other officers in the NZ Islands service and had a pleasing personality.

It is no secret, however, that he was not popular with the Niueans, or that some considered him harsh and overbearing in his dealings

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ith them. Even in his early ears on the Island, they petitioned Z three times for his removal. Mr. arsen usually told this story gainst himself and apparently re-arded it as a joke. The depth of he feelings of the Islanders was robably underestimated as a con-equence.

THERE have been several petty incidents recently which Niueans regarded as fuel for heir discontent. Some of them, re-urning to the island from Apia nd Pago Pago, brought with them considerable amount of kapok. hey had been warned that they ould likely not be permitted to nd this because of risk of intro-ucing rhinoceros beetle, but when he Resident Commissioner, quite roperly, refused them permission take it in, the whole blame was portioned to Mr. Larsen.

Then there was the Mormon in-dent of a year ago. Niue has rtually been the close preserve the London Missionary Society r generations. About 15 months go, the Mormon Mission an-ounced that they were about to tablish a mission on the island; nd it is no secret that this was tterly resented by the Rev. M. G. heck, LMS missionary there, and large proportion of the native lherents of the LMS.

The upshot of it was that a tition was sent from some of the landers to the NZ Territories De-rtment, asking that the Mormons prevented from establishing emselves on Niue. There then llowed a piece of political shilly-allying which, at the time, was rd to understand. The Minister whom it was sent denied for any weeks that he had heard of seen the petition; and then ad-itted that it had been returned Niue, for some technical reason. nally, the Niueans succeeded in esenting their petition; but not fore leaders of the two sects had dulged in a wordy fight in the ily newspapers of New Zealand. It was equally no secret that on ue the Resident Commissioner d Mr. Check held opposing views the subject, Mr. Check evidently aiming that, as the LMS had rved the Island for so many ars, it was quite unreasonable d unjustified to introduce another t at that stage; and Mr. Larsen lding the view—supported by the Government—that there should liberty for all creeds to present eir views to the Islanders.

HERE are arguments pro and con each view. It is well known that, in the past, the presenta-n of differing forms of Christi-ity to one community of primitive ople has not always been in the st interests of those people. On e other hand, the Niueans hav-advanced beyond the stage ere they can properly be re-rded as primitive, it could be said at it would be equally unhealthy to prohibit them from receiving any other form of religious thought than that which tradition has given them.

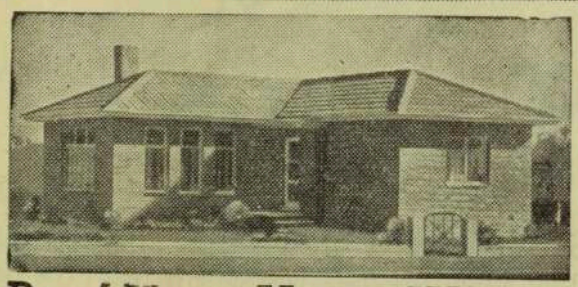
Mr. Check left the island permanently at the end of last year and, rightly or wrongly, the RC was blamed by fanatical LMS adherents, both for this and for the fact that the Mormons were permitted to enter.

All these were small things but they eventually culminated in the brutal murder of the Resident Commissioner. The murderers made no effort to hide the fact that they believed that they were doing their fellow-Islanders a service. And there is little doubt that many of the Islanders were in sympathy with the murderers.

It is apparent that the NZ Government tragically under-estimated the discontent that many people were aware existed on the Island and, if tragedy is not to be added to tragedy, more than the hasty execution of the three murderers, who regarded themselves as instruments of destiny, will be called for. The lot of Mr. Larsen's successor will not be a happy one if some effort is not made to uncover and deal with the fundamental causes of the murder.

Move For An Appeal

AUCKLAND, Oct 2.—Solicitor for the three Niueans sentenced to hang for murder, Mr.



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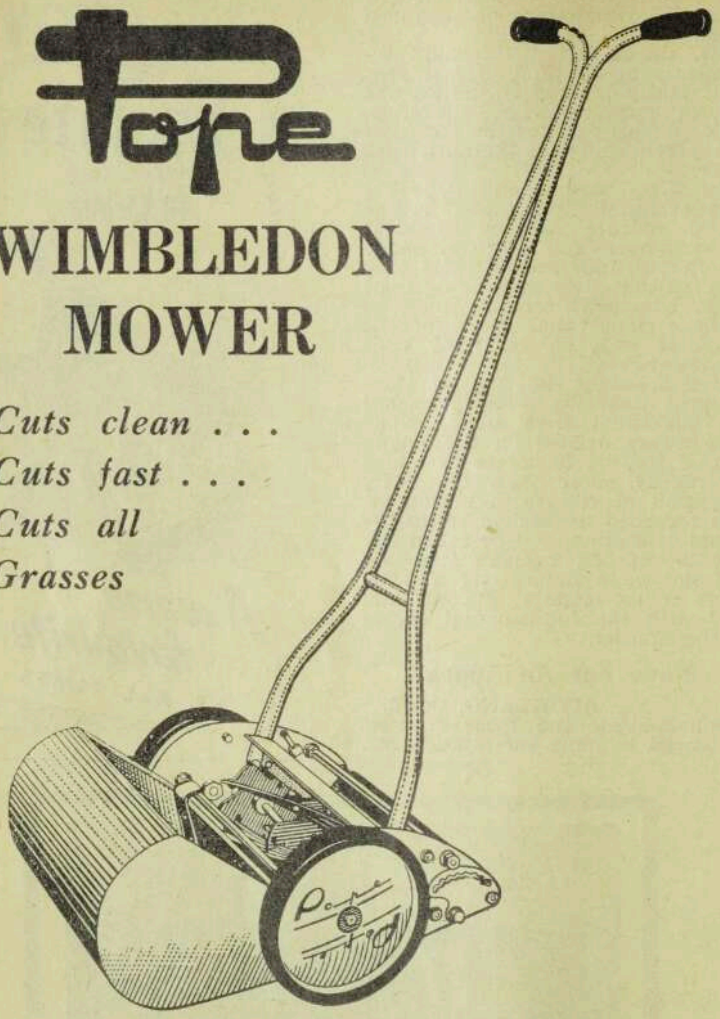

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E. T. Pleasants, has lodged an ap peal, and wants it heard by th Supreme Court here. As the mur derers confessed, there appears n ground for appeal, unless it against the death sentence. Th Justice Department has not yet de cided whether an appeal will b considered.

PORT MORESBY LADIES GET TOUGH WITH ONE ANOTHER

WOMEN'S Clubs are not new, course, in the old world; bu one wonders how long the popularity would endure if membe ship entailed having one's hou visited by other members and one name entered in the Club's reco book if things were not quite up scratch.

But. that is what happens Women's Clubs in native villag around Port Moresby, and, so f as we know, there have been n mass riots as yet.

The Clubs are under the directio of the P-NG Education Departme and their purpose is to widen th interests of village women and im prove the health standards of th native community.

Instruction in sewing, cookin infant care and feeding and, course, keeping the house clean, given. The women themselves ru the clubs and hold very properly conducted meetings. They hav organised profit-making ventures order to raise funds for the clu

BIRDS IN ISOLATION

Expert Study in the Solomon

HONIARA, Oct. 1.

DR. A. J. CAIN, Demonstrator Animal Taxonomy at the Un versity of Oxford, left Honia on September 30 for Britain.

Dr. Cain, with Mr. I. Galbraith also from the University of Oxfo spent several months in th Guadalcanal bush, studying bir life. He is a lecturer on the classi fication and evolution of animal and the expedition has been in vestigating the variations whic occur when birds of a known speci are isolated for many years in smal communities on remote islands.

Mr. Galbraith will remain in th Solomons for some months an plans to visit Ugi, Ulawa, and Sa Cristoval Islands in the Easter Solomons.

¶ Dr. C. E. Beeby (Director of Edu cation in New Zealand), with Mr Beeby, went on from Weste Samoa in September to Easte Samoa and, as guests of Educatio Director Dr. Herbert S. Spence and Mrs. Spencer, they examine with interest the education syste in the American Territory.

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UNDESERVED

lamorous Highlands' Reply To Mr. Barrett

From Our Own Correspondent

LAE, October 1.

OMMENTS by Mr. Don Barrett, MLC, at a Rabaul Town Advisory Council meeting ught a smart return-answer at neeting of the Eastern Highlands trict Advisory Council at Goroka September 18.

Mr. Barrett declared that any itor to Port Moresby could see ere the bulk of the money was ng spent in the Territory; that a lesser extent the money was o going to the Morobe district l the "glamorous Highlands"; l that Rabaul and other districts, nich happen to be on the wrong e of the Finisterre Ranges," e suffering somewhat.

t the Eastern Highlands meet- the chairman (District Com- sioner Ian Downs) said he ited to say personally that Mr. rett should restrict his remarks ubjects of which he had actual ctical knowledge.

nterjection: He never has urate knowledge!

Mr. Downs: It would be more acurate to state that more money has been spent on the three or four miles of road which goes up to Namanula from Rabaul than has been spent on the 250-miles of road in the Eastern Highlands. The amount of money spent on buildings in the Rabaul area in any one year probably exceeds by a considerable amount the total of money spent in the Eastern, Western and Southern Highlands over the past 10 years.

Mr. G. Greathead (member, Goroka): Make it 20 years!

Mr. Downs: Yes, 20 years would still be correct.

All members supported the remarks and stressed the need for factual statements by Legislative Council members and the need for a local member.

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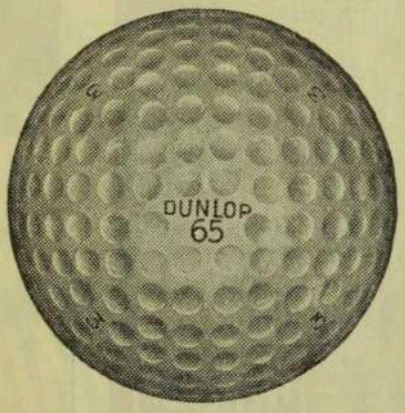

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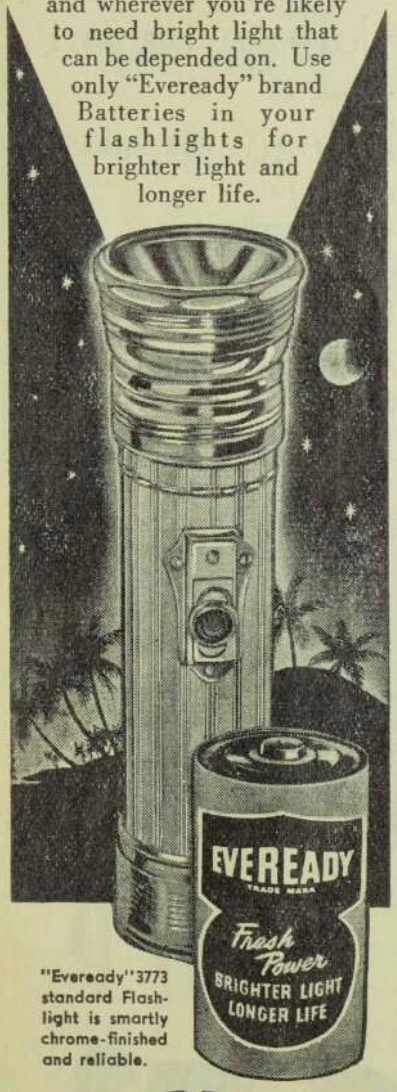

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News of the Small Ships

TIDAL WAVE IN SUVA

Most small craft lying in Suva at the time of the earthquake were damaged to some extent, either by rolling against the wharves or against one another or by snubbing themselves against the vessel immediately ahead or astern.

Kia Kia, ready for sea after an extensive refit, lost her bowsprit and suffered some damage to upper works. She was first away from her berth in the creek.

Yanawai was apparently struck in the stern by another vessel, her after plating being damaged above the water line. She had just come off the slip, having been drydocked for examination of a leak which developed on her previous inter-island voyage.

A tanker at the main wharf, unable to uncouple in time, tore the pipe-lines from the wharf. The pip line to the fuel tanks ashore w elsewhere fractured also by t earthquake.

No major damage, however, w done to shipping, though had t shake occurred at the top of t tide great damage would certain have resulted. The tidal wave w largely expended on the reef b fore entering the harbour.

