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APRIL, 1954 Vol. XXIV. No. 9.

PACIFIC ISLANDS Monthly

20 APR 1954

LITTLE BOY, BIG DRUM:—
While the members of the Native Police Band from Papua and New Guinea were in Sydney in March, they visited The Spastic Centre at Mosman and entertained the children. Photo. shows how a member of the band encouraged young Robert Kenny to beat the big drum.

—Photo by Dalrea.

Published 1930.

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"By QANTAS is the ONLY way to enjoy Tropical Travel"

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ISLANDS AIR SERVICES

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Over 50 points in the S.W. Pacific Area are linked with Australia by fast, regular QANTAS services shown below.

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SUVA SERVICE

Sydney • Brisbane • Noumea • Suva • Noumea • Sydney.

NEW HEBRIDES SERVICE

Sydney • Brisbane • Noumea • Vila • Espiritu Santo • Vila • Noumea • Sydney.

TROBRIAND SERVICE

Port Moresby • Samarai • Esa'ala • Rabaul • Samarai • Port Moresby.

BOUGAINVILLE SERVICE

Rabaul • Buka • Kieta • Buin • Kieta • Buka • Rabaul.

PAPUA WEST SERVICE

Port Moresby • Yule Island • Kerema • Wana • Kikori • Lake Kutubu • Daru • Kikori • Wana • Kerema • Yule Island • Port Moresby.

SOLOMONS SERVICE

Lae • Finschhafen • Rabaul • Buka • Vella Lavella • Yandina • Honiara • Yandina • Vella Lavella • Buka • Rabaul • Finschhafen • Lae.

BISMARCK WEST SERVICE

Lae • Madang • Wewak • Manus Island • Kavieng • Rabaul • Madang • Lae.

BISMARCK EAST SERVICE

Lae • Finschhafen • Rabaul • Kavieng • Manus Island • Kavieng • Rabaul • Lae.

"GOLDFIELD'S" SERVICE

Lae • Bulolo • Wau • Lae.

N.G. HIGHLANDS SERVICE

Lae • Nadzab • Kaiapit • Arona • Kainantu • Bena Bena • Goroka • Nondugl • Banz • Minj • Mt. Hagen • Ogelbeng • Baiyer River • Wabamunda • Wabag and return.

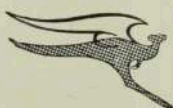
NEW BRITAIN SERVICE

Rabaul • Jacquinot Bay • Moewe Harbour • Talasea • Rabaul (alternatively fortnightly) • Rabaul • Talasea • Moewe Harbour • Jacquinot Bay • Rabaul.

HOLLANDIA SERVICE

Lae • Madang • Wewak • Hollandia and return.

QANTAS

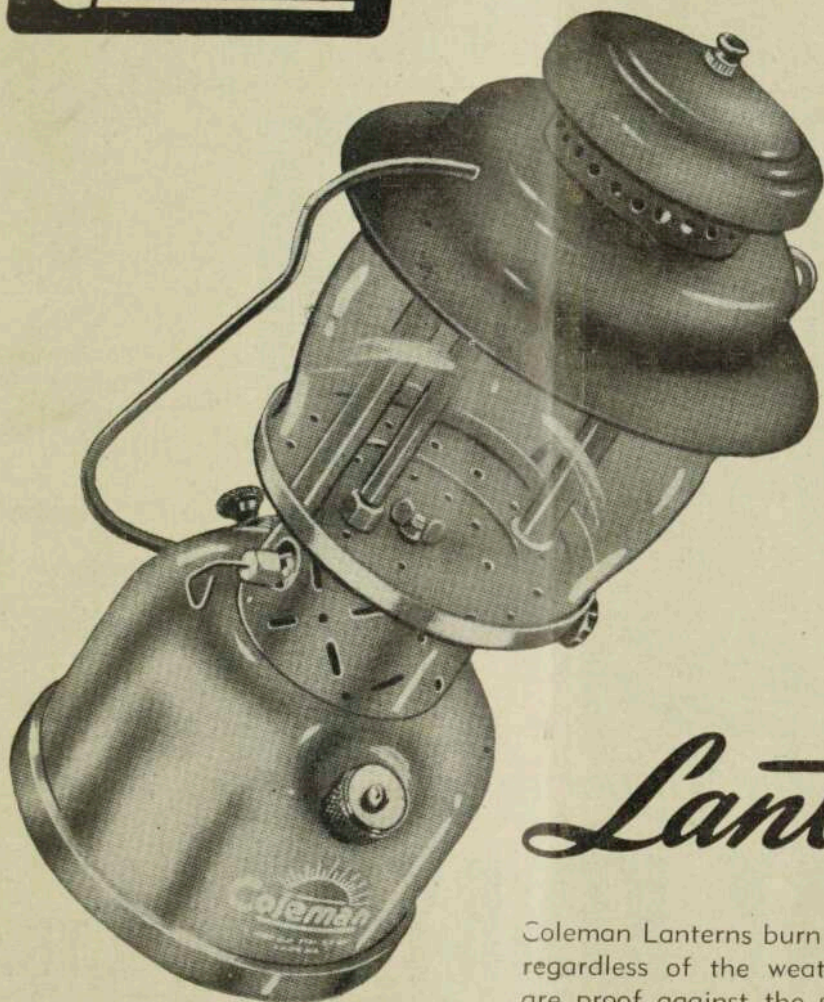


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P16

Coleman



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Coleman Lanterns burn steadily and safely regardless of the weather. Their globes are proof against the shocks of cold rain and they floodlight a 100 foot area with light so bright a newspaper can be read 50 feet away.

Available for petrol or kerosene in capacities of 200, 300 and 500 C.P.

Coleman Lanterns are safe, because it is impossible to fill them while burning and they cannot spill if overturned.

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215 CLARENCE ST., SYDNEY.

Cables: "MARNIKAY," Sydney

Papua-New Guinea Branch: LAE, N.G. (Manager: Ralph Albrecht).

SHIPPING TIME-TABLES

There now are comparatively few shipping lines running on regular time-tables to 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 early May.

MV Malekula sails from Sydney for Samarai, Rabaul, Manus, Wewak, Madang, Lae, Samarai and return to Sydney. Next sailing early May.

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

MV's Soochow and Shansi, 3,000 tons each, leave every six weeks approximately (making a three-weekly service): Sydney - Brisbane - Pt. Moresby - Madang - Rabaul - Pt. Moresby-Sydney. Next sailing Shansi, April 17. Next sailing Soochow, late April. Sinkiang leaves from Melbourne approximately every 7 weeks, and sails via Sydney and Queensland ports to N.G. Next sailing Melbourne, about May 24.

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

N. Zealand-Fiji-Samoa-Tonga

Motor vessels Tofua and Matua, from New Zealand, serve Suva (Fiji), Nukunono and Vavau (Tonga), Niue Is., Pago Pago (American Samoa), Apia (Western Samoa). Tofua leaves Auckland for any 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's next voyages are scheduled to leave Auckland April 12 and May 10.

Matua will leave Auckland on her next voyage May 1.

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. After annual survey, left Auckland in early April for Cook Group.

Full details on application to NZ Government Department of Island Territories in Wellington, or to any office of the Union SS Co. of NZ, Ltd., which Company acts as Agent for this vessel at some ports.

PACIFIC ISLANDS TRANSPORT LINE

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

— M.V. "THORSISLE" —

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

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NEW HEBRIDES

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APIA—Morris Hedstrom Ltd.

SUVA—Morris Hedstrom Ltd.

NOUMEA—Etablissements Ballande

PORT VILA—Comptoirs Francais des Nouvelles Hebrides

New Guinea Australia Line

Regular Three Weekly Service to PORT MORESBY, SAMARAI, LAE, MADANG, KAVIENG, AND RABAU, VIA BRISBANE

“SOOCHOW”

“SHANSI”

And from MELBOURNE, approximately every seven weeks, to PAPUA-NEW GUINEA, via SYDNEY AND QUEENSLAND PORTS

“SINKIANG”

Agents for PAPUA:

STEAMSHIPS TRADING CO. LTD.

Agents for NEW GUINEA:

COLYER WATSON (NEW GUINEA) LTD.

General Agents:

G. S. YUILL & CO. PTY. LTD.

6 BRIDGE ST., SYDNEY

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Cable Address: “YUILL”

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Edinburgh Assurance Company Ltd.

ISLAND AGENTS: SUVA: Morris Hedstrom Ltd.
APIA: A. MacDonald & Co. Ltd.
NUKUALOFA/VAVAU: Burns Philp (South Sea) Co. Ltd.
NIUE: Robert Rex.

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Our highly specialised buying service ensures promptness and satisfaction to our clients. All orders executed on best wholesale basis and under the personal supervision of the Proprietor. Quotations and expert advice on technical problems readily available.

ISLAND PRODUCE

Sold on the open market to the highest bidder. We obtain the highest possible prices.

MARINE

We are well equipped to deal with all enquiries regarding the purchase of any type or class of vessel for service in the Island trade.

We act as consultants to purchasers and can offer sound expert advice, both technically and commercially to bona fide purchasers. Send us details of your requirements in ships, boats, engines, or gear, and you are assured of prompt and efficient attention. Quotations obtained for either sea delivery or cradled and loaded for shipping.

NEW VESSELS

We suggest that the question of new vessels might often be advantageously considered and we are in a position to be of practical assistance to bona fide enquirers and to obtain complete specifications and prices from the best small ship builders on the East coast of Australia. Insurances with Lloyd's effected.

HYDRO-ELECTRIC EQUIPMENT

The Drees Hydro-Electric Units manufactured in Germany are the answer to the demands for electricity in remote areas. If you have a reasonable fall of water, hydro-electric equipment is undoubtedly the most economical investment. Solely in the hands of this firm for South Pacific Areas.

WRITE OR CALL IN WHEN SOUTH—

Cables: "Wilreed, Sydney".

Phones: BU 3565 (3 lines).

Sydney-New Hebrides-BSI- Rabaul, Etc.

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

Last sailing from Sydney April 6.
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 Polynesian (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 Thorsisla, carrying cargo and passengers maintains a regular service between North American ports and French Oceania, Samoa, Fiji, New Caledonia and New Hebrides.

Sailing from San Francisco April 2, Papeete, April 14, Apia, April 19, Suva, April 23, Noumea, April 28 (dates approx. only).

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

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*

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

Tues. and Sat.—Return via same route.

† Tues. and Fri.—Auckland - Nadi (Fiji).

† Thurs. and Mon.—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.—Dept. 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.

* Tourist Class Services are available on these planes at 20 per cent. less normal fares.

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways
NORTHWARDS

Tuesdays and Saturdays (Skymasters)
Depart: Sydney, 7.30 pm Arrive: Brisbane, 10.15 pm
Brisbane, 11.40 pm Moresby, 6.30 am
(Wed., Sun.)
Moresby, 7.30 am Lae, 8.45 am
Connecting services north of Lae by
Drover to Bulolo and Wau.

Sundays and alt. Wednesdays
(Sandringhams)
Depart: Sydney, 7.30 pm Arrive: Brisbane, 10.50 pm
Brisbane, 12.20 am Cairns, 6.35 am
Mon. and Alt. Thur.)
Cairns, 8.05 am Moresby, 11.55 am
(Night stop)
Moresby, 8.30 am Samarai, 10.30 am
(Tue.)
Samarai, 11.00 am Esa'ala, 11.40 am
(Alt. weeks)
Esa'ala, 11.55 am Rabaul, 2.55 pm
The alt. 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 then goes on to Rabaul via Samarai,
etc., on Tuesday.

SOUTHWARDS

Sundays and Wednesdays (Skymaster)
Depart: Lae, 10.25 am Arrive: 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: Rabaul, 5.30 am Arrive: Samarai, 8.45 am
Samarai, 9.15 am Moresby, 11.15 am
Moresby, 12.15 pm Cairns, 3.40 pm
(Night stop)
Cairns, 8.30 am Brisbane, 2.15 pm
(Fri.)
Brisbane, 3.45 pm Sydney, 7.05 pm
Alt. Saturdays (Sandringham)
Depart: Moresby, 6 am Arrive: Cairns, 9.25 am
Cairns, 10.55 am Brisbane, 4.40 pm
Brisbane, 6.10 pm Sydney, 9.30 pm
A connection from Lae, with a DC3,
pick up Saturday Sandringham, arrives
Moresby on Friday at 8.20 am.

3. N. Guinea Internal Services

Operated by Qantas
LAE—HOLLANDIA (Dutch New Guinea)
(DC3)

Every 4th Monday (Apr. 19, May 17, etc.).
Departs Lae 8 am, calls at Madang and
Wewak, and arrives at Hollandia 1.05
pm. Every 4th Tuesday (Mar. 23, Apr.
20, May 18, etc.), departs Hollandia at
9 am, and, with calls at Wewak and
Madang, arrives Lae at 3.5 pm.

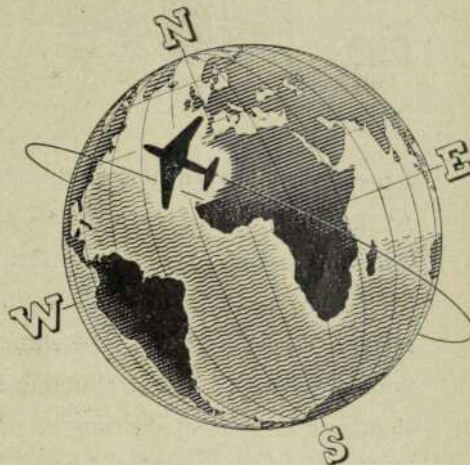
LAKE-MANUS (DC3)

Every Wednesday.
Dep. Lae, 10.45 am; Finschhafen, Rabaul,
Kavieng, arr. Manus 5.45 pm.
Departs 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 (Apr. 16,
30, May 14, 28, etc.).

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IN WORLD
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Fly B.O.A.C. to :
Australia,
Indonesia, Malaya,
Burma, Thailand,
Hong Kong, Japan,
Ceylon, India,
Pakistan,
Middle East,
Africa, Europe,
Great Britain,
U.S.A., Canada,
Central and
South America,
Bermuda.



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TO ALL SIX CONTINENTS



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WITH QANTAS, TEAL AND S.A.A.

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Imagine a holiday in this land of breathtaking beauty!
At any time of the year there's so much to do . . .
watching geysers play in wondrous thermal regions . . .
fishing in placid lake or swift-running stream or spec-
tacular big-game waters . . . climbing in the towering
Southern Alps . . . deer shooting in virgin forest . . .
slaloming on perfect ski runs . . . swimming and boat-
ing in fascinating fiordlands!



flyng gives you so much more time

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

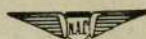


NAC



Linking all principal New Zealand cities and extending to Norfolk Island. Offices and
Agents throughout New Zealand, Australia and the South-West Pacific.

NEW ZEALAND NATIONAL



AIRWAYS CORPORATION

RABAUŁ-MOFWE HARBOUR
(Sandringham)

Alt. Wed.—Rabaul-Jacquinet Bay-Moewe Harbour-Talasea-Rabaul April 7, 21, May 5, 19, etc.

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

NEW BRITAIN-BOUGAINVILLE
(Sandringham)

Alt. Wed.—Rabaul - Buka - Kieta - Buin —Apr. 14, 28, May 12, 26, etc.

Alt. Wed. (same day) Buin-Kieta-Buka-Rabaul.

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUŁ GENERAL SERVICE
(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
(DC3)

Fridays.—Lae (8.30 am) to Wabag, calling at any of: Nadzab, Kialpit, Arona, Kainantu, Bena Bena, Goroka, Nondugl, Banz, Minj, Mt. Hagen, Baiyer R., 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-FINSCHHAFFEN (Drover)

Every 4th Tuesday, leaving Lae 1 pm, returning same day (Apr. 20, May 18, etc.).

MADANG-GOROKA (DC3)

Fridays.—Depart Madang 8.25 am, arrive Goroka 9.00 am, returning same day; depart Goroka 9.30 am, arrive Madang 10.5 am.

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. (April 12, 26, May 3, 10, 24, 31, etc.), Lae (dep. 6 am) — Finschhafen — Rabaul — Buka — Vellalavella — Yandina — Honiara, BSI (arriving 4.30 pm).

Tue. (April 13, 27, May 4, 11, 25, etc.), Honiara (dep. 7 am) — Yandina — Vellalavella — Buka — Rabaul — Finschhafen — Lae (arriving 3.30 pm).

6. Indo-China-Brisbane-N. Caledonia

By Air France. Monthly.

Constellation aircraft dep. Saigon, May 2 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 (April 22, May 6, 20, 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, 8.30 am	Noumea, 7.00 am
Vila, 12.35 pm	Vila, 11.05 am
	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, 8.30 am	Noumea, 7.00 am
Suva, Sat. 6.30 am	Suva, 3.00 pm
Noumea, 1.00 pm	Noumea, 11.00 am
	Sydney, 8.40 pm

11. Auckland-Norfolk Is.

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

QUEENSLAND INSURANCE CO. LTD.

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Burns Philp (South Sea) Co. Ltd.

VILA.—Burns Philp (N.H.) Ltd. Comptoirs Francais Des Nouvelles Hebrides.

NOUMEA.—L. & W. Johnston. NEW GUINEA.—Manager of the Territory of Papua and New Guinea, W. A. Anderson.

Resident officer at Lae, B. Bembrick.

PORT MORESBY—SAMARAI—LAE —MADANG—KAVIENG—RABAUŁ. Burns Philp (New Guinea) Ltd.

PAGO PAGO

Burns Philp (South Sea) Co. Ltd. G. H. C. Reid & Co.

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(Manager: Ralph Albrecht)

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- COFFEE
- PEANUTS
- TROCUS SHELL
- GREEN SNAIL

12. Sydney-Auckland

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

13. Sydney-Wellington

Tasman E. Airways, with Solents
Dep. Sydney 10.30 pm Mon., Tue.,
Thur., Fri. Arr. 7.45 am following day.
Dep. Wellington 10.30 am Tue., Wed.,
Fri., Sat., arriving 4 pm.

14. Melbourne-Christchurch

Tasman E. Airways, with DC4 Skymaster
Thurs.—Dep. Melb., 10.25 pm; arr. Ch'ch.,
8.15 am next day.
Fri.—Dep. Ch'ch., 11 am; arr. Melb., 8.30
pm.

15. New Zealand-Fiji

SEE ALSO TABLE 18.
Tasman Empire Airways, Ltd.,
with Solents.
Dep. Auckland—April 20, 24, 27, May 4,
8, 11, 18, 22, etc.
Return to Auckland on April 21, 26, May
3, 5, 10, 18, 20, 24, etc.

Depart	Arrive
Auckland, 9.30 am	Suva, 4.30 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 April 24, 27, May 11, 22,
25, etc.
Depart
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.

Service does not run in Winter months.

18. New Zealand-Tahiti

Tasman Empire Airways, Ltd.,
with Solents
TEAL Service, Auckland-Suva-Apia-
Aitutaki-Papeete, is operated with Solent
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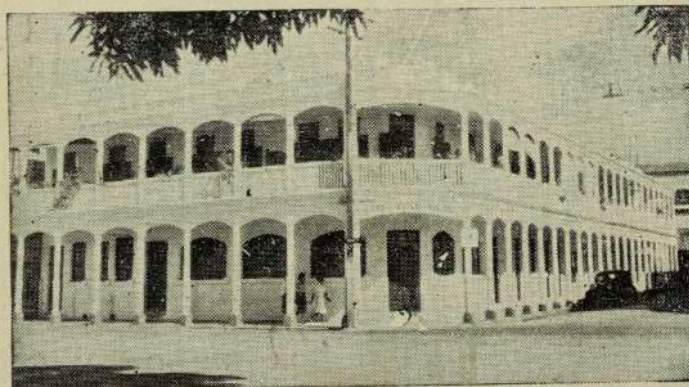
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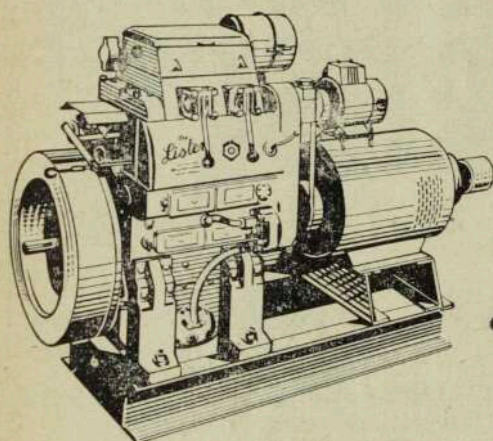
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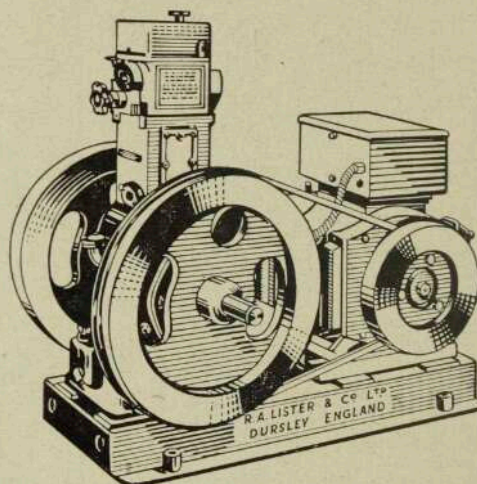
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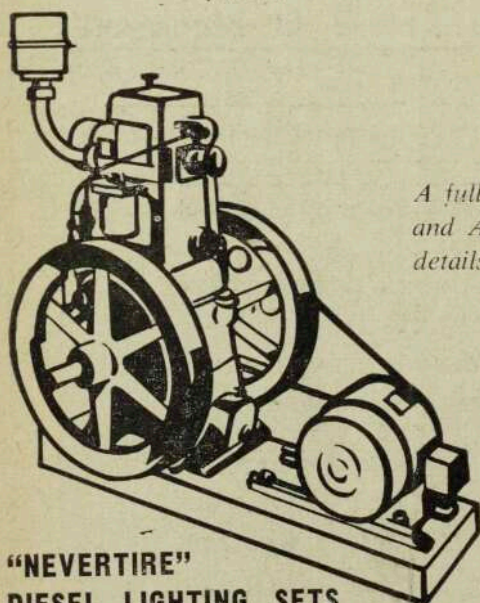
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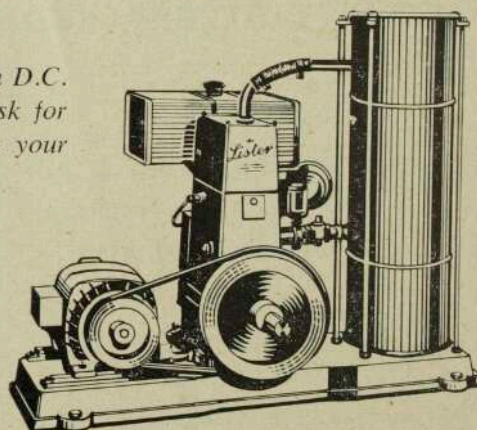


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APRIL, 1954

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THE HORRORS ON OUR NORTH-WESTERN HORIZON

EVENTS in Indo-China, Indo-
nesia, Southern Asia generally,
and in Nuclear Fission, this
month, are of vital interest to
readers in all Pacific Islands, in-
cluding Australia, New Zealand and
Hawaii.

As this is written, the Chinese
communists are making an all-out
attack on French Indo-China. If
Indo-China collapses, it will be the
beginning of Siam, Malaya and Burma
tomorrow; and of Indonesia the
day after. This is bringing the hor-
ror very close to our Pacific Islands.
Indonesia is "rotten ripe" for
communist penetration. The gang
of semi-educated chatterers who
were pushed into office as a "re-
publican government" by Jap in-
terests after the Anglo-American
politicians deserted and betrayed
the Dutch in 1946-47 are still in
office; but (according to a state-
ment made by Communist Party
secretary Aidit on March 16) they
now are kept there only by Com-
munist votes.

The 70 millions in Indonesia are
divided between moderate Moslems,
extreme Moslems, Communists,
Chinese, Socialists, and what-have-
you, and the differences between
them grow ever wider. Never a
week passes without some sort of
bellious uprising. The "govern-
ment" tries to divert attention from
internal chaos by loudly insisting
on the surrender by Holland of
Western New Guinea—on March 17,

for example, it initiated the "Irian
Bureau," pledged to agitate con-
stantly for possession of Irian
(Dutch New Guinea).

Indonesia could be left to its own
ferments, however, did it not pro-
vide Asia's Reds with such a handy
corridor to the South Seas.

MEANWHILE, the very terrifying
explosion of the hydrogen
bomb in the Marshall Islands
on March 1 has started an inter-
national scream by all the little
people for "an end to this lunacy."
None of them appear to realise that,
if the Anglo-Americans do not
maintain their lead over the Red
bloc in the development of nuclear-
fission bombs and guided missiles,
they might as well surrender them-
selves to Muscovite-Asiatic Com-
munism, and all that that implies.

It was America's lead in the de-
velopment of the atom bomb which
kept the Russians out of Western
Europe in 1945-50; and—although
the Reds possess enormous superi-
ority in field armaments and are
more than ready to march—it is our
continued superiority in this branch
of scientific horror, and America's
manifest determination to use the
new weapons if attacked, that have
persuaded the Reds to remain be-
hind their Iron Curtain, for the
moment.

Let there be any weakening on
our part, and the Russians will
overwhelm Europe, just as certainly

as the countless masses of Asians
will spill over on to the rich and
defenceless lands of the Pacific.

The scientists probably are right:
there IS a very grave danger that
the continued development of
nuclear fission explosions will wreck
civilisation and perhaps destroy
most of the life on this globe. But,
in the view of most Americans, and
many millions who are not Ameri-
cans, it is better to accept this risk
of extermination, rather than the
certainty that, without these dread-
ful weapons, we shall be over-
whelmed by Red Muscovites and
Asiatic hordes.

Thirteen professors and "readers"
of Sydney University, the other
day, subscribed to a letter, pub-
lished in *Sydney Morning Herald*,
expressing their terror of the bomb,
and pleading that something be
done to abolish it. How typical of
the pin-headed academician and
idealist! Can they not realise that
Churchill and Eisenhower hate and
fear this thing as much as anyone
can; and that they would gladly
join with other nations in outlaw-
ing all such weapons?

But the choice before the Anglo-
American leaders is plain: Either
the bomb, or Muscovite Commu-
nism—possible extermination, or a
certainty of shameful slavery. What
real man would hesitate in the
choice?

Our leaders can only continue
along the path they have chosen,
and hope that there may soon be
some socio-political development
which will compel the Communist
bloc to submit, with the Western
Powers, to an international force

(Foot of Col. 1, Next Page.)

A Growing Reproach Upon British and French Administrators

SINCE the German colonial empire was destroyed in 1914-18, the South Pacific has become an Anglo-French lake. Within it is an assembly of 12 or 14 separate Territories, with a common purpose and—with some exceptions in two archipelagoes—a common language. There has been a considerable amount of what may be called "unification" in the past 25 years; and, if the Pacific Islands peoples and their European caretakers are to survive against the growing threat of Asian infiltration, there will be a good deal more in the early future.

In these circumstances, it seems an unfortunate thing that there is no competent machinery for collecting and putting on record the history of the Pacific Islands. It is 24 years since the *Pacific Islands Monthly* was established; and, in that period, we have seen a large quantity of priceless and irrecoverable historical material simply disappear into the grave with old Islands residents.

The little that is known about the Pacific Islands prior to the arrival of the Europeans nearly 200 years ago is already on record. Since the Spanish, Portuguese and Dutch got in among the North Pacific Islands in the seventeenth century, and the English, French and Germans began to colonise the South Pacific Islands a hundred years later, there have been far-reaching racial, social and political changes; and the students of the future surely will want to know all about them. The broad outlines have been chronicled; but there are huge gaps in the written details.

MUCH of what has happened in the South Pacific Islands is still within the memory of living men and women. There are veterans living to-day in or around the Pacific who gladly would place their recollections of events and persons and trends on record, if only they were assured that the records would be safely stored and indexed, for the guidance of the generations to come.

In the words of the Scots song, we do not know where the Islands are going, or who will go with them; but, whatever the future, the people who will have the respon-

sibility of leadership, and of writing history, will be helped by authentic data relating to what has happened in the past.

There are Historical Societies in most countries, and some famous repositories, like the Mitchell Library in Sydney, in the chief centres. But there is no Historical Society to collect the history of the Pacific Islands, and no place for storing the records. Why? Is it because, until recently, there was no organisation which accepted responsibility over all the archipelagoes and Territories?

But now we have the South Pacific Commission. Its general purpose is to survey the social, economic and health conditions of all the Islands, and introduce some measure of co-ordination into Islands policy and administration. With one further step, it could take care of the collection and storage of historical data.

WHATEVER the measures adopted, something should be done. On countless occasions in the past 25 years, we have been asked by ageing people if we can suggest some way in which they may effectively dispose of their written recollections of important events or trends in Pacific Islands affairs. Wherever possible, we have embodied something of their memories in the *Pacific Islands Monthly*; but, so far as a great mass of data is concerned, we simply had to say, with profound regret, that we could not help. At this moment, we could name a dozen veterans—mostly educated men and trained observers—whose personal knowledge and experience of the Islands should be written down and stored before the years take their toll, and it is too late.

In Australia, New Zealand, Fiji and—we notice now with pleasure—in Papua-New Guinea, there are Historical Societies, or something akin thereto, each concerned with data relating to a particular Territory. What is needed is an organisation to link up with all these bodies, and to join with them in bringing the data they collect, or at least an index of it, into a central place.

There is no part of the world richer in colourful history than the Pacific Islands. The ideal plan would be one to cover both the North and South Pacific. For this purpose, perhaps the Philippines should be included with Borneo and Indonesia as part of Asia; but unquestionably, for historical records, Micronesia and Hawaii should somehow be tied in with the South Pacific.

Why not a Pacific Islands Historical Society, with branches in each of the principal Territories,

and in Australia and New Zealand? The branches need consist of no more than a small committee prepared to give a few hours a year to a worthy object, with a secretary who would provide the active link between interested persons, with contributions of historical data, and the central repository. Noumea is not exactly a central place for the South Pacific; but it has become the Headquarters of the South Pacific Commission, and therefore the latter body might be able to provide in Noumea, for Pacific Islands historical data, a repository and a simple system of index. It would cost very little, and it would make provision for something urgently needed.

The lack of such machinery is a growing reproach upon the British and French officials who now are responsible for administration in the South Pacific Islands.

NEW COPRA PRICE GIVES US ANOTHER MILLION p.a.

ALL British South Pacific countries are now settled down to the new rates for copra (based on the British Ministry of Food 9-years' contract) of £70 Stg. per ton at Territories' ports—a rise of 7½ per cent. (£5 per ton) over 1953.

The details of how this price ultimately reaches the planter are shown on the last page of this issue.

The London open market price has fallen to about £80 Stg., c.f. This is equal to about £67 Stg. per ton, fob—which means that, under the new MOF price, our planters at £70 Stg. per ton fob are getting a slight advantage over the open market. However, during most of 1953, under the MOF contract, the advantage lay with the Ministry of Food.

For the South Pacific as a whole, the new MOF price means an additional £1,000,000 per annum.

The Papua-New Guinea production now is close to 100,000 tons per annum, so the new price means that P-NG planters will get more than £500,000 additional this year. Copra production is now worth over £6,000,000 p.a. to P-NG.

The Fiji copra interests fought right up to mid-March for a rise equal to 10 per cent; but finally were beaten by the sharp fall in the London open market in February, and reluctantly accepted the 7½ per cent. offered by MOF. Next to sugar, copra is Fiji's biggest industry, and brings the Colony more than £2,500,000 annually.

Fiji takes £10 per ton from Fijian native producers for a Fijian Development Fund. It amounted to £320,000 at the end of 1953, and will be spent for the benefit of Fijian native communities only.

(Continued from Page 13)

which will control not only nuclear fission weapons, but armaments generally.

We shall not get that while the present Muscovite set-up remains. Therefore we must remain constantly on guard. It is a grim and ugly outlook—nothing more grim or more ugly preceded either World War I or World War II.

British Preference May Remain In West Samoa

New Report by Another Committee

AUCKLAND, Mch 20.

AS a result of a report by a Departmental Committee set up under the authority of the High Commissioner for Western Samoa, it is unlikely that there will be any change in the Tariff (which provides for preference to British goods) until after the new Assembly is constituted.

The Departmental Committee's report was made public in Apia in mid-March. It did not support the conclusions reached by the Samoan Assembly's Select Committee set up in 1949, that the British Preferential Tariff should be abolished and a new Tariff drawn up. The Departmental Committee, instead, has recommended retention of the British preference, but suggests some rearrangement of the Tariff.

In view of the cogent reasons submitted in favour of Preference by the Departmental Committee, it is expected that the new Legislative Assembly will accept the Committee's recommendations.

IN view of the very contradictory reports about the proposals of Western Samoa in relation to this Tariff, the Directors of W. H. Grove and Sons Ltd., of Auckland, (who are associated with a number of NZ merchants in resisting the plan to abolish Preference) have had the verbatim report of the statements of Mr. L. K. Munro (New Zealand's representative at the Trusteeship Council) closely examined.

On July 8, 1953, Mr. Munro said that the Legislative Assembly of W. Samoa had approved the conclusion of a Select Committee that the preferential tariff be abolished; and that the NZ Government "has decided that the way is now clear for abolition."

Mr. Munro continued: "The Government of Western Samoa has accordingly been informed that the New Zealand Government will have no objection to the abolition of existing preferential tariff and the substitution of a general tariff. It remains for the Government of Western Samoa to take appropriate legislative action."

He added that while the NZ Government still maintained that it was not obliged by the UN Charter or the Trusteeship Agreement to wipe out the Tariff, it felt that it should defer to the wishes of the Samoan people in this mat-

ter "as expressed through their Legislative Assembly."

The reasons for the complete misunderstanding are now clear. The NZ representative at UNO apparently was satisfied that the NZ Government had accepted what it believed to be the wish of the Legislative Assembly to abolish the Tariff. He did not appreciate the fact that the final decision rested not with the Legislative Assembly, but with the Government of Western Samoa (which is headed by the High Commissioner, Mr. G. R. Powles), and which is advised, but not directed, by the Legislative Assembly.

The Western Samoa Government did not, as so many people assumed, accept the statements of the NZ Government, and others. It decided to make its own investigation. It set up a Departmental Committee, whose report is in direct conflict with, and apparently overrides the report of, the Select Committee.

If the Departmental Committee's report is accepted by the new Legislative Assembly—and that is now expected—that will be the end of the anti-British move to abolish the arrangement which, for so many years, has given preference to the products of British countries.

NZ MINISTER EXPLAINS

THE Associated Chambers of Commerce of New Zealand, and their counterpart in Britain, are strongly opposing any move to abolish British preference.

The Associated Chambers say that, whatever the feeling of the UN Trusteeship Council may be, the final decision is with the NZ Government.

Mr. Webb, NZ Minister of Islands Territories, has pointed out that although Mr. Munro stated that final decision on the matter rested with the Western Samoa Government, this is not the case, except in theory. Mr. Webb says:

"Any tariff measure with financial implications introduced into the Samoan Legislative Assembly must be introduced by the High Commissioner, who might do so at the direction of the NZ Government. The Assembly could not, therefore, make changes which do not meet with approval in New Zealand. In practice, a measure introducing a new tariff and schedules imposing new rates of duty, will be prepared by the Department of Island Territories in consultation with Customs Department and in association with the High Commissioner of Samoa and the Secretary-Treasurer of the Samoan Government."

As all tariff measures must inevitably have "financial implications" of some sort, and as any move "must be introduced by the High Commissioner" (and by no

RSL Congress in Lae

The Annual Congress of the Papua-New Guinea branch of the RSSAILA was held at Lae on March 27 and 28.

Delegates present were W. Watkins (Port Moresby), John Stokie (Rabaul), T. Thompson (Lae), B. Scholes (Bulolo), Norman Wilde (Wau), D. Passlow (Madang), H. Eechoff (Wewak), W. Hendricks (Sohano).

The meeting, which lasted two full days, was opened by the Acting Administrator, Judge Phillips.

Some of the matters which were discussed were:

Difference in price between "Smoke" and "Hot Air" Copra; soldier land settlement in New Britain; land policy in the Territory for new and virgin land. Soldier land settlement generally; Warangi Valley land (New Britain); proposed town planning for Kokopo. House loans advance policy; native liquor ordinance (which the RSL opposes); extension of the Repatriation Benefits to New Guinea; representation of RSL on local Town and District Councils.

ELECTION OF OFFICERS

Mr. Whittaker was elected State President for the year, with the following vice-presidents: Islands Branch, E. Smythe; Papua, W. Watkins; New Guinea Mainland, Lea Ashton.

Visiting delegates were entertained at dinner in the Hotel Cecil.

† Mrs. Elma Good, of Kessa Plantation, Buka, NG, was a visitor at Canberra during the Queen's visit there and had an excellent view of all the proceedings when the Territory people met Her Majesty. This was arranged by the Minister for Territories, Mr. Paul Hasluck.

one else) it is clear that the Samoa Government could not abolish the preferential tariff without the agreement of the NZ Government.

Amongst various "retaliatory" measures which might be taken by NZ if preference is abolished is the suggestion freely under discussion in NZ that Samoa's banana exports should also meet with the same tariff restriction in NZ as apply to bananas from any other foreign country. With the Fiji banana crop expanding rapidly and Fiji already investigating the export of surplus to Australia or elsewhere, it is considered that NZ could get along very well without Samoa's bananas.

It is certain that NZ and British interests will bring strong pressure against any change in the present tariff situation. The suggestion from Samoa that a tariff change would have little or no effect on trade with British countries is merely laughed at in NZ. If there is to be little change, there would be no point in abolishing the tariff.