ANOTHER *KON TIKI*—Frien at Lauthala Bay and Nadi w learn with great interest th Claude Dickson, formerly in t meteorological offices of tho places, is one of three who w shortly drift across the Atlan from Dakar, W. Africa, to the W Indies. Dickson and two Engli marine biologists, Frank Evans a R. H. Sharma, left Plymouth cently in the 18-ton yacht *Petr* for Dakar. There a balsa raft w be built as a platform for fishi and under-sea photography. Ya and raft will drift with the oce currents an estimated distance 2,500 miles, taking probably four six months.

Mr. T. H. Diffre (white suit, centre), Secretary-General and Acting-Governor French Oceania, presenting trophies to the winners of the Honolulu-Tahiti ya race, in August.

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SUVA, FIJI.

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The expedition is financed by a elgian museum and has had the ivice and assistance of Thor eyerdahl, of the *Kon Tiki* expedi-on.

Compared with this tropical drift, e voyage of a French engineer, es Bertranet, at present bound m New York to La Havre on (not) a 15-ft double canoe, seems newhat more rugged, as he will dently take the northern route westerly gales and cold condi-ns. We wish him well.

MAUI POMARE—The NZ Gov-nment vessel *Maui Pomare*, erating to the Cooks, showed a s of £41,256 last financial year, compared with a loss of £34,245 the previous year.

KURIMARAU REPORTED SOLD The BSIP vessel Kurimarau was d to Chinese interests during otember, according to uncon-med waterside reports. Captain cdonald, her master (at present leave in Suva) voyaged as Mate the *Vasu* to Auckland early Sep-mber, returning later by air. A el vessel of 288 GT, *Kurimarau* s built in Hongkong in 1930.

CURRENT CARDS—Same time we reported that the NZ DSIR s supplying drift cards in plastic tainers which float, to shipping ving New Zealand. One card re-cently dropped from the *Carron-park*, between Auckland and Bris-bane, travelled 420 miles, to be picked up 17 days later near the Bowen wharf, N. Queensland. In all, 20,000 cards will be issued. The project (to check ocean currents in the Tasman Sea and east of New Zealand) began last July.

ISLAND RADIO WATCHES—The Radio Engineer, Nukualofa, Tonga, reported in September that watch for vessels with radio telephone is maintained on 4190 kc/s, VSB re-plying on 2095 kc/s. Hours of watch are 1140-1240 GMT and 1740-0940 GMT. By the end of the year, however, there will be a change, VSB listening and replying on 2080 kc/s when new equipment at the new radio station is brought into use. Eventually, continuous watch

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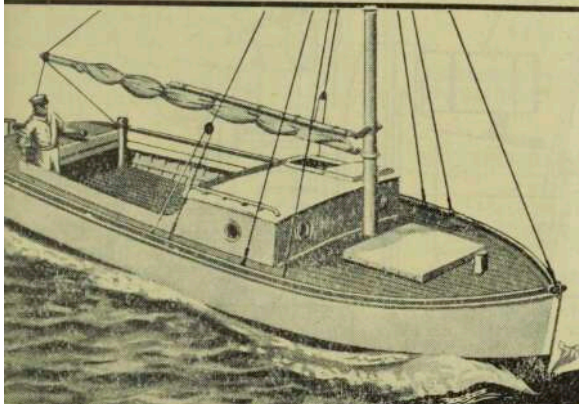

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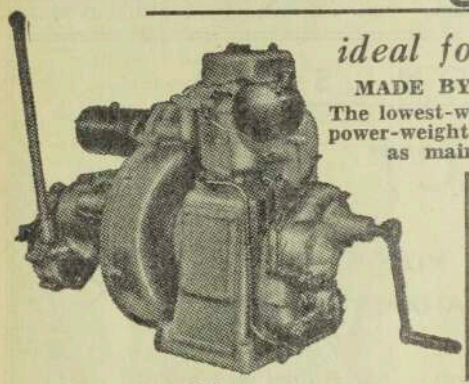

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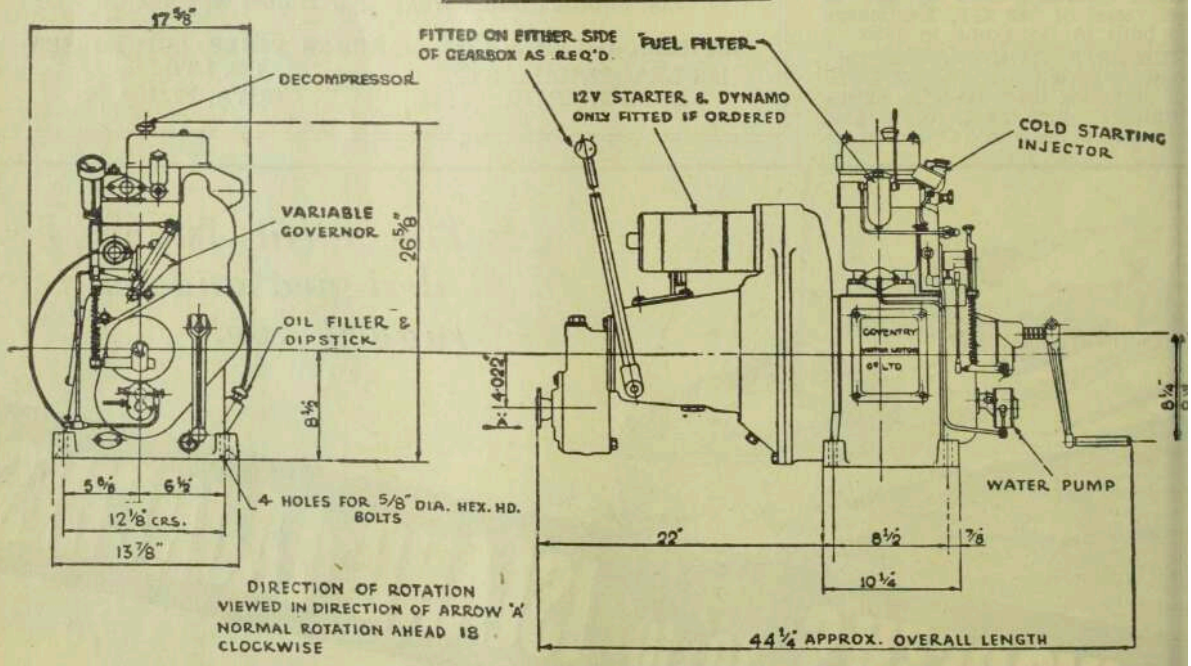

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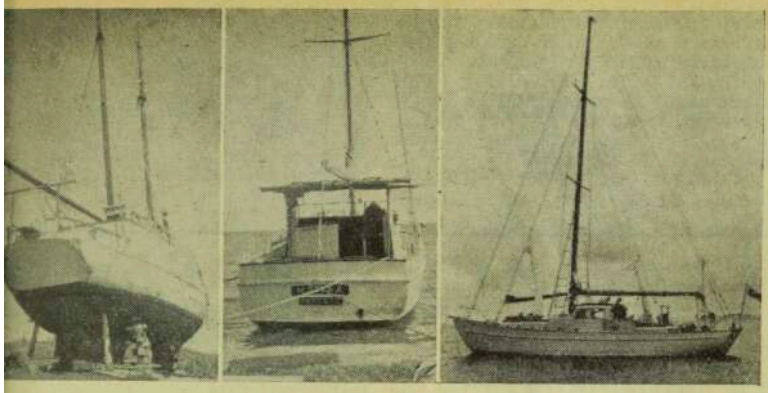

ft to right: Tumuhau, three years on beach at Papeete; Cornelius Crane ntly purchased the Papeete fishing el Maraa for his own use; and Beyond, T. C. Worth's beautiful aluminium-alloy motor cruiser which is now in Australian waters.

also be maintained on the In- national telephone distress fre- ncy of 2182 kc/s, with replies on same channel when required. he Officer in Charge of Pago o Radio reports that watch is ntained there from 1900 GMT ough to 0300 GMT on 2845 kc/s radio phone calls, KUQ-20 re- ng on the same frequency. By t year, in line with Inter- onal requirements, this station also guard 2182 kc/s.

pia reports that there no watch maintained for small craft on e frequencies, except by prior ngement. Replies are at pre- usually made on 5800 kc/s by A when a vessel requests a dule.

arotonga will listen on any uency and currently replies on kc/s, or on 2012 kc/s if de- d. A watch is maintained for l small craft, when they are ea, at 0230 and 2130 GMT, these els using 8300 kc/s.

is believed that by next year t Island stations will maintain inuous watch on 2182 kc/s, thus tly adding to the safety of ll craft trading between the ips and facilitating communi- ons generally.

OTEL *TUMUHAU*—Known as Hotel *Tumuhau*, seemingly due nancial difficulties, the Societe itu's 65 GT auxiliary schooner *uhau* has become a feature of Papeete foreshore, where she hauled up for dry-docking three s ago. Our Tahiti correspon- reports that the vessel has re- e a home for "hoboes, beach- bers and banana tourists," and Monsieur Emile Martin has ed a protest with the marine orities that the derelict is ructing the view from his home. s impossible, however, to shift until a large sum of money is t on the hull—something which Rurutu Island owners are rently unable to do.

TU-AO IN SUVA—*Fetu-Ao*, nth Day Adventist mission vessel stationed in the Gilberts, came south to Suva late August. Built by Halvorsens, of Sydney, this is one of three similar vessels—the others being *Batuna*, based at Rabaul, and *Veilomani*, at Honiara,

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which form part of a fleet of vessels built by the Mission since the war. *Fetu-Ao* measures 65' x 16' x 6' 6" and is a twin-screw vessel powered by a pair of 55 HP LW-5 Gardner diesels. The Rev. G. R. Miller, master and engineer, reported a very bad passage south with head winds and rough weather most of the way.

MANU'A TELE—The Eastern Samoan Government ship arrived in Suva on August 24 for annual refit. Work on hull and shafting, etc., to be carried out by Millers Ltd., and Bish Ltd., was expected to take about a month.

Captain Robert Payes, who is in command of the ship, journeyed to Honolulu by air with his wife and family while the vessel was refitting.

Manu'a Tele—formerly *YMS-431* of the US Navy—was acquired as a war-surplus vessel by the chiefs and people of the Manua Group in May, 1948, at a cost of $12,500. She is now owned by the Eastern Samoa Government.

She was built later than the French naval *YMS Tiare* (of the same type) which was in Suva in July.

Of 288 gross tons, she is licensed to carry 6 cabin passengers and 86 on deck for daylight voyages, or 60 for night voyages, and about 90 tons of bagged copra. She is powered by twin 500 hp GM diesels which drive her at a service speed of about 10.5 knots. According to American Samoa Government figures the vessel costs about $60,000 per year to maintain and operate.

VUNIWAI IN TROUBLE—The Fiji Medical Department's *Vuniwai*, shortly after survey in Suva during August, lost her propellor at sea and had to be towed in.

CAGI-MAI-RA FOR SCRAP-HEAP—*Cagi-Mai-Ra* (ex *Ono-i-Lau*), well-known 39 GT Fiji inte island trader, has completed h useful economic life, lately in W. Carpenter & Co's service, and h been condemned. The 45 auxiliary cutter was built by W. Terry Smith in Suva in 1920. Aft being moored in Suva's Rotten Ro she was damaged in the rece tidal wave.

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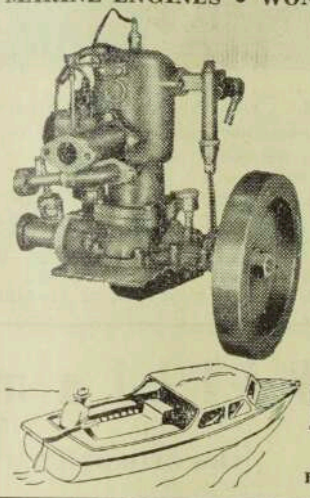

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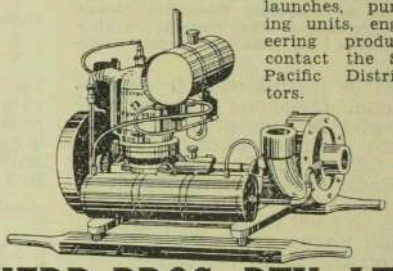

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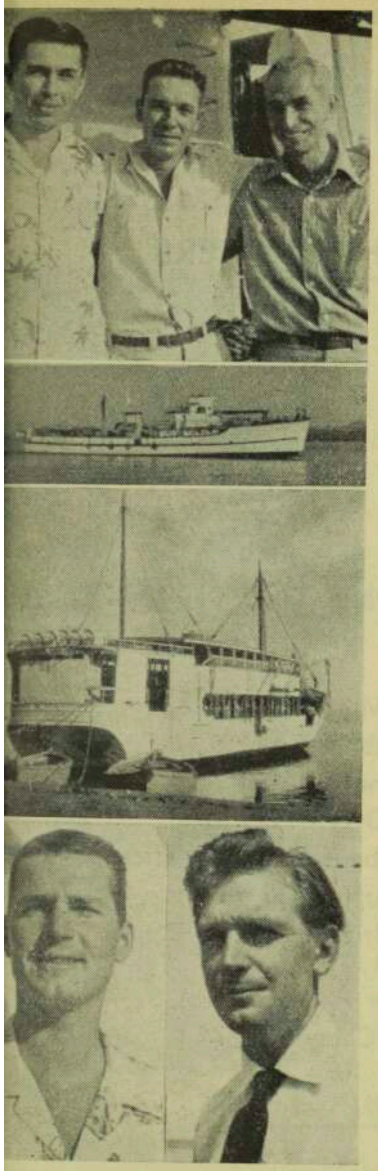

Manua Tele went to Suva from Pago Pago in August — here are her Chief Engineer James Sword, Captain Payes, and relieving engineer William Emmsley, below, Manua Tele herself.

Venecia converted from schooner to motor vessel (mentioned in last month's notes).

Bottom: Kim Fletcher, who joined yacht Arthur Rogers at Nukualofa, and right, Victor Miller, who brought the SDA Mission vessel Fetu-Ao south from the Gilberts to Suva.

A HOLIDAY IN FIJI

THE master of an overseas vessel visited recently in Suva had an expensive stop-over in that port; while he visited a popular hotel on the south coast of Viti Levu in a hired taxi.

The good captain decided, after a little liquid refreshment, that he would like to put the car through its paces, while the Indian driver dined. At some distance from the hotel the car left the road at high speed. It smashed a number of coconut palms, and finished up at the bottom of a steep gully, very extensively damaged.

According to "coconut radio," the gallant captain had to supply the Indian with a new taxi. The wrecked car is being repaired and will eventually be sold to help pay for the holiday in Fiji.

WRECK OF METHODIST MISSION LAUNCH—Six people had a narrow escape when the 40 ft Methodist Mission launch *Muroro*

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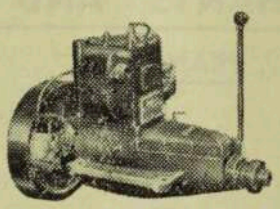

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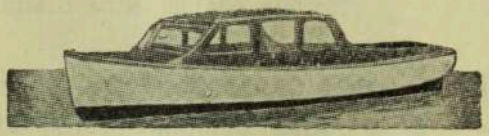

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as wrecked 50 miles north of ockhampton, Qld., at the end of igust. They were Captain P. yrne (who was engaged by the ission to take the boat to Sama-i); Mr. D. J. Bardwell (of the apua District); Mr. and Mrs. R. J. mms (newly appointed mis-onaries to the Papua District); r. F. James (the father of Mrs. ims), Mr. H. Paine (a friend of r. Bardwell).

The launch was on its way from Sydney to Samarai, Papua, and all went well until north of Brisbane. Describing their experiences, Imms said that they then ran into a cyclonic storm, and about 8 pm on August 28 the vessel went on the rocks, in raging surf.

Bardwell got ashore with a line and all succeeded in following him. All they were able to take with them was a sail, two blankets, a tin of biscuits and a packet of cheese.

They waited on a headland for five days and when no rescue party arrived, two of the party walked south until they came to a fisher-men's hut. The rest of the party was then rescued and taken to Teppoon, near Rockhampton.

The Imms will go on to Papua later. The others returned to their

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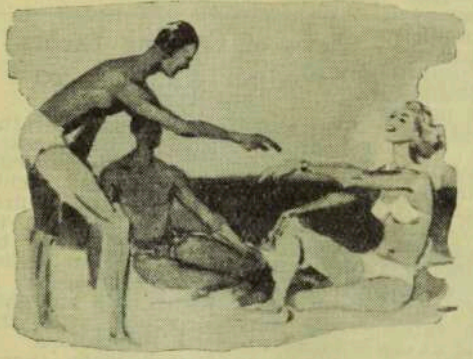

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homes in various Australian States. The Mission boat is a total loss.

ADA RENAMED — Tasman Steamship's *Ada* was renamed *Vasu*, when she returned to Suva from the Gilberts in August. The small tramp ship was outbound from Auckland for Tonga on her second Pacific sortie late September.

TE MATAPULA HOMEWARD-BOUND—With Funafuti painted out, and Tarawa replacing it as port of registry, the GEIC vessel *Te Matapula* cleared Suva, August 29, for Funafuti and Tarawa. The new ship was to return to Suva in October for replacement of propellor, on order from overseas. She will be based on Funafuti.

FACE-LIFT FOR *KIA KIA*—*Kia Kia*, GEIC vessel lately on survey in Suva, has had her profile changed completely. The hollow masts have been replaced by solid masts each 13 ft shorter—60 ft and 52 ft respectively—and she is now gaff-rigged, to maintain the sail area.

NUKULAU ON THE WAY—After lengthy delay in arranging transfer from Italian to British registry, South Pacific Shipping Co's *Nukulau* is finally heading for Suva from Cyprus. She was expected at Bombay in September and calls were then scheduled at Colombo and Singapore, whence a direct run would be made to Suva. It is understood that she is carrying textiles and general cargo from India.

CAPTAIN BOULTON—Captain L. C. Boulton is retiring as master of the well-known *Maui Pomare* at the end of the year after 24 years' service in this NZ Government vessel, and nearly 50 years at sea.

RANUI—Many in the Cooks will be interested to know what happened to the 66 ft GT ketch *Ranui*, which NZ's Islands Department operated in the Cook Is. trade, and which also supplied Campbell Is. and the Kermadecs for a number of years. Advertised in the Islands and elsewhere last June, she was sold to Okahu Fishery Co., of Dunedin and Bluff. NZ, and is now employed by the Maori company in carrying crayfish tails from the West Coast Sounds to Bluff. Price paid was reported to be £NZ7,500.

News of Cruising Yachts

TONGAN WARNING TO YACHTSMEN

The New Zealand agents of the Tongan Government have asked that the widest possible publicity be given to the fact that yachts wishing to call there must first apply to the Prime Minister at Nukualofa for a permit, either by letter or telegram, from an earlier port. Even when permission is granted such yachts and all other vessels must comply with the Rhinoceros Beetle Regulations.

Yachtsmen should make themselves aware of the islands in the Pacific which are so infested, a areas which are not infested i certain regulations which pre vessels from infested areas from maining alongside a wharf at ni All vegetable matter, such as roots, etc., may be destroyed arrival. This may involve los ship stores.

The rhinoceros beetle means n ing to the wandering yachtsm but its introduction to a "cl area may cost thousands of po in damage and in counter-measu By knowing and complying with quarantine regulations yachtsm will experience no difficulties.

Generally speaking, though Va is a port of entry, the Ton authorities at the present

NATIVE LANGUAGES

Translators are require urgently for the followin languages:—

Aneityum.	Manus Islandi
Bentuni.	Marquesas.
Binandere.	Mentawei.
Houialou.	Mwala.
Kusaie.	Niue.
Lifu.	Petats.
	Tonga.

Please reply to: 2 Lang Road, Pad dington, Sydney, N.S.W., Australi

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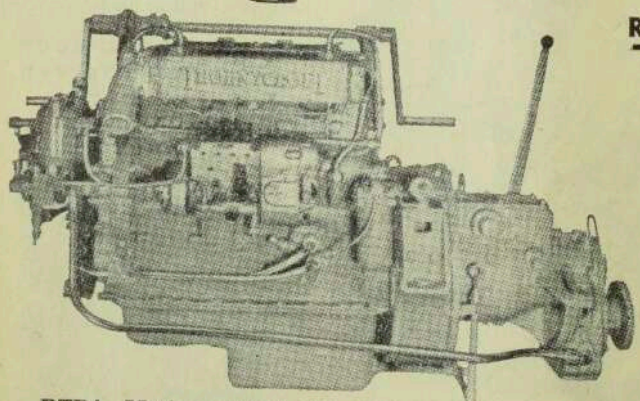
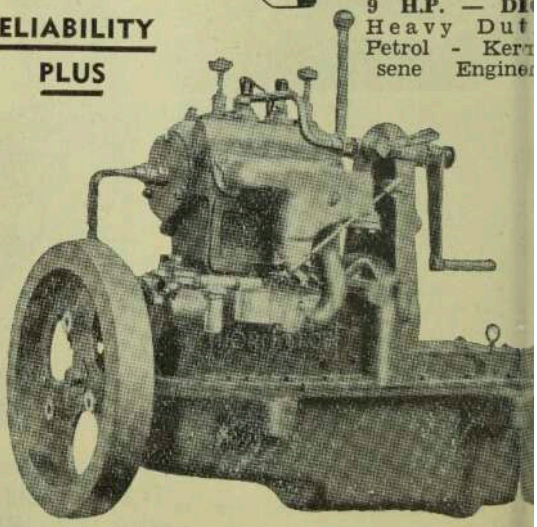


9 H.P. — DI Heavy Duf Petrol - Ker sene Engine



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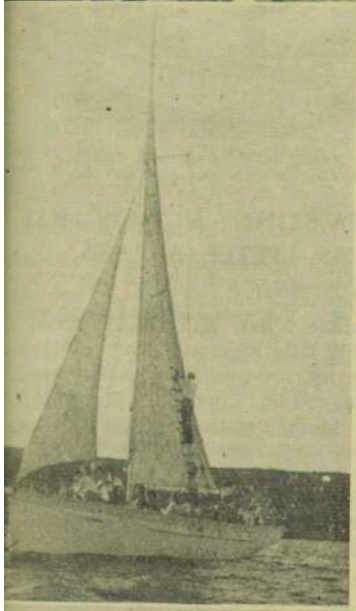

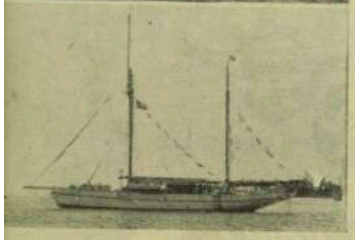

...rds are fashionable aboard yacht ... Water: Left to right, Norman ...t, Henry Gordon, Doug Duane. ...ald Johnston sold his Sydney cutter ...e Sea to a Chinese buyer in the ...ons. ...lad I, A. W. Flitton's big ketch from ... Town, at Apia.

...h prefer that yachts first call ... Nukualofa and other "clean" ...ds before calling at Vavau. ...itsmen should also realise that ... have not the *right* to call at ... island—where they may go is ...ely up to the Tongan Govern-...

...HONOLULU-TAHITI RACE

...e quality of the handicapping ...e Honolulu-Tahiti race was in-...ed by the fact that though *Mistress*, winner on corrected time, left Honolulu two days ahead of the other boats, there was only a difference of 16 minutes in the times when the two leading boats crossed the line at Papeete at the end of the 2,500-mile run.

Silhouette II made fastest time.

Chiriqui put in to Bora Bora for sail repairs but eventually completed the course.

The wives of some of the contestants had flown to Tahiti via Fiji and were waiting on the wharf when the race finished.

The newly constituted Tahiti Yacht Club, under its president, Martial Iorss, welcomed the guests in true Tahitian style, with a feast at Tautira, and various other entertainments. The Acting Governor

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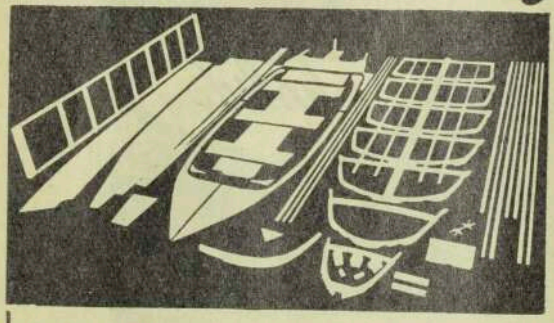
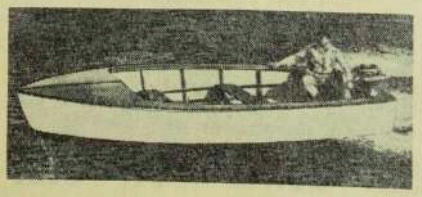
14 ft. PRAM KIT



* Also available assembled and painted £48.
† Also available assembled and painted £186.
‡ Also available assembled and painted £270.