COLOSSAL WASTE ALLEGED

That Manus Base Again

AFTER working for 18 months at the Australian naval and air base on Manus Island, New Guinea area, a carpenter, Winston Ashley Henderson, has submitted to a Queensland newspaper sworn statements in which he makes the following allegations:

Fourteen huge Quonsett huts (erected by the Americans and worth thousands of pounds each) were allowed to rot away;

Thousands of tons of scrap iron — jeeps, barges, trucks, refrigerators, left by the Americans with motors intact—were loaded for Japan;

Cypress pine weatherboarding for the entire Manus project was scrapped because it arrived from Australia, split and warped;

Tons and tons of first-grade fibro roofing were left uncovered in tropical rain and sun for seven months (it cracked!);

The entire 100 x 30 feet hospital building arrived pre-cut from Australia. Nothing fitted, 50 per cent. was scrapped;

Woodworking machines and valuable equipment were burned to ashes because a building was not fire-proofed;

Men, without supplies of materials, took off and put on weatherboards when officers passed, so as to at least appear to be working;

Inexperienced officers (some former pilots) were in charge of building projects. Labourers were receiving tradesmen pay;

Construction dragged endlessly for months, because of officer interference and "plan changing." One concrete floor was pulled up three times, and the hospital building altered seven times;

Building plans from Australia were vague and inaccurate, and "contrary to good building practices, sometimes ridiculously so";

The entire building project was planned in two straight lines, making it extremely vulnerable to straffing and bombing attacks;

Special officers' fare such as kegs of beer, poultry, salad foods, etc., was flown to the island in Service aircraft;

Officers and their wives took numerous RAAF crash-boat cruises;

No public inquiry or court-martial inquiry was held into the death of an airman who allegedly took a truck to forage for "party" beer.

The way in which the newspapers concerned have presented the charges has some of the earmarks of political propaganda; but the charges themselves are so circumstantial that the Canberra authorities cannot afford to ignore them.

¶ Mr. John Keenan left P-NG permanently on March 6 and will go into business on his own account in Sydney. He was a member of District Services, and has spent 18 years in the Territory—during the war as a Coastwatcher. This popular ADO and his wife Phyllis will be missed in the Territory.

The Queen and The Territorians . . .



THIS remarkable photograph of Her Majesty Queen Elizabeth II was taken by an amateur (with C. H. Meen's camera) in Cairns on March 13.

The Queen and the Duke of Edinburgh, on their way to board the *Gothic*, noticed the little group of Papua-New Guinea Territories men and stopped to talk with them—a happy incident that was not in the programme.

In this photograph the Queen is seen chatting with the Chinese representatives; and the latter are, from the extreme left, Messrs. Ah Wong, of Kavieng; Tang Kam Hong, of Lae; C. H. Meen, of Rabaul (to whom the Queen is talking); and Wong You, of Bougainville. Mr. Brown, a District official

from New Guinea, who happened to be in Cairns on leave, is seen in the line beyond Mr. Wong You.

On the right, beside Her Majesty, are Mr. R. Brennan and Mr. A. A. Roberts (head of the Department of District Services), who were in charge of the party.

The Duke of Edinburgh, on the other side of Her Majesty, was also talking to the Territorians, but his figure is obscured.

¶ Mr. Donald Sharp arrived in Australia en route to the British Solomons in March. He has just completed two years in Assam province, India, as a farm manager. In the BSIP, as a UK Colonial Office agricultural advisory officer, he will "assist native agriculture."



Some of the delegates in Port Moresby after their return from Cairns.

—Papuan Prints Photo.

Queen Delays Her Departure to Meet P-NG Delegates at Cairns

THE Papua-New Guinea delegation of 19 natives, four Asians and six people of mixed race, who in mid-March visited Cairns, Queensland, to see the Queen and the Duke of Edinburgh, did so as a spectator group. But they probably had more of the Royal couple's time than did that other official Queen-seeing delegation which went to Canberra a month earlier.

They had a good position from which to see the Queen and the Duke during Cairns' civic reception, and later when the Royal party was saying farewell, they were drawn up as a group on the wharf.

There the Queen noticed them and the Royal couple delayed their departure half an hour and met each one of the delegates.

Mr. A. A. Roberts, Director of District Services and Native Affairs in P-NG, escorted Her Majesty down the line of delegates, introducing each. The Duke followed with Mr. J. Brennan, of the P-NG Public Service Commissioner's Department.

The Duke particularly noticed those men who were wearing Service medals and showed great interest in how they won them. He asked Mr. C. H. Meen how he won his King's Medal and was told that it was against the Japs during the Pacific War. He also wished to know how the other Chinese delegates earned their livings and was told they were all merchants.

He spoke at some length to one of the younger delegates, Raymon, who is secretary of the New Ireland Native Societies' Association, and was obviously interested in that Raymon had to tell him about P-ops.

Most of the Asian delegates stayed behind in Australia but the rest of the delegates flew back to Port Moresby on March 14. Mr. Roberts spoke warmly of the hospitality the party had received from everyone in Cairns. He said that Her Majesty's gracious act in delaying her departure to meet the members of the delegation had turned what could have been a very formal occasion into a warm personal experience which would be remembered by the men for the rest of their lives.

Queen's Thanks for Territory Gifts

THE Queen has conveyed her thanks to the Administrators of Northern Territory, Norfolk Island, Papua-New Guinea and Nauru for the gifts presented to her at Canberra on February 15.

The gifts were an album of photographs encased in a casket of polished wood; and a small table with map of P-NG inlaid in wood on top. There was some doubt as to whether Her Majesty could accept the table as the album was the "official" gift, and it remained behind on the dais after the Territories function was over. However, rules were waived in this case, and the table was accepted also.

New Branch Banks for Fiji

THE Bank of New Zealand (which has been in Fiji for 78 years) has converted its Agencies at Nadi and Ba into Branches with

full banking facilities. Mr. A. D. Murray (from Auckland) is manager at Nadi and Mr. D. V. Cullinane (from Ngaruawahia, NZ) at Ba. This is the first bank to establish a full branch at Nadi—it now has 8 branches and agencies in Fiji.

Profit Was Not Taxable

War Assets Pty. Ltd., formed after the war in Melbourne by John Wren interests, took over war disposals material from Vacuum Oil Co. at Milne Bay, Papua, through a Papuan Co. called Milne Bay Merchants Pty. Ltd. The enterprise was operated by the latter Co. From this, War Assets Pty. Co. eventually made a profit of £78,767; and Australian Taxation Dept. wanted to tax this. War Assets objected, claiming the profit was made in Papua, and was clear of tax. The case eventually got to the Australian High Court, and the latter ruled that the profit was free of tax—a very important judgment for some Australian concerns with interests in Papua and New Guinea.

Bulolo Gold Dredging on Poorer Ground

IN the three months ended February 28, the BGD dredges in New Guinea got 18,973 ounces of fine gold, worth 664,055 US dollars, from 4½ million yards dredged, compared with 33,033 ounces, worth 1,156,000 dollars, from similar yardage, in the same three months of the previous year. In other words, in the 1954 period, compared with the 1953, the value per yard declined from 26.6 cents per yard to 15 cents.

UK LEAVES PACIFIC AIR SERVICES TO AUSTRALIA & NZ

Reorganisation to Save Public Money

PLANs for rationalising air services in which Australia, New Zealand and the United Kingdom were jointly interested came into operation on April 1. They involved the control by Qantas Empire Airways of the trans-Pacific service between Australia and America previously operated by BCPA; a working partnership between Qantas and BOAC on the Australia-England route; and a change in aircraft and ownership for TEAL.

Qantas will operate services to America and Canada, and will connect with BOAC at San Francisco when that line extends its North Atlantic service.

Qantas has assumed responsibility for the continued employment of the BCPA staff. No change in name is expected before June.

Main purpose of the re-organisation is to save public money, particularly to cut the losses of BCPA, which has lost money in most years since it was formed, the deficit reaching £283,035 in the last annual accounts. Qantas has bought the shares of the British and New Zealand Governments in the line.

Tasman Empire Airways Ltd. is also involved in the reorganisation, the Australian and NZ Governments having bought Britain's share.

Qantas intends to use some of the eight Super-Constellation planes it has on order for the Pacific service. Under present plans it will sell the four DC6's, now used by BCPA, to TEAL, the Australian and New Zealand Governments between them finding the purchase price.

It is expected that the first Super-Constellation will be on the Pacific service about mid-May.

TEAL, doubtless, will have to dispose of most of its Solents—at considerable loss.

UP to early April no statements were forthcoming in either Australia or New Zealand as to the practical details of the new re-organisations in QEA, TEAL and BCPA. The answer to many of the questions arising out of the changes may be known at political level but the executive offices of the companies themselves seem not to know yet just how it will all work out.

Australia and New Zealand each now own 50 per cent. of the company operating across the Tasman; but the TEAL services operated from New Zealand to Fiji and

onwards through Western Samoa and Cook Islands to Tahiti, and from Fiji to Tonga appear to be the concern of New Zealand only.

Australia and NZ representatives were conferring on trans-Tasman matters at end of March but it was not expected that the TEAL Islands services would be seriously discussed.

It has been stated by amateur commercial aviation "experts" that the present TEAL Coral Route service is paying its way on the through flight to Papeete but that part of the service to Samoa and the Cook Islands is not.

As the Solents must land in both the latter groups, why this should be considered the unprofitable section remains one of those mysteries of air transport economics that the layman finds hard to understand. However, it is gener-

ally agreed that for reasons of policy, NZ will have to continue to supply aerservices to the islands, including Tonga and the Chathams, and if not by TEAL then by some other means.

The substitution of land-planes for seaplanes would not necessarily improve the Sydney-Auckland service. Land planes may fly faster; but they have to land at Whenuapai, over 20 miles from the city, whereas seaplanes go into Mechanics' Bay, in the heart of the city.

The fate of the Sydney-Wellington service also seems to be in some doubt. The nearest aerodrome to Wellington, capable of taking DC6 planes, is 90 miles away. To bring up to standard an aerodrome closer to Wellington would cost some hundreds of thousands of pounds. TEAL, therefore, must for the time

Do You Remember ?

From PIM of
20 Years ago.

A MONTH of alarms and excursions in the copra business was April, 1934. Some people obviously thought that it was a "dying industry" and although, in London, they were not quite prepared to bury the body, they were not unduly optimistic either. Further trouble seemed to be coming up, too: In order to protect the cottonseed and lard industries in the United States, Congress was considering a tax of £20 per ton on copra. If this measure went through, it would mean that the Philippines would have to try to find an alternative market in Europe for their copra. There was no confirmation of this threat—but copra planters everywhere scared easily in those days, and they feared the worst.

Here are some other extracts from PIM of April, 1934:

On February 13, Sir Hubert Murray, of Papua, cabled London asking for a frank appraisal of the copra market: could copra production be called a dying industry?

The reply he received was that: "A price recovery is expected when general commodity prices improve; market at the moment fully supplied and owing to depreciation of dollar, Philippines copra, usually sent to U.S. finding a better price in Marseilles. Will be some time before copra price will exceed £10 per ton but position improving gradually."

This was regarded as encouragement, in those days, and on the strength of it, Sir Hubert announced that Papua would take £8,000 from its accumulated insurance funds and assist Papua's copra producers to this extent during 1934.

And still on the subject of copra: Most people would say that the 1934 price for copra is the "highest ever." But in a list of oil values for the previous 20 years, published in the April, 1934, issue of PIM, it was recorded that copra in 1917 was bringing 78/7½ per cwt—that is, over £78 per ton. No one will deny that £78 in 1917 was worth a lot more than £70 Stg. fob, which South Pacific copra is worth to the British MOF to-day.

"Sydney Marshall, an Australian pilot attached to Guinea Airways in Lae, landed at Mascot, Sydney, on April 15, completing a flight from Lae, New Guinea, in three and a half days. It is the first time that this flight has been accomplished. Mr. Marshall flew a Westland Widgeon monoplane." (Elapsed time Lae-Sydney is now 13 hours by Skymaster—including lengthy refuelling stops at Moresby and Brisbane.)

It was interesting to note, we said, that the trade of the fortunate Colony of Fiji was back to pre-depression figures. In the year up to December 31, 1933, the colony exported sugar to the value of £1,180,782, copra valued at £195,788 and bananas at £69,243. Exports exceeded imports by £656,263.

Mr. C. S. Thompson, a planter and trader of Awini in the New Guinea Western Islands, reported that he had been visited by a Japanese sampan. The crew raided the nearby reef for trochus while its captain came ashore, abused Mr. Thompson and upon noticing a pile of trochus shell near the house, ordered his men to bag it up and place it on board, which they did.

Mr. O. F. Nelson, who had been sentenced to 10 years exile from Western Samoa for his Mau activities, and eight months imprisonment, appealed against his sentences. He was, however, sent to New Zealand in custody and there was treated as a common criminal until a Supreme Court order released him on bail at the end of March. Many people in New Zealand lost patience with the NZ Government over their handling of this situation. Editorially, we said that their actions with regard to Mr. Nelson were consistent with their deplorable record of administration of Western Samoa.

In that month Robusta coffee was being landed at Sydney for the equivalent of 10½d per pound. Cocoa beans were bringing from £25 to £32 per ton. Copra was between £5 and £8 per ton cif London; rubber between 5d and 5.7½d per pound; cif London. On the other side of the ledger, Rangoon rice was £10/10/- per ton.

being either retain two of its Trans-Tasman Solents for this service or put it out and have passengers change planes at either Christchurch or Auckland for Wellington.

Residents of the suburb of Rose Bay, Sydney, have been promised for years that the flying-boat base there will be closed "shortly." In order to do this, a number of Australian services will have to go out of operation or find a base elsewhere. And Qantas flying-boat services to the New Hebrides, Suva via Noumea, and Sydney-Rabaul would have to cease. With the exception of the New Hebrides, these services could be operated by landplanes immediately.

Whatever is finally decided, it is probable that the reorganisation of these Government airlines will not suit every island; but most everyone will agree that rationalisation, in order to save public money, was overdue.

The Islands have based their post-war lives and economy on frequent and efficient air services; it will be hard if some of them now lose them. But Islands residents have not contributed to the huge cost of running unprofitable lines—the cost of that has come out of the pockets of Australian, New Zealand and UK taxpayers.

TEAL is still accepting bookings on the Coral Route, six months in advance, and it is freely said in NZ (but without official confirmation) that nothing will be done about TEAL's Islands services until after the next NZ election in November.

Rich Fiji Mine Worked Out

THE Dolphin gold mine, which commenced operations in Fiji in the 'thirties, closed down in February. It was one of the three large mines at Tavua, and for a time was the richest of them all. The Dolphin ore was milled by Loma and Emperor plants and 60 men were employed.

SAMOANS' LONG BOAT VOYAGE

Last October, PIM published "The Story of Three Boys and a Row-Boat," a report of an unusual voyage from Swains Is. (Diosenga) to Funafuti (Ellice Is.), a distance of 700 miles. Here are two of the voyagers in the village at Funafuti, and the row-boat in which they travelled—Poni (near the bow) and Aukuso.

—Photo by Thornton.

THE EDITORS' MAILBAG

TB in Fiji: More Data Wanted

THE progress of Fiji's ten-years' War Memorial campaign against tuberculosis, launched with an initial fund of over £80,000 in 1949, remains a mystery to the general public (says a Fiji man) and comments range from the exasperated to the outrageous.

He declares that some who supported the 1949 appeal have said that they will do nothing about the current issue of anti-TB health stamps until they are officially informed of where the campaign stands to-day, and whether the TB situation among the indigenous Fijians is better or worse than it was in 1949.

Dairymen's Howls

There is evident a world-wide move to boost the consumption of margarine—it can be seen in propaganda in Britain as well as in lively advertising in Australia. It is, of course, a revolt against the high and increasing price of butter.

"Queensland dairymen already have started howling at the politicians," says a Cairns correspondent. "They are demanding that Australia put a tariff on against the copra and coconut oil from which margarine is made, and which they call the products of 'cheap black labour'."

"The howl, of course, will be echoed in Parliament, and we can guess what will happen. As someone has said, 'A politician thinks of the next election'; a statesman, of the next generation."

"It is time that these spoon-fed Australian producers investigated their own dairying methods, and found out why their production costs are so high that butter is now beyond the reach of the poorer classes—and especially the pensioners. There is far more in it than the stupid thinking that argues

that butter should be protected against margarine by making margarine as dear as butter."

He Sought Tin and Found Luv in Tonga

A very indignant reader sends us a copy of English newspaper blurb about a few film. It is called *East of Sumatra*, and the publicity concerning it says it is "a torrid love story" and that the principals "plundered the last savage corner of the South Pacific."

The hero (who is a tin prospector) and the island king fight each other with a blazing torch in one hand and a knife in the other, until the exhausted monarch (of course) expires horribly on the point of the hero's knife. Some of the hero's companions, less lucky, die in agony "while half-naked savages pump poisoned darts into them from blow-pipes."

The pictures contain highly stirring scenes of the kind of love that bites holes in powdered necks and is reduced to various other passionate extravagances.

And the island where, according to the film, these things occur? Tonga. TONGA!!

We suggest that six leading citizens of Nukualofa form themselves into an indignation party, and go to USA, and force a couple of these Hollywood perversionists to chew a few yards of their own foul films, just to demonstrate to the picture world that the South Pacific is very, very weary of being the unresisting plaything of producers who know no geography and care less for facts.

Papua and Woolpacks

Papuan Old-Timer Sydney H. Chance is upset at the suggestion that the much-encouraged Kenaf industry is not going to get a fair deal from Canberra:

"Can anything ever go ahead in



these Territories? Years ago, they tried to establish Sisal Hemp in Papua. It was shown that Sisal can be produced there quite well—but Sisal-growing folded up.

"Now look at what they are doing to the Kenaf. We will have to get going an enormous acreage of Kenaf to produce the tonnage of fibre to make the woolpacks the graziers need. I recently met wool men in Western Queensland who were complaining of the quality of some of the jute packs. How they would welcome Kenaf. From figures I have looked up I gather that there are about 102,559,000 sheep in Australia, and the clip requires about 2,563,975 packs to put it in. Each pack, costing 14/-, means that £1,794,782 goes down the drain before the wool leaves the stations. Surely the Kenaf growers with the knowledge that there is a market for over 2½ million packs, could do better."

A Dream of Old Woolpacks

"Talking of Kenaf, and the high prices of jute bags, etc., I am reminded of a brain-wave which a group of us had, a few years ago," writes an old Islander.

"Woolpacks were at record prices. Australia, every year, uses millions of these packages, wherein to send her wool overseas. We asked, what becomes of the old woolpacks? Presumably, the wool-purchasers throw them away. We decided that three used packs could be converted into two re-modelled packs, suitable for use again back on the farm. It would be far cheaper to buy them from the wool-spinners, and ship them back to Australia and NZ, rather than buy jute and make new packs.

"We followed the idea to England. We really thought we had something. But we found that old wool-packs have a very definite use. They are all bought up in Europe by manufacturers, and used as packing for all kinds of machinery intended for shipment abroad—not a discarded woolpack escapes that demand. By the time the machinery people are finished with them, they are not fit for re-use as woolpacks. So I went back to the old job!"

Tragedy

On March 8, Mr. B. Sukhlal, of Namoli, Lautoka, Fiji, wrote for us a description of how the teachers and students of Gurukul School, Lautoka, and the parents of the pupils, on March 1, said farewell to Pandit Ami Chandra, the distinguished Fiji-Indian scholar and economist, who was about to leave for India and England, on a special mission. It was a very happy gathering—Pandit Chandra recalled that it was at this school that he took up his first teaching appointment when he arrived in 1927. The children presented him with £5

which they had collected, and wished him *bon voyage*.

We received Mr. Sukhlal's letter on the same day that the international mail-plane crashed at Singapore, killing 35 travellers—among them Pandit Ami Chandra.

Fiji-Indian Query

It appears that the Commissioner for the Government of India in Fiji, Dr. N. V. Rajkumar, is the author of a book, *Indians Outside India*, which was banned from Fiji under a Prohibited Publications Order in March, 1953. A disrespectful resident in Fiji wants to know whether the written word is to be banned while all is clear for any possible spoken word; and, if so, what next?

We do not know the answer. So far as we are aware, Dr. Rajkumar has conducted himself, as Indian Commissioner, with perfect propriety.

This Pidgin

"Amid all this argument about the value of Pidgin, I still maintain that Pidgin is no good to the Adminis-

tration, that the natives can be taught to understand English (if English is spoken to them slowly) and that NOW is the time to begin to get rid of Pidgin," writes SHC, of Brisbane.

"Once, when I was on patrol on the NE coast of Papua, I approached a local in a hurry and demanded: 'Whaleboat 'e stap?'

"The Mekeo gardener to whom I spoke replied, slowly and with dignity: 'Sir, there is no news of your whaleboat.'

"Exit, SHC, chastened."

"Deratisation"

"Terminological absurdity," says a Suva correspondent, "is the best description to date of an advertisement for a health inspector in Fiji, published overseas. (His duties will include 'deratisation' and 'disinfection' of aircraft and ships)." (See *Tropicalities*, March.)

That may be so; but the term "deratisation" is far from being new. For years, one of the first documents that has been called for from the master of any vessel entering any major port in the world has been a "Certificate of Deratisation."

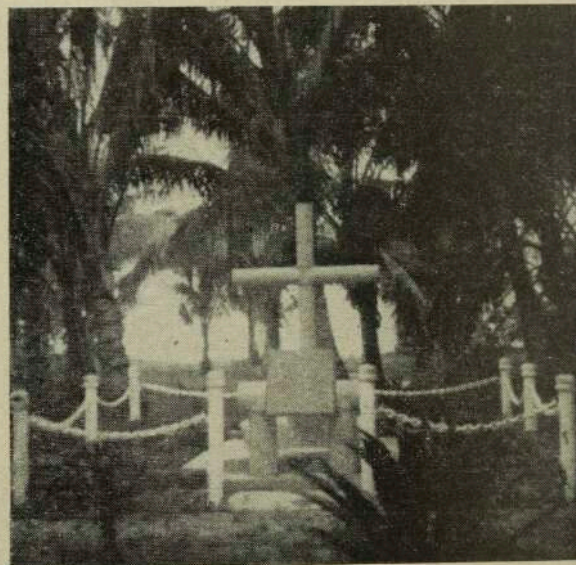
US Memorial to Heroes of Tarawa

This photograph shows the Tarawa memorial, as it has come to be known, as it appears to-day dwarfed by young coconuts—old photographs showed it in a bare setting, after Betio atoll had been denuded of trees during the American reoccupation.

The inscription reads: "In memory of 22 British subjects murdered by the Japanese at Betio on 15th October 1942. Standing unarmed to their posts, they matched brutality with gallantry and met death with fortitude."

Those murdered were a missionary, a wireless officer, a hospital dispenser, a retired sea captain, and 17 New Zealand coastwatchers who had been stationed on various Gilbertese atolls.

—Photo by Jack Thornton.



Mr. F. W. R. Godden, associated with Placer Development for 26 years, has retired from that Board, and from the Managing Directorship of Bulolo Gold Dredging Ltd. Mr. J. W. Austin, another Placer-BGD director, succeeds Mr. Godden as

Managing Director, and Mr. Lars Bergstrand joins the board of BGD.

Walu Bay Road, near Suva, has been renamed Edinburgh Drive. The coastal road between Suva and Lautoka Bay was renamed Queen Elizabeth Drive last year.

High Prices for All Cocoa Beans Expected to Continue

Ceylon in Australian Market Now

PPRICE of New Guinea cocoa beans in Sydney in March rose to between £500 and £510 per ton, a little below the price obtained for Samoan beans and about £70 below the price for Accra.

Some importers were saying cautiously, early April, that partial failure of the West African cocoa crop would influence the market for the rest of this year and that high prices would probably rule for that period.

There were also encouraging reports of improving quality in the NG beans although, however, the present price cannot be taken as a true indication of quality. It was obtained because of the continued world shortage and the eagerness of Australian chocolate manufacturers to stock up with all the beans they could get in preparation for their busy winter season.

Considerable quantities of Ceylon beans have recently been reaching the Australian market to help meet this strong demand.

Two NG planters were in Sydney during March and were taken to one of the large chocolate factories to see some of their own beans being blended with others from Samoa, West Africa and Ceylon.

The manufacturer's report on quality was: Samoan, excellent but strong; African, good all round; Ceylon, good all round but slightly earthy; NG, improved and good, but strong and slightly earthy.

The planters were told that manufacturers were satisfied with the NG beans for use in a blend with Accra. It would be some time, however, before the present rate of improvement in the NG beans could be used alone.

The bulk of W. Samoa's new crop was expected to start coming in in April. Very wet weather in March was causing some anxiety amongst cocoa planters.

PNG COUNCIL ON MAY 10

THE next meeting of the Legislative Council of Papua and New Guinea will begin in Port Moresby on Monday, May 10.

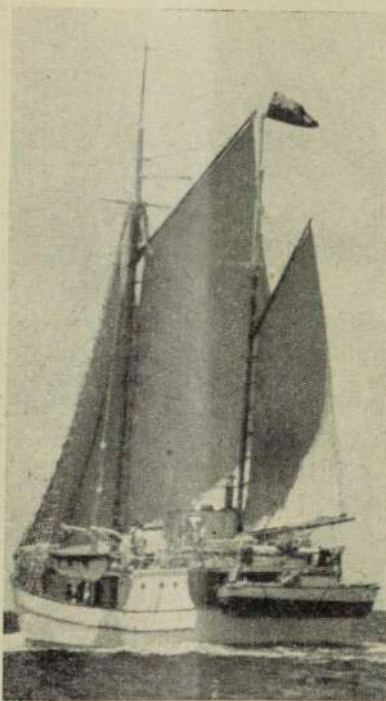
Matters of considerable importance will be dealt with on this occasion, including finance.

This will be the last meeting of the Council before the elected members retire, to face the biennial elections.

Attractive New Ship Meets Jap Fishers

The new, white-painted Auxiliary ketch "Te Matapula" makes an attractive picture as she sails out of Funafuti Lagoon, Ellice Islands, last September, bound for the Gilberts. (Photograph by Mr. R. G. Roberts, Funafuti.)

In Southern Gilberts waters, "Te Matapula" nearly ran into a circle of Japanese fishing lines that could have fouled her propeller. When the Japanese



Raluana "Affair" To Be Dealt With Soon

FOLLOWING the "As you were!" orders given in Port Moresby in February, in relation to the Raluana (Rabaul district) trouble, it is expected that there will be developments soon after the Administrator (Brigadier Cleland) returns to the Territories at the end of April.

Petitions were received in Port Moresby from the Raluana native communities after the Administrator had gone on leave; and, in order that the Acting Administrator (Chief Judge Phillips) should not be obliged to deal with a very delicate and complex matter, extending back into another administration, it was decided to suspend the operation of certain proclamations.

It is likely that the whole affair of the Raluana natives and the village councils will be brought firmly to an issue in May.

SEA LINK BETWEEN AUSTRALIA AND DUTCH NG

ROYAL InterOcean Lines announced on March 23, that a direct shipping service from Melbourne and Sydney to Bangkok, via Dutch New Guinea, would begin in April.

There will be calls at Hollandia, Sorong and Sandakan. There will be two ships maintaining a six-weekly schedule and carrying a limited number of passengers.

Monsieur Charnet, who has for some years been Government Representative at Raiatea, French Oceania, returned to France recently on completion of his term. To replace him, Monsieur Bignon, with his wife and child, has arrived from France.

ship sighted the approaching "Te Matapula" she steamed to the horizon, where she hove-to. "Te Matapula" slowly circled the Japanese floats. Made of plastic, with Japanese markings, each float was about the size of a soccer ball. Captain Peckham took one to Tarawa for identification. The photo shows First Mate Malcolm Sword, of Levuka, and an Ellice member of the crew, holding a float and its flag-rod. (Photo by Jack Thornton.)

"Te Matapula" has rendered good service since her maiden voyage, and is regarded as an excellent advertisement for Suva boatbuilders. When she underwent her first engine overhaul in Suva last month she had, in six months' service in G&EIC waters, already voyaged much more than half the average distance steamed annually by the other Colony Wholesale vessels, "Tovalu" and "Tongaru".

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TERRITORIES TALK-TALK

By Tolala

WITH all this talk about Pidgin-English it is not surprising that some of the old-timers, who accepted Pidgin for what it was and never bothered about analysing its ultimate cultural effect, are showing interest. From one old resident of TNG comes the request for a copy of the Pidgin version of the Garden of Eden, which many readers will remember.

(This was published in PIM 20 years ago, and if space permits, we will republish it in May, Magazine Section.—Editor.)

Kenaf expert, J. Dempsey, made some critical remarks about PNG's Agricultural Dept. last month in connection with the Kenaf industry and the Dept.'s alleged neglect in carrying out recommendations he had made on a previous visit. There was the usual exchange of criticism between Dempsey and the Dept., with the Minister backing up the Dept. (naturally).

This game of "goodies" and "bad-lies" seems to be a popular pastime, and leaves the public up in the air. Minister Hasluck did not seem to appreciate Dempsey airing his views publicly instead of behind the "iron curtain" of officialdom, whence it could have possibly been mollified. Thus arises again the question of the justice to the public of the practice of censoring statements regarding alleged official delinquencies.

One gets a bit tired of continually observing attempted demonstrations of the adage: "The Administration Can Do No Wrong!" John Citizen's reaction now has

become that, whenever hush-hush tactics are adopted he thinks something must be wrong somewhere.

The second par. in the S.P. Post "Drum" of the 17th of March issue gives one to think. That is, the differentiation between the geographic and the political status of an area. It deals with Bougainville, so often described as being a part of the BSI. Geographically, of course, it is included in the Solomon Island group and, during War II., I believe it was usually referred to as such rather than as portion of TNG, where it belongs politically.

The old German Salomon Inseln, back in the nineties, consisted of Ysabel, Choiseul, Bougainville and Buka; and it was not until 1900 that the international boundary line between British and German possessions was changed, and excluded Ysabel and Choiseul as the result of a treaty between Germany and Britain. Britain exchanged Heligoland (I think) to enlarge her holdings in the Solomons. (Also, Britain withdrew from Western Samoa, and Germany gave up her interest in Vavau, Tonga.—Ed.)

It's about time cartographers, hydrographers or whoever is responsible, got to work and did away with such possible confusion between political and geographical designations.

Drastic measures seem to have been taken by the P-NG Dept. of Health when it ordered the removal from a plantation in the Rabaul area of "Highland labour," alleging the planter had taken insufficient

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steps to suppress malaria amongst the labourers. I hate to think of the costs the planter has had to

bear, for Highland labour is an expensive item for the Lowland planter. It does not appear that

such regimentation is conducive to the encouragement of the Territory's agricultural development which Minister Hasluck has so often supported, although the PHD will get a pat on the back from UNO. Once again NG planters pay the UN price.

P-NG Junior Red Cross

Four P-NG children who, as representatives of Territory Junior Red Cross, recently spent two weeks in Brisbane undergoing a training course. While there they were presented to Lady Lavarack (wife of the State Governor) at Government House; and saw the Queen who was also visiting Brisbane.

Photo shows (left to right): Cecilia Tabua, of Daru; Florence Seeto, of Rabaul; Mary Johnson, of Moresby; and Rodney McNeil, also of Moresby.

—Photo by Papuan Prints.



In its much-lauded drive to eliminate malaria I wonder if the Dept. of Health still "kerosenes" the tanks in closely-settled areas and also makes available, without charge, the larvae-eating *gambusia affinis*? Are native villages penalised if any mosquito - breeding grounds are found?

The recent complaints made at a meeting of the Rabaul Advisory Council concerning sub-standard buildings erected on main streets in Rabaul bring to mind the exceptionally fine standard of buildings erected when Rabaul's first offices and residences went up in the German time. They were in contrast, sad to relate, with those erected in later years, especially by the Administration which, it is safe to say, showed no imagination whatsoever for architectural beauty and often lacked practical comfort for tropic conditions. You can count on the fingers of one hand the outstanding buildings erected in Rabaul during our times—and none by the Administration.

For the most part, residences erected by the Administration were just houses—not homes; merely quarters to house officials who eventually made their homes in Australia, retiring to grow roses in some Sydney or Melbourne suburb. That has been New Guinea's handicap down the years—the transiency of its white population. TNG has been a mere stepping-stone to superannuation and/or retirement; never a land of homes—only dwellings. Few people become deep-rooted in N.G.'s soil. Like coconuts, their roots are just under the soil.

Thus a correspondent: "You are consistently ticking off other people for errors in Pidgin, and their disregard of old-time ethics, but what about correctly spelling your own 'Territories Tok-Tok,' Mr. Tolala"? ... Thanks; but the reason why I do not adopt the phonetic spelling is because I am writing for an English-reading public and not for Pidgin readers, and I can see no useful purpose in using phonetic spelling for people capable of reading English. Why write "Astadei mi lukim iu"? when it is far easier to write (and to read) "yesterday me look 'im you"?

The unlovely phonetic spelling only adds to the confusion of Pidgin when read by the uninitiated. Presumably, when the time comes for teaching English to the native, he will not be taught in the



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phonetic spelling, and this means he must start from scratch again.

So far as I remember the phonetic spelling was only officially introduced in the middle thirties, following the conference on native education held in Rabaul, when Pidgin received the imprimatur of the Administration.

I can see a few eyebrows lifted by B4 residents when perusing the list of the P-NG delegates to meet Her Majesty at Cairns. At least one or two delegates were anything but *persona grata* with the Powers That Be shortly before the last war and, in fact, caused quite a few headaches with their advanced ideas and defiance of current rule. But their recognition as potential native leaders may pay a dividend. We'll hope so, at any rate.

Sorry to hear that Harold Koch's plantation on the South Coast of New Britain (PIM, March, p. 120) is infested with *Promecotheca*, a pest which has done a lot of damage to coconuts down that end of the island, both on the Talasea and Gasmata sides. Lindenhaven had a bad spell back in 1938 and the Dept. of Agriculture made a brave attempt in that year to introduce a parasite *Pleurotropis parvulus*, and good results were recorded.

Neglect during and after War II. was a heyday for coconut pests and diseases, as every planter knows.

H. W. Simmonds, from Fiji, was brought over to have a look at Linga Linga estate down in Talasea in 1922-23, which was badly infested. Some plantations had fair success in the war against *Promecotheca* by encouraging the kuratunga ant to attack the pest, bush rope being used to connect up the palms, and fish used as bait, to attract him into the palms.

A link with early drilling for oil in TNG snapped last month when W. D. Glanville died at Lae. He put down the first deep bore for oil at Matapau, in the Aitape district, for the Mandated Development Co. in 1924, using the old-fashioned hit and miss type of plant. After several unsuccessful attempts there the drillers shifted up the Sepik. A good cove was W. D. I should know. I was his off-sider for months—working the pump, sharpening the bit and putting down casing.

No more "unfortunate incidents" by UN delegates to P-NG is a promise made by the Australian Association for UN, addressed to the Foresby committee of the local UN association branch, which complained of rudeness and a lack of tact on the part of the delegates' leader. An effort, apparently, to popularise this organisation—and decidedly an uphill job. (Over)

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An interesting and a somewhat alarming change in plantation economics comes to light in a news item in the *S.P. Post* (17/3/54) from Bougainville recording the arrival of 200 recruits from NG mainland for local plantations, costing about £50 a head, and taking the place of labour which in pre-war days was supplied locally. Even with copra at its present high level, £50 a head makes a big item on the expense sheet.

In 1939, in that area, of the 2,897 indentured labour 2,783 were local natives, and 69 of the overseas workers came from the Sepik.

Now that some natives are grasping the fundamentals of economics (as, for instance, Raymon, who told the Duke at Cairns, he controlled co-operative societies turning over £200,000 a year) they might realise it would pay them to work locally and with the same vim as workers from other districts. No doubt the wage could be jacked up if employers could save the high costs of transport and equipment. But then, perhaps, the native economic system envisages the elimination of native workers on plantations.

A crowd of NG natives, during the Queen's visit in Sydney, sighted NG old identity, Jerry McDonald (to you, J. H. McDonald, DSO, MC, of 20th bn. in the First War and one-time DO in TNG) who has now retired. The lads gave him a

NAURUANS SEEKING NEW ISLAND

End of The Phosphate Era

ACCORDING to Head-chief Raymond Gadabu, who was one of his island's delegates to meet the Queen and the Duke of Edinburgh in Canberra, Nauru is in the market for a new homeland.

It is expected that when Nauru's phosphate workings are finished—in about 30 years—the people's sole source of income will have finished with it, and there will not be enough cultivable land left in Nauru to bother about.

The Nauruans want to emulate the Ocean Islanders, most of whom now live on Rabi, one of the Fijian islands, which they purchased after the Pacific War. They feel that they should not wait until the phosphate is nearly finished, but ac-

quire a fertile island soon and begin to learn how to live on it. By doing this, they will be able to take advantage of the fact that they are still in receipt of their income from royalties from Nauru phosphate. Although Rabi is fertile, and Ocean Island was barren, the Ocean Islanders have had to make considerable adjustments to fit themselves to the conditions of their new life, and this has not been accomplished without considerable homesickness for their former home—particularly among the older people. They have had to learn to provide for themselves on Rabi and to grow their own food, rather than to buy it in the store. In this they have been assisted by Fijians, who have been employed to show them how.

The Nauruans will probably have to look about smartly, as the supply of fertile, uninhabited islands is getting small, and it is unlikely that Fiji has another one like Rabi to sell. Whatever land Fiji has, she needs for her growing population of Fijians and Indians.

It has been suggested that Nauru might get what she wants in an island off Papua or New Guinea.

Mr. Paul Mason, of Bougainville, returned in March from a visit to Australia as one of the Territory Delegation presented to the Queen at Canberra on February 15.



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Greek Divers May Save NT Pearling Industry

THE Australian Government is assisting the migration of Greek sponge divers from the Dodecanese Islands to Darwin, where it is hoped they will assist the languishing pearshell industry.

The first group of 10 divers was expected in Darwin in early April. It is expected that more will follow.

Australian luggers have been manned by Torres Strait islanders and Koepang divers since Japanese divers were banned after the war. These have been able to win only enough shell to keep the industry alive.