† Sleek, new 14 ft. Sportsman Kit boat is a honey. Speeds up to 40 M.P.H. £93.



‡ This new 16 ft. KIT CRAFT boat is a man-sized runabout—loves rough open water. Ideal for fishing and trolling. £135.

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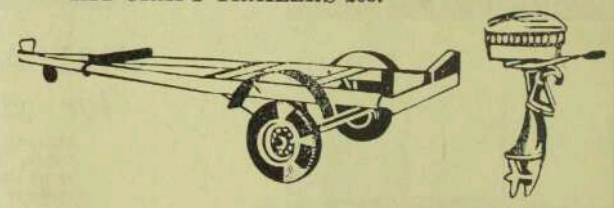

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French Oceania presented pearl-
ll trophies to the participants,
a Tahitian model racing-canoe
the winning skipper, Walter
nson, of *Mistress*. M. Iorss,
aking at the presentation, re-
ed the last race in 1925, from
Francisco to Tahiti, when four
hts—*Mariner, Shawnee, Idalia,*
Eloise—took part.
he celebrations over, *Chiriqui*
arted on September 5 for Man-
eva, Pitcairn, Easter Island and
ie; and *Mistress* sailed about
same time for Honolulu, via
rea and Bora Bora.
nly three vessels took part in
year's race which was sailed
er easy conditions throughout.
iqui seems to have been un-
unate in first being becalmed
ight of Honolulu for about 36
rs, and then suffering damage
acing sails in a squall later.
is hoped that the event will
me a regular follow-on to the
nial Trans-Pacific Race, which
established first in 1906.

**The 40-ft. US ketch KONA, with
r Bob Hootz and two companions,
expected to clear Honolulu during
mber for Tahiti and other E. Pacific
ds.**

**DWEN WEN, 110-ft. staysail schooner
oronado, Cal., with owner Pratt and
anions, was also reported preparing
uise Polynesia in August.**

**LADY STIRLING, of Whangarei, NZ,
went to Fiji on loan to the Catholic
on last year, is reported sold to a New Zealand buyer. She is at present in northern NZ waters.**

● ARTHUR ROGERS, now at Nukualofa and awaiting the return of Queen Salote from the Coronation, took on a new crew member in September when American Kim Fletcher arrived from Honolulu after crewing the big Trans-Pacific race winner GOODWILL. Skipper Hepworth plans to head for Auckland in mid-October.

● WANDERER III cleared Suva September 1 for a northern NZ port, where Eric Hiscok and wife plan to linger until summer.

● BOUNTY, Ken Furley's unfortunate wish-bone ketch, re-rigged as a cutter and with a new solid mast stepped 12 hours before the tidal wave hit Suva in September, was again dismasted when she fouled another vessel. In falling it demolished the dinghy. With the crews of WHITE SQUALL and TAURANGI assisting, the new mast, again spliced but 10 feet shorter, was ready for stepping on September 22. Soon thereafter BOUNTY expected to head for Noumea and Brisbane.

● TAURANGI, of Auckland, and TROPIC SEAS, of USA, both planned to clear Suva September 22, the former for Auckland and the latter for Noumea.

● WHITE SQUALL, which had a narrow escape in Suva during the tidal wave, expected to clear for Noumea early October. Owner Norgrove was uncertain whether next port would be Brisbane or Auckland.

● PURPLE SEA, of Sydney, was sold to Chinese buyers in the Solomons by owner Ronald Johnson in August. Johnson flew from Honiara to Rabaul and Australia in search of another vessel. In an interesting letter he tells of the terrific currents in Solomons waters and of the dangers involved to a yacht with no motor. Anyone seeking a man to deliver a vessel to the Islands will find Johnson at Box 5214, Sydney.

● SKYLINE, Auckland 8-tonner, arrived Papeete, August 27, from Rarotonga. Owner Len Goodsall and his two companions will clear next for Honolulu via French Oceania.

● WAKAYA completed her 1953 cruise, arriving safely home at Auckland from Suva. George Jarratt, crew member, a

NEW ISLAND TRADING VESSEL FOR SALE

Built by Capricorn Charters, launching is scheduled October at Gladstone, Queensland: 45 ft. x 14 ft. x 4 ft. 6 in. Dorman 56 H.P. diesel, 2 to 1 reduction and reverse. Auxiliary sails. Sheathed hardwood hull, copper fastened, 2 in. beech decks. Capacity 15 tons copra and accommodation for 2. Complete ready for sea to Navigation Department requirements, £6,300. We recommend as excellent value.

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Monel* shafts are renowned for their rugged strength, stiffness and freedom from whip. These characteristics are very important since a good, stiff shaft reduces vibration, transmits more power to propeller and thereby increases speed and efficiency. Of still greater importance is the fact that Monel retains these properties indefinitely, because Monel cannot rust and is not corroded by fresh or salt water. That is why a Monel shaft, stronger than others when new, is still in perfect condition after years of continuous service.

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ARMORFIL combines all the advantages of a resin emulsion paint, as well as an oil paint. Whilst its solvent agent is mineral turps, its preparation is such that its ease of application is equal to any ordinary water paint, yet its finished surface has a durability **unsurpassed by any other liquid coating.**

ARMORFIL is available in a variety of beautiful pastel tones, with a flat velvet-smooth finish, which always remains tough, strong and semi-plastic. Owing to the outstanding qualities of **ARMORFIL** it can be applied to new fibro-cement or cement-rendered surfaces. It is impervious to alkalies. No sealer is required. First coat completely seals. A hard scrubable surface, sprayed or brushed on.

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essional seaman, promptly joined nan Steamship Co's. VASU (ex ADA) chief officer and headed north for ga late September.

CARIAD I, A. W. Flitton's big 81-ft. h from Cape Town, dropped in at September 17, and from there was rted Suva-bound on her second mnavigation. She was through the ific in 1949.

WANDERER II has about-turned last report. Sold to a Vancouver r, she headed south from Honolulu Papeete, late July, with former owner Howell, of Sydney, as crew. In the uitan group she received a hammer- which discouraged her dry-land r, who put back to Honolulu and ed home by air—leaving Howell to er the yacht to him at Vancouver e there are more sheltered waters.

BEYOND arrived in Auckland from early September. Owner T. C. h and wife will soon clear for ey but Mr. and Mrs. Taylor will in in New Zealand.

BLUE WATER cleared Niue Sep- er 9 for Nukualofa and probably land.

GHOST, Ken Brown's Auckland arrived in Apia on September 8, ays out of Honolulu. She again ed for Vavau and probably Suva on mber 14.

When SUNDANCE arrived safely at lulu from Auckland via Island ports September, Alan Draffin, crew ber, returned home to Whangarei, y air. American owners are Clayton o and his wife.

TERN II, Lieut. B. C. Pester's 39-ft. ar-old yawl, finally cleared England uckland via Panama August 30.

Sydney - Noumea Race Placings: cted times placed IRENE, first; E CLOUD, second; and KURREWA, Fastest time of 7 days 17 hours ns. 39 seconds was made by WHITE D. IRENE'S corrected time was s 7 hours 7 mins. 13 secs. but her l elapsed time was 7 days 10 hours ins.

MARINER, 34-ft. Seattle yawl owned lim Robinson and George Karl, d the home port for the South c on June 1, destination Australia.

NOVIA is likely to remain in Tahiti s for some time, as American owner Gregg, former US Air Force officer, ported to have obtained a position Air Tahiti.

TEMPTRESS, owned by RNZAF Kells, based at Lauthala Bay, Suva, ail for Auckland October 18. Crew the passage—Flt. Sgt. Tiller and try of Works foreman Chris. lin.

solated Copra Shippers Want Protection

RABAUL, Sep. 30.

ERE has been dissatisfaction among copra growers, who ship from outports, about their returns. The ship's master a Bill of Lading, saying he received so many bags of a in grade from a certain plan- n; but the Copra Board offi- often refuse this figure, and itute their own details, and is no appeal. It is held that could—and in fact has—opened loor to injustice and fraud, and ter system is being demanded.

¶ Sister Rewa Williamson, of Hamilton, NZ, has joined the staff of the Methodist Mission's Helena Goldie Hospital, at Roviana, New Georgia, BSI. The Rev. A. W. E. Silvester, of Auckland, who was a missionary at Vella Lavella, BSI, for many years, including the Jap occupation period, assisted at her dedication.

¶ Mr. and Mrs. Pat Costello, of Suva, will spend some weeks in Australia in October-November on their way back from Europe. They will have, as their guest in Australia, Lieut-Colonel Ratu Edward Cakobau, who has been in command of the Fiji Battalion in Malaya for some time and now is returning to Fiji.

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PHOENIX SHIPYARDS — NEWCASTLE, N.S.W.

25 ton Gross Aux. Ketch

55 h.p. Diesel

Speed 8¼ knots.

Capacity: 760 cu. ft. in Hold.

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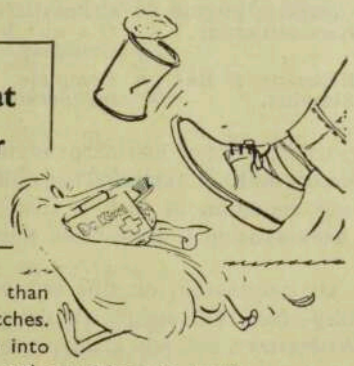

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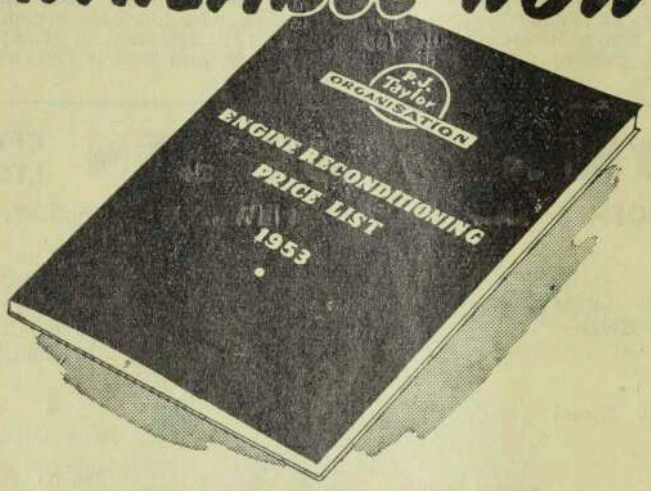

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PERFECTION THROUGH SPECIALISATION

Fiji's Growing Populati Problem

(Continued from Page 27)

was prepared to sacrifice the F and their homeland to politica pediency and the requiremem commerce.

Sir Winston Churchill's ment was made long ago, India was a dependency of Britain. That state of affai longer exists, and I doubt, wh in light of recent developmen would repeat his eulogiums to Probably, he was and is unawa the solemn promises of The of Cession—otherwise he woul allow the Fijians to be squ out by the Indians.

Apropos of the squeezing-out cess, I draw attention to a ment made by Governor Murc Fletcher, 20 years ago, in the I lative Council to the effect tha Europeans should get their chi out of Fiji, as there was no f for them here. The result has a steady exodus of the pi families, and at the present they are selling their properties leaving the land of their pi fathers. Gresham's law is ope in our racial field.

I was in Legislative Council the Indian Member made his ment. But events during and the war tend to disprove wha no doubt his sincere desi achieve racial collaboration. ever, things are moving fast.. uneasy calm prevails, but it sages a storm which could disaster and desolation to Fij its peoples.

I MAY, at this point, state facts reflecting on the co of the Indians during the 30 years, to show the depth an cerity of their loyalty to the C and Fiji:

In the early twenties, afte Indian strike, the Indian le set out to destroy the economi of the Colony by advising thr dian workers to return to I Some 30,000 applied for rep tion; ships were chartered; about 3,000 departed, and the were preparing to go.

When the first lot arrived i dia, they were stripped of possessions by the harpies battened on them. Frantic c passed between the Governm of India and Fiji seeking the turn. Unfortunately, the Fiji ernment agreed and they retu a disappointed and disillus crowd with hardly a rag to fly Many others, who were aw passages, quickly cancelled when they saw the poverty-str state of the returnees. This done, not for love of Fiji, b save their own skins.