People who have seen the Greek divers at work say that they are good—second only to the Japs. When diving for sponges, they go to 45 fathoms which is deeper than pearl divers would be asked to go in Northern Territory waters.

Master-pearlers are now optimistic that the use of Greek divers will save the Northern Territory industry; they say that if the Greeks are as good as they are reported, the industry will be able to take all who are available and that the Australian luggers might then be able to compete with the Japanese in the production of pearlshell.

Meanwhile, around Thursday Island, master-pearlers are still short of lugger crews for this season, many of the Torres Islanders, who usually engage in the industry, already having signed-on on trochus fishing vessels at end of January.

If the labour position does not improve before the opening of the season, end of April, many luggers will be laid up this year.

The diving school proposed last year to train Torres Strait islanders, has not yet been established, due to lack of funds.

Dutch NG Stamp

POSTAL authorities in Netherlands New Guinea have issued new five, ten and 15 cent stamps in a Bird of Paradise series.

The stamps were designed by a Dutch artist.

¶ Mr. E. J. Bevington, who has filled a leading position in the Fiji Secretariat for some years, passed through Sydney in March, on his way to England, on long leave. It is announced that he will not return to Fiji and the Gilbert and Ellice Colony, where he has had nearly 17 years' service, and that he has been selected for an important post in the British-protected State of Brunei, in North Borneo. Mr. and Mrs. Bevington are held in high regard in the Central Pacific Islands.

Use of Title "Priest"— Protest from London

The heading on page 63 of January PIM, "First BSI Priest," has brought a strong protest from the Rev. George Warren, General Secretary in London of the Melanesian Mission (Anglican).

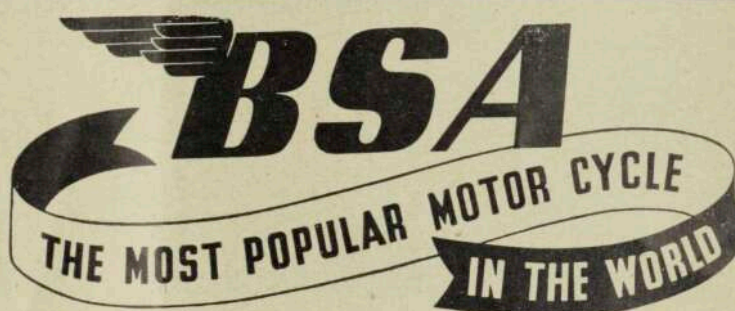
The PIM heading was meant to convey that the BSI native was the first ordained Roman Catholic priest; but, as Mr. Warren points out, the ordained men of the Anglican Church have the same claim to the title of "priest."

Mr. Warren says: "In Melanesia there have died 40 Melanesian priests; some 50 or so are still alive;

most of these are Solomon Islanders—so the person referred to in your article is nearer being the hundred-and-first rather than the first BSI priest."

According to Anglican churchmen, there are two kinds of Catholics—Roman Catholics and English Catholics—and confusion is caused when Roman Catholics are referred to as "Catholics," and English Catholics as "Anglicans."

¶ Miss Jill Bignold, who graduated recently from the Royal Prince Alfred Hospital, Sydney, sailed from Sydney in the March *Bulolo* to spend a few months with her father, Mr. Justice Bignold, of Port Moresby.



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Unorthodox—But This Bishop's Wife Helps Build a Cathedral

From a Special Correspondent

WHEN the Bishop in Polynesia (the Rt. Rev. L. S. Kempthorne) and Mrs. Kempthorne leave Suva for five months in the United States at the end of May, (the Bishop to attend a conference and Mrs. Kempthorne to visit her family), Mrs. Kempthorne will have the satisfaction of knowing that about one-fifth or one-sixth of the new Anglican Cathedral in Suva is there by her efforts.

Contributions to the Cathedral building fund, from her own personal efforts, recently reached the £2,000 mark. A lot of money in any woman's language.

In a recent interview in Suva, Mrs. Kempthorne told us how it was done:

About three years ago she decided to earn £50 or £100 as a personal contribution to the Cathedral building fund, and knowing that the second-hand clothes-stalls at local bazaars were always rushed, she thought that that was one way of

going about it. As she explains, the poorer Fijians and Indians cannot afford to buy in the shops at present prices, and very few of the older ones can do even the simplest sewing. (Continued next page)



Mrs. Kempthorne on the job—one of her "bazaar days".



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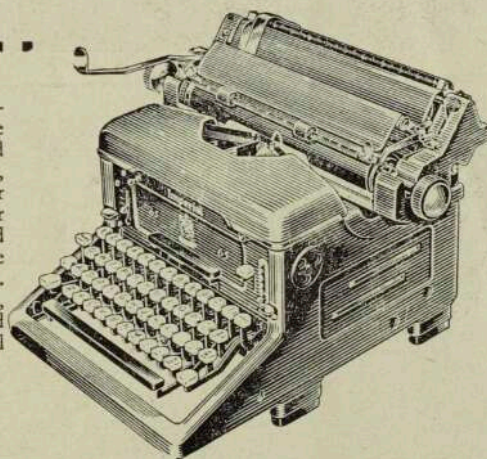
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To start the idea rolling, Mrs. Kempthorne wrote first to friends in Honolulu asking for old clothes suitable for re-sale, and got such a hearty response over a period of six months that she fetched out her address book and wrote every friend or relative or acquaintance in the United States, asking for donations of practically everything in the clothing line.

The Bishop in San Francisco offered to accept all parcels, and freight and crating was donated by the Women's Auxiliary of the Cathedral Church there. This effort brought in half a ton of clothing.

"By this time," says Mrs. Kempthorne, "I had really got warmed up to the possibilities, so when I went to New Zealand just after the hurricane of January, 1952, I was able to collect nearly a ton of things with the understanding that proceeds were to go to the Cathedral fund. Since then I have been receiving regular shipments of sacks of old clothing from different sources in New Zealand and it has proved highly profitable despite freight, customs charges and pillage. The Fijians who go down into the ships' holds to unload here got to know about the contents of these sacks, and until we found out what was happening, helped themselves liberally."

When the big new market was opened in Suva down near the water-front, Mrs. Kempthorne started selling there—just going along anytime she considered she had enough clothes for a "bazaar" and paying the usual hiring fee of one shilling a day for use of a piece of counter space.

About a year ago, however, the Town Council decided that only local products could be sold at this market; and that was the end of that.

Then Mr. A. Q. McGowan came to the rescue, and each Friday and Saturday put up an enclosure next his store for Mrs. Kempthorne's use. "A better place would be hard to find," she says, "and I am certainly indebted to Mr. McGowan for his sustained interest and help given to my effort—I doubt whether I could have carried on otherwise."

TO the query as to what were her most popular lines, the answer was, "Anything." She has sold half a dozen fur coats (which must be the Fiji equivalent to selling refrigerators to Eskimos) and loads of heavy underwear.

Fijians buy the most, then Indians; with Chinese men doing the buying for their families. Fijians, says Mrs. Kempthorne, actually suffer from the cold in the cool months, and towards the end of the hot season she cannot get enough cardigans to sell to those preparing for the cold ahead. Style does not matter very much in any of the clothing, although with the better class of Fijian girl it does.



A charming and informal snapshot of Her Majesty Queen Elizabeth leaving Suva Cathedral with Bishop Kempthorne after her visit on December 18.

"They certainly have discriminating taste," commented Mrs. Kempthorne, "and figures to show off the dresses. Straight backs and no corsets or high-heeled shoes to throw them off balance, I suppose."

Generally there are never enough children's clothes to satisfy the demand; and hundreds of men's jacket coats and thousands of shirts could be sold—if they were available. All the women, of any race, want a "shortie" coat for the cooler months and will pay up to £2 for a good one. Generally the garments are sold from 3/6 to about 15/6 each—beyond that price these people are apt to regard clothes as being in the luxury range.

THE thing that amazes Mrs. Kempthorne most about the whole business, is the way the Fijian women will never try on a dress in public. "They seem to think that that is undignified and you simply cannot make them slip it on, even over their clothes. They span the waistline of a dress with their outstretched hands, and if it is two spans and a bit, that is all they ask. They never come back and ask to exchange something because of wrong size, so I imagine that they sell things or give them away if they don't fit."

Love of the Fijian female is a prassiery; and a first-hand, shop-bought one is beyond their means. They will take them boned and strapless or take them plain, but they like them all. (It has been rumoured that a factory will shortly be starting in American Samoa to manufacture these nether garments for the Islands trade. If so,

it should do extremely well). Selecting a bra for size is also done by guesswork, says Mrs. Kempthorne. They would rather die than try one on.

About £150 of the amount she has

raised for the Cathedral fund has been from the sale of Islands mats and baskets to tourists. These articles were collected for her by friends in Niue, Samoa and Tonga; and the manager of the Grand Pacific Hotel, in Suva, allowed her to have a table there where the goods could be displayed and sold.

It is not every Bishop's wife who has raised a large sum of money by virtually setting herself up as an old-clothes merchant. But then, Mrs. Kempthorne does not strike one as being the typical Bishop's wife. She does not say so, but she probably is not wildly enthusiastic

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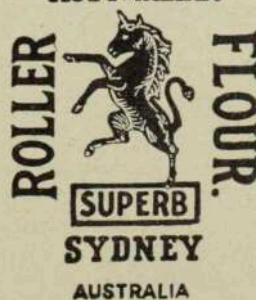
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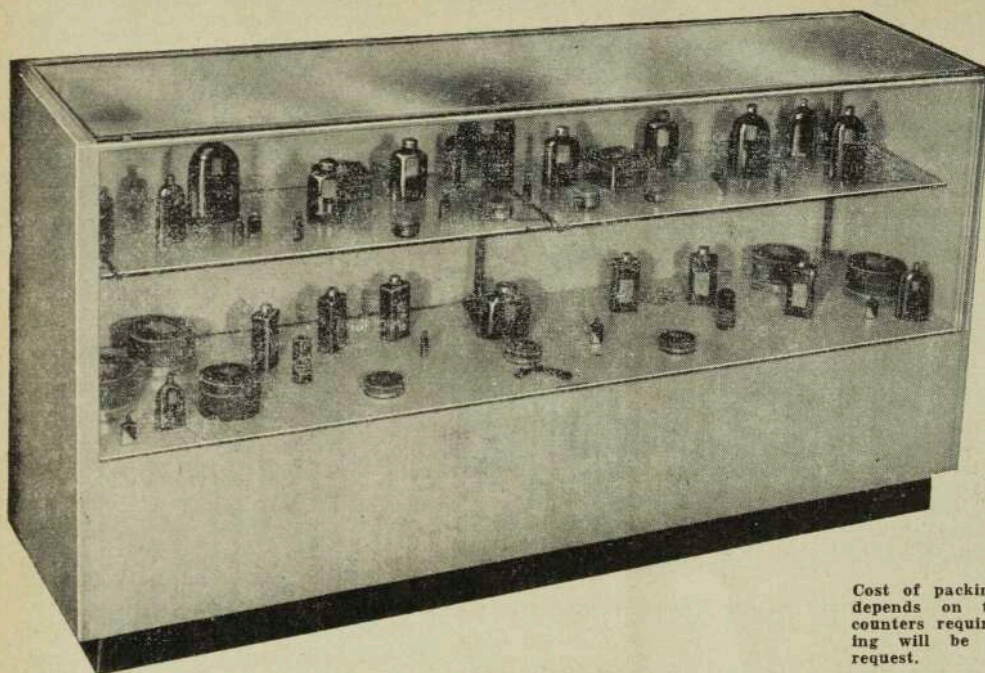
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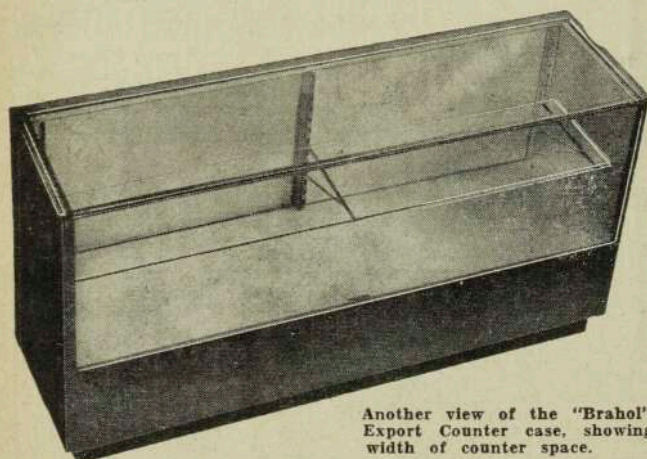
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about church teas, or sewing circles; yet in her own way, this charming American has got results. As she says herself, she works better when there is no one to impede her speed.

After Lord Nuffield and Dr. Beattie (who donated about £4,000 worth of pipe-organ to the new Cathedral) Mrs. Kempthorne is the third highest contributor to the building fund. Nice work, America!

AMERICANS NEED NO VISA FOR FIJI

CITIZENS of the United States no longer require visas to enter Fiji, if they intend to stay in the Colony less than four months. A traveller entering the Colony without a visa must hold a United States passport which is valid for at least six months after the date of his arrival, and he must be in possession of adequate funds, as well as a return ticket or a ticket covering the onward journey to his next destination. A United States citizen intending to stay in Fiji for more than four months must still apply to the Principal Immigration Officer, Suva, for a visa.

The abolition of the visa requirements for American tourists has been asked for on a number of occasions by travel agents and representatives of airlines and shipping companies interested in bringing dollar tourists to Fiji.

Poets and The Islands

LONG before Tennyson imaginatively pictured the South Sea Islands in "Locksley Hall" ("Poet's Imagery," in February PIM), Byron had a go at it in a poem concerning the *Bounty* mutiny.

There is no copy of the noble lord's work available at the moment; but the poem contains (I think) the famous line about "happy isles without a law," and also something about bread growing as a fruit. The poem was written primarily in praise of Bligh, who was the idol of England when he returned after the open-boat voyage from Tonga to Timor. In those days Fiji was known as Bligh's Islands, and it was not until long afterwards that Bligh's stock slumped and a sentimentalised version of Fletcher Christian emerged, as something of a champion of human rights against a tyrannical monster. (As a *Bounty* student for 21 years, the writer maintains that the truth lies about half-way between).

"Isles without a law," whether happy or otherwise, was nonsense even in Byron's day, but both he and Tennyson produced a truer version than R. M. Ballantyne, whose boys' classic, "The Coral Island," was full of excruciating absurdities. Like the two poets, Ballantyne never visited the South

Pacific, and when some of his Islands disasters came home to roost, he vowed that never again would he write of places he did not know.—S.

EXTENSION OF BROADCASTING WHEN FBC TAKE OVER IN JULY

THE Fiji Broadcasting Commission hopes to be established in its new home well before the end of June and to take over the Colony's broadcasting from the Fiji Broadcasting Co. on July 1.

Hours of broadcasting will then

be considerably extended, with programmes throughout most of Sunday. Inquiries into the best way of supply school and religious broadcasts are being made.

Staff to cope with extended hours is now being recruited overseas. The Commission hopes to take over the organisation of all programme material in 1955, but until then will depend on the Public Relations Office to provide the Fijian and Hindustani spoken programme material.

Mr. L. J. Greenberg, secretary of the New Zealand Broadcasting Service, was visiting Fiji in April in an advisory capacity on matters of administration.

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Fiji Still Pursues Rhino Beetles

But New Guinea Waits on the Zanzibar Wasps

IN contrast with some Pacific territories, where the prevalence of rhinoceros beetles is regarded as an Act of God, about which little can be done, Fiji is still showing a lively concern in the matter.

The presence in Fiji of this coconut-destroying pest was discovered about a year ago, in Suva. Since then, the hunt has been kept up and discoveries recorded beetle by beetle, grub by grub, pupa by pupa and egg by egg.

It is quite obvious that the pest had established itself at least a couple of years before it was discovered, and recently a live beetle was found on the Tailevu coast, 35 miles from Suva and close to Lodon, which is the sailing point for the daily launch service to Levuka.

This has caused some consternation because, although the main island of Fiji—Viti Levu—grows plenty of coconuts, there are no commercial coconut plantations—most copra production coming from Taveuni, Vanua Levu and the Lau Islands.

So far the beetle has been (apparently) confined to the area of Viti Levu around Suva, and the authorities are naturally anxious that it should not be allowed to get to the copra-producing islands.

Special precautions are now being taken at Lodon and along the Tailevu coast to see that small-ships and boats plying between the in-

fectured areas and the islands are inspected.

Because of the close tally kept on the pest, those in charge of the anti-beetle campaign were able to report in mid-March that the total to date was: 283 beetles, 1680 grubs, 92 pupae and nearly 300 eggs. Of the beetles discovered, 131 have been feeding in palms, 41 have been

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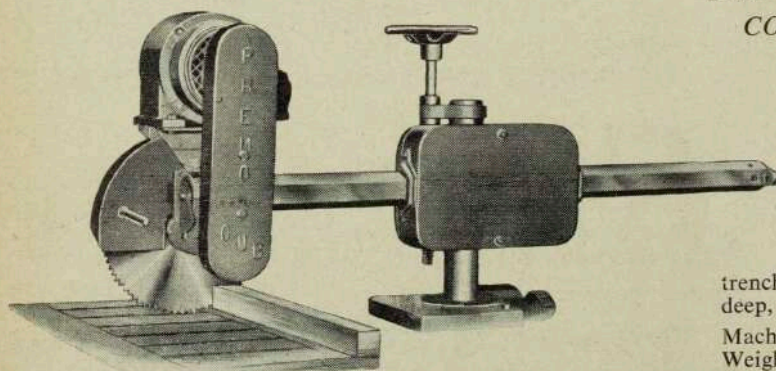
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found in compost, 39 in dead logs, 23 in sawdust, 18 near lights or in lighted houses, 18 on the ground, 11 in dead palms or sago palms, and 2 aboard ships.

This information should be of interest to planters in the Gazelle Peninsula area of New Britain, where there are certainly plenty of dead logs and palms, sawdust piles and compost—and, as virtually nothing has been done to get after the pest, presumably thousands of rhino beetles.

P-NG still appears to be staking its faith on black wasps from Zanzibar which, it is hoped, will breed in sufficient numbers to take over the job of ridding the Territory of beetles.

FIVE HOURS' SWIM

Another Kennedy Escapade

MAJOR D. G. KENNEDY, DSO, (well known throughout the South Pacific and famous for his wartime exploits in the Solomons) survived another dangerous situation in February when his cutter, of approximately 1½ tons, struck a coral head on the port bow



Major Kennedy and the Ellice Islands child, photographed in Suva soon after they were rescued.

as she was clearing the northerly passage out of the lagoon at Dravuni, near Solo Light, during a voyage from Kadavu to Suva. The launch was abandoned about two miles from shore. Major Kennedy now has a plantation on a small island in Fiji.

One of the cutter's crew dived overboard and, standing in about 5 feet of water, tried without success to dislodge the vessel. Mr. Kennedy then dived in, and heaved the stern on to the reef. After a vain attempt at salvage, the cutter slipped off the coral and sank.

Mr. Kennedy and his crew of two Ellice Islanders, and an 11-years-old Ellice girl, Eme, then decided to swim to Vanua Kula, about 2 miles to the south.

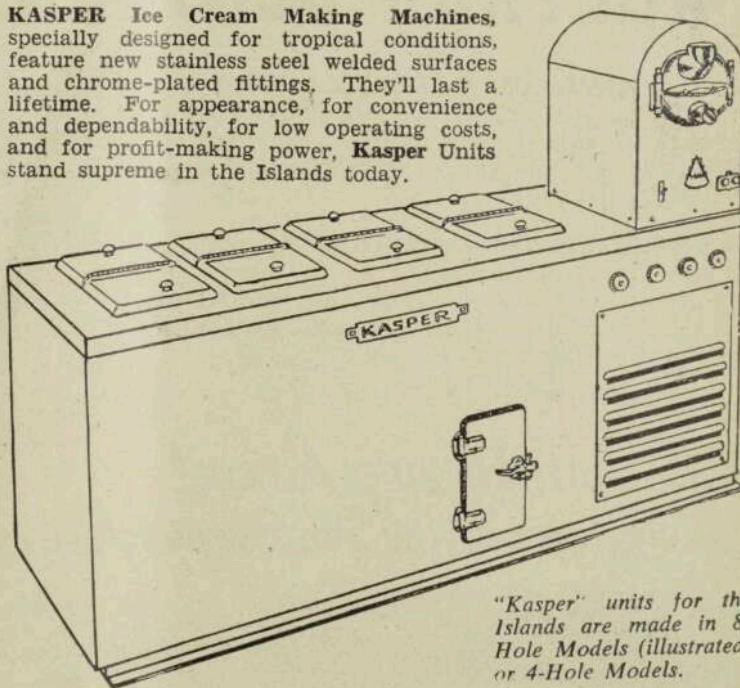
A partly-filled one-gallon water container, coconuts, first-aid equipment, a tin of benzine, and matches in water-proof wrapping, were lashed to loose planks. Eme was fitted with the only available Mae West and an inflated inner tube.

After 5½ hours in strong currents and choppy waves they reached the tip of Vanua Kula at dawn. Mr. Kennedy said they were lucky; for every stroke the swimmers made, they advanced less than a foot. The distance swum was about 5 miles. "I shall always retain admiration for the behaviour of Eme, who kicked out like a Briton all through the night," he said.

Fires were kept burning, distress signals flown, and the party lived on shellfish and coconuts for two days, before being rescued by Mr. George Hough Lee's auxiliary cutter *Tui Navitilevu*, the crew of which had spotted the distress signals when entering the lagoon on a voyage from Suva.—Jack Thornton.

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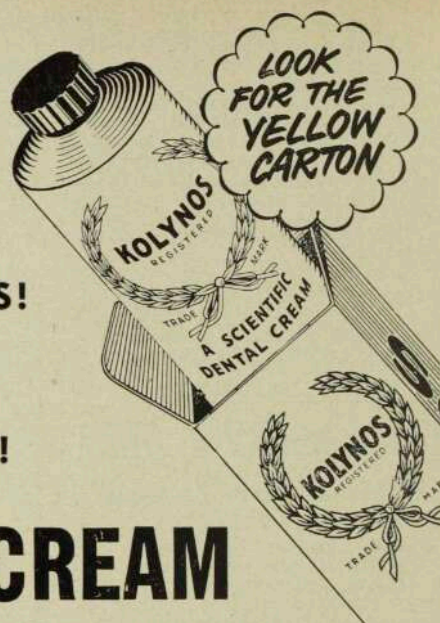
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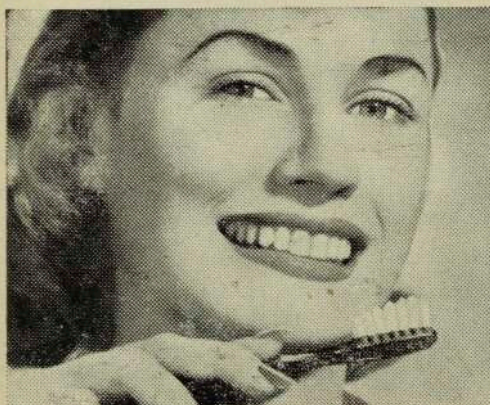
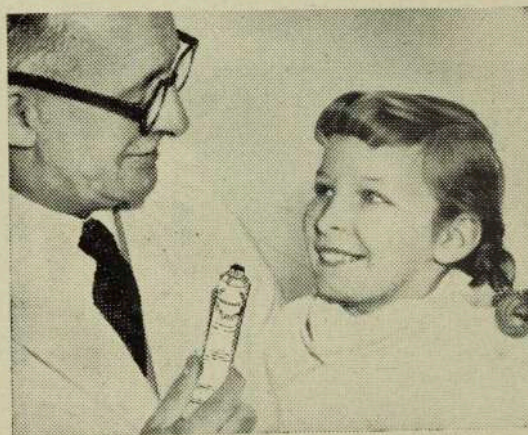
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The experimental introduction and cultivation work has been patiently and successfully carried out; the fibre has passed every test required of it, with strength and quality to spare; and large-scale planting could now proceed, sure in the knowledge that the fibre could make Australia at least partly independent of jute and could be one of PNG's major industries.

In Sydney, at the end of March, Mr. R. A. Colyer, who is primarily responsible for introducing Kenaf to P-NG, said:

"I feel that I have done all that an individual can do. It is now up to the Government, and to industry generally, to carry on with the good work.

"We have shown that Kenaf will grow in Papua-New Guinea better

than anywhere else in the world where it has yet been planted. I am confident that production there could supply Australia's entire needs for burlap, and that an export market could eventually be developed.

"I have no doubt whatever that, with large-scale efficient operation, we could produce a fibre superior to jute and on a competitive price basis. But I emphasise that the operations must be efficient.

"Kenaf is a most attractive fibre, and that already produced is highly satisfactory for wool packs and the heavier types of burlap. With an additional washing system, which is now being tested, it will be possible to separate the fibre finely enough for the lighter types of hessians, and for upholstery and curtain materials. Unlike jute, Kenaf will take a dye readily, which gives it great additional value.

"A lot of the onus must now be thrown on the Australian Government to ensure that this new industry is properly developed. The undertaking is of national importance."

IT was Mr. Colyer who, a very few years ago, purchased in America, in a semi-official capacity, the last 90 lbs of Kenaf seed that was then available in the world, and sent it to Port Moresby where, in collaboration with the Department of Agriculture, it was planted experimentally with most encouraging results.

That 90 pounds of seed, with additional supplies obtained by the Administration, has provided the stock for that work.

Mr. Colyer makes full acknowledgment of the willing assistance given to the infant Kenaf industry by the Commonwealth Government, both in Canberra and through the P-NG Department of Agriculture. The Minister for Territories (Mr. Hasluck) has given his active support and is enthusiastic about the enterprise.

However, Mr. Colyer and his

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associates are now of the opinion that in order to firmly establish the industry, and so make Australia independent of the vagaries of the jute market and to provide security for Australia's wool and wheat industries if or when jute supplies are cut off, the Australian Government will have to go a step further and subsidise or protect the industry by some constitutional means.

MR. COLYER is the biggest shareholder in Erima Estates (Holdings) Ltd., a group formed to support the preparatory work on Kenaf. The experimental work has been done mainly at Eriama, a few miles from Port Moresby, in conjunction with the Department of Agriculture and with the advice of an American expert, Mr. J. Dempsey, and under the direction of Mr. Colin Sefton.

Mr. Colyer said the purpose of the preparatory work had been to prove the suitability of P-NG for Kenaf, the yield of the fibre from the plant, and particularly the value of the decorticated fibre in relation to the spinning industry and the manufacture of wool packs and burlap materials.

It has been shown that the soil and climate of P-NG are favourable to Kenaf. Experiments have been confined mainly to the Salvadore variety, a high yielder but one that is susceptible to photoperiodism, or daylight. Its cropping period was found to be about 3½ months at

Eriama, but its growth there was influenced by the short rainfall period.

Kenaf flourishes in medium to good soils, with intermittent rain and sunshine. Experiments are about to proceed with another four varieties, having a lower yield of fibre than Salvadore but characteristics which possibly will make it

suitable for planting both early and late in the season, thus extending the duration of cropping.

Eriama is not the best area for Kenaf. It was chosen for the experiments mainly because of its commercially strategic position. Nevertheless, the dry fibre yield has been most encouraging. It has exceeded by far the jute yield per

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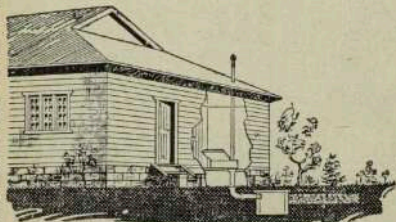
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Mr. J. Dempsey (left) and Mr. R. A. Colyer with the first bale of Eriama Kenaf for experimental spinning and weaving in the United States.

acre in India and Pakistan. And the area has been most suitable for the propagation of seed.

Mr. Colyer said that no growing tests had been made at Oro Bay, where 15,000 acres were leased last year to Eriama Estates and where the Administration has contracted to spend over £100,000 on building roads, wharves and other facilities.

It is believed that Oro Bay (on the NE coast of Papua) will be particularly favourable for Kenaf, and it is there that it is proposed to establish large-scale operations.

Pilot plots have been sown at Bubia and Madang experimental stations, on the NG side, but it is expected that the Equatorial variety of Kenaf will do better in those areas. This variety is to be tested at Eriama.

IMPROVED DECORTICATING METHODS

RECENTLY, at Eriama, a large Mohegan Corona decortivating machine has been installed and given satisfactory test runs. The machine is automatically fed with 20 tons of green Kenaf stems an hour, from which it delivers one short ton of dry fibre. That is the equivalent of the average yield per acre.

Further experiments in planting methods are to be undertaken but, at the moment, thick sowing is favoured for thin, regular stems. For mechanical harvesting, Mr. Dempsey is recommending sowing in drills not more than five inches apart, with four or five seeds to the foot.

The acreage yields have been proved at Eriama by hand-operated decorticators. These have now been replaced by the Mohegan Corona for treating the main crops, but they will still be valuable for future yield tests.

It is believed that there are ex-

cellent prospects in Kenaf for small landholders. Mr. Colyer predicts that in a few years, machinery

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will be available for small holdings. This machinery, he thinks, will also make possible the growing of Kenaf as a village industry.

One machine which has been undergoing tests in America for the last two years, is a combined harvester-decorticator designed for operation in the field. It is likely that the fibre obtained by this machine will have to be chemically separated because, with no washing facilities in the field, the gums will harden quickly. The chemical process is not expensive, and the fibre could be treated on the plantation.

Mr. Colyer sees the day when numerous small landholders will grow their Kenaf, strip and wash their own fibre, and send it to local mills for spinning and weaving. He thinks that the establishment of such mills in P-NG will be essential for the utmost development and success of the industry.

The mills will need considerable electric power. Completion of the hydro-electric scheme at Rouna Falls could provide opportunity for the establishment of the first mill.

SAMPLE wool packs and burlap material woven in Australia from Eriama Kenaf fibres have convinced the experts that this fibre can do everything that jute materials can do. In addition, if the industry is fostered, it can be a valuable aid to the wheat and wool industries of Australia in relieving them from dependence on jute which, until 18 months ago, had risen to a fantastic price and had taken the price of bags, sacks and all burlap products with it.

In the early stages, spinning and weaving of P-NG Kenaf had to be done in New Zealand mills. Australian weavers are now co-operating.

A PLACE FOR MANILA HEMP

THE new automatic Mohegan decortivating machine which has been installed at Eriama will also strip manila hemp. Manila hemp has been the "baby" of the Department of Agriculture; and it is the Dept. which has supplied the stalks of the plant for experimental decortivating. Perfect strands of hemp have resulted.

P-NG is fortunate in having what is probably the only disease-free manila hemp (or Abaca) in the world. This plant is, of course, of the banana family and, like it, is subject to the disease called bunchy-top.

The first plantings of manila hemp were made in NG before the war and were from imported suckers. These, unfortunately, later showed dormant signs of the disease and, rather than risk the importation of bunchy-top to the disease-free Territory, the whole of the plantings were destroyed.

However, unlike the commercial banana, which has been bred as a food, the fruit of the Abaca still

carries seeds. Seeds saved from the NG plantings that were cut out were planted after the war and, because the disease is not transmitted through the seeds, a disease-free product has resulted. At the same time, plants do not breed true through planting of seeds, and it will probably take some years of selection and breeding before a desirable type is fixed.

It is by no means impossible that some day P-NG will find itself with the only disease-free manila hemp stands of any consequence in the world. Some authorities are of the opinion that bunchy-top could easily restrict production of manila hemp in other countries, in the future.

In the meantime, it is encouraging to know that the fibre from Abaca can be extracted by the same means as the fibre from Kenaf. It is hoped that in the P-NG off-season for Kenaf, manila hemp can be processed and so keep the factory in continuous operation.

The Mohegan will also treat sisal, which also can be grown satisfactorily around Port Moresby.

In February, 89 ounces 15 dwts. of gold were recovered from approximately 8,000 cubic yards of material treated by Sandy Creek Gold Sluicing Ltd., New Guinea.

"D E F E A T E D"

WHEN the New Zealand All-Black Rugby team, homeward bound from a tour of Great Britain and elsewhere, arrived by air at Canton Island, the 15 New Zealand employees there lined up to greet them; and, as the plane door opened, their leader presented the visitors with the following "challenge"—in typewritten form:

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The All Blacks accepted their "defeat" with notable resignation, and some alacrity.

† Mr. and Mrs. Tom Low now have settled down in Suva—Mr. Low has joined the Head Office staff of Burns Philp (SS) Ltd. During the past few years he has been manager of the Rotuma and Pago Pago branches—and the last three months relieving manager at Norfolk Island.



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British Expert Praises CSR Farms in Fiji

SPEAKING of agriculture in Fiji recently, Sir Geoffrey Clay, Agricultural Adviser to the Secretary of State for the Colonies, said that he was most favourably impressed with the system of overall management of small-scale farms operating in the sugar industry. He noted that such farms, under the overall management of the Colonial Sugar Refining Co., were noticeably superior to unorganised, subsistence peasant-farming.

Sir Geoffrey said that he was also impressed with the Colony's still untouched reserves of land and labour which, properly used, could increase greatly, both in volume and variety, the wealth of agricultural production of the Colony. He felt that eventually, individual members of the indigenous people of the Colony would develop as large-scale operators in the fields of agriculture and commerce.

Sir Geoffrey was speaking at the opening of the Koronivia Farm Institute, which aims to train Fijians as Department of Agriculture field staff.

It is expected that the Institute will also provide refresher courses during vacation periods, and short courses for others interested in Fiji agriculture.

Fiji Girl Guides Profit From Cook Book Proceeds

A NEW edition of *South Sea Island Recipes*, which was first arranged and issued by the Girl Guides' Assn. of Fiji, in 1934, has been published and is available for

sale at 4/- (Fijian) per copy.

The new edition has been made possible by the generosity of Lady Ragg, who paid for its printing. The book contains 116 pages of recipes suitable for Islands cooks, and may be obtained through Lady Ragg or the Girl Guides' Assn. in Suva.

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AMI CHANDRA'S DEATH IS A GRAVE LOSS TO FIJI

From Our Own Correspondent

SUVA, March 20.
MORE publicity and public demonstration were occasioned by the death of Mr. Ami Chandra, in the BOAC Constellation crash at Singapore on March 13, than had been the case with the death of any public figure in Fiji for many years.

Although he was a nominated Indian member of the Legislative Council from 1947 to 1950, his public work was occupied mainly by education and industrial relationships. His record as a student and as a teacher fully justified the courtesy title of "Pandit."

Ability to understand and to acknowledge other people's points of view won for Mr. Ami Chandra



The late Pandit Ami Chandra Vidyalankar, who lost his life in the BOAC air-crash at Singapore early in March while enroute to Britain from Suva (See PIM, March). —Photo by Prasad's Studios.

the regard of non-Indians to a remarkable extent; and this gave him the respect and trust of people of many races in trade union affairs. The growing prestige of the Industrial Workers' Congress in Fiji, as a sometimes outspoken but always conscientiously moderate body, is largely due to his fairness and tact when confronted by potentially difficult situations.

It is more than unfortunate that at a time when so many things are in the melting pot in Fiji, such a valuable leader should have been removed from the ranks of the Indians.

In addition to largely-attended

condolence meetings, the Industrial Workers' Congress arranged a stoppage of work for five minutes, on March 26, by all workers in Fiji, the period to be occupied in silent prayer. Many employers supported the demonstration.

ABOUT RAINFALL

FOR many years it has been officially stated that Cherrapunji, in Upper Assam, with an average rainfall of about 500 in., is the wettest place in the world. Now there is another claimant for the record.

To quote from a US scientific journal: "The world's rainiest spot

has now been definitely discovered. It is Mt. Waialeale, on Kauai Island, in the Hawaii group. Torrential rains, with thunder and lightning to boot, soak the countryside all year round, spraying a total of 720 to 960 inches of precipitation per year on the flanks of the 5,000 ft-high mountain."

These figures should interest folk from Tully, N.Q., where it once rained over 300 inches; and New Guineaites who think Lindenhafen is a very wet place.—SHC.

¶ Mr. D. F. McCaig, Superintendent of Prisons, Fiji, left Suva for the United Kingdom with Mrs. McCaig on furlough in March.



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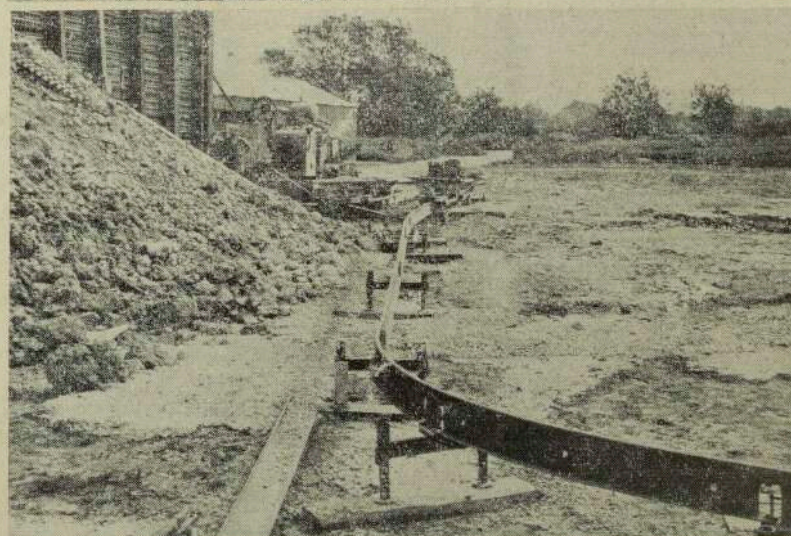
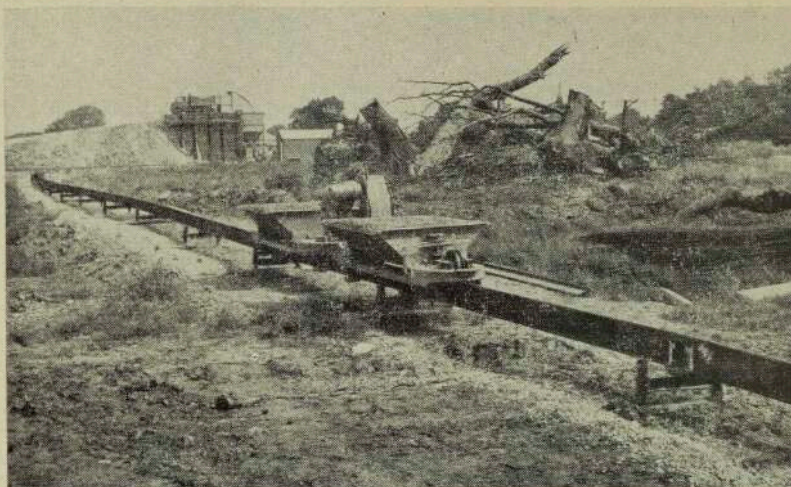
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IT COULD HAPPEN IN THE SOUTH PACIFIC, TOO:—

Queensland Macadamia Nuts are Big Business in Hawaii

FOLLOWING a report that Macadamia Nuts, which are native to Queensland, were being grown extensively in some of the Hawaiian Islands for the American market, we sought to learn why they were not grown for the market in Australia. It has been a tussle of some months to find out anything at all about these nuts, for these, along with many other natural foods of Australia, are almost without honour in their own country.