The behaviour of the India World War II is too well know require emphasis. Disloyalty rampant, and the Indians s to use our time of trial for

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n ends. Their lack of loyalty ntrasts markedly with the loyal vice given by the Fijians in both od and treasure. Yet, from the idence available, we are taking e asp to our bosom and throwing e loyal Fijians to the wolves. The only conclusions that a rea- ing man can draw from these ts are (a) that the promises de in the name of Her Majesty Queen 80 years ago are not now ng honoured by the Imperial vernment; (b) that this lack of cern for Fijian interests, is not e to any love of the Indian as h—the underlying reason is a did desire for commercial gain. The gaunt spectre of a displaced ple, fighting in the future with ir displacers, at starvation level, living space, appears to have no rors for those who control the tiny of Fiji. The policy now be- followed, if carried to its logical clusion, will bring dishonour to Queen and disaster to both the ans and Indians.

claim that a policy of inaction uld no longer be tolerated, and t the following steps should be en:—

hut down on all permanent im- ration.

epatriate all Indians between ages of 16 and 45 years at the e of 12,000 per annum; repat- es to be chosen by ballot. Under plan, all Indians over 45 years live and die in Fiji.

ompensate the Indians for their dings, and pay their passages expenses to India or Borneo or ish Guiana, where there is le room for an increasing popu- on.

hould these proposals be pted, the promises in The Deed Cession would be honoured, and homeland of the Fijians will be ored to the Fijians to support future generations of the in- creasing Fijian race. Should the present policy of inaction continue, the future of Fiji must be distracted by internecine strife and the good work of the past will come to naught.

I am, etc.,

A. A. RAGG, ISO, MICE.

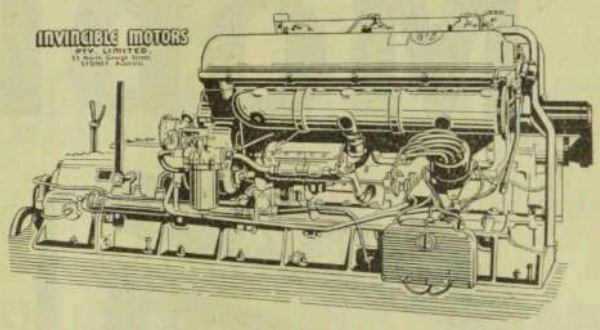
(See "How Much Longer Will Britain Ignore Her Problem in Fiji?" on another page.)

The lease of the old Kokopo Hotel site, near Rabaul, has expired and District Commissioner McCarthy has recommended that the Expropriation Board be approached with a view to taking over the lease, thus making more land available at Kokopo.

AIR SURVEYS IN E. NEW GUINEA AND CENTRAL FIJI

A HUDSON aircraft owned by Adastra Airways, of Sydney, has commenced a 5,000 square miles photographic air-survey of Eastern New Guinea. Captain Frank Minjoy has a crew of three —navigator, mechanic and photographer. The survey team expects to be here for a month, carrying out the work for the Department of Interior, which wants the photographs for mapping purposes.

Adastra Airways have been carrying out a similar survey for the Government of Fiji, but has been handicapped and delayed by much cloud over the central mountains of the two main islands.



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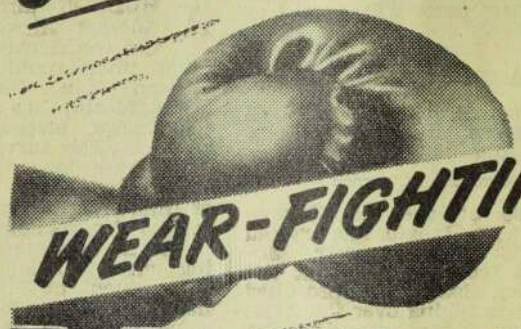

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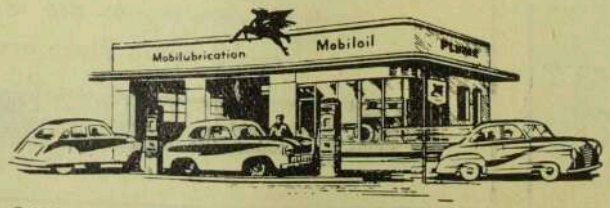

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DEATHS OF ISLANDS PEOPLE

MRS. ELLA BECKETT

he death was reported recently n Lae, New Guinea, of Mrs. Ella kett.

Irs. Beckett was a very well wn Territorian, having spent r 30 years in NG. She was ident of the Lae Sub-Branch he RSL Ladies Auxiliary and a minent member of the Lae Golf b.

Irs. Beckett is missed by her ny friends in Wau, where she ded for many years before the with her husband, Mr. Charles kett, of OTC.

MR. L. DIETRICH

r. Lance Dietrich, 71, died at uka on September 29 after a f illness. He went to Fiji from tralia in the early 'twenties to his brother-in-law, the late C. de Mouncey, on Wakaya nd. From 1930 to 1938 he was Assistant Agricultural Officer; manager of the Hotel Metro- in Suva for a brief period be- joining the Department in In 1948 he became a Copra ector for the Board and was oned at Levuka. He is survived is wife and one daughter, Mrs. I. Hedstrom, of Suva.

MRS. I. E. BOOTH

ssed to her rest is another eer Australian woman of New iea, in the person of Mrs. ella Ella Booth, who died on ember 24, at Singleton, NSW. ring in New Britain in the 1900's, she lived on the Metho- Mission plantation at Ulu, in Duke of Yorks, where her hus- was manager. In 1912, the hs moved to Numanuma, in ainville, and her husband ed up much of this very fine e. During War I, she and her children returned to Austra- One of her sons, Bruce, is a r in the Engineers, and was BCOF in Japan. She was GT.

MR. J. T. KENNY

pular Joe Kenny, of Nama- , New Ireland, has gone to his earned rest. John Thomas y passed away on September le was associated with Namat- from the first Australian Occu- n in 1914, and for many years District Officer there. Then equired land in that area, and tore was a popular rendezvous he local residents. He returned stralia during War II and had living at Killara. Many an mer will drink a silent toast nour of Joe.—GT.

MR. C. R. W. DOYLE

C. R. W. Doyle, well known kopo, New Guinea, died at his on Tokua Plantation, on Sep- er 10. The funeral took place abaul the following day and he graveside the Ex-Service- men's ritual was read by Mr. F. Wilson, Kokopo President of the RSL.

Mr. Doyle, who was 53, leaves a wife and two young sons who are at school in Sydney.

Mr. Doyle went to New Guinea as a plantation manager in 1934. He was on Bougainville when the Japanese invaded the Territory. He enlisted and served in P-NG.

After the war he took over the management of Tokua Plantation near Kokopo.

MR. SEETO ON

A well-known Chinese merchant, Mr. Seeto On, trading as Leo Sam,

The Pacific Islands Society

(Founded 1937).

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

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

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died suddenly in hospital on September 14. Mr. Seeto On arrived in Rabaul in early boyhood, and began his business career as a photographer.

MADAME ROSINA COULON

Madame Rosina Coulon, third wife of M. Pierrot Coulon, of the Tahiti Health Department, died in Papeete recently following the birth of a daughter. M. Coulon's second wife died only three years ago as the result of an accident.

MRS. ESMA REAY

Mrs. Esme Olivia Dor Reay, wife of Mr. C. Stuart Reay, Director of Labour in Fiji, died suddenly in Suva on September 20, aged 57 years. Mrs. Reay is survived by her husband, three daughters, and two sisters, Mrs. Kingsmill, of Sydney, and Miss Joan Livingston, of Suva. She was born at Navua, Fiji.

MR. DUROCHER FRANCIS

The death has occurred under unexpected circumstances of Mr. Durocher Francis, of Papeete.

A veteran of the Second World War, Mr. Francis left Papeete on July 31 aboard the liner *Tahitien* on a visit to France. Six days later he died aboard the vessel from a heart attack. His body was embalmed and taken to France for burial.

Mr. Francis leaves a widow and a wide circle of friends in Tahiti and New Caledonia, where he and his wife spent their honeymoon two years ago.

MR. EMMANUEL ROUGIER

Mr. Emmanuel Rougier, nephew of the late Father Rougier, one-time owner of the coconut plantation on Christmas Island, died in France on August 21.

It will be recalled that Mr. Rougier was in Suva several years ago negotiating with the Western Pacific High Commissioner for retention of the lease of Chris Island, which, though British, leased to the Rougier famil Tahiti and staffed from there

It was announced, however that time, that the lease had terminated and that the is might be used to settle emigr from the overcrowded Gi Islands.

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62 FT. x 18 FT. x 5 FT. CARGO KETCH.—Carry around 60 tons dwt., dies auxiliary and winch. £4,500.

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50 FT. AUX. YAWL.—40 H.P., modern diesel, sheathed, strongly constructe ready immediate delivery. £4,500.

38 FT. x 12 FT. 6 IN. WORKBOAT.—42 H.P. marine diesel. £1,800.

33 FT. x 11 FT. LAUNCH.—21 H.P. Lister, about two years old. £1,650.

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To Island owners who may have vessels for sale . . . We would be pleas to have particulars, as we have enquiries for commercial vessels of all type

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APTAIN FRANK A JOHNSON

aptain Frank A Johnson, of the tson liner *Lurline*, which main- is the passenger service between Francisco and Hawaii, died denly at his home in California August 17.

e served in many Matson- anic vessels and was well known g their South Pacific routes. He 62. He leaves a wife and a ried daughter.

COMMANDANT BRAULT

ommandant Brault, Legion nneur, Croix de Guerre, died apeete August 31. He first came ahiti in 1937 and was for two ds master of the Makatea sphate Co.'s vessel *Oiseau des* He served at sea with distinc- in World War I—making 256 d trips between France and land with a troop transport, ng which time he engaged Ger- submarines on four occasions.

ADI TORIKA DRODRO

i Torika Drodro, wife of 2nd t. Julian Toganivalu, who is ng in Malaya, died in Suva on st 31. She was a teacher at Matavelo Girls' School and is daughter of Ratu Savenaca, er Assistant Native Lands missioner,. and Adi Miriama icama. She was a great-great- d-daughter of Ratu Namo- lua, paramount chief of Viwa, was one of the earliest converts hristianity.

MR. C. W. TUCKER

. Charles William Tucker died va recently, aged 53. He re- from the Fiji Police in 1949, 33 years' service, and had re- y been employed as Com- ty Officer at Vatukoula gold s. He is survived by his wife two daughters.

MR. W. LYONS

W. Lyons, chief engineer on *Malaita*, became very ill in the ons recently, and was flown dney; but he died on October was aged 65, and, having been e Burns Philp service for a time, he was very well known ghout the Southwest Pacific.

i Civil Service Salaries

Governor of Fiji announced t the September Legislative Council meeting that he had cted Mr. Justice Carew to ively investigate the salaries vil Servants in Fiji.

Excellency noted that Mr. e Carew enjoys, to a remark- legree, the confidence both of ublic and of the Service. The Service Association had made entations and there was ng evidence that in many the salaries attached to im- nt posts are insufficient to t or retain officers of the calibre.