It is obvious from the information which follows, and which we have been able to piece together from various sources, that Macadamia trees would be suitable for planting in many areas of the Pacific islands, both on the coast and in the uplands.

In Hawaii, some interests are cultivating them on a large scale; and although residents of the South Pacific islands may not feel inclined to do that, they could—probably with considerable profit—consider them as a side-line.

THE Australian nut, or more correctly, *Macadamia ternifolia*, is another neglected native and has obvious commercial possibilities that have never been fully explored.

Edible and highly nutritious, the nut is said to have the best flavour of any in the world; it is also the richest in oil, yielding more than 70 per cent. of oil which is equal in quality to the best olive oil.

Yet this rich, native prize is practically unknown in the greater part of Australia although it flourishes in the coastal areas of northern NSW and Queensland and is well known there for the symmetry of its self-sown trees and the richness of the fruit which regularly litters the ground. There have been only

half-hearted attempts to grow the nut commercially.

Sometimes, Australians buy a bag of mixed nuts, mostly at Christmas time, with a few macadamias thrown in. These they relish, without having any idea what they are or where they come from.

In recent years there has been a partial awakening to the commercial possibilities of macadamia in the Australian sub-tropical belt, and planting has been steadily extended; but commercial growing is still so limited that reliable cultivation data is lamentably small.

It is an unpleasant commentary on Australian disinterest that much more progress has been made in

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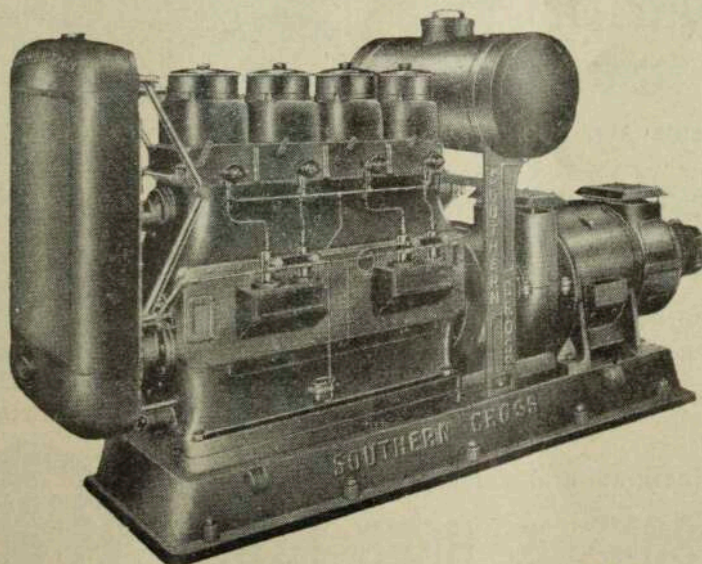
Social Anthropology in Polynesia (F. M. Keesing).—A survey covering not only the Polynesian region of the Central and Eastern Pacific, but also Fiji and certain adjacent Micronesian areas, the Gilberts and Nauru. Map end-papers. £1/7/6, post, 11d.

Primitive Heritage.—Writings in Anthropology collected and edited by Margaret Mead and Nicolas Calas. This work comprises: Funeral Ceremonies in Australia, Complimentary Robbery among the Maori; Ceremonies by Natives Converted to Christianity; Precautions during Pregnancy in New Guinea; Marriage in Borneo; Aztec Human Sacrifice; Self-Mutilation; the Hebridean as an Artist, etc., etc. Available Soon—Orders Booked. £1/9/9, post, 1/6.

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A healthy, grafted Macadamia nut tree growing on Maui, Hawaiian Islands.

Hawaii where, according to reports, the macadamia nut industry has grown rapidly and is now worth four or five million dollars annually.

No less than 1,000 acres have been planted there, and the first 70 acres will bear this year. The nuts are expected to meet with a ready market in America.

The successful cultivation in Hawaii indicates that the nut could be grown, at least as an alternative crop, in some South Pacific areas. There is every possibility that the demand for the nuts in America and Australia, and perhaps elsewhere, will have increased by the time new plantings begin to bear—from four to seven years after

planting. Before the war there were one or two experimental attempts to grow the trees near Rabaul, in New Britain, but without success. It is thought that the varieties planted were unsuitable for the area, but the tree's characteristics vary so greatly that suitable types should be available for interested growers in the Territory.

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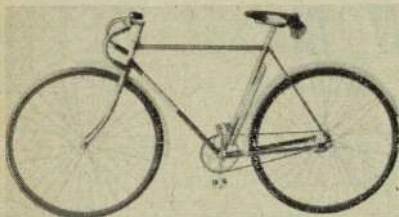
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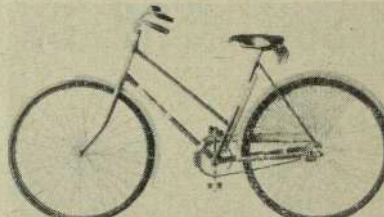
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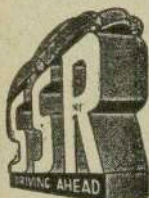
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AUSTRALIAN CULTIVATION

A LEAFLET, "The Australian Nut —An Industry Awaiting Development," was written by the Special Fruit Officer of the NSW Department of Agriculture (Mr. H. W. Eastwood, HDA) in 1948. It sets out what was known, at the time, of the cultivation of macadamia in Australia and is still available from the Department.

Mr. Eastwood pointed out that the nut was not on the market to any great extent, but that there was said to be an unlimited demand for it. Nevertheless, he warned that any exaggeration of the yields or profits might result in the disappointment of growers later on. Most of the information available had been obtained by observation of single trees growing under natural conditions or from a small number of trees that had been semi-cultivated.

Points from Mr. Eastwood's leaflet are:—

- Macadamia provides a good opportunity for establishing permanent orchards, an advantage over the short-lived fruits.

- It thrives best in the semi-tropics, and being a rain-forest tree requires considerable moisture and good rains in spring and early summer. Other desirable conditions are shelter from prevailing winds, and a deep, friable loam.

- Pending successful vegetative propagation, seed selection is the best means of securing desirable characteristics. Nuts, foliage and growing habits vary greatly. Vigorous and thrifty growth, regular and heavy bearing, well-filled and uniformly shaped nuts, freedom from disease and earliness of commercial bearing are the things to aim at.

- Propagation from seed is not difficult and good germination is obtained. Great care is needed in transplanting. The tree responds to cultivation and attention.

- Inter-planting with bananas is successful. Cultivation given bananas suits the nuts, which thus become established during the profitable life of the bananas and develop into a permanent grove.

- The flowers are produced in racemes up to 12 inches long in spring and the main harvesting months for the nuts in the Australian sub-tropics are March and April. The variety *integrifolia* carries blossoms and nuts practically all the year. It has two more or less distinct crops with intermediate ones depending on the season.

- If well-grown, the trees come into bearing in from four to seven years, the early crops being light. Nuts are first produced in quantity at about eight years. Crops from 50 to 70 pounds have been recorded from aged trees. In 1932, 26 trees, 45 years old, 28 to 30 feet apart, yielded 1,625 lbs of nuts.

- The nut has an extremely hard

shell. It yields about 76 per cent. of oil; the shell itself yields about 2.8 per cent. of oil; and the hull about 14 per cent. of substances suitable for tanning.

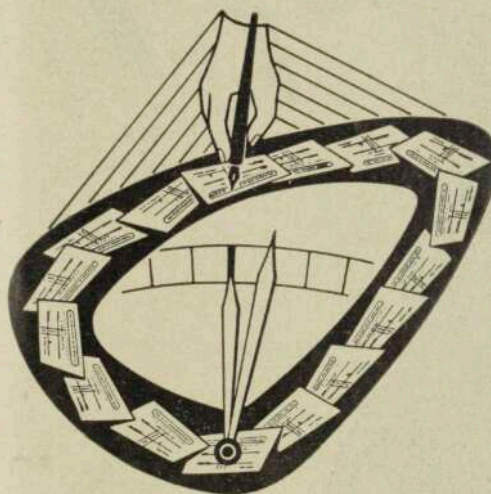
SUCCESS IN HAWAII

A MERICAN Big Business is backing the production of the nuts in Hawaii, indicating that the demand in the States is expected to increase. America's 150 million or so people can always be depended upon to provide a market of some kind for any new fad. But there is nothing faddish about macadamia. It is a nut with a delightful flavour, and one that comes in a bigger size than other nuts. The GI's who were lucky enough to sample them in Australia during

the war liked them very much; and there is no reason why they should not become one of the most popular varieties of edible nut.

It is typical of American purposefulness that already a great deal more seems to be known about *Macadamia ternifolia* in Hawaii than in its native north-eastern Australia. The Hawaiian groves are certainly the biggest in the world.

The big sugar firm of Castle & Cooke purchased 1,000 acres of land on Hawaii Island in 1948 and 650 acres have since been planted with 46,000 trees. The first 70 acres will come into bearing this year, and should yield about 12,000 lbs of nuts, with peak production of about 5 million pounds by 1970. The firm



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will spend an estimated 1½ million dollars on the plantation.

Following four years of experimentation on the processing of the edible nuts, the firm will set up an experimental plant on the plantation. Nuts will be harvested from the ground by a suction harvester operating like a vacuum cleaner.

LAATEST development is that the Hawaiian Pineapple Co. will follow the lead by planting 108 acres this year. Old-established plantation firms are also said to be taking up large areas for the nuts.

According to the Hawaiian Agricultural Department, growers considering extensive plantings should have their soil tested thoroughly to a depth of three feet. A red soil high in manganese content is unsuitable. Reasonably fertile loam with a moderately high organic matter content and good under-drainage is best. Analysis should give a pH range of 4.5 to 6.5 for climates similar to that of Hawaii (such as in the Cook Islands and Tonga).

As with citrus, hollows, sheltered slopes and valleys are the best sites for the nut orchards. The tree has a fairly wide toleration to elevation variations. It thrives at 2,500 feet. Rainfall of 50 to 150 inches is in order, but it is best when distributed throughout the year.

Other reports are that the Japanese had a promising macadamia industry developing in the Caro-

line "wet" islands before the war, and that a few of the trees are growing near Keri Keri, in the far north of New Zealand.

A New Zealand Department of Agriculture officer said he knew nothing of the likely market for macadamia in NZ, but he believed that there should be one. The nut was excellent for dessert and confectionery, and good to eat fresh or roasted.

And Something About Galip Nuts

And now the galip nut—a nut that is native to New Guinea and which has never become known overseas because no one has ever taken the trouble to promote its sale. One reason why this has not been done, perhaps, is because the nuts are always eaten roasted and never raw. But this is customary with peanuts also. These trees grow wild all over New Guinea and the preparation and export of nuts could become a native industry. "Tolala" has sent us these brief notes on the trees and the nuts:

IT is a big tree, growing as large as a gum and is known botanically as *Canarium polyphallum*. It grows to 30 to 50 ft. in height and has a smooth, greyish bark. It is a soft wood. It grows nearly everywhere in TNG and is distributed (so I have heard) by pigeons who swallow the nut, allow the outer husk to dissolve in their

crops and then disgorge the nut itself.

The nut has a fibrous, dark blue, outer skin, which when dry shrivels up; and the nut itself is particularly hard and difficult to break. The meat, inside, is something like the almond in appearance and lies in compact small sections within the shell. It has an oily content and when roasted, with salt and a small

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quantity of cayenne pepper added, has a most delicious flavour. When roasted it can be placed in a hermetically-sealed jar and will keep almost indefinitely. (Some my wife prepared were eaten with delight in New York months later.)

If the whole nut is washed in salt water, the outer skin removed, and then washed in fresh water and allowed to dry, the nut will keep indefinitely, providing no insects or borers attack it.

It is classed as a native food-tree. Size of nut is a little smaller than the Brazilian nut.

TO PREPARE: Crack the nut, place meat in a baking dish and place in slow oven to roast. When browned, sprinkle with salt and cayenne pepper to taste. Allow to cool before putting in air-tight jar. If desired as a sweet, put sugar in frying-pan, add nuts and stir while cooking over fire.

OPINION: Would sell like hot-cakes as a civilised delicacy, especially in USA.

Mr. A. R. Trist, Deputy Director of Forestry, Q'ld, said in Brisbane recently that correct development of forestry in New Guinea could assist considerably in relieving Australia's timber shortages. Forestry, he emphasised, had reached the stage where it could no longer supply the needs of the timber and plywood mills.

¶ Mr. B. C. Ereckson, who recently completed a period of duty as meteorologist at Tarawa, has been appointed Chief Observer, Nadi, Fiji, and will take up that position following leave in New Zealand. Mr. I. Ogilvie, recently Chief Observer, Nadi, has been transferred to Wellington. Mr. D. Dollimore, lately of

Wellington Meteorological Office, has been appointed meteorologist in charge at Tarawa.

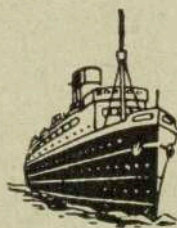
¶ Mr. Bevan Meredith (28), of Warwick, Queensland, has been appointed to the teaching staff at the Martyrs' School, Popondetta, an Anglican Mission School for Papuan boys.



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UNEXPLOITED WEALTH

In the Cold Auckland Is.

WITH steak at luxury prices it is intriguing to hear that cattle of all ages, as well as millions of rabbits, are running wild on Enderby and Rose Islands, in the Auckland Islands group, which lie about 300 miles south of New Zealand.

When the New Zealand coaster *Holmlea* was chartered in March to pick up a sick meteorologist from Australia's Macquarie Island, further south, two officials of the NZ Department of Scientific and Industrial Research took the opportunity to drop off at the Auckland Islands for a few days, while the ship went on south.

They say that herds of wild cattle which were roaming Enderby are the descendants of cattle landed there for the use of shipwrecked mariners back in sailing-ship days.

The cattle are extremely timid; but, in contrast, swarms of silvery-black rabbits are as tame as domestic cats. They have excellent coats of fur. Specimens were brought back for study in relation to disease.

The Auckland Islands, like all these southern islands, are a storm-swept group, with little bright sunshine and few attractions—except for the possible money in beef and in rabbit skins, completely unexploited—and the gold of the *General Grant*, wrecked there in 1886.

Enderby Island, 27 miles by 15, has some good harbours, and the principal one, Port Ross, has been described as one of the best ports of refuge in the world.

RARE FISH OF THE PACIFIC

Letter to the Editor

IN February PIM, page 73, you illustrate a strange fish caught at Vila, New Hebrides, and you invite contributions from readers who have met with the same fish in other parts of the Pacific.

The fish is the OBLONG SUN-FISH (*Ranzania laevis*), according to A. W. B. Powell (*Handbook of Zoology*, published by the Auckland Museum). In 1953 a specimen was caught in Suva Harbour; and, being previously unknown to local fishermen, it was (and still is) preserved at the Agricultural Department's offices in Suva.

In August, 1953, another was caught in Suva Harbour, opposite the gaol, and was brought to the Museum, where measured drawings and photographs of the fish were made. Its length was 21 inches, width at the broadest part 10½ inches, tail 1½ inches wide, width at the broadest part 10½ inches, tail 1½ inches wide, vertical fins 7 inches long. A vertical section

through the body suggests that of an aeroplane wing, 4 inches across at a point 1½ in. from the fish's back, and narrowing to a thin ridge of bone at the bottom.

A week later a third specimen was caught, at the same place, similar in size and markings to that recorded at the Museum.

Powell (op. cit.) states that this fish is nowhere common in the Pacific; on the rare occasions when it is taken at Honolulu the natives regard it as the fish-god ancestor of the mackerels and bonitos, and on no account will they molest it. It has been seen in New Zealand waters on two occasions; one was washed up at Wainanae, in 1941,

another was caught at the Bay of Islands in 1936. This fish is believed to be a deep-sea species, having a body specially adapted for deep vertical diving.

I am, etc.,

R. A. DERRICK,
Curator, Fiji Museum.

After a comparatively dry spell in W. Samoa during the greater part of the "rainy season," exceptionally heavy rains set in in the middle of March, and continued for several days. It was hoped this would not affect the ripening (and very valuable) cocoa crop, due for picking in April.

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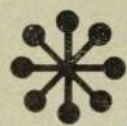


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Moresby Weddings

ABOVE: Mr. and Mrs. Frederick Prentice (bride formerly Miss Dorothy Briggs), after their wedding at the Seventh Day Adventist Church, Ela Beach, Port Moresby, on March 13. Mr. Prentice is with the Dept. of Civil Aviation.

AT RIGHT: Mr. and Mrs. Keith Tracey (bride was formerly Miss Dorothy May) at a late afternoon reception given for them by Mr. and Mrs. R. Chadwick, at their home in Moresby. Mr. and Mrs. Tracey were married on March 6. They both are on the staff of the Forestry



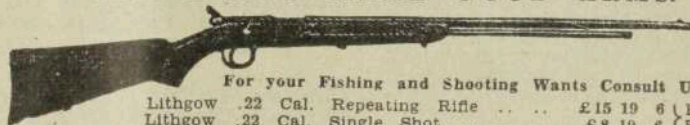
Department. —Photos by Papuan Prints.

NEW HEBRIDES MATTERS UNDER DISCUSSION

MR. ANGAMARRE, Governor of New Caledonia and French High Commissioner in the Western Pacific, left Honiara (BSI) by plane on March 9, after attending a conference with high British officials. He was accompanied by M. Sanner (Inspector, Overseas France) and by Mr. Flaxman and Mr. Anthonioz (British and French Resident Commissioners in the New Hebrides) who are returning to Vila.

The official report from Honiara said: "This visit provided a valuable opportunity for the discussion by the High Commissioners and the Resident Commissioners of many matters affecting the Joint Administration of the New Hebrides."

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ITEMS OF PAPUAN HISTORY

Letter to the Editor

REFERRING to the article under the caption, "Chances For Historians," on page 145 of the February PIM, please tell Mr. Chance that "Murray Road, Daru," is named for Sir Hubert Murray, but by whom, and when, I am not aware.

Port Bevan was named after Theodore Bevan who, during 1887, led an expedition that was organised by Burns Philp & Co., of Thursday Island. He examined the Aird River delta country, discovered Port Bevan, and named it after himself.

Tell "Tolala" that the grave on the peninsula at Tufi is probably that of Captain Moore, who took up duty there on August 3, 1907, and died there on September 6, 1907. Captains Moore and Lee, ex-Army officers, were the first Patrol Officers appointed to the Papuan Public Service. They accompanied the Administrator on a visit to the NE coastal stations, during which Moore was left at Tufi and Lee at Ioma, on August 6, 1907.

A few days after Moore's death, the news reached Buna by the scow *Bulldog*, from Samarai. Delrichs and I were then stationed at Buna. I was sent to Tufi to take charge until relieved. While there I had a

cairn of stones, surmounted by a wooden cross, erected over the grave.

Moore was the first European to die and be buried at Tufi. If any other European was buried there afterwards, I am not aware of it.

Incidentally, Captain Lee met his death in tragic circumstances at Melbourne in 1908.

I am, etc.,

A. P. LYONS.

Surfers Paradise, Q.

¶ Governor and Madame Petitbon, returning to Tahiti from France, were entertained at a Samoan Luau (feast) by the Hon. Eugene F. Paul and Mrs. Paul, during their brief stopover at Western Samoa, as they travelled from Fiji to Papeete per TEAL.

¶ Miss Jane Tararo Ariki, who recently represented Mauke, Atiu and Mitiaro in the official delegation which attended the Queen's visit to New Zealand, visited her uncle, Pastor Koringo, at Tahiti, in March.

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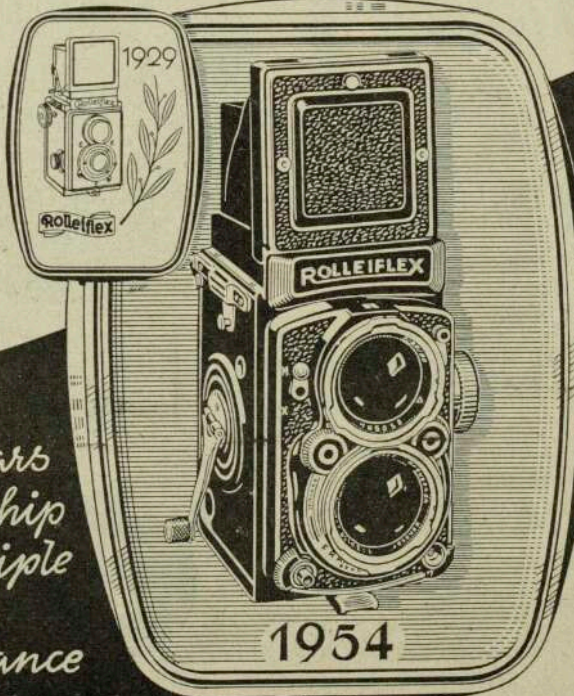
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AMERICAN PROFESSOR'S OPINION OF TONGA

Letter to the Editor, from Truman G. Yuncker, Professor of Botany at De Pauw University, Greencastle, Indiana, USA.

MY wife and I have recently returned to America after a visit of several months' duration in Tonga, where we were carrying on a botanical survey of the group. This work, involving the collection of plant specimens, required the spending of various periods on several of the islands, extending from Tongatabu and Eua, in the south, to Vava'u and Vainafu in the north. Our work brought us in contact with a wide variety of the Tongan people, ranging from the Royal family and the nobility, to plantation workers.

In a recent *Pacific Island Monthly*, I read a very critical letter by Mr. Pawson (who was in Tonga at the same time we were) giving his adverse reactions to the people and the conditions, as he found them in Tonga.

Our impressions were so different that I was strongly inclined at the time to write a letter of rebuttal to show that not all visitors held the same views as Mr. Pawson. In the issue just at hand, Mrs. Matheson, of Vava'u, states, in a very excellent fashion, much of what I had in mind. We agree entirely with her in her interpretation of the people and conditions in Tonga.

We found the scenery of the different islands very interesting, varying from the low coral type, such as Tongatabu, Lifuka and others, to the higher and more rugged islands, as Eua, Vava'u, Kao, etc. Each island has its own type of beauty, if one is receptive to it.

The harbour at Vava'u, with its many scattered, small, seagirt islands, is indeed one of great beauty. The view from 'Utulei, situated at the entrance of the inner harbour, where Dr. and Mrs. Matheson have their home, is one of the finest to be found, and the panorama viewed from the summit of Talau is superb.

The Europeans in Tonga are comparable with any group of similar size one would find anywhere. We received uniform courtesy and friendly helpfulness from everyone with whom we had any dealings.

Naturally, the food, living conditions, morals, and outlook on life of the Tongan people differ greatly from our accustomed American ways. But why not? We do not feel that, because they are different, they are necessarily bad. We found an occasional Tongan of questionable character, but that percentage here in America, I am sure, would be as high or probably higher. One suspects that some of

the bad characteristics might have been adopted by an imitative people from European examples.

At the same time, we came to know many Tongans whom we consider to be exceptionally fine persons and whom we are glad to have as friends. Our stay with the "Friendly Islanders" was a most pleasant one, and we would welcome an opportunity to return.

¶ Ulimila Bula, a woman teacher at Adi Cakobau School, Fiji, has been awarded a scholarship which will allow her to study for a Bachelor of Arts degree at Canterbury University College, Christchurch, NZ. She is the first Fiji woman to go overseas for University education.

Noted Ethnologist Dead

THE REV. FATHER WILHELM SCHMIDT, SVD, one of the world's outstanding ethnologists, died at Fribourg, Germany, in February, aged 85. Father Schmidt was stationed in New Guinea for some years, and much of his scientific work was based on studies made there.

¶ Mademoiselle F. Girard, anthropological assistant of Professor Valois at the Paris Musée de l'Homme, is bound for New Guinea, where she will take part in field work being undertaken under the direction of Professor Elkin, of the University of Sydney.

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Businessmen Criticise Fiji Postal Delays

NEW Zealand exporters, particularly of primary produce, and their clients in Fiji, are loud in their criticism of mail services to and from Fiji. Whether the situation will be improved or otherwise by the recent rearrangement of air services in the South Pacific has yet to be seen.

Before Fiji importers can take delivery of their produce arriving from Auckland by USS Co's *Tofua* or *Matua*, the shipping documents must be on hand from Auckland. More often than not, the sailings of these vessels do not permit of documents arriving in Fiji by available air-mail services before the shipment actually arrives.

The documents cannot be completed in Auckland until just prior to the departure of the vessels and after the sea-mail for Suva has closed at Auckland post office. Under these circumstances, the only method of getting the documents to Suva on time is by handing them to the respective pursers, for posting on arrival at Suva. Even when this is done, there are frequent cases where the vessel arrives at Suva in the evening and the documents have not reached the post office's private boxes until noon the following day.

New Zealand exporters and Fiji importers want to know why the Suva post office cannot immediately handle and sort overseas mails on arrival. At most smaller Island capitals when an overseas mail arrives—even if late in the afternoon—sorting commences immediately and goes on until completion or at least until a very late hour, not only box holders but also mail-counter customers receiving their mail immediately.

The Fiji post office department however, steadfastly refuses to make funds available for overtime sorting of mails.

BAD ACCIDENT IN WAU, NG

WAU, March 20.
On February 26, a serious jeep accident occurred on the Edie Creek Road. A jeep driven by Mrs. Mavis Kuter went over the side and fell about 100 feet, down a steep cliff. Mrs. Kuter and Mr. A. E. Jentzsch, and a native passenger, were all thrown out and were seriously injured. Mrs. Kuter was flown to Lae Hospital, suffering a fractured spine; and has since been flown South to Brisbane General Hospital. Mr. Jentzsch was admitted to Wau Hospital and is making satisfactory progress.

Following heavy rains in February and early March, Wau Golf Course has been water-logged, and 4th and 5th fairways were closed for several weeks. It was impossible to keep the grass cut, and a

lot of consistent hard work is needed to get it back to its previous condition.

A landslide occurred in the night of March 12 on the road between Wau and Bulolo, about 9½ miles from Wau, and blocked all traffic for a week.

Mr. Reg. Paul (BP manager) and family have returned from leave and Mr. Col Wilkinson has returned to Lae.

FIJI'S NOW REGULAR EARTHQUAKES

THE scene of Fiji's now regular earthquakes shifted from Viti Levu to neighbouring Vanua Levu in mid-March. A moderately heavy shake, which lasted about 30 seconds, commencing softly and building up, was felt at about 8.25 pm on the 14th. Shocks occurred from that time on to 10 p.m. at Buca Bay, according to Mr. A. P. Ward. Other recent shakes have been felt on Viti Levu.

Though many people are of the opinion that earthquakes were almost unknown in Fiji prior to the big shake of 1953, there is plenty of evidence to the contrary—though some of it may not bare much scientific scrutiny. For example, this is from Findlay's *South Pacific Ocean Directory*, of 1884:

"Earthquakes are not unfrequent; according to the white residents

they generally occur in the month of February. Several shocks are often felt in a single night."

¶ Dr. A. J. Hibell, graduate of the University of London and the Middlesex Hospital Medical School, was expected in Fiji during March to take up an appointment with the South Pacific Health Service.

¶ Mr. A. E. L. Riette, Islands exporter, of 16 Bridge Street, Sydney, was visiting Tahiti in March

as the guest of the commercial house of A. T. Poroi et Fils, Papeete.

¶ Dr. L. G. Poole has returned to Fiji to take charge of the administration of the Anti-TB Campaign in the Colony. He has recently taken a period of study in the United Kingdom and Scandinavia, following furlough.

¶ Mr. Herbert Ernest Bates, English writer and a former Squadron-Leader in the RAF, was visiting Tahiti in March.

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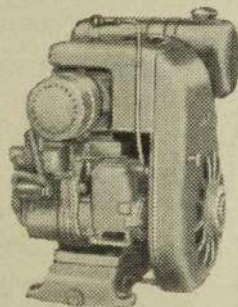
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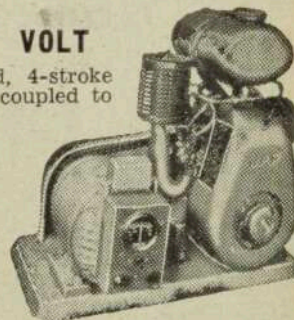
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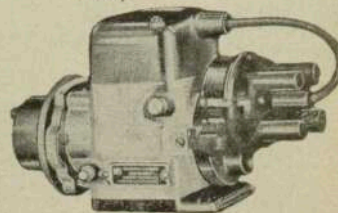
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New Guinea Natives' Significant Contribution to Territory's Rice Production

Madang-Sepik Villages Double Output This Year

RICE imports into the Territory of New Guinea (excluding Papua) amount to about 7,300 tons per annum; local native production from the rice growing villages of Madang and Sepik districts is expected to be 815 tons this year.

This shows, of course, that NG has still a long way to go before it is self-supporting in rice; but it does not alter the fact that, in the last few years they have made giant strides—in 1951, for example, these same natives produced less than 10 tons of milled rice. In 1953 they produced 450 tons.

Rice is also grown in Papua; particularly in the Mekeo region which has been the pet native rice-growing project of the Department of Agriculture. But the production figures given here (from a recent statement by the Minister for Territories) refer only to the village rice industry in this northern part of the NG mainland where rice growing has been encouraged as part of rural extension work amongst these natives who have taken to this form of agriculture enthusiastically.

A target of over 4,000 tons annually, from these villages, has been

set. And even this amount, according to the official view, should be judged primarily as a means of advancing native welfare: Large-scale mechanised rice-production on the lines indicated by rice experts who have visited the Territory, should, the Minister says, be considered as a separate question altogether.

Some Europeans are already

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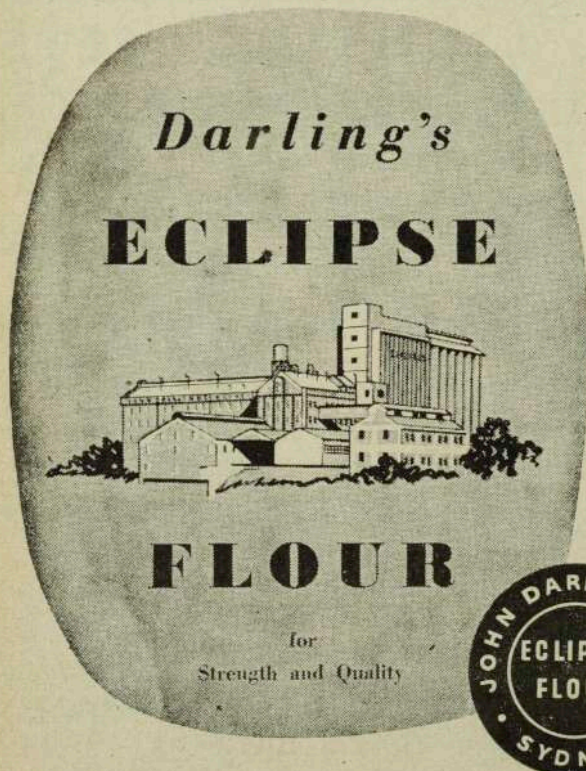
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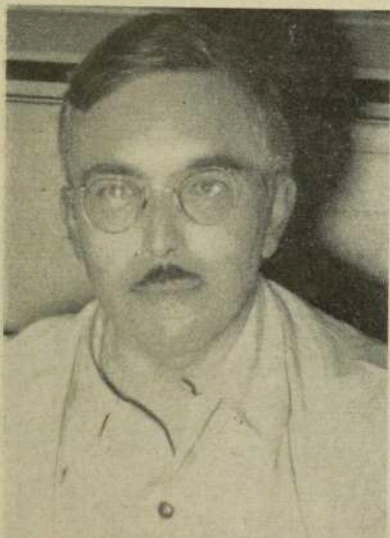
growing rice up the Markham Valley and others are growing it for food crops on plantations. If more suitable land were made available, no doubt other settlers would be eager to enter the industry.

The total annual requirements of PNG are about 11,000 tons—virtually all of it used for rations for native labour. If the contribution of the native villages of the Madang and Sepik Districts can, in a few years, supply over 4,000 tons of this, it is by no means impossible that before another decade has passed, PNG will be an exporter of rice rather than an importer.

With the price still around £90 per ton, it is an industry worth fostering. Although here again, apart from native enterprise, we come back to those three obstacles to all PNG progress—availability of land, labour and finance.

† Mr. A. Golding, a New Zealand Government Inspector of Schools, is visiting Government schools throughout Viti Levu, and will later continue on to Samoa and the Cook Islands.

To Study Pidgin at Firsthand



Dr. Robert Hall, Jr., Professor of Linguistics at Cornell University, New York, has the distinction of having written a comprehensive book on the grammar of Melanesian Pidgin-English without ever having seen a native who spoke the language.

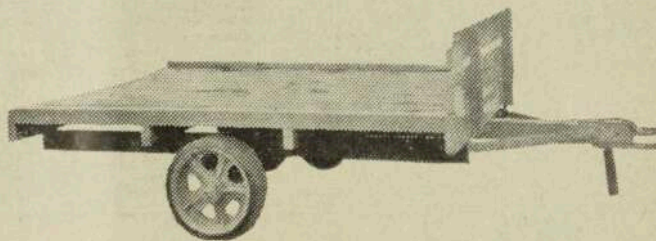
He arrived in Port Moresby on March 17 to study the background of the speakers of Pidgin, and more about the language in general. His theory is that it is a worthwhile language and when he has completed his research, he will write a book about it.

—Photo by Papuan Prints.



Recent Cook Is. travellers (left to right): Mr. John Herman, manager for A. B. Donald & Co. at Aitutaki, and Mr. John Harrington, manager for TEAL at Aitutaki, paid business visits to Auckland and Sydney. Mr. Henley McKegg, Island Councillor and manager for Cook Islands Trading Co., on vacation in Auckland. Mr. R. Mounsey, of W. H. Grove & Sons, Ltd., Auckland, combined business with pleasure in March, taking the Maui Pomare round-trip.

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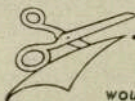


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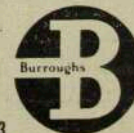
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PIM-4-1

CLOUD AGAIN DEFEATS FIJI'S AERIAL MAPPERS

TWO different companies, under charter to the Fiji Government in two different years, have, due to persistent cloud cover over certain parts of the Islands, failed to complete the aerial survey of Viti Levu and other areas of Fiji. Of the 3,772 square miles over which Adastral Airways of Brisbane hoped to complete a survey last year, only 1,506 square miles were possible.

It is expected that further tenders will be called again this year, as failure to complete the work is holding up geological and soil survey of Viti Levu which can, in theory, be enormously aided and speeded up by the use of aerial photographs rather than by the slow and difficult ground survey of the mountainous areas.

An English firm, in 1951, also failed to complete a survey of the area. The survey planes fly at a great height, and in order to get their photographs, it must not only be fine weather, but absolutely cloudless below. This, in Fiji, is very difficult to achieve, even in the driest dry season.

† Mr. F. W. Bond, of Fiji Builders Ltd., Suva, is on vacation in the United Kingdom.

The imposing new branch of the ANZ Bank that was opened recently in Lautoka, Fiji. The opening ceremony was performed by the Mayor of Lautoka, Mr. C. A. Adams, who said he was not sure of the approved technique for opening a bank, but tendered three pennies as a deposit to help things along.

Mr. N. H. Scott is the manager of the new branch, and he, with the Suva manager of the ANZ Bank, Mr. J. Lahore, welcomed about 200 Euro-

peans, Fijians and Indians who attended the opening ceremony.

New Bank for Lautoka



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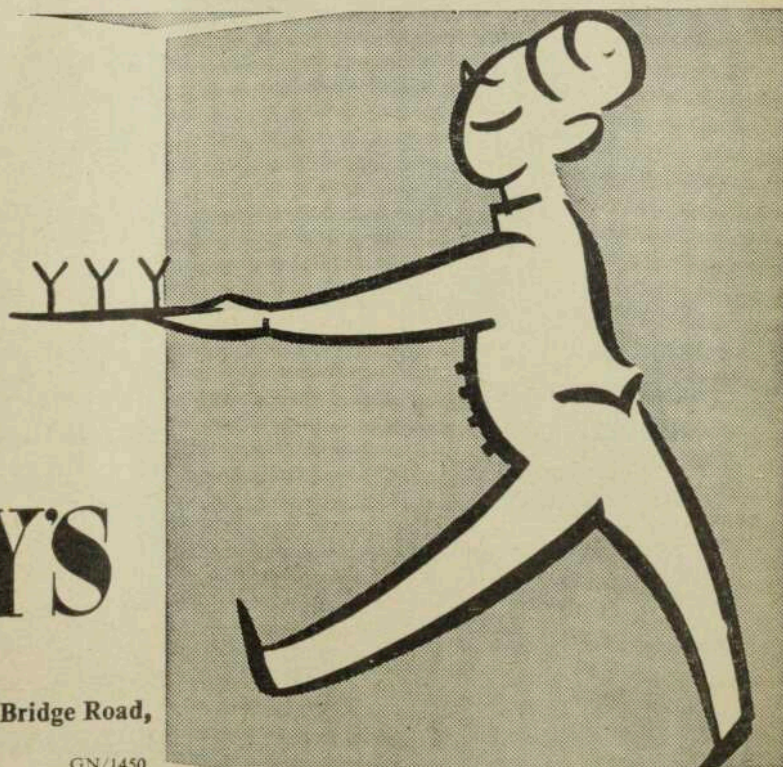
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GN/1450

VAN CAMP MUST TEACH SAMOANS JAP FISHING METHODS

ACCORDING to an Australian Commonwealth Government publication, *Fisheries Newsletter*, Van Camp Sea Food Co. of California has secured a five-years lease of the Pago Pago cannery from the owners, Eastern Samoa Government. Terms of payment are said to be \$5,000 per month, or \$21 per short ton of fish processed, frozen, canned, or stored for shipment, whichever is the greater.

Other terms appear to be that the Van Camp people will see to it that Samoans are trained in the Japanese fishing techniques and operation of the cannery during this period.

Before Van Camp took a lease of the cannery, the US Bureau of Customs gave a ruling that foreign fishing vessels would be permitted to land fresh or frozen fish, taken on the high seas, at the cannery, the fish becoming the property of American Samoa and being duty-free as far as export into the United States is concerned. This means that, should British-owned fishing vessels also arrange to deliver fish to Van Camps at Pago Pago, that fish would be given the same privileges, which, in effect, means a market in the United States; the cannery arranges shipment.

† Sir Alport Barker, recently retired from the position as Chairman of the Board of the Fiji Visitors' Bureau after 24 years' service, eleven years as chairman. He will continue as a member of the Board, of which Mr. W. G. Johnson is now chairman.

Americans visiting Fiji for periods of less than four months will no longer require visas, so long as their passports are valid for at least six months from date of arrival, they possess a return or through travel ticket, and have "adequate funds."



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Old Bell's Scotch Whisky

MONTRES: "Ttra," "Sicura," "Samba."

Islands Travellers

(At left)

In Auckland from the Islands recently were (top to bottom):—

Svea Swenson, who was too small to be noticed when she arrived in Auckland with her father, Carl Swenson, several years ago, was on hand when Miss Monique Faugerat (right), and also from Papeete, arrived recently.

On vacation from Suva, Mr. and Mrs. B. A. Frost and child, and Mrs. Frost senior. Mr. Frost is employed by Union Steam Ship Co., Suva.

Mr. and Mrs. R. P. McFall and children were visiting relatives at Kaitake, NZ.

Mr. and Mrs. E. A. Raddock and daughters were on six months vacation in New Zealand from Suva, where Mr. Raddock is on Government House staff.

John and Philip Harris, of Vavau, who are now at school in Auckland.



Top Secret Gazette Disclosures

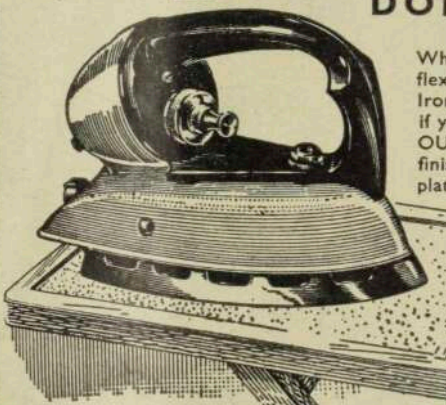
A Government Gazette is a merciless thing—and nowhere more merciless than in its disclosure of "given" names. The other day, announcing some new regulations, the *Papua and New Guinea Gazette* started off thus:

"I, Paul Meernaa Caedwalla Hasluck, Minister of State," etc.

Gaelic, one presumes. No one guessed that the Minister had a second or third name. The things that are done to little children while they are helpless before the baptismal font!—R.

TILLEY^{REGD.}

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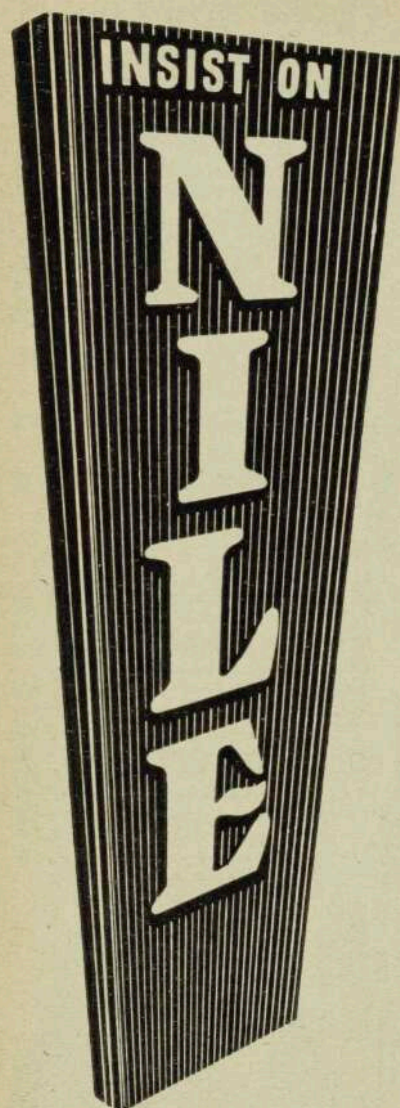
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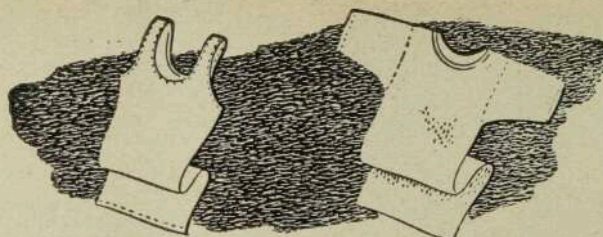
FIJI:
Mr. K. WITHERINGTON
 2 Burns Philp Buildings, SUVA





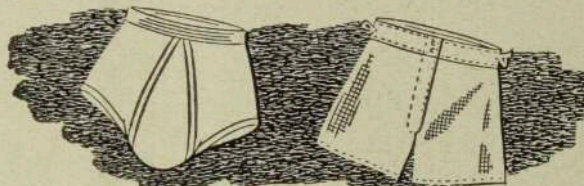
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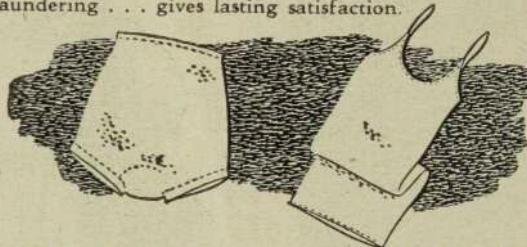
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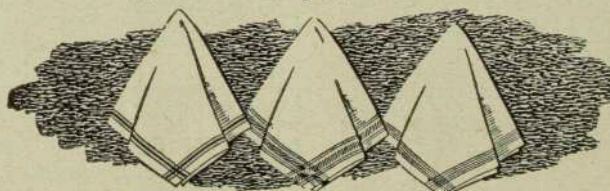
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Masculine comfort calls for the "freedom fit" of Nile sleeeks and trunks. Fashioned from the finest Egyptian yarns, Nile underwear withstands constant laundering . . . gives lasting satisfaction.



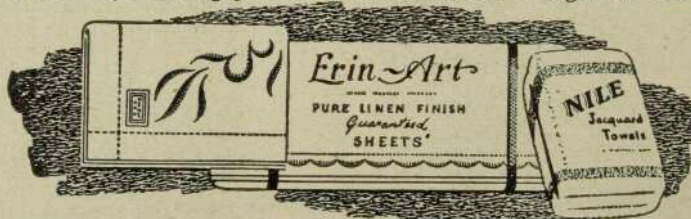
LADIES' BRIEFS AND SINGLETS

Nile offers a particularly fine range of ladies' and children's cotton and rayon cotton briefs, pantees and singlets.



NILE HANDKERCHIEFS

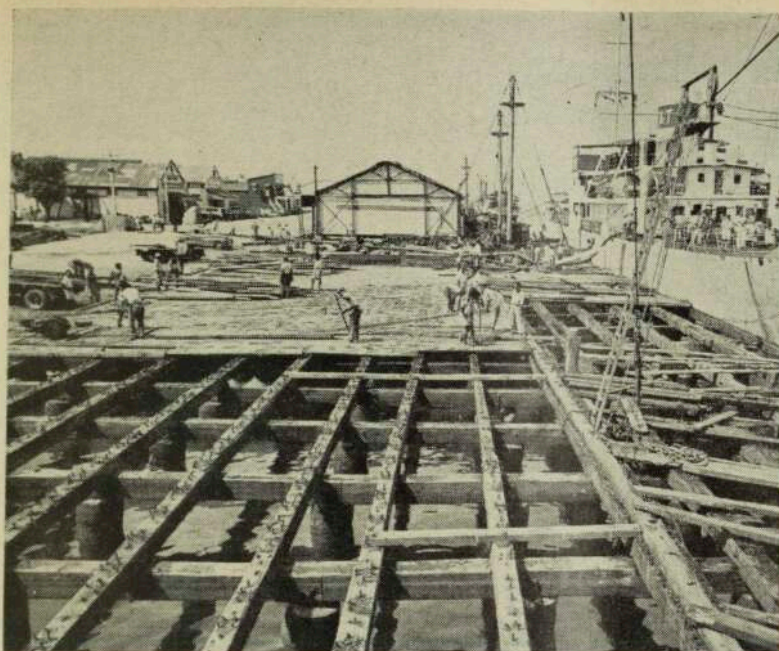
Nile products include a beautifully varied range of ladies' and men's handkerchiefs, including printed bandana in assorted designs and colours.



NILE SHEETS, PILLOW CASES AND TOWELS

An attractive range of Erin-Art sheets and pillow cases in all sizes; tea towels and brightly coloured bungalow cloths are offered by Nile. Furthermore, there are cotton prints suitable for lap laps or cotton frocks, as well as all sizes and colours in Nile jacquard towels, Nile beach towels and bath towels.

NL2A-57



Suva's Wharf Problems

The photograph shows part of Suva's main wharf and No. 3 shed. People have now been warned that they use this part of the wharf at their own risk—which certainly looks to be considerable. During Spring tides, sea now covers road shown at left, and trucks loading are sometimes axle-deep in salt water. The wharf was in bad repair before the extensive hurricane damage of 1952, and earthquake damage of 1953. New wharves costing millions are planned in the Walu Bay area. Meantime, this February, the present wharves handled 138,299 tons of overseas shipping.

—Photo by Stinsons, Suva.

**SOUVENIR BOOKLET OF
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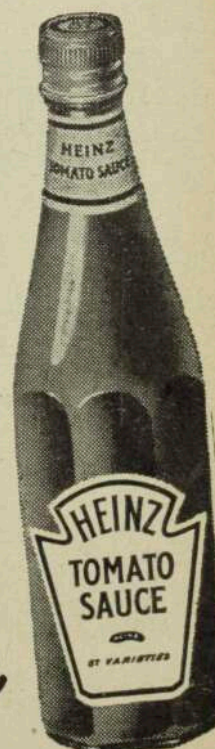
P.O. Box 16,
Port Moresby, Papua.

Mr. Siddiq Moidin Koya, who has been attached to the staff of a legal firm in Tasmania, since completing his degree of Bachelor of

Law there some time ago, returned to Fiji recently. Mr. Koya was said to be the first non-European barrister in Tasmania.

Red Magic

The can't-be-copied flavour of Heinz Tomato Sauce makes a magical difference to stews, gravies and countless other dishes. It's made from Heinz famous "Aristocrat" tomatoes. Buy today!



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NEW OFFICIAL SECRETARY FOR COOKS

MR. A. O. DARE has been appointed Official Secretary to the Cook Islands Administration in succession to Mr. Wakefield, who recently returned to New Zealand.

Mr. Dare has recently been on the Inspector's staff of the Public Service Commission in Auckland. He has been a member of various local bodies in suburban Auckland.

He is a qualified accountant, spent 16 years in the civilian section of the Royal NZ Navy, and during the war had active service in the Navy as a radio and radar technician.

Copra Price to NZ Crushers

ABELS LTD., who handle all copra coming into New Zealand from Western Samoa, Niue and the Cook Islands, reported in mid-March that they had been advised by Island Territories Department that an increase of 7½ per cent. on the 1953 price had been accepted for those Territories. The price is thus fixed at £70 Sterling—New Zealand price £70/5/6.

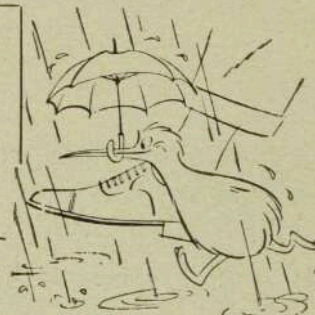
(Editorial Note: Although our correspondent does not specifically say so, presumably the £70/5/6 NZ is the price that NZ crushers are paying for Islands copra. This is

equal to about £87/16/- Australian currency, which makes the NZ crushers better off than those in Australia who pay about £97A for copra delivered Sydney. A few years ago, until P-NG planters protested, Australian crushers bought NG copra at MOF price. This the planters held to be unfair, as there

was no long-term agreement between P-NG and the Australian crushers.)

¶ Dr. A. H. Conner, of the University of Hawaii, has recently been studying marine growths in Fiji, Tonga and Samoa.

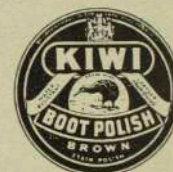
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Nature Notes

(Conducted by Raimanu)

PLUCKING LIVE BIRDS.

IN reading about the birds of one part of the Pacific—Fiji—I came across this interesting bit by Casey Wood, in an article published in 1926. "Until about 15 years ago, Samoans were in the habit of making excursions to Fiji to shoot Kakas and other birds of bright plumage that they might weave the feathers into their mats. They were also not averse to buying live birds that they might pluck regular crops of feathers from their unfortunate bodies. This cruel practice was continued until the arrival in Fiji, as Governor, of that humane naturalist, Sir Everard im Thurn, who put an end to the scandal. The export of birds to Samoa is now strictly forbidden by law. I am reliably informed that early in 1924, despite the Ordinance, a Samoan was fined £25 for plucking a live parrot for mat feathers."

The Kaka, by the way, is the big long-tailed parrot of Fiji, varying slightly in coloration from island to island.

Now, as a naturalist, my sympathies were all with the parrots, and I agreed that the cruel practice of plucking the live birds was rightly stamped out. More recently I came across this, in reminiscences of life in South Africa some years ago: "Geese were plucked every six weeks in summer; as the feathers would otherwise fall out, this did not hurt them. . . . Ostriches were plucked every six months. . . . The wing and tail feathers were clipped, and six weeks later, when the quills were quite dry, these were pulled out painlessly. Some of the body feathers were plucked." (From *The Countryman*, Summer, 1952.)

Well, what are the rights of the matter? Are some birds capable of being plucked alive without pain or harm, and others not? Or are some consciences more sensitive than others? Or what is the truth of the matter? Perhaps some reader can give us some more light on this subject.

Not that I suggest that the old practice be revived and an open season for parrot plucking be forthwith declared, in Fiji, or anywhere else. But it would be of interest to know how geese and ostriches can be plucked alive, while parrots cannot.

FRIGATE BIRDS.—An afterthought. After writing what was printed in January PIM, and before reading the review of *The Bombard Story*, also January PIM, I came across in *Kon-Tiki* the note that frigate birds were seen up to 1,000 miles from the South American coast. So it seems we have to hand it to the fellows who go out in their frail vessels to cross wide oceans to get the facts, and

with them we pass it back to Mr. Gatty. Perhaps he would like to include an afterthought in future editions of the *Raft Book*?

Mr. and Mrs. Bernacchi returned to Tarawa, Gilberts, early March per RNZAF Sunderland, following vacation in New Zealand and a short period as guests of Sir Ronald and Lady Garvey, in Suva. Mr. Bernacchi is Resident Commissioner of the Gilbert and Ellice Islands Colony.

Mr. John T. Wheelock, American Vice-Consul at Noumea, visited Fiji during March to attend to Consular business there.

New Labour Union at Ba

A WAGE EARNERS' UNION was formed at Ba, Fiji, early March. This is understood to be the 10th industrial workers' union to be established in the Colony. The Ba Union was formed mainly by employees of Indian business houses.

The Samarai (Papua) platoon of PNGVR has now increased to 24 members who are very keen. The rifle range at Kwiaro is nearly completed and early March firing practice commenced with Owen and Bren guns. The platoon plans to hold a four-day Easter camp.



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16-oz. Braised Beef Steak Stew.
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12-oz. Trim (Pork and Beef).
12-oz. Meatreat.
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12-oz. Corned Beef W/C.
12-oz. Taper Corned Beef.
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6-lb. Taper Corned Beef.



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14-oz. Sweetened Condensed Milk.
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8-oz. Flair Fish Cutlets.
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12-oz. Chocolate Pudding.

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10-oz. Tomato Sauce.
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16-oz. Beef Sausages.
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TONGUES

12-oz. Sheep Tongues.
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12-oz. Calves' Tongues.
12-oz. Lunch Tongues.
2-lb. Ox Tongues.



MARGARINE

56-lb. boxes Cake Margarine.
56-lb. boxes Pastry Margarine.



"RIVERMEDE" BUTTER

56-lb. boxes Bulk Butter.
16-oz. pats Butter.
½-lb. pats Butter.
12-oz. tins Butter.
16-oz. tins Butter.

CANNED FRUITS

16-oz. Grapes.
30-oz. Peaches.
30-oz. Pears.
30-oz. Apricots.
16-oz. Raspberries.
30-oz. Raspberries.
16-oz. Loganberries.
30-oz. Loganberries.
16-oz. Gooseberries.
30-oz. Gooseberries.
16-oz. Cherries.
16-oz. Fruit Cocktail.



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

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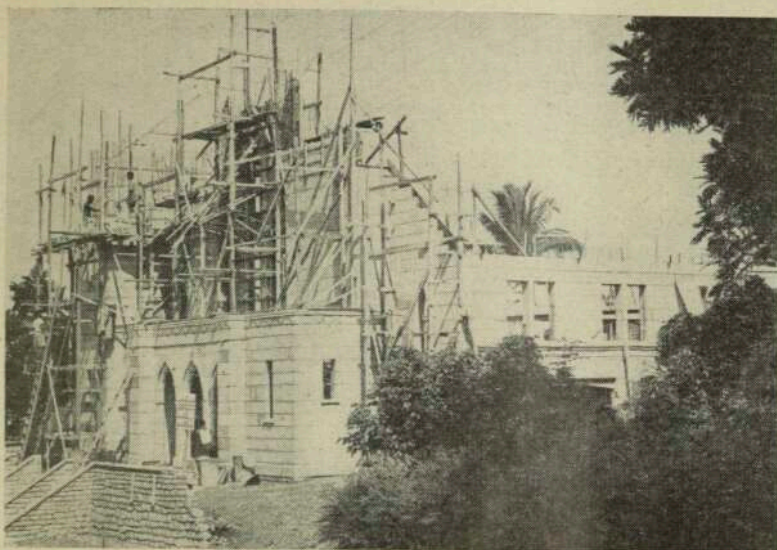
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Suva's New Jubilee Church



The fine new Jubilee Church, which is being built by the Methodists of Fiji, is now well under way, as this recent photograph shows.

—Photo by Stinsons, Suva.

Dr. John F. Kessel, of Los Angeles, returned to Papeete in March after a visit to the United States. Dr. Kessel has for the past

five years, under the auspices of the University of California, been carrying out a study of Filariasis in French Oceania. Under his charge

is a staff of four European and four Tahitian field workers. He expects to complete his work in Tahiti this year.



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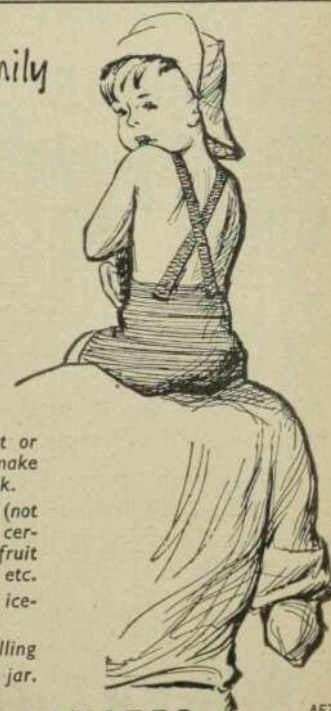
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THEY ALL WANT JOE!

Choice Between Empire Games or Australian Rugby

A CERTAIN rivalry seems to be developing between sporting bodies for the services of Josefa Levula, of Fiji, who is a first-class runner and also a first-class Rugby footballer.

Australian Rugby Union officials, who are organising the visit to that country of a Fiji Rugby Union team in May-July this year, make no secret of the fact that they want "Joe"—as he is known to thousands of Australian Rugby fans—to be with the touring team. When the Fijian team was in Australia a couple of seasons ago, people paid their money just to see the gangling Joe scoop up the ball in his huge fists and dash down the sidelines. They screamed with delight every time he came within looking-distance of the ball, and the howl "Jo-o-e" could be heard, like some strange incantation, rising at given times, from football grounds all around Sydney. The Australian Rugby Union naturally wants this popular idol back again in mid-1954.

On the other hand, the Fiji Athletic Association wants Levula for the Empire Games in Canada in August, and they fear that if he goes to Australia he will not be

available or not be fit for the northern trip.

Australian Rugby Union officials are eagerly pointing out that the Fijians will receive 20 per cent. of the takings at Australian matches—and that Levula will make a difference to receipts. The Canadian trip, on the other hand, is just for love and honour. No profits at all.

In order to locate and identify plants on an experimental farm at Palau, US Trust Territory of Micronesia, which was largely destroyed

during the war, a Japanese scientist, Yasuhei Ashizwa, has been brought from Japan to Koror Island by the Administration. Ashizwa was in charge of the farm—known as the Tropical Industries Institute—from 1936 to 1944.

† Mrs. F. Schober, of Tonga, and her daughter Margaret flew to Sydney in February to attend the wedding of her son, Bernard, at St. Philips, Church Hill, on February 27, to Miss Betty Pearce, only daughter of Mrs. V. Pearce, of Bondi.

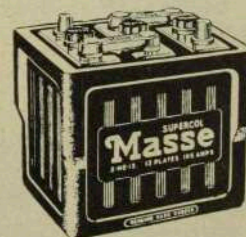
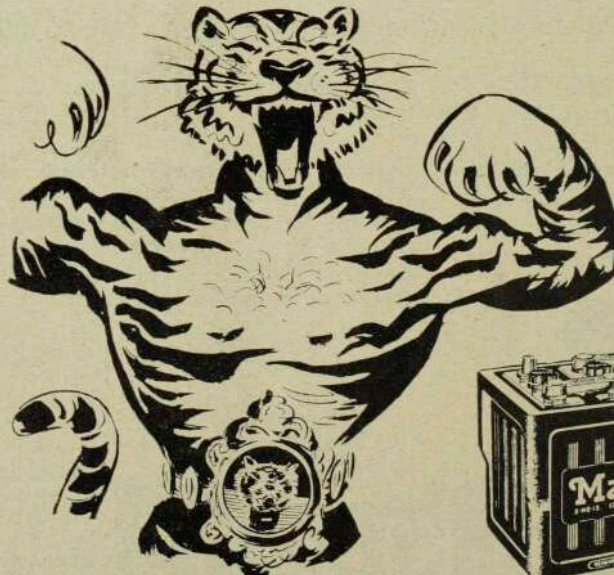
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No. 5

ANOTHER PEARL BUTTON FACTORY FOR FIJI

MR. B. D. LAKSHMAN, well-known Indian merchant, of Lautoka, Fiji, will shortly open a pearl-button factory there. It will be recalled that Mr. A. G. McCown imported machinery from Europe last year and has been turning out buttons from his Levuka factory for some months past.

Reporting this, a Suva newspaper has stated that while the normal price of trochus shell, from which the buttons are being made, is £50 to £60 per ton, "exporting firms have forced the price up to £160 per ton" recently.

The position, of course, is that the world price of trochus shell has gone up—and naturally world demand is going to control the price that the Fiji button factories will have to pay for their shell. There is no deliberate effort on the part of exporters to adversely prejudice the price for the local factories, as the report seems to suggest.

On the other hand, there may be a deliberate effort by overseas interests to offer high prices for Fiji trochus in an effort to put the local button manufacturers out of business, but presumably that eventuality must have been taken into consideration by the Fiji industries before they began business.

How the local industries can be fairly protected from such tactics is difficult to see, as Fiji trochus producers can scarcely be expected to have their prices held down merely to protect a local industry, however worthy that industry is.

It has never been clear how Fiji hoped to compete with Hong Kong, Japan and elsewhere in the world button market.

Tourist Agents Become Tourists

FIJI during the past year or so has been invaded by travel agents from Australia, New Zealand, Canada and the United States. In fact, there have been almost as many travel agents as tourists visiting the Colony.

The idea that parties of travel agents be brought to look over Fiji's tourist possibilities, looked at from a long-term point of view, no doubt is sound. But whether heavy tourist promotion is sensible, considering Fiji's present accommodation situation must surely be questionable, especially as there is no sign of the accommodation situation in Suva being satisfied in the foreseeable future.

Or are the tourists to be kept entirely to the country districts?

In March a party of 14 travel agents from New Zealand formed the latest contingent to look the Colony over.

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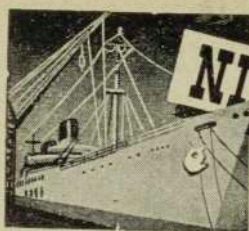
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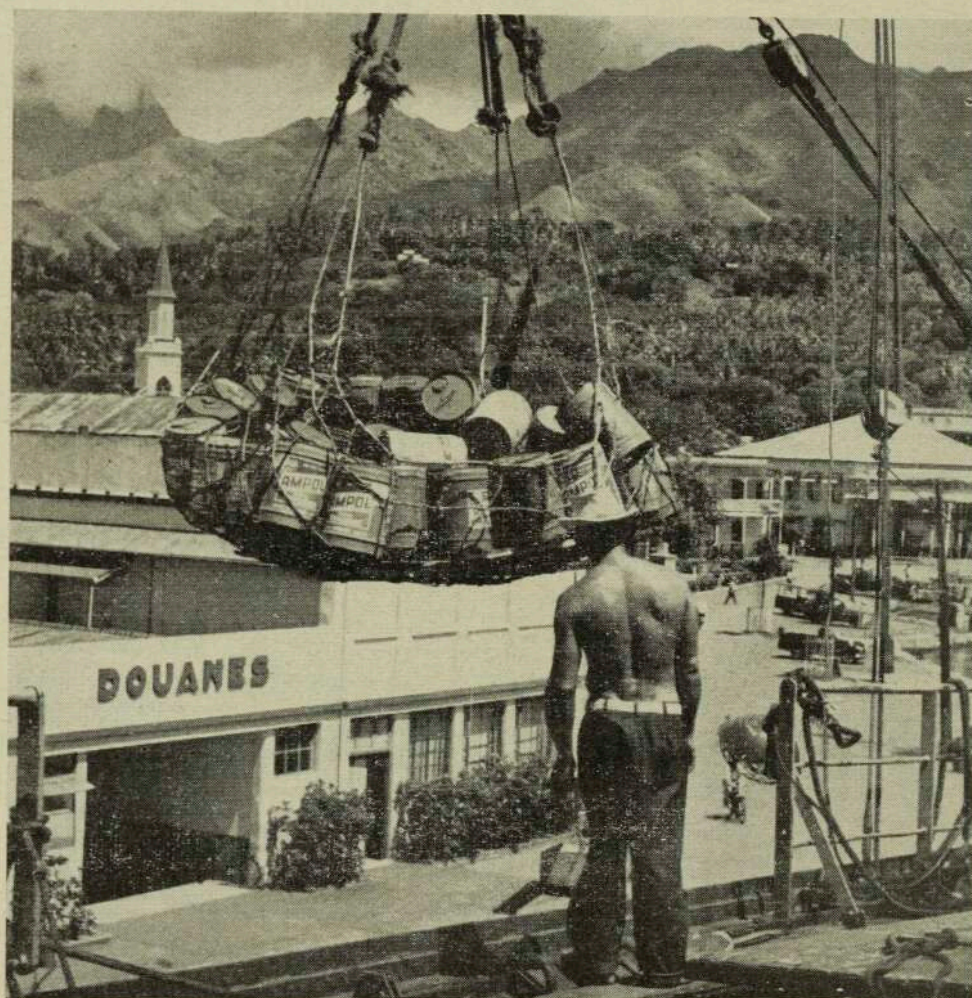
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SHIP THE GOODS



—Photo: Studio Mackenzie, Tahiti.

Unloading "AMPOL Kerosine" from the S.S. Waitemata at Papeete, Tahiti, February, 1954.

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MAGAZINE SECTION

Tropicalities

DISPATCH FROM SUWARROW

A THREE-MONTHS' diet of coconuts, fish, birds' eggs and an occasional rooster and a paw-paw was interrupted for Tom Neale, sole resident of Suwarrow atoll, on February 28 when the English 80-ton yacht *Sorengama* dropped in for a few hours. Only imported stores remaining at that time was some tea donated by the yacht *Beyond* which called a year ago. *Sorengama* departed for Samoa and the Solomons with the Suwarrow mail aboard.

The mail reported that on February 13, with little wind locally, heavy seas from the north swept the island, destroying the old jetty which Tom had been rebuilding, and leaving in their wake scores of dead frigate birds and many others exhausted along the outer beaches—presumably the victims of heavy weather elsewhere.

Other news: "Cats are well—still have three—drowned the young female; sent young male to the surgery and named him Sparrow—short for Suwarrow. Don't think I'll stay beyond the end of this year."

PAP-YOU-A AND MAL-EK-YOU-LA!

SOME time ago a protest against frequent ABC pronunciation of Papua as Pap-you-a was queried. It was pointed out that many people do use the latter pronunciation. Now the ABC's Brisbane short-wave Island Service station announcers are frequently heard referring to BP's *Malekula* as *Mal-ek-you-la!* In the Islands weather summary many island pronunciations, which surely follow some rule, are hopelessly mispronounced. Or are they? "Oodoo" for Udu (pronounced Undu in Fiji) is understandable—but "Neeoo" for Niue can satisfy no one.

It was understood that Fiji, several years ago, decided to adopt rational spellings of Fiji place-names, dropping the "q" and inserting the "n" where required. Recent maps and Government publications there have adopted the phonetic spelling—but Fiji's Public Relations Office still clings doggedly to the old spellings; so does the leading Suva daily newspaper.

Surely the correct pronunciations, however the spellings, are the native pronunciations, and surely the ABC should make it its business to find out at least the accepted

local pronunciations, especially when using the words in programmes directed to the Islands.—JPS.

JAPS NOSTALGIA FOR RABAU

APPARENTLY Rabaul has some sort of fateful allure for the Japanese—which may explain why their fishing vessels are calling in there with sick seamen. This extract from *The Ceylon Observer* of last December 31, needs no comment:

• *Hollywood has not been sending us, recently, any films depicting the glorious lives and deaths of G.I.'s—no epic since Errol Flynn re-conquered Burma for the Allies.*

But the craze for war films has just started in Japan. For years, on top of Tokio's Hit Parade has been a number called "Farewell, Rabaul" and slated for release next month is a film of the same name.

It tells the story of a tough ace-pilot of the Imperial Japanese Navy, who bids to defend the Naval Base of Rabaul from attacking US planes, and lays down his life for his Emperor and country.

The film relates the tragic romance between the pilot and Kim, a beautiful girl of a Kanaka tribe who too, helps her Emperor, coun-

try—and the box office—by committing suicide.

Kim is played by one of Japan's most beautiful actresses, Akemi Hegishi—Pin-Up Girl No. 1.

SAMOA TO BECOME GILBERTS—FOR MOVIE PURPOSES

IT now appears fairly certain that Western Samoa will be the locale for the shooting of a British Lion film based on Sir Arthur Grimble's *A Pattern of Islands*—a book on life in the Gilberts.

Film company representatives, after looking over Fiji, travelled on to Samoa in February and were to go on from there to investigate Aitutaki. However, after viewing Samoa the film men cancelled their Aitutaki trip and let it be known that they were in favour of Samoa. Final decision will be made in London.

One of these days the film-men will make an island film on the island about which the story was written. That will rock the box-office.

HOW WRONG CAN YOU BE?

COMMENTING in March PIM on the fact that recent numbers of the *Papua-New Guinea Gazette* were taken up by pages upon pages of regulations for sewerage in the towns of the Territory, and for canning and quick-freezing crayfish-tails and tuna, it was said that these regulations were forward-looking as no sewerage or canning were contemplated.

It seems that was wrong; it is expected that parts of Port Moresby will be sewerage "within a year."

We are now waiting for our first can of tuna. (Over)

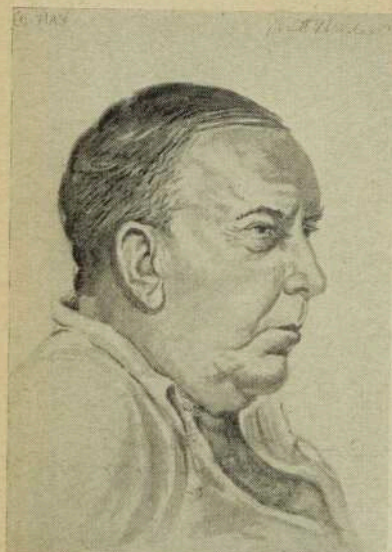
Tonga's Royal Visit Postal-Card

Tonga, in line with most of the other countries which Queen Elizabeth and the Duke of Edinburgh have visited on their present Royal Tour, expected to have a special stamp to mark the occasion. It was to be an overprint 8d stamp of the present issue—but so great was the advance demand for the stamp, from collectors all over the world, that there just were not sufficient of these stamps to meet the demand. The whole plan was therefore cancelled. A pity, because, as a correspondent has pointed out, sale of the stamps to philatelists would probably have paid for the Royal visit.

Tonga was not without its postal souvenir, however. Mr. August Hettig, well-known photographer, of Nukualofa,



had these post-cards printed and when complete with the striking red 3d stamp of the Kingdom they were very popular with visitors to Tonga, and with those who were fortunate enough to receive them.



KENNETH HOUSTON DALRYMPLE HAY first arrived in the British Solomons in 1929, after serving in the First War, and joined Levers' plantations. He became manager of Banika plantation, where he remained until 1939. War broke out while he was on leave in Sydney, and Ken tried to enlist, but wasn't wanted and returned to the Solomons, this time to work the rubber trees which had been planted on various plantations belonging to Burns Philp.

Two years later the Japanese began their drive southwards. The islands were partially evacuated of their white settlers, and only the hardiest citizens and Coast-watchers stayed behind. From then on, for 12 months, Guadalcanal made history, and Ken Hay was in the middle of it.

The 12 months were divided into three parts—the first three months of increasing air attacks; then three months of Jap landings and consolidation; and, finally, six months of the American counter-invasion and wearisome mopping-up.

For Ken, the year was divided rather differently. The first five months were spent at Berande plantation on the coast of Guadalcanal, and at Goldridge, Theodore's gold lease in the mountains. This house proved too visible from the airfield the Japs were building, and they made things too hot for Ken to remain. He retreated over the mountains, after having witnessed the edge of the Battle of the Coral Sea, and he spent 40 days in the wilderness. By the time he got settled on the far coast the US forces had landed and great naval and land battles had taken place within sight of his old post, while the fighting ranged up and down the coast. Ken walked back to Goldridge, and was made an official Coastwatcher, with a commission in the RANVR.

After the war Ken returned to the Solomons as a plantation inspector for Levers, and became their general manager in the Solomons before leaving them again to branch out on his own in 1948. He started the Hotel at Honiara, to which is attached the butchery, and also a bulk store for general trading. He has leases of Tetere and Tetipari, owns Lofung plantation, and is vice-chairman of the Tenaru Timber Company. His aerated water factory is about to open, and a picture theatre is under construction.

Ken's official duties include a seat on the Advisory Council, the Honiara Town Advisory Board, and the Tax Committee.
—BRETT HILDER.

THE EGG WAS ADDED

ANOTHER cook-boy story, this time from Sister Mary Veronica of Guadalcanal, via the *Marist Missions* magazine:

"See if you can make that cake," said one of the Brothers once, putting a recipe book into the boy's hand. The boy was glad that his English was good enough to tackle it. "Add one egg," said the recipe. The egg was there all right. It was found in the middle of a rather anaemic cake, hard baked with its shell on!

KOLONIA AND COLONIA

HOW many South Pacific residents know where the towns of Kolonia and Colonia are? Kolonia is capital of the 130-square-mile island of Ponape and

centre of the Ponape District which includes 138 islands of the Eastern Carolines, with 10,000 population. Extremely fertile, with a rainfall of a mere 300 inches, Ponape was the centre of considerable Japanese agricultural enterprise. Most of this was wiped out during the war.

Colonia, 400 miles to the westward, is capital of Yap and administrative centre of the 85-islands Yap District; population 5,000.

Both names, still in use, date back to pre-World War I German times and no one seems to have a satisfactory explanation as to how one came to be spelt with a K and the other with a C.



PIM CROSSQUIZ NO. 50

Solution on Page 84.