This amazing NEW WATER-PROOFING LIQUID

REMAINS EFFECTIVE FOR YEARS

- completely invisible when dry
- can be painted over

Overseas tests have proved this colourless new water repellant retains its effectiveness for up to five years. It has been specially developed for the treatment of porous interior or exterior surfaces, of all types of brick, stone, mortar, cement, concrete, tiles, etc. Effectively waterproofs canvas. It can also be applied over cement based and water paints. Treated surfaces can subsequently be painted, if desired. Available **at all island stores.**

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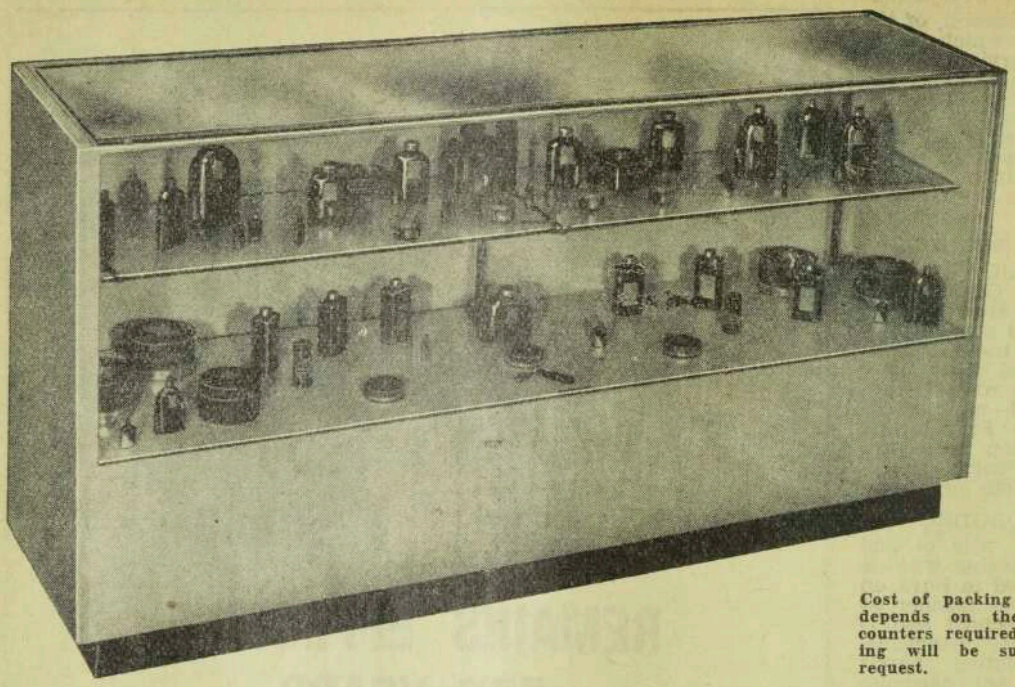

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counters required. A quotation for
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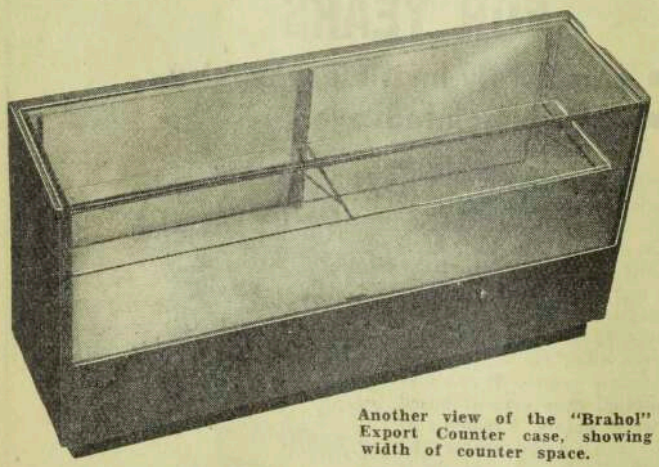

Another view of the "Brahol" Export Counter case, showing width of counter space.

This Modern Displa Counter will Help to Sell More Good in *Your* Store!

(and it's specially built for Expor

As smart as those in leading Australian stores, and built by a firm that has making fine store and office fittings for a third of a century.

Moreover, it is specially built for expor that it can be readily securely packed, assembled by anyone, from simple d tions, in an hour, with no tools other a screwdriver. Retailers all over the w have learned the selling value of mo display equipment, and this "silent s man" will soon pay for itself in incre sales.

BRIEF SPECIFICATIONS:

To help you get an accurate picture of the "Brahol" Special Export Glass Counter Case, here are the main specifications: Overall size is 4 ft., 6 ft., or 8 ft. long x 1 ft. 9 in. deep x 3 ft. 3 in. high. Made from first-class, well seasoned Queensland Maple or Silver Ash, hand French polished, wax finished, natural maple colour. Glass parts are ¼ inch British plate glass.

The inside is lacquered ivory colour, and the recessed base is lacquered burgundy.

There is a pair of solid core sliding doors, and one glass shelf, 14 inches wide, on adjustable nickel-plated brackets.

Storage space below is 11 inches high.

The plate glass front is 22 inches high.

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nsitive Indians Walk Out 'City of Suva'

From Our Own Correspondent

SUVA, Sept. 29.

HE Suva Town Council's activities have been compli- cated by the walk-out of five he six Indian members, after a exchange with the Mayor D. M. N. McFarlane). They Councillors C. M. Gopalan, G. Sharma, M. S. Tikaram, C. P. si, Jnr., and P. K. Bhindi.

ey walked out after a disagree- t concerning one of 27 cases hich Indian owners of property summoned before the Town ncil to show reason why their ises should not be demolished r the Public Health Ordinance.

ter a passage-at-arms over the h case (the first seven had through) the Mayor's motion ting the recommendation for olition was lost, and the Mayor ibed the action of those who opposed the motion as foolish.

e Mayor refused to withdraw remark, and the five walked leaving Councillor Ramlakhan e only Indian. In statements e press, and to a meeting of al hundred Indians, the five ed that the Mayor had in- d them and the Indian com- ty.

ncillor Ramlakhan told the ng that the Mayor had not ted the Indians, and added in his opinion the five were vised to walk out. They d, he said, have "stayed in the il and fought for their s."

the end the meeting carried olution urging the five to re- to the Town Council and a motion of no-confidence in Mayor. If the no-confidence n were defeated, and if the r "failed to tender his gy," they "should make repre- tions to the Governor or take action against the Mayor, a view to securing redress of grievances."

-Indian comment at Suva the view that the thing is orm in a teacup"; and there parently widespread support e Mayor. The latter said that illors were not elected to d any individual ratepayers, o safeguard the interests of tepayers.

incident came 24 hours after Governor had announced his tion to declare Suva a city.

High Commissioner for the rn Pacific (Mr. Stanley) will lly open a meeting of the ory Council of the British ion Islands Protectorate in ra on October 16.

Bank of NSW for Bulolo

THE Bank of New South Wales will open a branch at Bulolo, New Guinea, and an agency at Wau where before the war it had a full branch. The manager will be Mr. S. E. Pointon, previously manager at Lae.

This will be the fourth branch of the Bank opened in P-NG since the end of the war. The other three are at Port Moresby, Lae and Rabaul.

¶ Sir Alport Barker (owner of the *Fiji Times*) and Lady Barker, arrived in Sydney, on a brief holiday, in early October. They plan to spend some time in Auckland before returning to Fiji.

NEW BISHOP OF MELANESIA WAS A MASTER MARINER

The New Zealand Bench of Bishops has appointed the Rev. Alfred Thomas Hill, MBE, Anglican Bishop of Melanesia in succession to Bishop S. G. Caulton who retires next March.

The Bishop elect is at present stationed at Pawa Mission in the Solomons, where he is very well known. He was ordained in 1938, prior to which he was a Master Mariner in command of a passenger liner.

He was stationed for a short time at Rotorua, NZ, before being appointed Headmaster, Senior Boys' School, Pawa.

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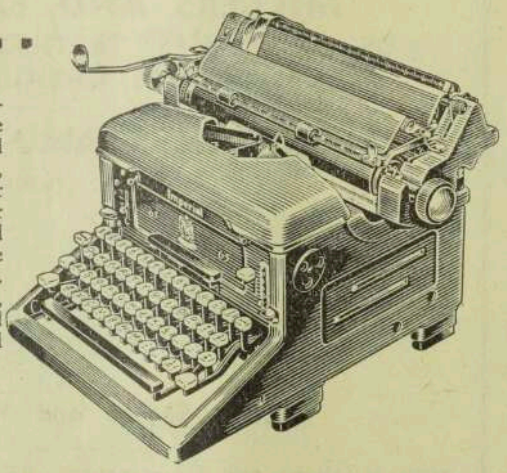

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Victoria Parade — SUVA
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STC SHOWS VERY HEALTHY ACCOUNTS IN PAPUA

ACCOUNTS of Steamships Tr ing Co., Ltd., of Papua, for year ended July 31 last, m a bright picture, reflecting the w endowed position of the Austra Territories. The year's net pr was £114,890.

Shareholders during the have had a bonus issue of one four; and now the Preferer (50,000) receive 10 per cent., the ordinaries (612,523) get Just under £18,000 has been ad to General Reserve, and £138 has been carried forward in I The General Reserve is £500,, Depreciation Reserve £100 (making shareholders' funds nearly £1½ millions), and a S Retirement Fund of £25,000 parently also is employed in business. None of the funds liquid (the company shows a b overdraft of some £50,000), among the assets are "investm at valuation, £180,509" and "p tations at valuation, £172,97 suggesting that every availabl is at work.

This company (which has completed and occupied a fine building in Port Moresby) grown very much in activities financial strength since that pressing day in February, when, under the bombs of the vancing Japs, general evacuatio the Territory was ordered.

SOUTH PACIFIC COMMISSION SESSION THIS MONTH

THE "Budget Session" of South Pacific Commissio being held at the Headquar of the Commission (Anse V Noumea, New Caledonia) month. This is an important m ing, when the activities and p of the Commission are adjuste the financial resources made a able by the six member Gov ments.

The Governor of Fiji (Sir Ro Garvey) will make his first app ance at the Commission, as s United Kingdom representa Pressure of business prevented attendance at other sessions s he took office a year ago.

Nominations for the enla Public Service Association Co of Papua and New Guinea cl throughout the Territory on tember 30. The new Council comprise five executive mem plus 24 other members, two each of 12 Government Dep ments.

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Slipshod Methods Prejudice Australian Market Against P-NG Peanuts

CERTAIN amount of confusion has existed recently in the Territory of Papua and New nea over the export of peanuts Australia.

had been stated in the Terri- that the Commonwealth had osed a ban on P-NG peanuts; although this was subsequently d to be incorrect, it is a fact the export of peanuts from G is not just a matter of put- the bagged nuts on a ship at nearest port and consigning to an agent in Australia.

rstly, all importers of peanuts ustralia must be registered with Commonwealth Department of lth under plant quarantine re- tions as an "approved im- er."

well-known firm of Islands ts in Sydney has given us the wing procedure which is taken hem when they wish to import nsignment of peanuts from the itory:

The grower in P-NG advises the im- that so many bags of peanuts are able for export.

The importer, on a printed form, "application for permit to import for purposes other than sowing" sends this application to the Com- ealth Health Dept. in Canberra.

The importer then waits for per- n to import—anything up to three

Approval given, the importer in- the grower or his agent in P-NG he peanuts are despatched.

On arrival in Sydney or other l city the peanuts are examined by iant quarantine authorities and then to an "approved" storage and r.

The agent now sets about selling If the prospective purchaser to see the nuts, he is supposed to samples at the Quarantine Dept. purchaser may now decide to buy gs; but, as green nuts keep much than roasted nuts, he may require ve only five bags at a time roasted. rest are kept in the "approved e." In the meantime, however, the ter must keep track of every bag in consignment he has imported and week send in a "roasting return" e Department.

When the nuts are roasted and go rd to the purchaser they are taken the bags in which they came from and put into new bags. It is then esponsibility of the importer to the original bags from the oved storage and roaster" and take to be destroyed or heat-treated supervision.

importer's responsibilities are then end. The effect of all the Regu- having been, of course, that n the time the nuts are landed stralia and when they are roasted, so rendered harmless as far as aitting diseases is concerned, they pt in strict control.

regulations are, of course, de- signed to prevent the intro- duction of plant diseases into Australia—and so far as that object is concerned, meet the approval of all. But in execution they seem unnecessarily time-consuming and cumbersome.

Once the importer has been "approved" there seems to be no good reason why he cannot import peanuts as and when he likes. What is the object of making every seperate consignment, however large or small, a matter for a separate permit obtained from Canberra after the usual delays?

The obvious reason is that Australia will not import more than requirements to prevent depression in the local peanut industry; but as shown later in this article, the local industry is in no danger from over-production at present.

The import regulations, of course, do not apply only to peanuts from P-NG. They apply equally to pea-

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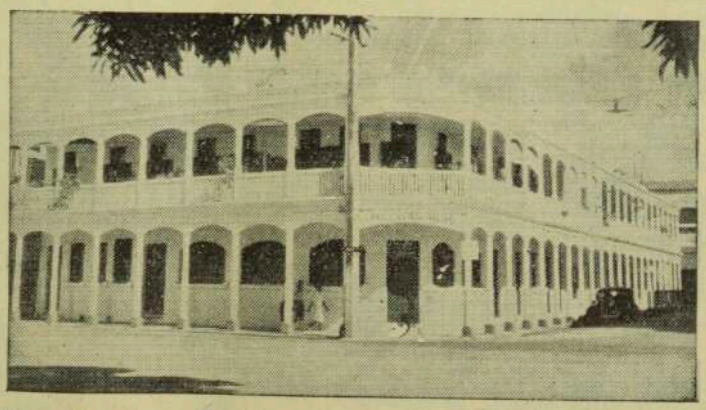

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VINCE COSTELLO, Proprietor.