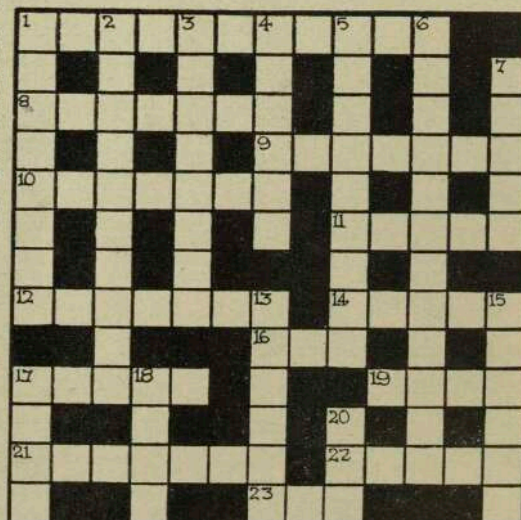
ACROSS

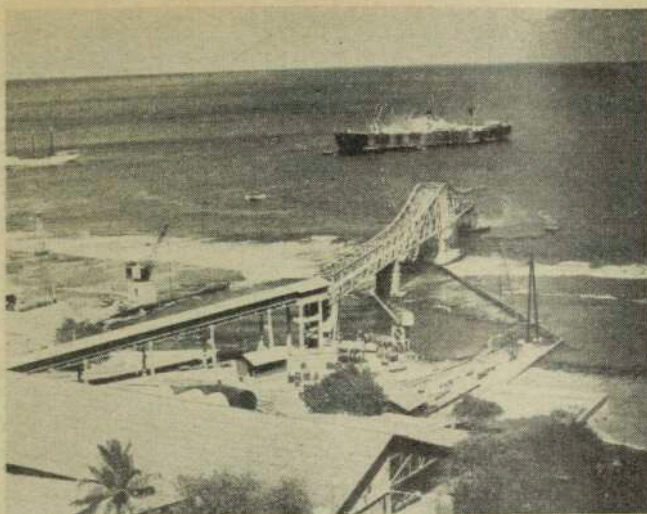
- 1.—What is the name given to the type of ancient man whose skull was found in a valley in Germany in 1857?
- 8.—Which figure in mythology was the inventor of the wooden horse?
- 9.—Which famous American entertainer was recognised as one of the cleverest escapists and illusionists the world has ever known?
- 10.—What name is given to that period of history which came after the Stone and Bronze Ages?
- 11.—Of what independent kingdom is Khatmandu the capital?
- 12.—What is the name of the Pope's Chapel at the Vatican?
- 14.—From what opera by Puccini does the aria "Stars are brightly shining" come?
- 16.—What is krypton?
- 17.—What style of painting deals with subjects of homely life?
- 19.—After whom were England's "bobbies" called?
- 21.—What is the name of the palace of the Moorish kings at Seville later occupied by Spanish royalty?
- 22.—What is the name of England's most famous horse race?
- 23.—What is the answer to the problem— $7\frac{1}{2} \times 4\frac{5}{6}$ divided by 3?

- 4.—What is the term given to parts of a film run through for viewing while still in production?
- 5.—What name was given to the French Protestants, thousands of whom were put to death at the massacre of St. Bartholomew?
- 6.—Who discovered a cure for hydrophobia?
- 7.—Who was the spirit in Shakespeare's play "The Tempest"?
- 13.—Who was the first king of all England?
- 15.—How would you describe brass and pewter?
- 17.—Who wrote the words—"Can Honour's voice provoke the silent dust Or Flattery soothe the dull cold ear of death"?
- 18.—What quantity of paper consists of 480 sheets?
- 20.—What international language has been developed from Esperanto?

DOWN

- 1.—After what shellfish did Jules Verne name the submarine in "20,000 Leagues Under the Sea"?
- 2.—Who was the first aviatrix to fly solo from England to Australia?
- 3.—Under which prime minister did England acquire half the shares in the Suez Canal?





LEFT: View from the cliff top—showing French schooner, British freighter, and cantilever. RIGHT: Cook Islanders' compound—rain water pipes overhead.

FREAK ISLAND

A VISIT TO MAKATEA
BY W. A. H.

The first sight of Makatea would dispel the preconceived ideas which many people have about South Sea islands.

Makatea is 4 by 6 miles in extent, lies about 90 miles north of Tahiti, and would probably be uninhabited and unheard of if it were not rich in the valued phosphate, raw material of commercial fertilisers. It is entirely lacking in natural beauty, but is nevertheless distinctive in its oddness and plainness. It is a wall of limestone rising straight out of the sea.

Like the barren and bleak mountains in northern Chile with their nitrate mines, Makatea gives fertility to others but has none itself. It supports no noteworthy plant-life.

For about 45 years an Anglo-French company has exploited the phosphate deposits of Makatea. At first no Polynesian would work on the inhospitable island where the temperature is higher than in other islands, and in the early days the labour problem was solved by employing Japanese. Labour to-

day is recruited mostly from the Cook Islands, some from the outer islands of French Oceania. Their pay is low by Tahitian standards, but high for Cook Islanders.

There is no anchorage at Makatea, the depth of water just offshore being 200 fathoms. Ships are moored to buoys, held in place by huge chains which are renewed every two years—a rather ticklish job as one false move can cause the whole chain to slip to the bottom to be irretrievably lost. Even with the ship securely moored it is



LEFT: The plantation is cut back to provide millionaire's salad, and room for the diggings. RIGHT: Water being rationed to the women.

far from safe in case of a sudden strong wind from the sea. When this happens, ships cast off and stand out to sea immediately.

The phosphate-bearing dirt is conveyed from the storage bins at the face of the cliff over a steel cantilever which in size and shape resembles the span of a long bridge suspended over the sea. Baskets holding about a ton and a half each are placed upright in barges. Hoses hang down from the end of the cantilever and fill the baskets which are slung up to the overseas ship in pairs and tipped in the hold. Estimated loss due to spillage, we heard unofficially, is about 200 tons per ship.

Before World War II, the entire output was shipped to Japan, and Japanese ships are again loading at Makatea. During the war, Makatea was the only Pacific phosphate island remaining in Allied hands. Ocean Island and Nauru were occupied by the Japs.

WE went ashore from the phosphate company's supply ship, a 396-ton three-masted auxiliary schooner, in which we had arrived. She was named *Oiseau de Iles*—Bird of the Islands—and had a blue and white bird for a figure-head. Newly returned from New Zealand after the bi-annual survey she glistened with fresh white paint from her stem to the ensign staff flying the French tricolour. She is the finest craft of her kind in the Pacific inter-island trade, but now shorn of her topmasts and half of her bowsprit she has lost some of her racy beauty.

A harbour for small craft had been made under the cantilever where cargo for the island can be landed safely. Walking along the beach between the various machine shops one got an idea of the size of the establishment. A funicular railway takes one to the top of the cliff where the company's administrative offices are located in front of a miniature railway station complete with a sign that informs one that the name of the station is *La Falaise*—The Meadow. Another paradox!

Here one saw a few shade-giving trees, the seeds of which must have been imported and planted by the company, although no one here now is old enough to verify the fact. A book written in 1912 described the island as treeless. Some effort at gardening has been made around the staff houses, but apart from some drab tropical plants and, of course, the ubiquitous coconuts, the limestone soil has defied all horticultural endeavour.

We passed happy, laughing children who seemed to fare well in spite of the fact that all their milk, fruit and vegetables were imported

for them. The company has provided an ice plant, a bakery, and a store where a good assortment of French wines and spirits as well as continental delicacies are stocked and all sold at cost price. There were also some Chinese stores, which even here, managed to compete against the non-profit-making company store and do a thriving trade with natives.

On the way to the diggings (*les travaux*, as the French say), we passed a compound of Cook Islanders who in good English eagerly enlightened us about their life on the island.

They thought their pay too low for the prevailing prices they had to pay, but many sported gold or gold-filled wrist watches, nevertheless. Water was being rationed to women who brought their buckets to a whitewashed cement tank where a very old man presided over the water tap. Every precious drop of rainwater caught in the roof guttering of the houses, is led through an elaborate system of overhead pipes to locked tanks. Jupiter Pluvius is not generous in Makatea.

In a steam locomotive drawing a train of empty hoppers we rode perhaps a mile to what had once been a coconut plantation. Many acres of ground had already been denuded of phosphate-bearing soil. Crevices as much as 10 feet deep, between grey, glaring limestone pinnacles, traversed the ground. The dirt is removed by pick and shovel, and wheelbarrowed to the railway hoppers that dump their contents in the storage bins above the beach. In this primitive fashion some 20,000 tons per month are mined by sweating South Sea Islanders who receive a bonus on tonnage, and work rotating shifts.

The only Britishers employed on Makatea are the two Harbour Masters, neither of whom speak French.

We thought our visit to *les travaux* would not have been complete without a chat with the foreman who was located in a 5-foot square office perched atop an observation tower from where he could survey the entire field of operation like a god on Olympus.

We climbed the ladder, and were welcomed by the foreman who spoke good English, having been a seaman in California in his youth. He was a Corsican by birth. His tiny office contained, besides a telephone, a half-caste clerk, and a little dog who negotiated the 30-odd rungs of the ladder unaided. We were presented with the tropical delicacy known as Millionaire's salad, the edible heart of the coconut palm. It is normally a luxury because cutting it out kills the tree,

WILLIAM TELL OR BLUE BEARD?

By J. D. Whitcombe

IN Tongatabu in the early part of 1892, a young Tongan had just married his third wife and there was some concern as to how his other two young wives had met their death.

The husband had sworn that in each case it had been an accident, but some people still doubted him. Well, he married this third girl and all seemed to be going well, until one beautiful morning the girl's parents decided to pay the newlyweds a visit.

They left Nukualofa early in their plantation dray for the village of Bea, some five miles inland. When they arrived at the daughter's home there was no sign of life, so they walked towards the back of the house. There the girl's father noticed a heap of freshly-cut coconut leaves, and on lifting them found the body of his daughter. Leaving immediately, he rode in to Nukualofa to inform the police and a body of mounted police at once set out to hunt the murderer. Searching all day and again the following day, they had no success; but then in the evening, in the bright moonlight, as the search continued, one of the police, looking up as he followed a bush track, saw to his horror the body of the wanted man hanging from the bough of a tree. With a blood-curdling yell he wheeled his horse and galloped back—with the remainder of the police party close behind him. They did not stop before reaching Nukualofa—and the haven of the police station. Dick Turpin's ride to York was not in it. But on the following day the murderer's body was brought in.

An examination of the bodies of the three wives, and other evidence, showed that the husband, apparently trying to emulate William Tell, had made each woman stand with a coconut on her head while he used it as a target for bow and arrow. Each woman had been shot in the forehead in the process. No doubt, as the husband had said, each had died by accident.

but here where coconuts were less valuable than phosphate, the palms had to be chopped down anyway, so that there was an abundance of salad for millionaires.

We returned on the ore train, and caught a launch back to the *Oiseau des Iles* which looked comfortably clean and spotless in comparison with the British freighter moored nearby and enveloped in a perpetual cloud of phosphate dust.

It was pleasant to escape the heat of the island for the cool sea breeze.

Book Reviews:

THIS MONTH'S NEW READING

Warm People Aren't So Hot

ANTHONY Thorne has given us better novels than his latest, *The Warm People*. (So Long at the Fair, for example, which re-told—and solved—the old mystery of the Paris International Fair of the late 19th century when the brother of the heroine disappeared completely, and so did his hotel room and any knowledge of his existence. This novel was made into a movie).

The Warm People has all the ingredients for a good story—but it does not seem to get going, unless, perhaps, until the final chapters. The whole thing is full of distractions, as though Mr. Thorne wrote it while he had his mind on something else.

The narrator is an innocent young Englishman from one of the many obscure cultural divisions of UNO. His mission is in Haiti and the Dominican Republic and his assignment is to find out why there is friction between the two coloured republics which go to make up this second largest of the West Indian islands.

It is a UN theory that the friction is caused by the fact that although all are from the same racial stock, the people of Haiti speak French and that the people of the eastern half of the island, the Dominican Republic, speak Spanish. It should be made clear, perhaps—because Mr. Thorne does not do so—that Haiti was once a French Colony and the Dominican Republic part of the Spanish Empire. Over the years, the population of both became largely that of descendants of the slaves brought in from Africa to work the plantations, and French rule ended in Haiti as a consequence of the French Revolution. France, at a later stage, tried to win back her colony but failed; it became a coloured republic, which was in a state of perpetual revolution, the political coups of one party or another, turning up with the persistence of a recurring decimal. About 1916, the United States took a hand and put the republic under a sort of protection. The history of the Dominican side of the island is somewhat similar, but they seem to have done without US protection.

Mr. Thorne's young innocent Englishman soon finds that the difference of opinion between east and west sides of the island is not a matter of language, but rather a matter of guns and hand-grenades supplied to both sides by an obliging Latin American gentleman who lives on a luxury yacht with a luscious girl-friend and his school-girl daughter who has been educated at a school in England.

The story has one or two good characters—Joe Kessler, for example—and is not without its amusing aspects. In order to get his information as to what goes on, on the border, the young UN official supplies Joe with an amount of money. With it Joe immediately sets up a chain of brothels which certainly gather in the information, as well as embarrassing profits.

We do not know how long the author spent in Haiti but our guess is that it was not very long and that he would be happier writing against the more accustomed English or Continental background, rather than in trying to get the warmth (for which read "lush-

ness") of these warm people down on paper and dragging in such tourist-bait as voodooism and what-not. The story bristles with possibilities, but most of them fizzle out in anti-climax.

Conducted by the Assistant Editor.

(Published by William Heinemann, Ltd. Australian price, 15/6.)

Another Murder with Emotion

SEAFORTH Mackenzie's newest novel, *The Refuge*, is for graduates from the simple thriller. It is called a "psychological crime-story" and that, probably, is as good a description as any.

Briefly, it is the story of a crime-reporter on a leading newspaper who murders the woman whom he has secretly married. The woman is a political refugee and at the time he murders her, Fitzherbert, the crime-reporter, still loves her. His motive for the crime is fear that she will "destroy" his 19-years old son (by a former marriage) whom she has seduced.

That is the essence of the plot. The story begins with the discovery of the body and the remainder of the 340-odd pages are taken up with a dissection of the 10 years' emotions that preceded that event.

The psychological crime story has considerable vogue at the present time, but it is not everyone's meat—chiefly because the reader is usually asked to swallow certain unusual premises without which the story would make no sense at all. Having once swallowed, however, the emotions and motives that follow are believable enough.

This sort of book depends, essentially, on good writing to put it over; and whether Mackenzie falls short or achieves the ideal is a matter for the individual reader to decide. In the 340 pages of micro-

scopic attention to the narrator's actions and reactions, at times the author comes perilously close to being plain boring.

Two of the several hard-to-swallow premises are (1), why the police took the "suicide" at its face value when the case bristled with sufficient odd angles to merit an inquiry on a scale that would have disillusioned 19-years old son forever; and (2) why the narrator (somehow one hesitates to call him "hero") had to be an ace crime-reporter. He is so obviously that type of newspaperman who considers himself a writer (with all the finer feelings of such) rather than that dull technician—the lowly reporter.

Perhaps Mackenzie considered that the technical requirements of the plot made a crime reporter necessary; or he may have deliberately set out to show that even if a man has an artistic beard, an aesthetic approach to most things, and is a whole bundle of emotional and sex inhibitions, he can, at the same time, be *en rapport* with burly police officers and make his living by writing about the seamy side of life in a big city.

Maybe someday Mr. Mackenzie will give us a story about a pugilistic-looking bloke with a cauliflower ear, a busted nose and the manner of a disillusioned police-sergeant who is an ace literary critic.

But whether you find this dissection of emotion to your liking or not, you will find interesting its presentation of the contemporary scene as it affects the European refugee who brings to his or her refuge so many of the "isms" and the problems and the quirks of mind that are foreign—and often abhorrent—to the plain Anglo-Saxon.

(Published by Jonathan Cape and, in Australia, Angus and Robertson. Australian price, 16/-.)

Coolies for the Japs in Sumatra

IN these days when we are urged to turn the other cheek to our former enemies, it is a salutary experience to check back again on their behaviour as enemies.

A couple of hours with Betty Jeffrey's *White Coolies* will refresh your mind on the Jap as he was between 1942 and 1945—cruel, sadistic, something less than human.

Betty Jeffrey was one of the Australian Army nursing Sisters who were caught in Malaya in the Japanese invasion of early 1942. Towards the end of that campaign, the Sisters were evacuated in two groups—the first group finally reached Australia but the second group, of which Miss Jeffrey was one member, was on the *Vyner Brooke* which was sunk near Banka Island off Sumatra. Sixty-five sisters had left Singapore on Feb-

ruary 12, 1942, on this ship: 53 swam or floated ashore; 21 of these were lined up and shot by the Japanese and the remainder were put in Jap prison camps.

White Coolies tells the story of the Sisters and the other 500 or so people in a women's camp in Sumatra—of the cruelty, hunger, privation, sickness and death that were contingent upon being a prisoner of the Japanese. Despair there was as well, but surprising little of it in proportion to the circumstances. Courage and humour are the keynotes of the book, although these began to wear thin after 3½ years, when their bodies were reduced to bones, their clothing to rags, their food to the vilest swill and the arrogance of the Japs was undiminished.

Lasting impressions of the book are the amount that the human body can stand; and the futility of imagining that the Japs can ever be expected to behave in what we regard as a civilised manner. In spite of seven or eight years of American influence, there has been nothing to show that, given the same set of conditions as 1942-45, the Japs would not again act as fiendishly towards their victims as they did then. And with the Japs can be included most of the other swarming millions of Asia.

Australia has been urged lately to "be adult" in relation to the Japanese—to recognise their right to a place in the scheme of things. If being adult includes investing the Japanese with sudden virtue or believing that their fundamental cruelty and disregard for human suffering is a thing of the past, then the Pacific war was fought in vain and the slow torture of the people who existed for all those years in Japanese prison camps has taught us nothing.

As victors we must have made a pretty poor showing since 1945, in Jap eyes: Turning the other cheek is not a virtue in their language whether or not it is adult thinking in ours. The wooing of Japan, as a bulwark against Red Asia or for any other reason, is hard swallowing for anyone who knows at first-hand the behaviour of the Japs in the recent war.

(Published by Angus and Robertson, Ltd. Australian price 17/6.)

High-Browed Desert Song

THIS book, *Nine Days to Mukalla*, is written by Frederic Prokosch, of whom, I freely admit, I have never before heard. But according to the blurb on the jacket, he is a young American educated at Yale and King's College, Cambridge, was a Press attache in Stockholm, is a Chaucerian scholar and poet and has written several other novels.

Of one of these earlier novels, Thomas Mann has said that it "excited, charmed and haunted me."

That should have warned me. I once, dutifully, tried to read Thomas Mann, and boredom was the only result. Mr. Prokosch's effort goes beyond that: it is like something that beats on the brain during a long bout of malaria—a nightmarish writhing of mists and vapours with no beginning and no end.

I freely admit that the book could be all that the jacket says that it is, and that it is yours truly who is at fault: it is the sort of "work" (and at least 50 per cent. of today's literature seems to be in the same category) that produces in me a feeling of acute despondency, and the awareness that my brow is now so low down as to be confused with a pair of Australian bowyangs. Perhaps I should go on record as saying that my idea of a good novel is *Gone With the Wind*, or, a bit more up-to-date, *The Cruel Sea*. Surrealistic writing of the so-called clever variety, if indefinitely prolonged, would probably drive me into a padded cell. I have an old-fashioned prejudice about novels that they should be easily understood and have some relation to life.

This, of course, proves that I have no artistic soul.

But to return to *Nine Days to Mukalla*. It concerns four Europeans who survive a plane crash on a small island off Arabia. Details of their past life are of the sketchiest—but there is an elderly female of the British Empire-building caste. A young English female who apparently has lived in India. A middle-aged American archaeologist; and a beautiful young man on his way to a diplomatic post in Greece.

In native boats and by other devious ways they begin their journey back to civilisation—at Mukalla. They acquire a couple of young Arab retainers who also become leading characters in the book.

Most of the narrative is carried on in short jerky sentences of conversation but—again according to the jacket-flap to which I turned for most of my enlightenment—one by one the travellers' senses are opened to new experiences, freer and more intense than they have ever known.

Possibly. But early in the piece, (Continued on Page 85)

O'Sullivan's Successor

By BILL GILL

WE are told of "Two Shillelagh O'Sullivan," who could take a grip of himself by his coat collar and hold himself out at arm's length. This feat, however, has never been fully authenticated.

On the other hand there is no questioning the remarkable feat of Dan O'Connor at Bulolo, NG, in 1941.

One morning, Dan and another blacksmith, George Scott, were dealing with a steel girder on a 3 cwt. anvil.

"Hit it, Dan!" cried George. "Hit it a bit harder, man."

"Is it harder, then?" said Danny; and, with his 14 lb. hammer, he smote that girder an Imperial wallop.

It shattered the anvil!

This aroused widespread interest and the locals, European and native, came from miles around to see for themselves.

The verdict of the natives was "Master e strong fella too much."

The European community was less laconic, and the *Morobe News* called upon its bard, Jack Sutherland (an assayer in his spare time) to smite the lyre, which he did to this effect:

*We may talk of Vulcan and of Thor
Whose deeds shall live forever more,
But on the scroll we now must claim
A place for Dan, of anvil fame.*

*Midst flying sparks and red hot steel
His mighty labours make us feel
That here is one whose daily deeds
Can equal those of Hercules. (sic.)*



*His hammer of prodigious weight
He smashes down on yielding plate;*

*The groaning anvil rent in twain
And on the scroll is Danny's name.
Truly rugged verse, well suited to
the theme.*

If Danny were any better, he says, he couldn't stand it.

He lives now in Sydney and he sends his "hurroos" to all his old NG friends.

He Paints in Tahiti

*Story of a Nonagenarian Watercolourist
Told By Walter Smith.*

(Photos by Frederick Simpson)

WILLIAM ALISTER MACDONALD, noted British water-colourist and book illustrator, who lived and practised his art in the South Seas during the 'twenties and 'thirties, has recently returned to Tahiti. Twice he left these parts (1934 and 1939) intending to remain in the Old World. But, as the local saying is, "they always come back."

Now 93, Mr. Macdonald is a remarkable example of a man who has retained his mental and physical faculties far beyond the average span of life. He travels widely, always alone. Two years ago he circled the world.

The portrait, page 80, made in January of this year by Frederick Simpson, the well-known photographer of Papeete, Tahiti, reproduces the physical appearance of Mr. Macdonald to-day. He reads ordinary print without glasses. He formerly wore glasses, but some years ago he discarded them, and now says that when one has reached a certain age they are not of much assistance to the eyesight. He attributes his longevity to that wise maxim: moderation in all things.

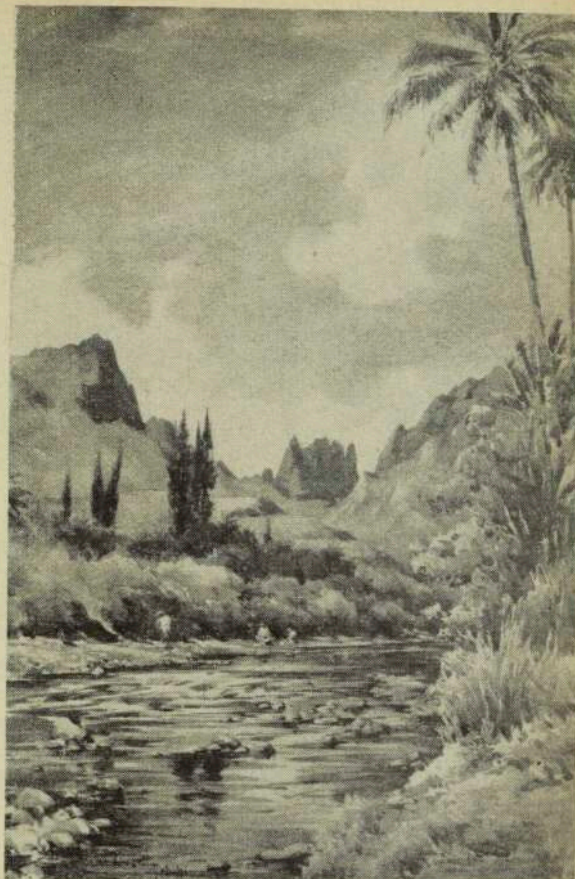
He still practises his art. He has always painted in water-colours. It is his opinion that this medium lends itself with greater propriety to the painting of the blue seas, the strands, and the palms of the South Pacific than the more dramatic and "loud" medium of oil colours. Tahiti he thinks is a paradise for water-colour painters. Recently he has been living on the island of Moorea, adjacent to Tahiti, and is steadily producing canvases. He observes with amused surprise that he has a local reputation, and has no difficulty in selling his pictures.

After serving in the British Army Supply Department in World War I, Mr. Macdonald sailed for New Zealand in 1921, but the vessel called at Tahiti, and he became entranced with that spot. Thereafter, during the greater part of the suc-

ceeding 18 years he lived and painted in Tahiti and the Tuomotu or Low Islands. The year 1921 saw also the arrival in Tahiti of James N. Hall and Charles Nordhoff, the writers, and with them his friendly intercourse was continuous during his entire stay in the South Seas. He and Hall planned a book, in collaboration, on Tahiti, but this was never undertaken, chiefly because Hall was engaged during this period in his joint work with Nordhoff, which produced such well-known works as *Mutiny on the Bounty*, *Hurricane*, *The Dark River*, etc. Mr. Macdonald did, however, illustrate one of Hall's books, *Tale of a Shipwreck*.

In the twenty years 1890-1910, Mr. Macdonald made a series of water colour drawings of London bridges, churches, inns of court, street scenes, river scenes, historical graves, and the like. Through the generosity of Viscount Wakefield of Hythe these were presented to the City of London, and are now preserved to the public in the Guildhall Art Gallery.

In 1917, reproductions of many of these paintings and drawings were published in a handsome book entitled *London Recalled*, with topographical descriptions by E. Beresford Chancellor. This writer was a well-known authority on all things pertaining to London, ancient and modern. He died while the book was being printed. It is from his introduction to *London Recalled* that most of the facts of Mr. Macdonald's life are here extracted.

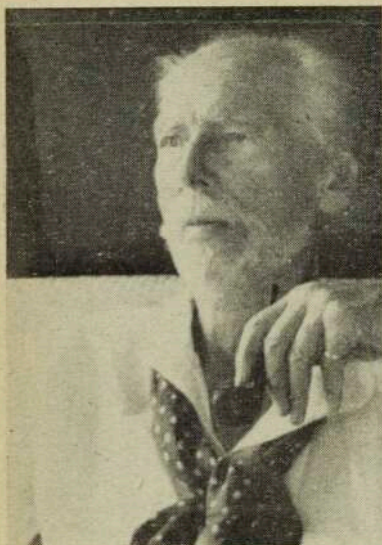


A painting of Tahiti's most famous peak, The Diademe, and Fautaua River. This and the painting on next page are the property of Mrs. James Norman Hall.

Macdonald was born in the Free Church Manse of Brora, a parish of Clyne, Sutherlandshire, where his father was the incumbent. He was four years old when both his parents died, and he was placed under a guardian living at Thurso, the most northerly town in Scotland.

In the village of Melvich, under the care of his maternal grandmother, he spent the following six years, in sight of the Orkneys glimmering across the wild Atlantic seas. After attending Rattray's School in Aberdeen, where he had his first lesson in water-colour drawing, he was placed by his guardian in a bank, and later obtained a post in the London and Westminster Bank. Meanwhile, he began attending the evening classes of the St. Martin's School of Art.

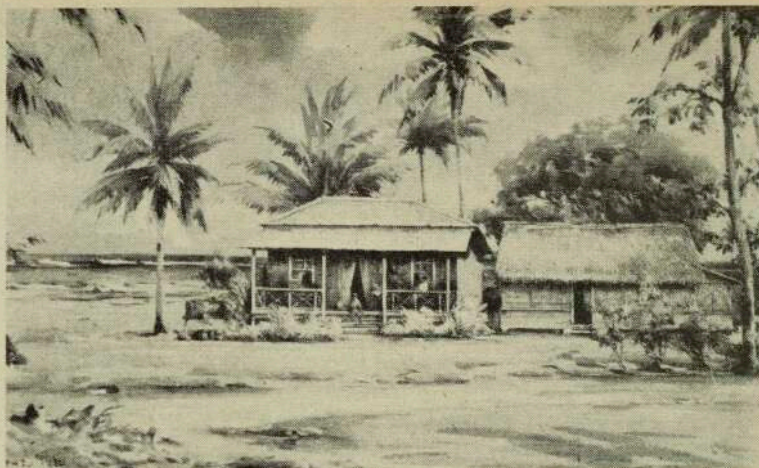
At the age of 24 he left the bank, and after a sketching tour with two other artists on the Norfolk Broads he established himself at Greenwich. During this period he sailed on a fishing boat to the North Sea, the fruit of which was a set of sketches with an account of line cod-fishing, which he sold to *The*



William Alister Macdonald.

Illustrated London News for 11 guineas—his first successful venture in art.

He experienced the proverbial "hard times" of the artist, but continued his studies at the Westminster School of Art. A water-colour of the Thames from Blackfriars Bridge was accepted and hung by the Royal Academy, and received the commendation of George Moore, then art critic of *The Times*.



House on the beach at Arue—painted about 1932.

He lived at this time mainly by painting river scenes and by doing small and highly finished drawings which he sold through the medium of the Kensington Fine Art Society.

After a trip to Portugal, which left an indelible impression on his mind, he returned to England, married, and lived in Danes Inn, the Strand (Danes Inn is no longer in existence), and at No. 8 Fig Court, Temple. It was in the 15 years of his life in this picturesque spot that he executed most of the water-colour drawings that are now

the property of the City of London. There followed years of teaching; this did not, however, abate his steady and industrious devotion to the practice of his art.

Then came the war of 1914-1918, Mr. Macdonald's service, followed by his trip to the South Seas. Now, for the third time, this artist, who was busily painting 25 years before the death of Queen Victoria, is once again in Tahiti. Not to stay, however—he plans to end his days in his homeland.

MAKING USE OF HERBS AND CONDIMENTS

(Extracts from talk broadcast from ZJV by the Nutrition Section of the South Pacific Health Service.)

SPICES were first brought by the Phoenician traders to Europe, where they were greatly prized for their flavour and aroma. Later the Crusaders brought many different kinds of spice back to England, and every large household began to consider spice an essential ingredient of the richer foods.

Herbs were widely used in those times and the herb garden was an important part of every plot or estate. In the larger houses the position of the still-room maid was of great consequence. This highly skilled, highly superstitious woman was expected to make, from the herb garden, medicines, healing ointment, salves, syrups and conserves, aromatic vinegar and home-made wines. She preserved the candied fruit and berries, made violet tarts, vine leaf fritters and rose-leaf jam. She was also the family beauty specialist and supplied the ladies of the household with perfumes, sweetened water for washing, creams and lotions.

Spices and herbs had other practical uses in the preservation and flavouring of foods. Before refrigeration and canning, all foods were preserved by drying,

salting and spicing. These processes were not always efficient and to make food edible, putrid flavours often had to be masked with peppers, cinnamon, allspice and herbs.

To-day, herbs and spices are mainly used as condiments. In the words of the Oxford Dictionary, a condiment is any-

Recipe Corner on page 84

thing of pronounced flavour used as a relish to stimulate the appetite. When used in moderation, herbs and spices fulfill this important function in the modern diet.

Unfortunately, the art of seasoning is neglected by many cooks to-day. There is a tendency to associate spices and herbs with the expensive recipes of the last century. This is a mistake for the small quantities of these ingredients required to flavour the average family meal make little difference to the total cost of the dish, and if used correctly, they help to convert the cheaper types of food into attractive dishes with an "expensive" flavour.

The following spices are all readily obtainable and the herbs can be grown in any good garden soil. (A number of the spices are, in fact, grown experimentally in some Islands agricultural experimental stations.)

ALLSPICE, which is also called pimento and Jamaica pepper, is the dried, unripe fruit of a West Indian evergreen. It was given the name "Allspice" because its perfume and flavour resembled a mixture of cinnamon, clove and nutmeg. Allspice is used in sweet dishes, cakes and pickles and is delicious with braised meat.

CHILLIES. All varieties of chillies belong to the capsicum family. The large green or red fruits which are not hot are sometimes known as sweet capsicums, and the hot varieties of this family are commonly called chillies. The hottest type are the "bird's eye" chillies—they are so-called because the birds like pecking the shrubs. Capsicums and chillies have many uses in flavouring curries, stews, fish, pickles and chutney. Hot red chillies are dried and ground to a powder which is called Cayenne pepper. This may be used in place of fresh chillies to flavour savoury dishes. An entirely different species of capsicum is ground to produce the mild red pepper, paprika, which makes an attractive finish to savoury dishes, and is often used for stuffing olives. Fresh chillies are one of the richest known sources of vitamin A and C.

Capsicums are easily grown. A packet usually gives about 50 plants. The seeds should be planted in a seed box, ½-inch deep and, when they are big enough to

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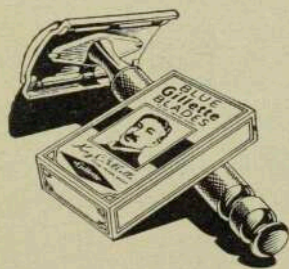
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handle, planted out like tomato plants in rows 24 inches apart, and the plants should be 15 inches apart. Plant in a warm, moist, sunny position and they will need plenty of water and a well manured soil.

A **BOUQUET GARNI** is a little bunch of herbs used to flavour stocks, soups and stews and the herbs are usually tied together in a muslin bag so that they can be easily removed after cooking. Any selection of herbs can be used, a sprig of thyme, a bay leaf, two or three sprigs of parsley or broken parsley stalks and celery leaves.

CINNAMON is ground from the dry bark of a tree indigenous to Ceylon. Its characteristic flavour is due to the presence of cinnamaldehyde, an essential oil which is extracted from the cinnamon and used for medicinal purposes. Cinnamon is used to flavour cakes and biscuits, chutneys and pickles. A delicious spread can be made by mixing butter (or margarine), sugar and a pinch of cinnamon together and spreading on hot toast.

CLOVES are the dried, unopened flower buds of the clove tree. A pinch of ground cloves is excellent in meat dishes, stews and meat rolls and in many sweet dishes, puddings, cakes and biscuits. Whole cloves are used in pickles and chutneys. One or two give a good flavour to baked or stewed apples, mangoes, pineapples, baked hams and stuffings.

MACE is the husk of nutmeg which has been finely ground. Use a little in a "bouquet garni" or include in sauces served with fish. It is also delicious in cheese dishes, soups, pickles, spinach, local greens and stuffings and it can be used sprinkled over puddings instead of nutmegs.

NUTMEGS are the seed of the nutmeg tree (*myristica fragrans*) and can be grated and sprinkled over puddings, added to pudding and cake mixtures and also to stews and fish kedgerree.

SAGE, which is also called *salvia*, means health, and from time immemorial, sage has been praised for its health-giving properties. It is used in stuffing for duck, pork and goose, and it is also used in sausages, added to meat rolls and minces and soups, especially lentil or haricot bean.

Every kitchen should have a good selection of herbs and spices. To prevent loss of flavour they must be kept in screw-topped jars or closed tins. Their value may be proved by adding a little to old familiar dishes. One word of warning, always under, rather than over, season as too much of any of these condiments can ruin a food. One way of extending meat, fish or fowl and at the same time improving the flavour is to cook with a stuffing. This may also be baked separately and served as a separate seasoning.

BREAD STUFFING

3 cups soft breadcrumbs.
Dash pepper.
 $\frac{1}{2}$ medium sized onion chopped.
Pinch salt.
 $\frac{1}{4}$ teaspoon thyme.

3 tablespoons melted butter, or margarine or dripping.

Cook onion and seasonings in fat for about 10 minutes, add bread and cook until lightly browned, stir constantly to brown evenly and mix well. This will be enough for one bird or a medium sized fish.

RAISIN NUT STUFFING

2 cups breadcrumbs.

½ cup chopped raisins.

Salt, pepper.

3 tablespoons melted butter or margarine.

½ cup chopped walnuts or peanuts.

½ teaspoon dried sage.

Mix all the ingredients together. This stuffing goes particularly well with fowl or ham. If pressed into a tin and baked in a moderate oven it may be served as seasoning with beef, veal or game. These quantities give 2½ cups of stuffing.

During the early hours of March 10, a fire started which completely destroyed the Administration joinery workshops on the foreshore at Samarai, Papua. The estimated cost of the damage is £3,000. Members of the PNGVR Platoon, which happened to be on the spot, formed a bucket brigade and led by Corporal Davis, did valuable work to prevent the fire from spreading to adjacent buildings until the arrival of the mobile fire pump.

ONE-MINUTE QUIZ

1. You have all heard the old song which goes:

Up and down the City Road,

In and out the Eagle.

That's the way the money goes,

Pop goes the weasel.

Do you know what a "weasel" was?

2. What is the difference between Palaeography and Palaeontology?

(Answers on Page 89)

Lave Moves on to Australia

KITONE LAVE, Tongan boxer, who proved a great drawcard and a great fighter in Auckland, NZ, last year, has gone to Australia where he hopes to find greater opportunities of meeting important fighters and to earning larger purses.

Lave and his manager, Mr. N. Carlson, left Auckland by air for Sydney early March.

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RECIPE CORNER

READERS are invited to send in
 recipes using Pacific Islands In-
 gredients or ingredients readily ob-
 tainable in the Islands. Ten shillings will
 be paid for each one used.

BANANA JAM

2 lb of bananas, peeled and cut small.
 1 $\frac{3}{4}$ lb white sugar.
 Pinch salt.

2 lemons (grated rind and juice).

Put all on together. Boil rapidly and
 stir constantly. It will be a dark red
 colour when cooked.

PAW-PAW JAM

6 lb Paw-Paw.
 4 oz green ginger.
 1 $\frac{1}{2}$ pints water.
 4 $\frac{1}{2}$ lb sugar.
 Juice of 3 lemons.
 Pinch salt.