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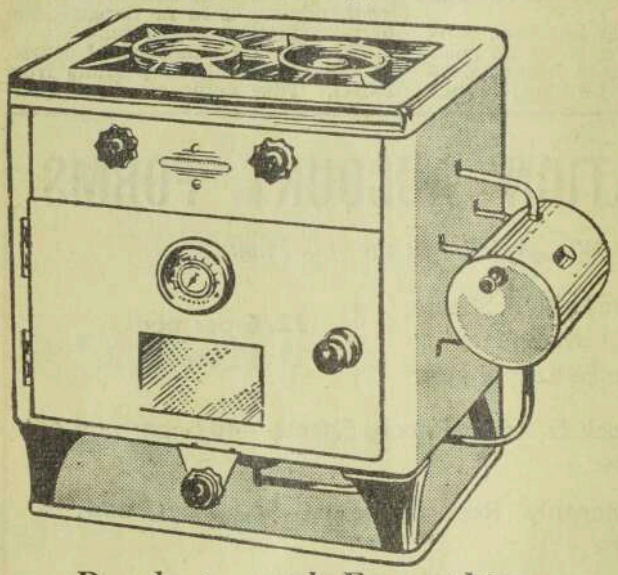
Reaches cooking heat in 5 minutes!



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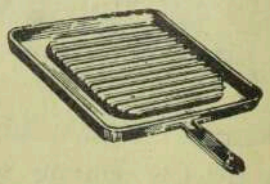
- Big enough to cook for four adults.
- Three adjustable self-cleaning burners.
- Armour plate glass window in oven door.
- Silent • Smokeless • Odourless.
- Even temperature, heat sealing door, and heat indicator ensure perfect baking.
- Spare parts always available.

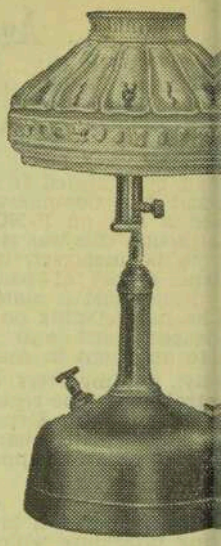
Overall Measurements: 15½" wide, 12" deep, 16¾" high.

FREE with each unit: **Aluminium Grilling Plate. See illustration and description below.**

QUIRK'S Pressure Cooker
Cut your cooking time and fuel costs with a pressure cooker—equipped with separate food compartments.

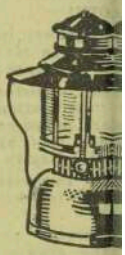


QUIRK'S Griller & Hotplate
Channelled to retain the nourishing juices of tender steaks. Reverse side is a hamburger or pikelet plate.



QUIRK'S "VICTORY" READY-LITE LAMPS

More light than a 200-watt electric bulb—runs for 8 hours on a pint of benzine. Can be used as hanging or table lamp. Also available without large shade.



QUIRK'S "VICTORY" READY-LITE LANTERN

Clear, brilliant light for 8 hours on a pint of benzine. Fitted with self-cleaning device. Lights from a match. Candle power can be regulated.

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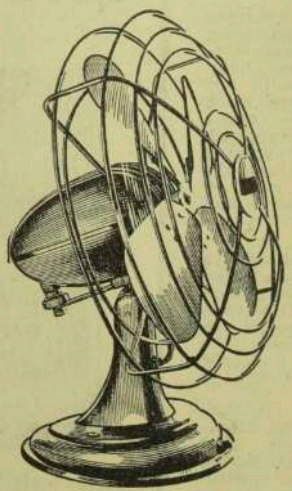
and Summer Con



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imported from Indonesia, ia or anywhere else.

STRALIA'S REQUIREMENTS

JSTRALIA at present requires anything up to 30,000 tons of peanuts per annum. Produc- within the Commonwealth unts to about 10,000 tons per um.

ie Queensland Peanut Board, h is responsible for peanuts n at Kingaroy, in that State, is rded as the peanut authority ustralia. It is the QPB which ses the Commonwealth of the nated domestic production of uts for any season and esti- s what the requirements from ad will have to be in order to fy industry, the consumption uts in the shell being a very l percentage of the peanuts are used in the manufacture dible oils, margarine, etc.

these figures given by the the Commonwealth issues im- licences. Toward the end of year, peanuts were imported r licence from Indonesia; but recently Indonesia has banned xport of peanuts, holding that are required for home con- ption.

the same way, licences to im- peanuts from China (whether or Nationalist is not known) been granted, and some of —of excellent quality—have dy reached Australia, where brought from 2/- to 2/3 per d. In trade circles, however, doubted whether China will up large shipments of peanuts, great proportion of her crop is red at home.

e to high prices there has considerable interest in grow- peanuts in parts of Australia than Kingaroy. In the last years, peanut growing has at- ed attention on the North t of NSW and growers have formed their own Association. was this Association which re- y asked the QPB to join s with them in order to have verseas imports of peanuts re- ed. This the QPB refused to tating that although it was first duty to protect their ers, their second duty was to that secondary industry was supplied and this would not ssible if imports were restricted esent.

nuts grown in Fiji, said to be xcellent quality, clean and d, have been offered to Syd- importers, but they were not to take advantage of these of- because of import restrictions having had no peanut ex- to Australia in the base year 51.

s seems an extraordinary state fairs, in view of Fiji's already se trade-balance with Aus- , and Australia's willingness ke peanuts from China. It bly could do with a little in- ation at Government level.

NEW GUINEA'S PEANUT PROSPECTS

THERE has been an extraordinary interest in peanut growing for the Australian market during the last year in Papua-New Guinea. But, like a number of other NG products, NG peanuts have a very bad name in Australia, due mostly to their small size and dirty appearance.

A well-known importer states that anything up to 10 per cent. of a bag of NG peanuts can consist of dirt, old stems and fibres. Some peanuts received in Sydney are broken or almost black in colour, due to unremoved dirt; in comparison with Kingaroy peanuts they are unattractive and consequently receive a lower price.

This difference in appearance is partly due to the fact that the Kingaroy soil is red, and shows up less on the peanut shell; while NG nuts are grown in black volcanic soil that clings to the shells. But agents say that a great deal more could be done in the Territory by sound methods of cultivation and attention to harvesting, cleaning and bagging.

The figures quoted previously in-

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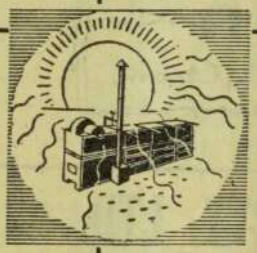

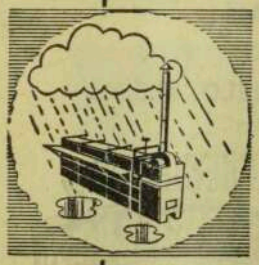

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New Guinea:
Burns Philp (New Guinea) Ltd. Rabaul, Lae, Madang and Kavieng.
Fiji, Samoa, Tonga:
Morris Hedstrom, Ltd. Suva, Fiji.
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K. H. Dalrymple Hay Pty. Ltd. Honiara.

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dicate that the Australian m
is wide open—if the NG gr
can deliver the goods. Too
in the past, when some agen
pointed out defects in a NG
duct, the NG growers answe
been: "Then send it to So-a
(another agent)—I've had no
plaints from them."

If a worthwhile peanut in
is to be developed in the Ter
the time to lay firm foundati
now, when the demand is sti
satisfied. Peanut-growing in
tralia is sure to expand—
plantings are now being ma
the Northern Territory as w
in Queensland and NSW—an
time left for creating satisfie
tomers for NG peanuts is n
limited.

It is certain that, with m
methods, as good peanuts c
produced in P-NG as in Aust
it is also certain that presen
methods are prejudicing the m
against P-NG products.

In P-NG the peanut crop
confined to any set season
Kingaroy and NSW where
harvest is usually from Ap
July. It was found last year
whereas in the off-Kingaroy
son, inferior NG nuts were bri
up to 1/10½ per pound, later,
Kingaroy nuts were pl
agents were lucky to get 1/
NG nuts. In early October
were bringing about 1/6 and i
next few months, as Kin
stocks dwindle, it is expected
the price will rise again.

The demand for all vegetab
is increasing; the demand fo
peanuts could increase with i
all depends on the NG pro
From the point of view o
small holder it is an excellent
maturing in about three m
from planting.

A considerable quantity of
nuts come from the Gazelle
insula, near Rabaul, where the
grown by natives. Sydney a
say that these are the best o
NG nuts—the natives take the
to clean them.

FOOTNOTE: One disadva
NG growers suffer which Qu
land and NSW growers do n
in the matter of freight. F
on peanuts from Rabaul to S
is about £15 per ton—far in
of ordinary rates. This is d
the lightness of peanuts in
parison with their bulk—but it
not help what should be a pr
ing industry.

Mr. K. H. Danks, of the
tralian Department of Nationa
velopment, is at present ca
out a survey of existing indu
in the main South Pacific
tories on behalf of the
Pacific Commission. He has v
New Caledonia, Fiji, Western
Eastern Samoa recently. Fro
information gained the SPC
pects to be able to advise on
lishment of new industries in
various territories.

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0 YEARS OLD

ew Caledonia Celebrates With Lavish Hospitality And Colourful Pageants

From a Special Correspondent

NOUMEA, Sept. 30.

E Government of New Caledonia during the past fortnight celebrated the Cen- y of the establishment of this rtant French Colony by enter- ng its official guests with great itality, and by organising a s of colourful pageants and ing events which will be long mbered. The weather was vourable, and disorganised al programmes.

e official guests included Sir Latham, from Australia; the rnor of Fiji, Sir Ronald ey, with Lady Garvey; the Commissioner for the Western ic, Mr. R. C. S. Stanley, with Stanley; and representatives ew Zealand and other nations interests in the South Pacific. ere were comparatively few ited visitors from overseas. New Caledonian authorities little attempt to attract ts on this occasion, and no l transportation was provided. Caledonia is not an easy place t to.

French Minister for Overseas ories, Monsieur Jacquinot, ble to stay for only three days, h he had many cogent things and said them very well in time.

big military parade and the official functions were at- l also by VIP's from France included New Caledonian or Henri Lafleur and Deputy ce Lenormand).

events which mostly engaged nterest and enthusiasm of ocal population included a Jamboree, the yacht race he cycle race.

Jamboree, in the Dumbea , came to an end with a fire ceremony at which the outs and girl guides enter- a very much larger audience had made the 10-miles trip Noumea.

arrival of the yachts on the ng of Sunday, September 20, special occasion. *Irene*, first ndicap, and *White Cloud* n up here as "the bachelor were first across the line. welcome surpassed all ex- ons. The waiting crowd ed the full length of the The crews were showered ival with confetti and kisses "Miss Caledonia, 1953," and aids of Honour.

saw the finish (at the ome, Anse Vata) of the , and very popular, around- and cycle race—600 miles on poor roads. This was won by Victorian cyclist Don Williams, with the Frenchman, Lucas, second. Williams' mate, Graeme French, the only other Australian in the race, got sunstroke half-way and dropped out.

AT the regatta or "grande fete nautique," the most pic- turesque race was for outboard canoes. It was won by a crew from the Belep Island of Art.

Colourful in a different way was the splendid native dancing and singing provided one afternoon in the grounds of the College de la Perouse by native teams from the Loyalty group, from Mare, from New Caledonia, and from Wallis Island.

The celebrations reached a climax with the Fete des Provinces de France, on September 29. The different provinces were represented by dancers in costume, and decorated cars, in a manner re- calling the Fete des Fleurs, at Nice.

Another notable event was the Agricultural Show at Bourail, half way up the west coast, and a fore- most agricultural centre. The accent nowadays is very much on agricultural production, the im- portance of which is realised, if the population is to grow to any extent. Noumea exhibitions of work by schoolchildren, both white and brown, showed the progress that has been made in education during

(Continued on Page 155)

GLANDS MADE YOUNG
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If you feel old before your time or suffer from nerves, brain and physical weakness, you will find new happiness and health in an American medical dis- covery which restores youthful vim and vigour quicker than gland operation. It is a simple home treatment in tablet form, discovered by an American doc- tor. Absolutely harmless and easy to take, but the newest and most powerful invigorator known to science. It acts directly on your glands, nerves and vital organs, builds new, pure blood, and works so fast that you can see and feel new body power and vigour in 24 to 48 hours. Because of its natural action on glands and nerves, your power and memory often improve amazingly.

And this amazing new gland and vigour restorer, called Vi- Stim, has been tested and proved by thousands in America, and is now available at all chemists here. Get Vi-Stim from your chemist to-day. Put it to the test. See the big improvement in 24 hours. Take the full bottle under the guaran- tee that it must make you full of vim, vigour and energy, and feel 10 to 20 years younger, or money back.