Cut up Paw-Paw, not too small, cover
 with sugar and let it stand for 12 hours.
 Then put on the stove with the water,
 lemon juice and the green ginger, peeled
 and cut in very thin slices. Cook very
 slowly for about 3 hours.

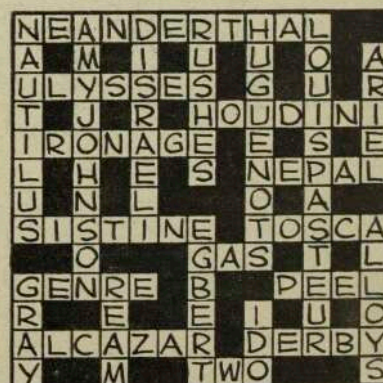
PINEAPPLE JAM

Cup up a quantity of pineapple, cover
 with water and cook till transparent.
 Weigh fruit, add $\frac{3}{4}$ lb sugar to 1 lb of
 fruit. Cook till it jellies.

—“MASOLA”

A grant of £16,000 has been made
 to the Lutheran Mission in New
 Guinea by the National Lutheran
 Council in the US. The money will
 be used to establish new stations
 in the NG Highlands.

Answers to Crossquiz From Page 74



Book Reviews

(Continued from Page 78)

the elderly woman drops dead; and further on, the archaeologist, after acting like a wild-eyed steer throughout, is murdered. That is having intense experience, if you like.

I presume the other two reached Mukalla. I left them in the desert having this sort of conversation:

"Tell me, David—do you think you will ever fall in love?"

"I try to love everyone a little. That's more sensible, don't you think?"

"Is it? Do you really think so?"

Then a little later: "Do you think you'd ever want to sleep with me?"

David does not appear madly enthusiastic at the prospect and replies, "What would you like me to say?"

She says: "I don't care." And the arrival of some camels or some Arabs finishes that little episode.

(Published by Martin Secker & Warburg. Australian price, 13/3.)

Perry Mason Wins Through Again

I WOULDN'T say that Erle Stanley Gardner is my dish, either, (although his North American sales total more than 8 million copies a year) but after some of the literature that has come this way this month, his *Case of the Lazy Lover* makes a nice change—even if only because it moves quickly and the characters have no time for any introspection, whatsoever. It is one of Perry Mason's Cases—some of the others being *Fandancer's Horse*, *Vagabond Virgin*, *Lonely Heiress*, etc. The title *Lazy Lover* does not seem to have too much relation to the story, which contains the regulation number of corpses, tough cops, third degree methods, slick conversation. Of course, the cops—and the District Attorney and the whole police set-up—are suspicious of Perry Mason, and Perry Mason, by his natural ability, pep and drive, just naturally keeps one hop ahead of the lot of them. He never seems to eat and he never seems to sleep. Next book coming up should be *Case of the Duodenal Ulcer*.

Lazy Lover concerns a disappearing lady who writes big cheques, her daughter, her husband, who is soon shuffled off this mortal coil, the "lover" (who has amnesia) and a lot of shenanigin about mining shares. Not surprisingly, all works out for the best in the end.

Eight million Americans cannot be wrong, and as thriller fare it is OK. If you like Perry Mason you will like his *Lazy Lover*. If you do

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Australia.

not, you won't buy the book in any case.

(Published by William Heinemann, Ltd.
Australian price, 13/3.)

Also Received . . .

NUMBER 4 issue, 1953, of *South-erly* has also come to hand this month. This literary magazine is published by the English Association, Sydney Branch, one of whose aims is to encourage and facilitate the study of Australian literature.

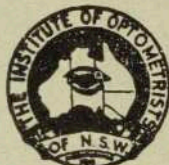
Considerable space in this issue is devoted to the Australian Katharine Susannah Prichard and her novels. There are numerous other articles and features.

These magazines can be purchased at leading Australian booksellers, price 5/- per copy; postage 3d. extra.



Department of Works, Port Moresby, is the constructing authority for a new European hospital to be erected at Lae, New Guinea. Tenders closed March 1, 1954, for supply, delivery and erection of an oil-fired boiler plant and for air conditioning and refrigeration equipment.

A booklet has just been published by the Oxford University Press and the Literary Bureau of the South Pacific Commission listing 160 Fijian idiomatic expressions and their English literal translations. The compilation is the work of a Fijian, Anare Raiwalui, and will aid the student of Fijian.



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The Canoe and Ship Stamps Of Pacific Islands Issues

Written for
PIM by K.N.

STAMP collectors who specialise in ships and shipping have had their appetites whetted by the presentation of an array of interesting nautical designs from the Pacific islands.

The lakatoi of Papua was, for example, first illustrated on the stamps in use throughout that Territory in 1901, and this peculiar native sailing-cum-trading vessel was again depicted on the 4d, 6d and 1/3 stamps included in the pictorial series of 1932.

The 1d and 2d designs in the 1934 series from Papua commemorating the 50th anniversary of British protection, pictured natives and white officials on board Commodore Erskine's ship, *HMS Nelson*, at Port Moresby, in 1884.

The five 1938 stamps marking the jubilee of Papua as a British possession, typified the 9,424 tons *TSS Katoomba*, well-known to pre-war Island tourists, moored at Port Moresby wharf.

The 1939 Papuan stamps carried designs of a native man and woman poling canoes along a river, with mountains in the background; and one section of the tripartite design in the 1935 airmail stamps under the New Guinea title showed an old-fashioned gold bullion ship. Chief motif was a scene at the Bulolo goldfields.

The 1/- denomination included in the 1952 (the first issue) for the combined Territory of Papua and New Guinea took as subject a typical picture of the "lakatoi," with its huge crab-like sail, based on the original 1901 Papuan format.

It was fitting that four of the stamps in the pictorial series circulated by Pitcairn Island in 1940 related to the *Bounty* episode. The 2d and 6d values portrayed individual portraits of HM Armed Brig *Bounty*—the 2d featuring Lieut. Bligh, while the 1d and 2/6 designs Fletcher Christian, one of the mutineers, on the bridge of the *Bounty*.

It is of interest to note that last year (1953) the 5/- stamp of a new issue from Tonga also commemorated the mutiny of the *Bounty*—with a rowing-boat and the vessel off Tofua, in 1789.

An island schooner appeared on the 2/- stamp placed on sale in Tonga during 1897, with the island of Haapi in the background. In 1951, the issue coinciding with the 50th anniversary of British-Tongan Friendship, featured HMNZS *Bellona*.

The 8d stamp in last year's new series from Tonga showed MV *Matua* alongside the wharf at Nukualofa; and the 2d carried representations of a native outrigger canoe and the auxiliary vessel *Aoni* and the DV *Hifofua*.

Stamps of the New Hebrides have for some years pictured copra canoes on the beach, with the volcanic island of Lopevi behind, while last year's 5 cents stamp was devoted to two outrigger canoes, with large and ungainly sails.

An old-time sailing ship appeared on the 1905 stamps put on issue by New Caledonia, and in 1928 a series carried the design of a typical frigate, either the *Boussole* or the *Astrolabe*, and the medallion portraits of the French navigators, De Bougainville and Laperouse.

Other stamps of French Oceania

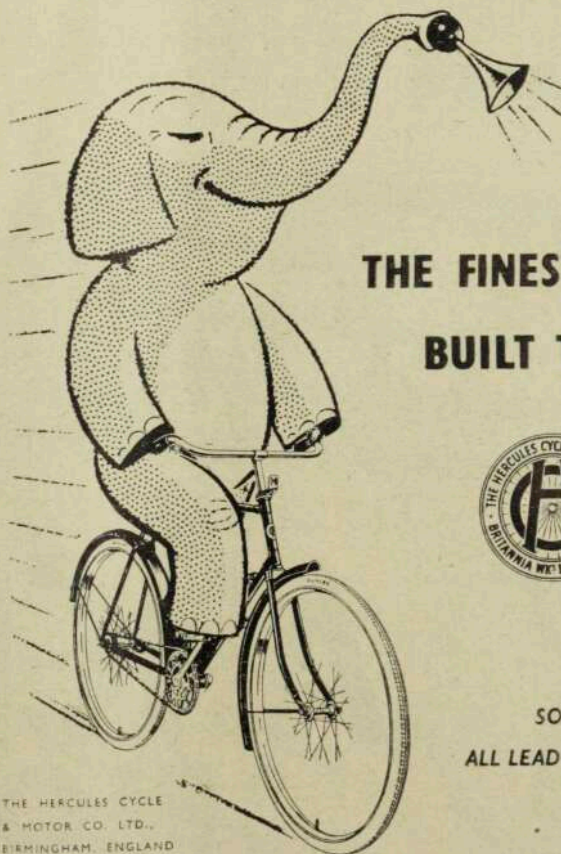
illustrated a native in the prow of an open fishing canoe, and in 1942 a Free French issue reproduced a Polynesian travelling canoe, with high prow and house amidships.

THE stamps of the Cook Islands and Niue share pictures of Captain Cook's brig, *Resolution*. The 462 tons brig appeared on the 1920 stamps of Cook Islands, showing Cook making his 1774 landing on Niue. Another representation of the event figured in 1932.

Native canoes can be seen on other Cook Islands issues, and the 2½d showed a trading vessel, with the 2d illustrating the famous double Maori canoe, said to have carried the first natives to New

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Zealand from Tahiti or the Cook Islands about 1350 A.D.

The 10,852-tons RMS *Monowai* figured on the 6d issue produced in the Cook Islands in 1932, and the Evangelical vessel, *The Messenger of Peace*, used by the Rev. John Williams, appeared on the 2d value, and MV *Matua* on the 3/- denomination printed by the Islands during 1949.

The 1d stamp of the pictorial set from Niue introduced in 1950, related to the original landing there, in 1774, of Captain Cook. It showed the *Resolution* off Opaahi Point. On the 6d denomination appeared the *Maui Pomani*, well-known to the island trade, in Alofi Bay.

The 2d value of the same series showed an outrigger canoe in the Alofi landing area.

Six of the 1939 stamps from the Gilbert and Ellice Islands carry a nautical motif. A two-man Ellice Island canoe crossing a reef was shown on the 1½d value, and the 2d featured a second canoe drawn up on the beach, its owner about to launch it.

An Ellice Island canoe, propelled by four natives, was the subject of the 5d issue, while a Gilbert Island sailing outrigger canoe was shown on the 2/6 denomination.

Another steamer anchored at the Cantilever, Ocean Island, and the ketch *Nimanoa* (destroyed during the last war) appeared on the 1/- and 2/- denominations.

In Western Samoa a *paopao*

canoe, with a Samoan paddling it, was depicted on a 2d issue, and the 6d value of the 1935 series had a picture of the typical bonito fishing canoe.

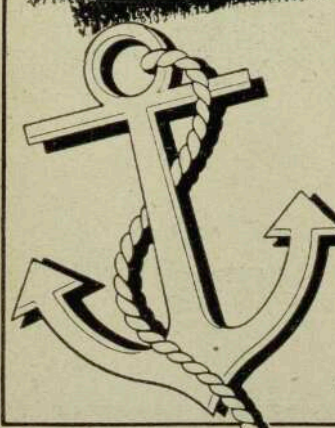
The peculiar pirogue appeared on the early stamps of Fiji, and three canoes were shown on the 1938 designs. The 1d depicted a catamaran, and other denominations had single-manned sailing canoes also. The 1½d originally showed a canoe sailing along merrily in the wind, with no steersman; the steersman was added in subsequent printings.

A large native war canoe was used as the basis of the 1907 stamps of the British Solomon Islands; and designs of the BSIP 1939 pictorial issue had nautical themes. Roviana canoes figured on the 2½d and 3d, and the 1½d showed a *tomoko* canoe passing Auki Island. Another high-prowed ceremonial canoe was featured on the 5/- stamp of the series.

Only ship represented on the stamps from Nauru was the phosphate steamer, *Nauri Chief*, which was first depicted in 1915, and has continued to be shown ever since.

† Mr. D. T. Lloyd, Senior Surveyor and Lands Officer, Sierra Leone, has been appointed Deputy Director of Lands, Fiji. Aged 36, Mr. Lloyd is a graduate of Bristol University and has been in Sierra Leone since 1941.

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SUVA'S MILK-WATERERS CARRY ON

ONE of Suva's minor mysteries is why milk vendors, repeatedly convicted of selling impure milk, and repeatedly caught red-handed, are still permitted to carry on their businesses.

Counsel for one such offender some time ago, made the interesting plea that as the proportion of water was much less in the offence under consideration than in a previous offence, accused should be treated moderately!

ANOTHER WAY OF GETTING MORE MILK

Fiji Department of Agriculture, meantime, is spending £1,000 on fertilisers to be applied to 20 acres of each of three dairy farms near Suva, to demonstrate to the farmers that the milk production of cows can be greatly increased.

The Department believes that the 21 registered dairies supplying milk to Suva could increase their present output from 200,000 gallons to 350,000 gallons per annum.

This could save the dairymen the necessity of adding water to their supplies before retailing them to the public.

Answers to One-Minute Quiz from Page 83

1.—This old song, written about the end of the 18th century, is about the tailors of London. There are two schools of thought about the "weasel" referred to: One school (the larger) believes it was the small ironing-board each tailor held on his knees to press the seams that he sewed. (His iron was heated on a charcoal brazier at his side). The other school, that it was a long, thin pressing-

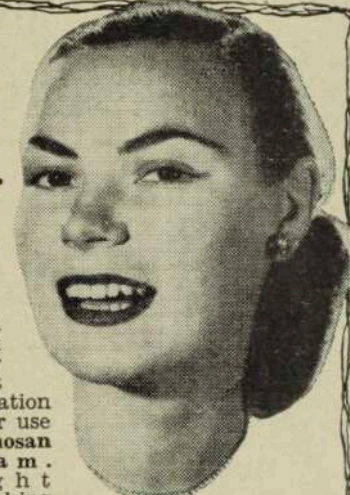
iron, one of the more easily spared of his irons. At all events, when short of a few pence, the weasel, be it board or iron, was "popped" at the nearest pawnshop.

2.—Palaeography is the science that deals with ancient handwriting in the period covered from when writing first appears in history down to when printing was first invented, about 1450 AD.

Palaeontology is the science or study of fossil organic remains, whether of animal or plant life.

¶ Mr. Jock Lee, who bought Madehas Island in Buka Passage 12 months ago, has settled in well and now has the whole place cleaned up. He plans to plant cocoa amongst his coconut palms.

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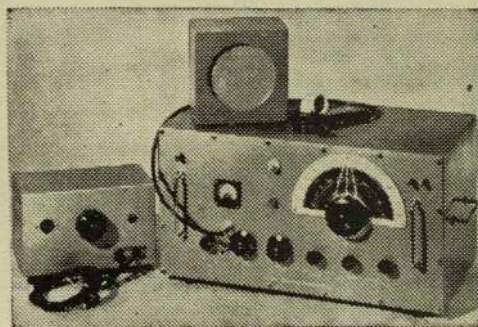
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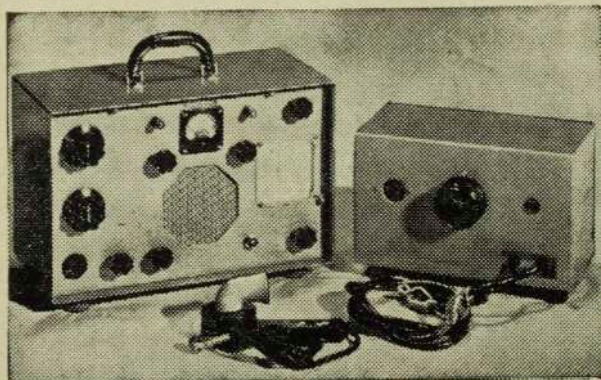
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ISLANDS HAMS: Let your Pacific neighbours know you're active by checking in on your favourite band with a CQ at 0100/0700/1900z. Use of a known time will help you—and them.

To Brian Tarlton-ZM6AP we are indebted this month for an up to date summary of the V. Samoa situation. ZM6AA-Pat Senior, finally departed for ZL3 mid-March; ZM6AB-Des Fahey, OIC Apia Radio, not active at present; ZM6AC-Arnold Stanbury, returned to ZL—delete this call; ZM6AK-R. Guthrie, Faleolo, probably active soon; ZM6AP-Brian Tarlton, Box 23, Apia, active all bands with 25 W.; ZM6AQ-I. M. Tarlton, same address, same activity—ex ZL2ACC; ZM6AR-Ron Berry, one-time ZK-1-BA, active 14 mc/s; ZM6AL-E. H. Betham, Vaimea, Apia, probably active soon. That's the muster at present. Though Brian does not say so, we believe that ZM6AQ is his XYL.

"Break In" gives some inside news from Valparaiso. Jorge Bernain-CE3DG, travelling aboard the supply-ship Pinto, went out to Easter Island to install equipment for CE-0-AC, which is being operated by Dr. Darfo Verdugo, who remains at that outpost for a year. You'll find him on 14,100 kc/s with 40 W., mainly phone. Jorge was also to install for the Chilean Air Force another station which, outside working hours, will operate as CE-0-AD, CW and phone. The transmitter is a BC610 and the operators are normally engaged in sending met. reports to Chile. Jorge operated as CE-0-AA during his couple of weeks at the Island. All QSL's for Easter go to Box 761, Santiago, Chile.

Through the grape vine, we hear news of ZL3JA's rumoured Tokelau-ZM7 expedition. Sold the idea originally by KV4AA 3JA did not realise then just how difficult it is to get to that DX Shangrila. Transport is only one of the minor difficulties—one must have a legitimate reason for going there, though doubtless a brief round-trip call with a few hours ashore at each of the three atolls would be possible. Only resident Europeans in the Tokelaus are two missionaries. "Unlikely in the near future" is 3JA's present feeling on the subject.

At Fanning, Ray Baty, after operating for a while as VR3A, has now been allotted VR3D and is keeping the 14 mc/s hunters queued up. VR3C has been heard with a good phone sig on that band also recently, and the two may soon be joined by another as VK3GT, G. E. Lewis of Melbourne, is reported on the way to join the Cable Co. staff, and will presumably do some hamming. Ray, in any case, is serving a two-year sentence there. He has been heard on 7 mc/s CW—as has VR-1-B after a lengthy silence. Stan Silber-VR-1-B appears to be the only active Gilberts station at present.

Down on Pitcairn VR6AC and/or VR6AY have apparently been stirred to life by Doug-ZK-1-AB—whose commercial

station works with them. The situation is not quite clear at the moment, but it appears that VR6AY—though not with Andrew Young or Floyd McCoy at the controls—has been heard on 80-metres, CW and phone, frequency 3970 kc/s. Further news expected—meanwhile keep an eye on that channel. Incidentally VR3D is expected on 80 metres ere long, in addition to other bands already worked.

Doug-ZK-1-AB, though not on for long hours apparently works to good purpose—85 countries, including 25 Pacific prefixes, was his bag to mid-February.

Some New Guinea transfers alter our summary of last November. XK9AU shifts from Wewak to Lae. VK9BI, departed some time ago, is now VK3AGW. Others departed: VK9BJ/LW/RT.

Another VK9—to be heard briefly from Norfolk Island—will be ZL-1-AJU, on vacation there and licensed to operate as VK9AJU for a few weeks. VK9RH is active at times from that island—heard on 7 mc/s CW and 14 mc/s phone.

Licensed for a long time past, but only recently active is VR2CS, now heard very frequently, using a TR-11 rig on 14 mc/s phone. Also active on that band recently is ZK-1-BI.

Altutaki may be heard again. Bill Jones, former ZK-1-BD, is back there again, so doubtless the bug will attack in due course.

Noted active from Micronesia: KX6NB, a new one at Majuro, Marshalls, using 14 mc/s CW; KC6AA at Yap on 7.1 CW. Canton is represented by active stations KB6AY/KB6BA, 7 mc/s CW—round 1000 GMT.

Lord Howe has a new one—VK2AQU.

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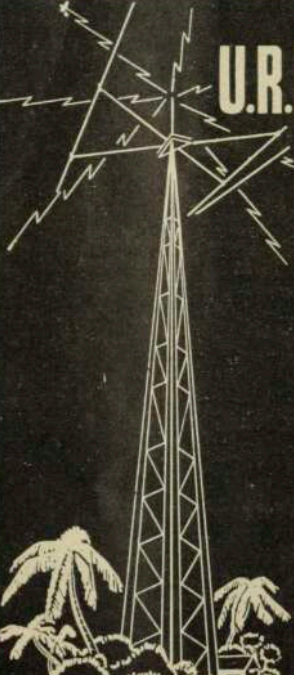
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-OIC of DCA—formerly VK5HJ.

In January we mentioned mobile maritime SM8BZU—some say SM8AZU. BERS-195, Australia's most active listener, reports another on 14 mc/s CW on the trans-Pacific run—SM8LS. Eric, in mentioning this and other items, asks island hams to give ZL2MY a call when hearing him on. At 72 years of age 2MY still derives plenty of pleasure from his hobby.

"Amateur Radio" reports that the Noumea boys staged a special welcome to VK3NJ there on a visit earlier this year. No less than 11 FK8's were present. From the same source we note that men seeking QSL's from FK8AB on V'allis, should send theirs to FK8AB who is handling the QSL situation for Adrien.

Appearing in April is the long defunct Australian Radio Amateur Call Book, listing all VK stations. From Australian booksellers (not from PIM) at 4/6 per copy.

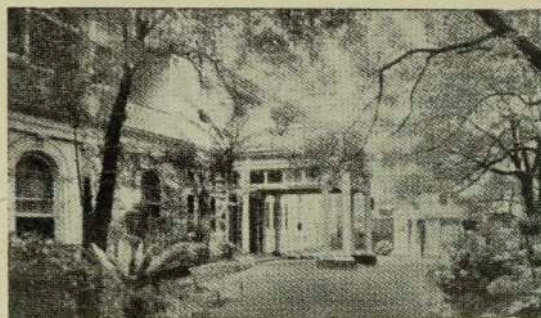
Pacific Ham photos published here in February appear to have been popular. Similar head-and-shoulders snaps will be welcomed from Island Hams everywhere.

An idea of what Japan's oceanic tuna-fishing activities mean as a dollar earner is indicated in figures of tuna exports from that country to the United States covering the first ten months of 1953: Tuna frozen, 75 million pounds weight; in brine, 24 million pounds weight; in oil, 3½ million pounds weight.

The new road leading to the Bomana War Cemetery (near Port Moresby) from the Hubert Murray Highway, is to be known as the "Pilgrims' Way." A signpost to this effect will soon be erected at the turn-off from the Hubert Murray Highway. The new road gets its name from the fact that 22 visitors

from Northern Queensland made a special pilgrimage to the cemetery last November. On that occasion, each pilgrim planted a tree along the road. The Port Moresby RSL hopes that this tree planting will be carried on by other pilgrims and distinguished visitors to the cemetery.

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NO CLAM-SHELLS FOR THE QUEEN

MR. WILLIAM SCHUTZ, manager of Tangi Tangi, the Gilbertese native co-operative society, which he founded in 1938, sailed from Suva for Tarawa aboard *Te Matapula* late in March, after a holiday in Fiji.

When Mr. Schutz arrived in Fiji shortly before the Royal Visit, he brought with him the four biggest clam-shells his employees had been able to locate in the Gilberts. Sharing the opinion of some G & EIC residents (including natives) who were disappointed that no official arrangements had been made to present a gift from the G & EIC to Her Majesty and the Duke of Edinburgh, Mr. Schutz, on his own initiative, arranged for the clam-shells to be collected. He personally supervised their shipment to Suva, and notified the authorities in Fiji of the proposed gift from the people of the G & EIC.

In due course he received official advice that the clam-shells could not be offered as a gift from the G & EIC to Her Majesty, as the proposed presentation had not been arranged through G & EIC Government channels. The clam-shells now grace the homes of some of Mr. Schutz's friends in Fiji.—*Jack Thornton.*

SURVEY OF BANANAS FOR NZ MARKET

MR. ROSS WALKER, manager of Fruit Distributors Ltd. (which purchase the entire Fiji banana crop for distribution in New Zealand) made a tour of possible banana-growing areas on Gau, Koro and Nairai islands, east of Viti Levu, early March.

Mr. Walker said, however, he was not optimistic as to possibilities there—freightage from these islands to Suva might make the project unpayable. Though freight would be lower by shipping to Levuka it seemed doubtful whether the islands could provide a quantity sufficient to warrant a ship making a special call at Levuka.

Other areas that might be considered, and which had in former years produced large crops were Savusavu Bay (on Vanua Levu) and the Sigatoka district of Viti Levu. The matter was under consideration.

Mr. Walker noted that the system of grading in Western Samoa is better than that of Fiji. In Samoa, there is only one packing station, and fruit once rejected, cannot be re-sorted and repacked. There, if inferior fruit is found in a case arriving from a plantation, the lot is condemned, sold locally at 1/- per case, and the owner fined one shilling per condemned case. In Fiji, with many local packing points, the same close control cannot be kept on packed fruit.

CREDIT UNIONS SHOW PROGRESS IN FIJI

AFTER some initial—and natural—caution on the part of labour groups in Fiji, the Credit Union idea is now making progress in the vicinity of Suva.

The Rev. Father Ganey, SJ, who was invited to the Colony by Bishop Foley for six months, at the suggestion of the Governor, to establish Credit Unions there, has been explaining the organisation and procedure to various groups, mainly in the Suva area. A number of Credit Unions have now been formed—one of some 300 members by Public Works Department employees. An all-Fijian Credit Union

has been established at the village of Kalokolevu, in the Lami area.

It is expected that as soon as the benefits of the organisations already established are realised, other villages and labour groups will take action.

The Credit Union movement has had notable success under Father Ganey's direction in British Honduras, where it was observed by Sir Ronald Garvey (Governor of Fiji) when he was Governor there.

Fiji Visitors' Bureau estimates that tourists travelling in the Orient Line cruise ship *Oronsay*, spent £15,750 during their 24 hours in that port on February 15-16. Every type of business appeared to benefit.

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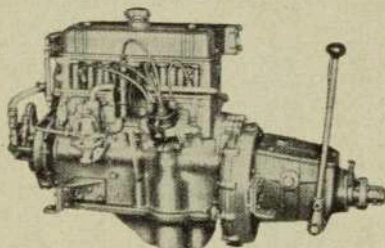
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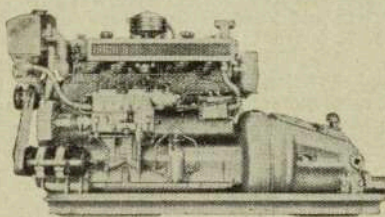
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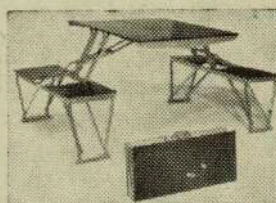
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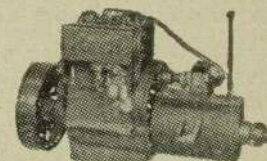
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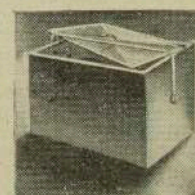
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NEWS OF THE SMALL-SHIPS

IT HAPPENED IN APRIL:—In this month, just 61 years ago, the Rarotonga-built 60-ton schooner *Goldfinch* sailed from Mangaia for Rarotonga and was never seen again.

Commanded by Capt. George H. Short, and with W. C. Miller as Mate, the vessel had sailed from Avarua, Rarotonga, on April 20, reaching Mangaia, 120 miles to the south-east, safely and sailing again on the 28th. Aboard were six passengers including two Europeans—Robert P. Washbourne and Stephen Cecil, apparently residents of Mangaia. There was an unnamed European cook and three Rarotongan AB's in the crew.

Rarotonga Court records show that months later the personal effects of Europeans were disposed of by auction.

ADRIFT:—Civil Aviation Department's 70-ton trawler *CA-70*, adrift with engine trouble between Samarai and Woodlark Island, E. Papua, early March, caused a commotion in Search & Rescue.

An Administration vessel was at first reported unable to locate *CA-70* in bad weather. Later, radio advice was received from the derelict that assistance was required for three injured men, and a Catalina aircraft flew out to take them off.

The "incident" was still incomplete at time of closing these notes.

JAP SHIP WRECKED AND ABANDONED:—Though few details were available, a Japanese 160-ton fishing vessel was reported ashore on Rossel Island, E. Papua, March 15, the crew having apparently been taken off by another Japanese vessel and the wreck abandoned. This is the third case reported in New Guinea waters in the past year. Latest wreck took place during a spell of bad weather in the area. Late January a smaller craft was reported ashore and abandoned in the Northern Solomons area.

MAUI POMARE:—After a speedy overhaul NZ Island Territories Department's *Maui Pomare* sailed for Rarotonga, well down to her marks, March 16. Second Officer R. H. Woods, reaching retiring age, came ashore against his will and was replaced by Mr. R. A. Fraser of Scotland, who recently arrived in New Zealand as Mate of the Wellington Harbour Board's new pilot launch *Tiakina*, on delivery from an English shipyard.

DUTCH VISITOR:—*van Kinsbergen*, a Dutch frigate, bound for Hobart to participate in anniversary

celebrations, made a call at Port Moresby early March.

JOINING NOUMEA FLEET?—Mr. Lew Graham of *Nukalau* reported in Auckland early March that a 70-ton wooden, standard-type British trawler, built in Scotland and lately owned in Malta, would probably be going to Noumea soon

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to join the local Smallships fleet. Named *Maid of Pinto*, the vessel was said to be under consideration by Reuter's Agency of Noumea, who last year lost their coaster *Jeanne d'Arc* in local waters.

NUKUALOFA SMALLSHIPS WATCHES:—Though some changes may take place this winter, Nukualofa Radio currently maintains watch for local Smallships at 0020/0520/0820/2020 GMT for 15 minute periods. Ships call on 4190. VSB replies on 4240 kc/s. Alternatively, ships and coast station use 2095 kc/s if required, and VSB will also use 5769 kc/s on request.

SEEKS PEARLING BEDS:—Seeking new pearling beds and areas suitable for the establishment of culture pearls, a CSIRO-chartered pearling lugger has recently been operating out of Thursday Island with Mr. Thompson of the CSIRO in charge of research.

MARIA DEL MAR:—Captain Savoie's *Maria del Mar*, Noumea-bound from Sydney late February took a hammering off the NSW coast when she encountered a south-moving tropical depression. The old ship took some heavy seas aboard. Some cargo was lost prior to arrival at Lord Howe Island.

FAIRMILE AT WORK:—*Airco*, remembered on the Queensland coast as *Corsair*, a tourist cruiser,

is reported doing good work under charter to Bougainville Co., owners of *Polurrian*, on the Rabaul-Bougainville run—with general cargo out and copra back.

FIJI INTER-ISLAND SUBSIDY:—In view of the improved state of communications within the Fiji Group, through extension of air-services, roads and additional com-

petitive shipping tonnage, the Fiji Government has decided to review, within the next 12 months, its present policy of subsidising the operations of one privately owned vessel in the inter-island service.

Meanwhile, tenders are being called for the present year for a vessel to maintain a required schedule of calls. BP's 434-ton *Yana-*

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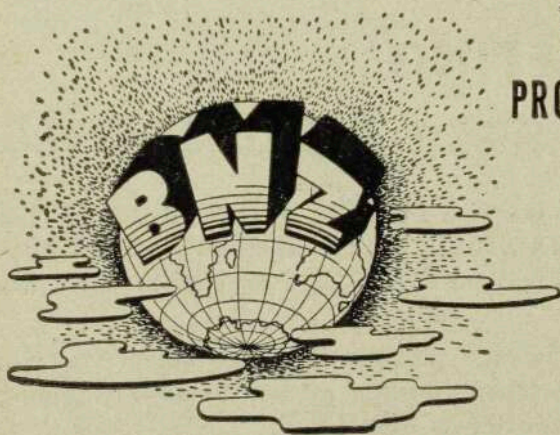
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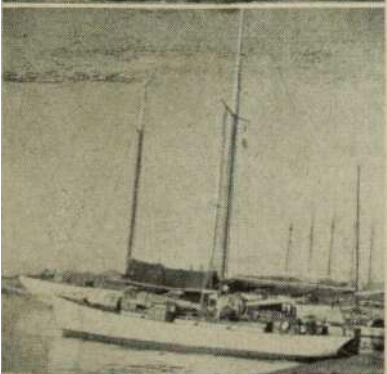
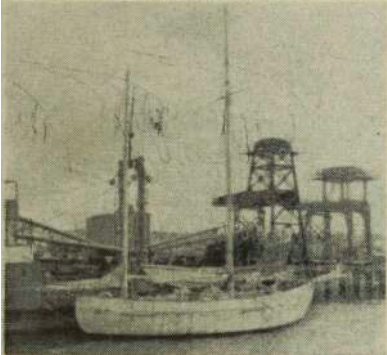
wai, largest vessel in Fiji waters, has had the contract for some years, maintaining 16 round-trips. It is possible that in future the Government will let tenders only for services to Rotuma.



AKL'S AND FS'S:—When people who should know—Naval authorities and men who had served in American wartime supply-ships—were unable to identify an AKL type, we decided that it was high time to write to Pacific Micronesian Line, Inc. of Guam, who, together with Island Trading Co., operates some of these vessels in the Micro-

Owner and crew of Ho Ho II—Mr. and Mrs. Birger Bryhn, James Marsters of Rarotonga, Denis Gordon of W. Australia, and Edwin Eargle of Alaska. Ho Ho II on arrival at Auckland. Kona, 39-foot Honolulu yacht, bound for NZ.

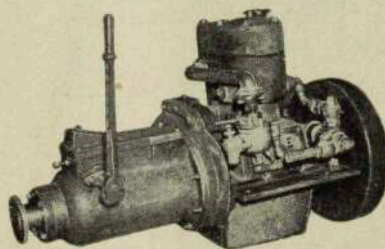
Mandalay, J. Rockefeller's 40-foot ketch from Greenwich, Conn., at present in French Oceania waters.



nesia inter-island trade. Micronesian Line's President A. M. Pilgrim, with the usual American co-operation and thoroughness, promptly provided the answer in great detail.

From his figures it is evident that Camano, which called at Rabaul, Sydney, Suva and elsewhere in the South Pacific late 1951 and early the following year, was an AKL—civilian name FS, for "freight, steel." Built as naval supply vessels for use in the Pacific during World War II, they are steel vessels 177 ft o.a., 30 ft. in beam, 14.3 ft. moulded depth, twin screw, powered with a pair of GM 6-278-A motors and with a service speed of 10 knots. They have a cargo capacity of 17,200 cubic feet. And,

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W. SAMOA SHIPPING:—What is the W. Samoa Smallships set-up? The Trust Territory's Report for 1952 is the latest detailed information available. There are no vessels of over or even approaching 100 gross tons. The 24 small motor-vessels operating in 1952—5 of which were petrol-powered—range in size downward from the flagship of the fleet which carries 45 tons of cargo and 100 deck passengers. Longest service route is 60 miles, from Apia to Falealupo, W. Savai'i. Most of the local fleet has been built round the shores of Apia harbour, where a number of small slipways can handle local maintenance work on hulls. Small-craft and lighter berthage is at present being improved and extended. No details of annual cargo-tonnage handled by the Smallships is available. No fishing vessels operate from W. Samoa ports.

JAPS SEEK HARBOUR:—Japanese tuna fishing interests, through their Government, have appealed to the Administration of the Trust Territory of Micronesia to make one harbour available there where Japanese fishing vessels can trans-ship their tuna cargoes to freezer mother-ships in sheltered waters. Permission to land is not required.

The request coincided with the departure from Japan in December of a tuna fleet which was to operate for about two months in the area of Timor. The 15-vessel fleet included a 3,650-ton refrigerated mother-ship.

TUNA NEGOTIATIONS IN AUSTRALIA:—Australian or American tuna boats may soon be seen in the Islands if current negotiations between Australian and American interests bear fruit. American capital is reported as interested in developing Australian tuna fishing. Such fishing operations would probably take place far from the Australian coast, except at certain times of the year.

NARUTA FOR JAPAN:—The former Japanese 10,000-ton tanker *Naruta*, which has graced Rabaul Harbour ever since the war, may be towed to Japan. Her engine-room bombed out, and stripped of much equipment and non-ferrous fittings, the 26-year-old vessel brought a bid of £25,000 at auction last May, but that offer was refused. It was then estimated that she was worth £75,000 in scrap. Recently, another prospective buyer has looked the vessel over, with a view to attempting to tow her to the Japanese scrap market. She is afloat.

PEARLIN DELIVERED:—The fishing trawler *Pearlin*, which the Tongan Government purchased in Auckland, arrived at Nukualofa in March having sheltered for a couple of days at Raoul, Kermedecs, en-route.

A'ONIU ON SURVEY:—Tongan Copra Board's 120-ton wooden ketch, *A'oniū*, arrived at Auckland for annual refit, March 3; Captain James G. McCormick expected the job to be completed by the end of the month.

Captain McCormick said that he understood the Copra Board was contemplating the purchase of a modern vessel of 400-600 tons—perhaps similar to some of the attractive Dutch-built coasters that have recently arrived in New Zealand waters. He understood they would steer clear of old second-hand vessels.

NUKULAU: — South Pacific Shipping Co.'s *Nukulau* went from Suva to Auckland early March where she is undergoing survey and improvements to officer's accommodation. Captain McKenzie Arnot returned to Suva to take command of M.H.'s *Altair* and Captain James Ure who travelled from Auckland to Suva to join the ship as chief officer, has been promoted master. Captain Ure was a former master in BPC phosphate vessels. *Nukulau* will be some time refitting, during which period a decision will be made as to which of several possible trades she will be put to. She now has a crew of part-Fijians and other Islanders signed on in Suva. Port of registry remains Famagusta, Cyprus. The 400-tonner is currently available for charter.

MAHURANGI LOST:—The loss of the Fairmile launch *Mahurangi* was reported briefly as late news last month.