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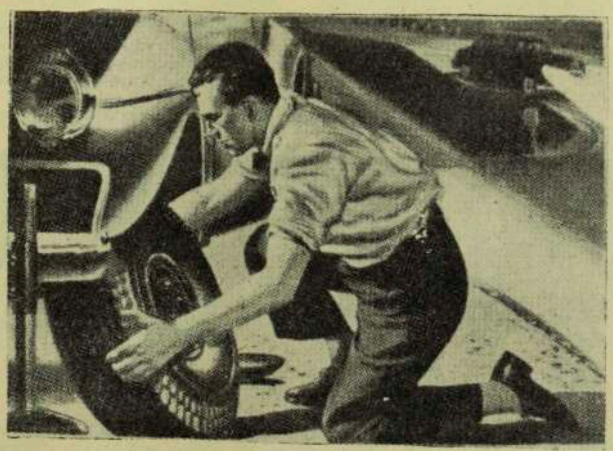

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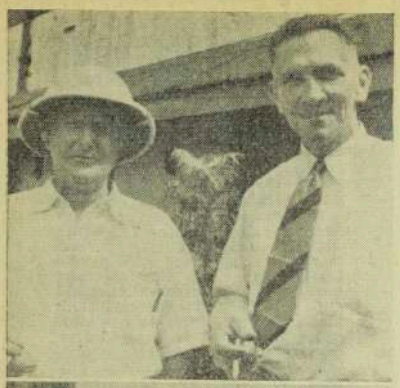


ISLANDS TRAVELLERS, Left.

Kings of the Cannibal Isles: Mr. Ron Ricketts, only European plantation owner on Koro Island and Mr. Charles Bentley, owner of Wakaya Island, made one of their rare visits to "town" recently, staying at Suva's popular Garrick Hotel.

Mr. and Mrs. G. E. Wingfield, well-known in the Cook Islands, went to Tonga in September. Mr. Wingfield has been appointed dental officer there.

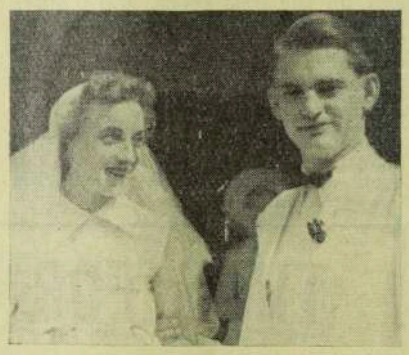
Captain W. A. Gray, well-known USS Co. master mariner, who, with Mrs. Gray, made a holiday trip to the Islands by Matua recently. Captain Gray retired some time ago.

ISLANDS TRAVELLERS, Right.

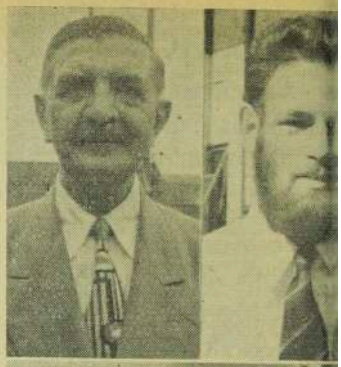
Mr. Max Haleck, well-known Pago Pago business man, returned after a business visit to New York, and (right) Mr. G. V. McFarlane, of New Zealand, on leave from Canton Island.

Captain and Mrs. Robert Payes of Pago Pago with sons Francis and Bill went to Honolulu on leave recently. Captain Payes is master of the well-known Manua Tele.

Two well-known Suva business men, Mr. Claud Israel, managing director of C. Sullivan (Pac. Islands), Ltd., Suva, and Mr. Malcolm M. Brodie, manager of Pacific Biscuit Co., and Union Soaps Pty., Ltd., Suva, made a business circuit of Tonga, Niue, Samoa in September.



Miss Tamara Randmae, sister of Dr. G. Randmae, Rabaul, was married in P. Moresby on September 12 to Mr. Dick Peper, of the Works Department.



Photograph taken at a recent wedding in Port Moresby. Left to right—Mr. W. Murray (best man); Miss Lola Coleman (the bride); Mr. John Stanfield (the bridegroom); Mrs. J. Wilson (matron of honour).

—Papuan Prints photo.

NZ Provides Police Chi for W. Samoa

MR. A. D. BUCHANAN, lately Plymouth, NZ, arrived at Apia in September on secondment fro New Zealand Police Force as intendent of Police, W. Samoa.

Inspector J. B. Corston, whom Buchanan succeeds, departed by on September 19. He was given pressive send-off, being rowed Tofua in the Police longboat and aboard by Samoan police officers.

Mr. Buchanan has served in mann of New Zealand and was a mem the Police Escort which accompann Duke and Duchess of York on the Zealand tour in 1927. He is m with one child.

Sergeant D. H. Classens, at om Police Superintendent at Niue, anen stationed in NZ, has also joined Samoan Police.

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t years. There is now an rable agricultural college at Laguerre.

is evident that the French, undred years after taking ssion, are giving the natives creasing share in the economic f the place. In spite of inevit- growing pains, and increased tenness among natives given liberty than hitherto, there igns that the *indigene* is to e more consideration than in ast.

Centenary celebrations laid derable stress on the word n," presenting New Caledonia sort of Province of France eas, very French in way of nd sentiment.

cially underlined is the ple that to-day all races, and colours must work to- in harmony for the general It is an excellent creed; but problem of housing the esian population, who leave tribes and seek work in ea, is one difficult to solve, in of growing goodwill.

ISIT at this time enables one o get in perspective this, the ost distant Colony of France, owing country, important ologically, whose relations ustralia and New Zealand are more cordial than they were bad old days. We in Aus- and on other Pacific islands, te of the war, know far too of our neighbour; and it is consolation that the people nce probably know even less. aps the New Caledonian ion, which it is proposed to n Paris in December, from can conveniently be sent from the various exhibitions umea and Bourail, will help orm Frenchmen of the ex- n that is now evident in com- n with what it was only a ars ago.

e is a new air about the money is being released for liture on buildings and on oment and social schemes riculture by the French and Governments, and the result nsforming and modernising a. There are many things on that spell progress, and ferent sections of the popu- seem to be getting on to- better than hitherto.

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CONUT PLANTATION, acres, on freshwater navi- e river. Six town allot- ts port of entry. All ehold for 99 years and all in Western Papua.
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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.

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NO MATTER where you have tried for that English book you want, I can find it if anyone can. Booklet of testimonials free on request. To save time on both sides, I need a deposit before I commence. This deposit must **NOT** be posted to U.K., but paid into my account at the Bank of New South Wales, either at King's Cross Branch, Sydney, N.S.W., or at Lambton Quay, Wellington, N.Z., as you prefer. Be sure to airmail me counterfoil and write name and address on the back. Full refund if no success.—**Philip R. Boulton,** Westbury, Wilts, England.

POSITION WANTED

ACCOUNTANT, 38, single, non-drinker, highly experienced every phase accountancy, many years administrative experience, highest credentials, requires Islands position. Will pay own fare. Airmail replies: **C. Orr,** Lansbury Parade, Ashgrove, Brisbane, Queensland.

FOR SALE

LIFEBOAT, 27 ft. in excellent cond., complete: oars, sail, tanks, £300. **CARGO VESSEL,** ideal copra carrier, 48 ft. x 13 ft. x 5 ft., cargo cap. about 12 tons copra, accom. 2 fwd., 2 deck cabin, twin Lister diesels, 2 to 1, Ronaldson Tippett aux., exc. cond., age 6 yrs., £3,500. Contact: **William E. Reed,** 145a George St., Sydney. Cables: "Wilreed, Sydney". Telephone: BU 1968.

ACCOMMODATION

DR. AND MRS. H. L. ZIELE, New Zealanders, wish to announce they have opened their home, centrally situated in peaceful surroundings at Double Bay, for Pacific Islands and Interstate guests, for bed and breakfast. Laundry facilities; adjacent to excellent restaurants at Double Bay; 10 minutes from City. Under the personal supervision of **Mrs. Ziele,** 37 Manning Rd., Double Bay, Sydney. Phone: FM 2761.

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.

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.

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.

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Now is visiting the following Papua-New Guinea centres:

	Appointments	Consultations	Dates
WAU	Ireland & Doe	Wau Hotel	Oct. 22-26
LAE	Hotel Cecil	Hotel Cecil	Oct. 26-30
MADANG	Hotel Madang	Hotel Madang	Oct. 30-Nov. 2
WEWAK	c/- Mrs. E. O. Scannell		Nov. 2-5
KAVIENG	Hotel Kavieng	Hotel Kavieng	Nov. 5-9
RABAUL	Cosmopolitan Hotel	Cosmopolitan Hotel	Nov. 9-19

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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 October 2 was £Stg.275 (£A343/15/- approx.) c.i.f., ton, Cont. ports.

N.G.—£295-£300 approx. per ton, in store, Sydney.

Samoa.—Sydney agents in October quoted Samoan cocoa at £Stg.240 (£A300 approx.) f.o.b. per ton, first grade. (Samoan currency equals Stg.)

COFFEE.—P-NG, 5/6 per lb. Price is expected to drop owing to overseas competition now that coffee is no longer a restricted import into Australia.

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 Oct. 2 was 30¼d Aust. lb. **Singapore** rate October 2 No. 1 grade RSS (sellers) spot 64⅞c lb. c.i.f. (approx. 27½d Aust. lb.).

VANILLA BEANS.—Sydney nominal quotations (by Victor Karp, Tulk & Co.): **Tahiti:** White Label 38/6, Yellow, 38/6 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.

PEARL SHELL.—Prices fixed between Torres Strait producers and Otto Gerdau Co. (USA) for 1953-1954: AA/A/B grades, 85c lb. (£A850 approx. per long ton); C, 80c lb. (£A800); D, 55c lb. (£A550); E, 40c lb. (£A400); EE, 30c lb. (£A300)—all c.i.f., New York. No change from last season. **Manihiki** blacklip.—American market firm at 35-37 cents U.S. per lb., f.o.b., Rarotonga; producers currently receive 1/9 lb. Aust. (approx. £A11 ton). **Tuamotu** blacklip.—£A500 (New York; divers receive 47 Pac. per kilo. (£A336 per long ton) onc

TROCHUS SHELL.—Market qu Sydney at present. **NG.** £220 ex-wharf, less rejects. **Fiji,** £165 f.o.b., Suva.

GREEN SNAIL SHELL.—Little in Sydney lately. **NG.,** £210 per wharf, less rejects. **NH.,** £205 f.o.b. **BSI,** No. 1 grade £170-£1 2 £80 per ton, both ex-wharf.

PEANUTS.—P-NG, 1/6 per lb. expected to firm shortly, after crop Kingaroy (Qld.) and North Coast are sold.

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LONDON, Augu

Copra, c.i.f., Continental Ports,
New Hebrides .. .. N
Tahiti .. .. N
FM Straits, Sept.-Oct. . .. Stg. £
(£A96 a
Ceylon, FMS .. .. N
Philippines, bulk, Sept.-Oct. .. U
(£A89/13/- a
Coconut Oil, c.i.f., ton:—
FM Straits 3½% drums .. .. £
(£A146/5/- a
Ceylon, bulk . . . . . £Stg.
(£A144 a
Cocoa, per 50 kilos, c.i.f. Continental Ports:—
Accra, Nov-Jan. .. .. £St
(£267/10/- approx. per lo

ISLANDS MINING SH

	Aug., 1939,	Sept. 1	
FIJI			
Emperor .	b9/11	b17/3	b
Loloma . .	s25/6	b27/-	b
PAPUA-NEW GUINEA			
Bulolo G.D. .	b124/-	b54/-	b
Mandated All.	b3/8	b6d	s
N.G.G. Ltd. .	b1/10	b2/3	b
Oil Search . .	s3/11	b5/2	b
Oriomo Oil . .	b5/-	b2/3	b
Papuan Apin.	b4/11	b1/3	b
Placer Dev. .	b68/6	b350/-	s
Sandy Creek ..	b1/5	s3d	b

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SAMOA.— Through BANK OC Australia on Samoa, basis £100 B. £A123/12/6; S. £A124/10/9. **London,** basis £100 Londo £100/7/6; S. £101/10/-. **Sam** basis £100 NZ: B. £100; S. £1 **Samoa-Fiji,** basis £100 Samoa: B. S. £110.

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