She departed from Rarotonga on February 25 with 145 drums of aviation gasoline aboard, bound for Aitutaki. At 4 pm on the same day the 300-tonner *Rannah*, also loaded with gasoline, sailed for Aitutaki and overtook *Mahurangi* at 8 am the following day. At 4 pm that afternoon, when *Rannah* was approaching the discharge point at Aitutaki, she maintained a routine

radio schedule with *Mahurangi*, then 12 miles south of the island. Captain John Blakelock reported that a serious leak had developed and asked for assistance. *Rannah* immediately returned and accompanied her to Aitutaki.

Immediate discharge of *Mahurangi* then commenced at about 5.30 pm and continued until about 10 pm, the sea then being too rough to continue, about 60 drums having been then discharged.

Mahurangi had lost both anchors at Rarotonga on her previous voy-

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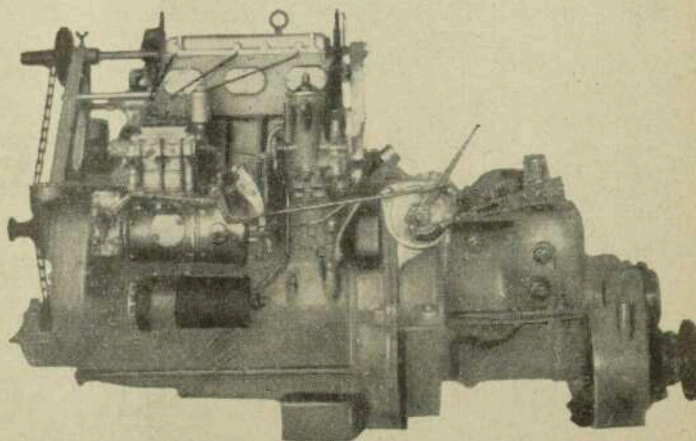
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age and was incapable of attempting to anchor. There was considerable spilt gasoline in and on the decks of the vessel, as a result of some drums breaking adrift and it was considered most unwise to bring her into the vicinity of *Rannah*, which by then had anchored.

The leak continued to increase and *Mahurangi* was abandoned at 11.30 pm, her engines out of action, about 2 miles west of the landing.

She sank in deep water about 2½ miles south of Maina islet at 6.40 am., *Rannah* then standing by and picking up 48 drums of gasoline which floated clear. The wreck did not come ashore on Aitutaki but sank immediately.

The leak was thought to have come from the bolt holes of a shaft bracket or from a leak otherwise associated with the vibration caused by a mis-aligned shaft. Work on a shaft bracket which had come adrift on the previous voyage had been attempted under water at Rarotonga, there being no slipping or beaching facilities anywhere within the Lower Cook Group.

The vessel, which was owned by Mr. H. R. Jenkins, now of Sydney, and chartered by Mr. D. C. Brown of Rarotonga, owner of *Rannah*, had not been surveyed or drydocked for a considerable period.

MAINA ISLET LIGHT:—Though not associated in any way with the loss of *Mahurangi*, the further wreck in the vicinity of Aitutaki

seems to have had the effect of speeding up completion of the Maina Islet light, equipment for which has been lying at Aitutaki for about a year. Work was being pushed ahead early March on the 6-foot-cube concrete base for the 40-foot tower. The light will be an electric one, operated from storage batteries which will require re-

charging about every six months. Characteristics of the light have not yet been announced. It will be a most valuable aid to navigators approaching Aitutaki main passage from the south or west.

EUA IKI LIGHT:—Since this light collapsed a couple of years ago overseas copra vessels ap-

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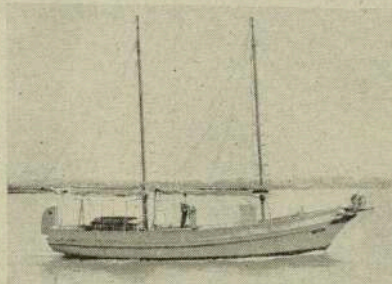
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Left to right: Mahurangi, converted Fairmile, which foundered off Aitutaki. Chief Officer R. J. Rae returned to New Zealand from the Cook Is. after some months in Rannah which has operated throughout the hurricane season. Charlotte Donald completed annual refit in Papeete and returned to service in the Cooks late March.

proaching Nukualofa from the eastward, and not equipped with radar, have lost a valuable aid.

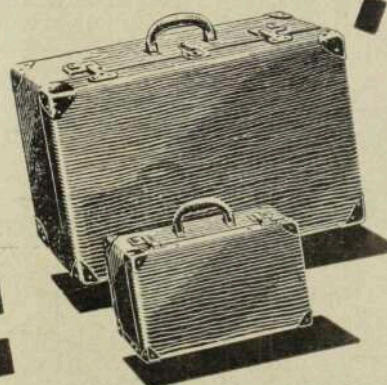
Complaints have been lodged against the decision not to re-establish the light for the present. No regular traders at present approach Nukualofa from eastward and it is understood that the Tonga marine authorities consider that their limited funds can be better spent at present. One facility recently completed is a new beacon on Hakaau Mamau reef in the western approaches to the Tongan capital port.

RECRUITING CRAFT:—Owned and skippered by Mr. Jack Thurston of Rabaul, the 45-foot Colin Archer-type ketch, *Kathleen*, arrived at that port from Australia in March. Mr. Thurston will use the ex-yacht to recruit and transport labour to his plantations.

RAROTONGA RADIO WATCHES:—Rarotonga Radio has advised that 2182 kc/s watches as shown in the International List are not maintained by the station. Local vessels, when at sea, are contacted at 0030/1930 GMT—and at 0730 GMT if required also, ships using 2182 or other frequency, and ZKR replying on 2012—or on 6899 kc/s. Rarotonga uses 2012 for communication between Lower Group Islands at frequent intervals throughout the day, and vessels with this frequency can contact Rarotonga initially during these inter-island schedules. But where possible, yachts and other radio-equipped smallcraft heading for the Cooks, are advised to request Rarotonga to listen for them at the times mentioned above, naming their own ship frequency, before leaving their last port. For example, if leaving Papeete for Rarotonga, the Papeete radio station will always pass the information on—as will any other Islands stations.

Rarotonga makes no routine weather broadcasts, but receives from Nadi, Fiji, a Cook Islands forecast each day at about 2200 GMT, and ships requesting information after that time will be given the latest news. There is no broadcasting station in the Cooks. (Over)

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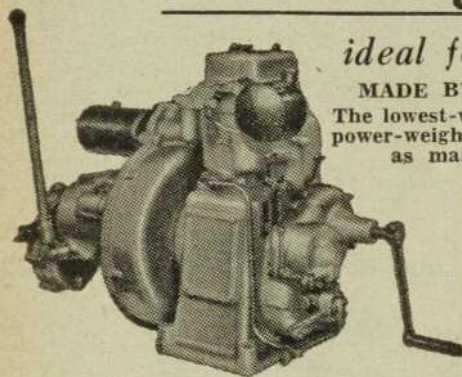
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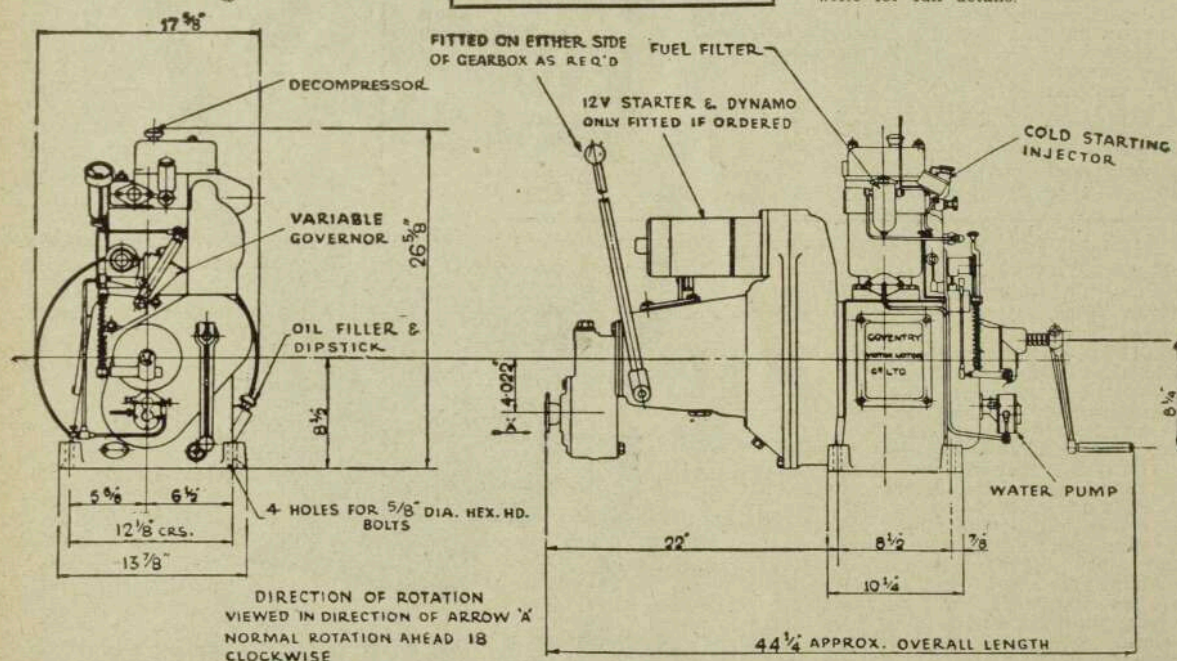
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DELIVERY COSTS:—£17-odd in wages to tie up a 400-tonner sounds unbelievable—but that's what it cost the *Nukalau* at Darwin recently, enroute from Cyprus to Suva. Port regulations called for the employment of six men for a minimum four-hour period—to do a job that one of the crew could well have done in five minutes, if permitted. At Port Moresby a single boy did the same job for about four shillings—even diving off the wharf to capture a short-thrown heaving line rather than wait for a second throw!

JAP TUNA PLANS:—Japanese fishing companies together plan to build 1,280 wooden tuna-fishing vessels totalling 107,400 tons, and a further 230 steel craft totalling 61,500 tons during the period 1954-58. Total cost will be the equivalent of £A6½ millions.

By the end of 1958 the Japanese tuna fleet will then comprise some 2,225 vessels totalling 231,320 tons—which shows Japanese faith in the tuna industry as a dollar-earner.

CASE IN POINT:—Last month it was pointed out that a great many Japanese fishing vessels include a number in their name, and that identification without inclusion of that number is often impossible.

A case in point is the Japanese vessel ashore and abandoned on Rossel Island reef, E. Papua. The vessel was described in press despatches as *Sumiyoshi Maru*.

Lloyds, and other international publications, show a whole series under this name—each followed by a number. No number, no identification.

SAMOA COASTAL SURVEY:—HMNZS *Lachlan* will again carry out survey work on the W. Samoa coast this winter. She will leave Auckland, May 17, and return July 5. Apia Harbour and its western approaches were surveyed last year. The vessel this year will be commanded by Commander G. S. Ritchie, DSC, RN.

TO SERVICE OUTPOSTS:—Holm Shipping Co., of Wellington, NZ, reported in March that they have on order overseas, a new vessel which, in addition to her coasting duties, will serve the meteorological outposts of Campbell Island and Raoul Island—and provide their occasional link with Norfolk Island. Delivery is not expected before late 1955. It is believed the vessel will be similar to the company's new Dutch-built *Holmwood* of 800 tons gross which they took delivery of last year.

WHAT THE ATOM AGE MEANS:—Most arresting shipping news of March must have been the atomic pollution of Japanese tuna vessels located up to 1,200 miles from the source of the Bikini-Eniwetok hydrogen-bomb explosion—radio-active coral dust being carried that

distance, and possibly further, by the ocean currents.

Extraordinary, however, was the fact that when the *Fukuryo Maru*, the most seriously affected vessel, arrived at Misaki still covered with radio-active dust and with her crew all suffering radiation burns, no immediate steps were taken to check her tuna cargo. Not until after it was sold through retailers

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and probably eaten, was it discovered to be highly radio-active. The effects may not yet be evident, but the incident caused a great stir in the Japanese fish canning industry, which has now decided to check all future tuna and stamp on each tin for export, "Guaranteed free of radio-activity"—or something similar.

Some of the vessels affected belonged to the Taiyo Fishery Co. of Tokyo—the organisation which operated so successfully in the Solomons area last year.

ANOTHER W. SAMOA COASTER LOST:—*Calmar*, another small vessel belonging to Messrs. O. F. Nelson & Co., was lost in the Fagalo Passage, north coast of Savai'i, early March. The company lost their *Gaulofo* on the south coast of Savai'i some time ago. *Calmar* struck a rock in the passage and sank in deep water. No lives were lost. Vessel and copra cargo were insured.

PAPEETE SMALLSHIPS WATCHES:—Tahiti's Chief of the Service of Posts and Telecommunications has supplied the following information of interest to radio-telephone equipped vessels heading for Papeete. Mahina Radio maintains watch on 8287 kc/s for short periods daily at the following times: 0030/0230/0610/1615/1800/2100 GMT. Mahina normally replies on the same frequency but can also use 2620 kc/s and 4386.2

kc/s if requested. Mahina will, of course, by prior arrangement, listen on any other nominated frequency at the times mentioned. No 2182 kc/s international distress watch has yet been established. All local vessels use 8287 kc/s.

Weather broadcasts for the French Oceania area are made from three stations—Mahina Radio, Tahiti

Meteorological Centre, and Papeete short-wave broadcast station—as follows: 0025 GMT from Met on 7500 kc/s; 0510 GMT from Papeete S/W on 7125 kc/s; 0610 GMT from Mahina on 8287 kc/s; 1825 GMT from Met on 7500 kc/s; 2215 GMT from Papeete S/W on 7125 kc/s. All these voice broadcasts are, naturally, in French.

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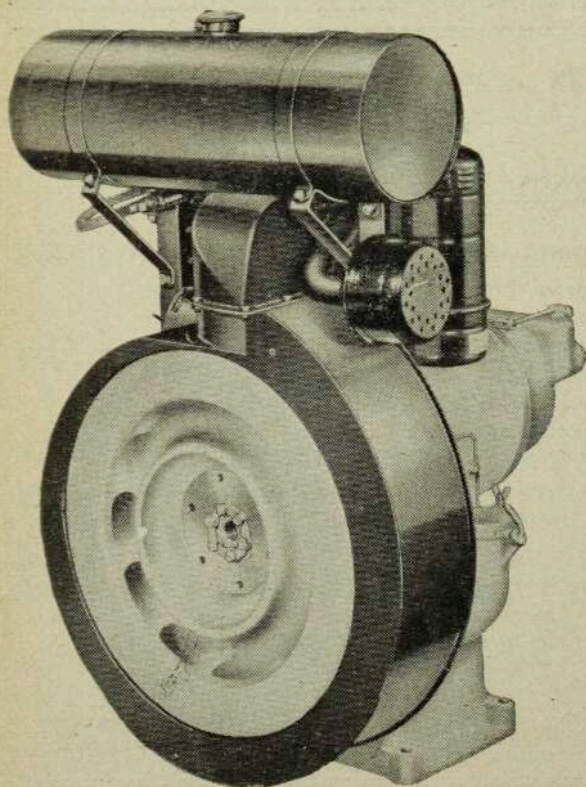
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NEAR-MISHAP TO TAHITIEN:—Messageries Maritimes' modern and attractive liner *Tahitien* was saved from a possible disaster by smart action on her bridge on March 14 when clearing Papeete Pass. When nearing the inner entrance to the Pass as she sailed for Sydney at 4 p.m. the starboard motor suddenly failed. Some quick thinking and the dropping of an anchor just halted the vessel in time. Motor repairs were effected and the ship cleared the Pass next morning.

NOTICES:—Recent Notices to Mariners report a reef eastward of Alim Island, in the so-called Western Islands, west of Manus, and alterations to the positioning of buoys in Seadler Harbour, Manus.

SHOWING THE FLAG:—HMNZS *Hawea*, in February-March, paid visits to Suva, Labasa, Funafuti, Nanumanga, Kwajalein—where she was instructed to fuel and proceed with other American vessels to carry out a three-day unsuccessful search for a missing British jet bomber—thence to Tarawa, where the ship's company was entertained lavishly for three days. Next stop was Nui, in the Ellice, and again to Suva before returning to Auckland on March 23.

NADI FISHERMEN CAUSE STIR:—Three part-time fishermen of the Nadi Airport Staff, Fiji, forced off their course by rough seas and squally weather which sprang up while they were at sea in their launch, caused an air search to be set in motion early March.

The fishermen, Messrs. R. L. Wild, K. StClair and S. Belenski, made a safe landing at the delta of the Nadi River, though their launch was swamped, but a Panair DC4 which was asked to go up and assist in the search for the launch suffered damage when she overshot the runway on again landing, the nose-wheel collapsing and the nose of the aircraft and two propellers suffering damage.

The fishermen spent an uncomfortable day isolated on the river delta before a boat could reach them, due to flooding of the river.

MASTER OF TUNGARU:—On completion of furlough, Captain S. Brown arrived at Suva in March to resume command of the G & EIC CWS freighter *Tungaru*, which a relieving master had brought from Tarawa to Suva for annual refit. During his holiday, Capt. Brown skippered a yacht in the Trans-Tasman race, in which his vessel was placed second. It is reported that the yacht was the smallest in the race, and that it averaged about 3½ knots for the Tasman crossing.—*Jack Thornton.*

News of Cruising Yachts

• ANNA ELIZABETH, 37 ft. steel Dutch double-enders owned by E. W.

Lamberty, and LES 4 VENTS, 28 ft 6 in. cutter from France via the Horn, both called at Rarotonga in mid-March. The Dutch yacht, with four aboard, was heading for Auckland via Kermadec after a lengthy stay in French Oceania waters. Marcel Bardiaux, sailing alone, had been in Papeete since May. He arrived at Rarotonga via Leeward Group, and also intended to clear there for Auckland.

• ONRUST will probably now remain in Tasmanian waters for some time. Dirk Tober reports that he may take a job there at the tin mines, after some coastal cruising.

• LADYBIRD seems likely to be first Auckland boat to head Islandwards this season. Cyril Hill, custodian of the big Okahu Bay yacht terminal, and his wife, plan to clear for Papeete early May.

With them will probably be P. Edmonds who last year cruised in TAURANGI. Like most of last year's Auckland boats, LADYBIRD will head west from Papeete as far as the New Hebrides, thence home. Other likely starters this season: LADY STIRLING, IMATRA, and possibly MARCO POLO—a home-brew 28-footer of sturdy appearance which was recently launched. Owner-builder Tony Armit is said to be planning a world cruise, with companion Noel Millen, also of Auckland.

• ARTHUR ROGERS, after some months in New Zealand waters, will probably head out for the Islands early June. Tom and Diana Hepworth have vacancies on a cost-sharing basis for several people who would like to join the Brixham for a five-months' circuit

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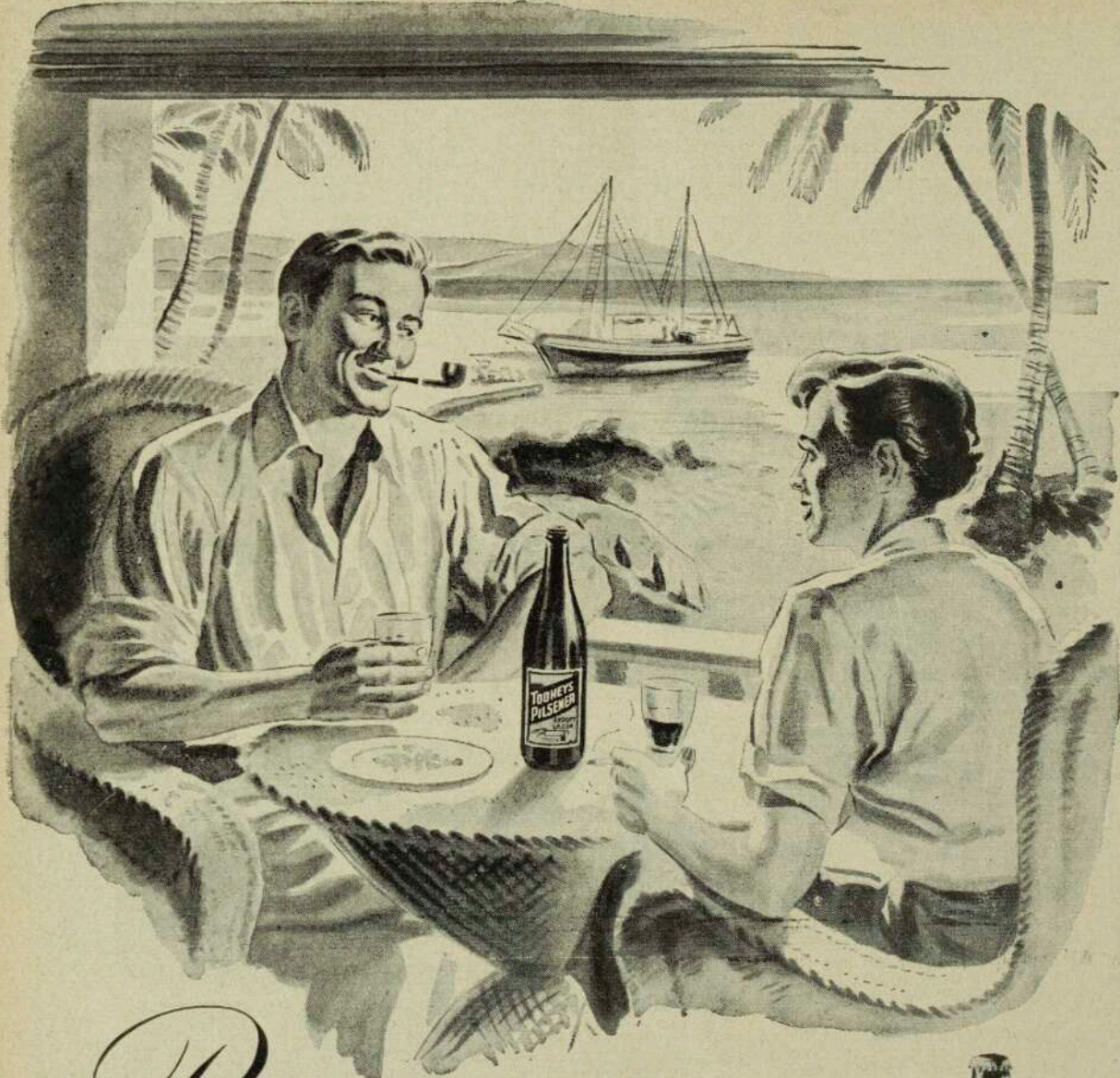
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APRIL, 1954 — PACIFIC ISLANDS MONTHLY

from Auckland to Tonga, possibly Samoa, thence Fiji, New Hebrides, New Caledonia, and back to Auckland. Until sailing day the boat will lie at Auckland Harbour Board slipway wharf.

• **SEVEN SEAS**—yet another of that name—a steel double-enders similar to ONRUST, cutter rigged, cleared Scheveningen, Holland, for New Zealand via Panama and the Islands in mid-March. Owner Andree Tenoever Bouwmeester, aged 24, plans to settle in New Zealand or Australia.

• **HO HO II**, flying the Norwegian ensign, arrived unexpectedly at Auckland February 28, having called at Norfolk Island enroute from Noumea. This big, solid, 55-ft. Colin Archer ketch came down through the Islands from Panama to Sydney three years ago, remaining at Sydney for a lengthy period, leaving when import duty was about to be levied, and has lately been some months in Noumea.

Captain Birger Bryhn and his Swedish wife hope to remain permanently in New Zealand—if the yacht can be sold.

As crew for the passage south from Noumea, HO HO II took aboard three men who had been crewing the Fairmile launch PHILANTE II now owned there by Monsieur Martinet, a local chemist. James Marsters had joined PHILANTE II at Rarotonga. Edwin L. Eargle of Anchorage, Alaska, a USAF pensioner, and Denis Gordon of W. Australia, had joined PHILANTE II at Noumea later. Another Cook Islander, also named James Marsters—a cousin of the other—still remains with the Fairmile at Noumea. Two crew members from Tahiti had earlier left PHILANTE II in Suva. HO HO II made a fine-weather passage south. All her crew now have jobs ashore.

The English translation of Captain Bryhn's book on his pre-war trip round the world in HO HO I has recently been published and should prove most interesting to Islands residents. It is well illustrated.

• **YANKEE**, Irving M. Johnson's 96 ft brigantine from Gloucester, Mass., arrived at Papeete February 12, with 23 persons aboard, having left her home port November 1 last and called at the Galapagos and Pitcairn since clearing Panama. A month's stay was planned in French Oceania. A photo of the graceful steel vessel, former German pilot boat, which we have received, says that this is her sixth round-the-world cruise—but we believe that the Johnson's—and not this YANKEE have made the five previous cruises. YANKEE No. 2 was acquired after World War II. She sets out November 1 every third year—arriving home again May 1 eighteen months later. The hand-picked volunteer crew of young men, aged 18-25 years each pay £4-£5 per day to go along.

Though the vessel has twin 55-HP Diesels, she rarely uses them and is indeed a splendid sight under full spread of canvas.

Next port is understood to be Pago Pago, in mid-April. Other Island ports scheduled are not yet known.

• **SORENGAMA**, said to be an 80-ton ketch-rigged steam yacht, square-rigged in the main, dropped in to Suvarrow Atoll, Cook Is. briefly on January 28, according to advice received from Mr.

Tom Neale, only resident of the island. Reported as owned by Captain Scott-Eliot, and with a crew of five, this English craft after clearing Panama called at the Marquesas thence direct to Suvarrow. She later was to call at Samoa, and was last signalled at Honiara, February 28. No details of this sizeable craft are shown in Lloyds Register of Yachts and few details have so far come to hand. She appears to be making a quick run with few calls.

• **MARINER**, 34 ft Seattle, Wash., ketch, owned and manned by George Karl and Jim Robinson, arrived at Papeete, February 15, from Pitcairn Island, having called their enroute from the Galapagos. Destination is now reported as "indefinite", but a three-months' loiter is planned for French

The Pacific Islands Society

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Address for correspondence:—

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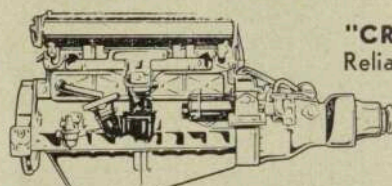
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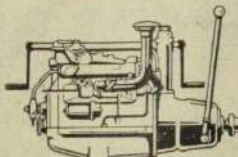
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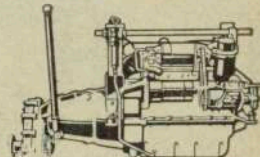
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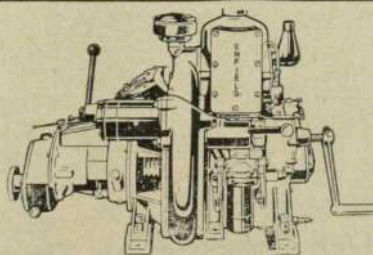
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Oceania. Earlier, New Zealand had been given as final port.

• **PLEIADES**, which we reported as departing New Zealand some months ago in commencement of a world cruise, returned to New Plymouth, NZ, in February after cruising for a time on the E. Australian coast. A second departure may take place later.

• A new chart of the Galapagos has recently been issued and should be of particular interest to cruising yachts—No. 1375 (British).

• **NORDLYS**, said to be a Colin Archer-type ex-Norwegian pilot cutter, and variously described as "a little over 20 feet" and, by another informant, 36 feet in length, arrived at Cairns early March, enroute to New Zealand from Norway. Owned by Einar Jakobsen, a 30-year-old Norwegian electrician, the yacht took the unorthodox east-bound route, coming through the French canals to the Mediterranean, thence the Red Sea to Colombo and Tanjong Priok. At Colombo the owner was joined by a 26-year-old American, Joe Bormel, who has been hitch-hiking his way around the world since December, 1952. Bormel planned to leave the yacht in Australia, and Jakobsen intends settling in New Zealand. He will soon head for Auckland. It had been thought earlier that **NORDLYS** might make a call at Port Moresby, enroute to Cairns.

• **NORDLYS** — again a confusion of names—American 72 ft. schooner, arrived at Papeete March 17, from San Diego via Acapulco, Taiohae, and Takaroa. Owned by Walter S. Johnson, Jr., the handsome

craft had seven other persons aboard with the owner.

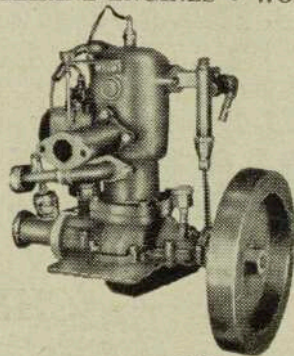
NORDLYS (Northern Lights) was built in New York in 1937, has a beam of 17 ft. and a draft of 10.5 ft. Plans are to remain in French Oceania waters until August, then sail for Hilo, Hawaii.

Owner Johnson, it will be remembered, sailed in **MISTRESS** to Papeete last year in the Honolulu-Tahiti Race.

• **TAHITI**, a little 30 ft. ketch with owner R. H. Barney and sailing companion L. A. Smith aboard, dropped in to her name-place March 19, having left Los Angeles January 20 with calls at Taiohae and Takaroa enroute. **TAHITI**, built in Los Angeles in 1946, is a shallow-draft type, 4.5 ft. on a 10 ft. beam. Destination is given as "not decided"—4 months in Fr. Oceania is planned.

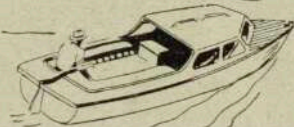
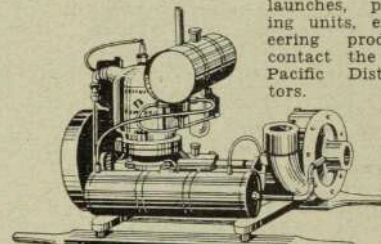
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BY DR. D. W. HOODLESS, of SUVA

A RECENTLY published book, *The Fijian Way of Life*, and articles in the February PIM, have focussed attention on the Fijians' communal system of living. This system, with local variations, is found also in Tonga, Samoa and other Islands groups.

Fijians, living in their own villages, and far away from any industrial centre, lead a peaceful and sedate life. The chief occupation of all of them—men, women and children—is to ensure that food is available and suitably prepared. Children of school age will go to school, and all will attend religious services as often as possible; but, for the most part, the daily life of a village Fijian is a monotonous one—food; grow it, or get it; prepare it; eat it.

There are, of course, occasions when gales or heavy storms, etc., may cause damage to houses, gardens and paths, so that repairs become necessary or extra time is devoted to growing crops; but the pattern does not vary much over the years.

The chief break in village life routine is a council meeting. Little or no preparation is necessary for a village council meeting, for no travelling or feast is required. But a District Council meeting calls for travel for most members, and additional food preparation in the village where it is held. A much greater break from routine is involved in the annual Provincial Council, for which there is elaborate preparation of extra food-stuffs, and much rehearsal of old and new mekes.

The communal system, as practised by Fijians, enables them to lead a peaceful and simple life, with the minimum expenditure of effort, but without any possibility of accumulating wealth.

PERHAPS the most serious criticism of the communal system is that it prevents all thrift and accumulation of wealth, in the form of either property (houses, plantations, herds of cattle, etc.) or money. The Fijian custom known variously as *vasu*, or *tauvu*, or *kerekere* (under which a Fijian can demand any property from another), cannot be refused or denied: the Fijian has yet to be born who can hold out against a request for one of his most treasured possessions, if that request is sanctioned by Fijian custom.

Thus, there is a definite clash between the thriftless communal system of the Fijian, and the individualistic and thrifty (and perhaps selfish) way of life of the

European, Indian or Chinese in this Colony.

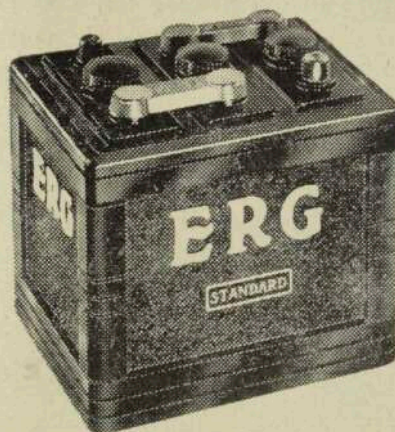
In the more remote islands, like Kandavu, or Lau, the Fijians have almost no contact with other races, so that their own communal way of life concerns only themselves. But on Viti Levu and Vanua Levu—and especially near the industrial centres where Europeans, Indians and other races are congregated—the contrast between the Fiji communal system and the indi-

vidualism of the other races shows up very clearly.

Let us take, for example, a Fijian and an Indian, each working for the same pay for the same employer. The Indian may save and save, and after a few years (if he remained at the same work) you will find him to be a married man, in a small bungalow, with several children. But the savings of the Fijian, on the same wage, and conditions, would probably be nil—although probably he has sent various amounts at odd intervals back to his village, and is looking forward to the time when he can return to his own village life.

Of course, there are exceptions to every picture of life, and there may be a few isolated cases where

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a Fijian has been thrifty, and settled down in a strange place without any intention of returning to his village; but I have not found such a case.

BUT time marches on—the 20th century is half gone—and the Indians in Fiji now outnumber the Fijians, and the Fijian continues thriftless and the Indian is thrifty. So what?

Undoubtedly, there are good features in the Fijian communal system. There is no such thing as a Fijian pauper; and no Fijian need ever starve, for he will always be given a meal, even in a strange village, if he behaves properly. And it may reasonably be argued that the communal system is as good as any other system, provided, of course, that all the other neighbouring races are practising a similar system. Therein lies the rub: for if the neighbouring races are strongly individualistic and thrifty, they constantly will forge ahead.

Let us take another example. An Indian boy from here goes to New Zealand or Australia, and qualifies as a doctor or lawyer, on funds provided by his own father after years of savings. This young Indian returns to Fiji and sets up in practice. His chances of success are as good as those of any European doctor or lawyer, and depend on his own integrity and work. A Fijian boy of comparable ability is sent to NZ or

Australia—funds being provided by his Province or by the Fiji Government—and he also qualifies as a doctor or lawyer, and returns to Fiji to practise. As a private practitioner in medicine or law it would be impossible for him to earn a living, if his work is among his own race entirely. In fact, if his professional education abroad has been paid for by Provincial Funds, every Fijian of that Province would expect—and consider it fair and reasonable—to be given *free* medical treatment or legal advice for all time.

IS it possible to modify the present communal system of the Fijians, so as to encourage thrift and individualism? Are these the only alternatives:

- Let the present system continue as it is, with only small modifications occurring from time to time, as they have done during the last 70 years.
- Abolish the communal system of the Fijians, if the majority of the Fijians so desire.
- Modify the present communal system of the Fijians so that a limited number of them, in defined areas, can become individualistic and thrifty.

EDITORIAL NOTE.

DR. Hoodless has put his finger squarely on the central point of the Fiji racial problem. The Indians steadily are outnumbering the Fijians; and it is human nature that the Indians, as the largest community in Fiji, will demand a larger and larger share in Government.

The Europeans have introduced to Fiji the Western organisation of society and administration. The Indians have accepted the Western system. The Fijians have not. What is going to happen if and when the responsibility for administration passes from the hands

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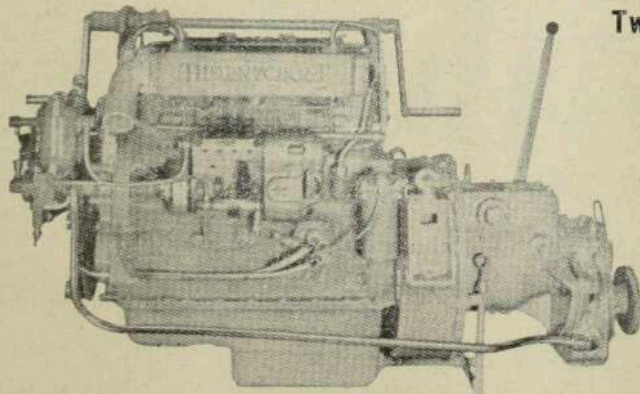
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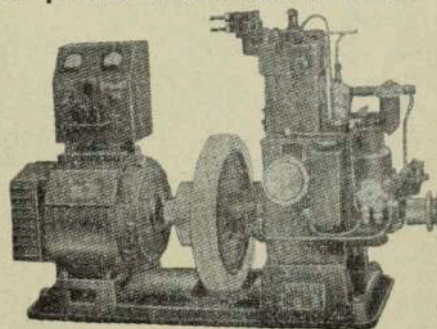
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of the Europeans to those of the other communities?

The obvious thing, as many have pointed out, is to train Fijians for self-government, on Western lines. How can that be done? The Fijian system is rooted in age-old habit and tradition, and cannot be changed easily, if at all.

The Fijian system works well. Under it, the Fijian is happy and secure. Why try to change it? Only because the Fijians, while they might contemplate partnership with the Indians in the future of Fiji, certainly will not accept Indian direction and control.

This is one of the many problems which the British brought to Fiji, when they introduced Indian labour to work the plantations so many years ago.

Newspaper for French Oceania

OF interest in French Oceania, where the only source of news has been the radio and the official Government gazette, is the appearance of a new periodical entitled *La Concierge*, the first issue of which, in duplicated form of 8 pages, was published on March 2.

Editor and publisher is Mr. Marc Grand, son of that veteran, Henri Grand, mentioned in February *Tropicalities*. How frequently the paper will appear, says editor Grand, will depend on public response; but,

judged on the most interesting first issue, the response should be favourable, both in French Oceania and elsewhere in French Pacific Territories, and wherever ex-Tahiti residents live.

Whether *La Concierge* will for long be permitted to criticise as well as praise, time will tell. French high officialdom does not like newspaper criticism. It is evident that the journal plans to point the finger

at some local abuses, where and when that is called for. But it would be difficult to see any exception taken to the way in which the finger has been pointed in one or two articles in the first issue. No political bias is observable.

Editor Grand has travelled widely. We believe he was born in French Oceania, and lived for a good many years in Australia. His efforts with *La Concierge* deserve success.

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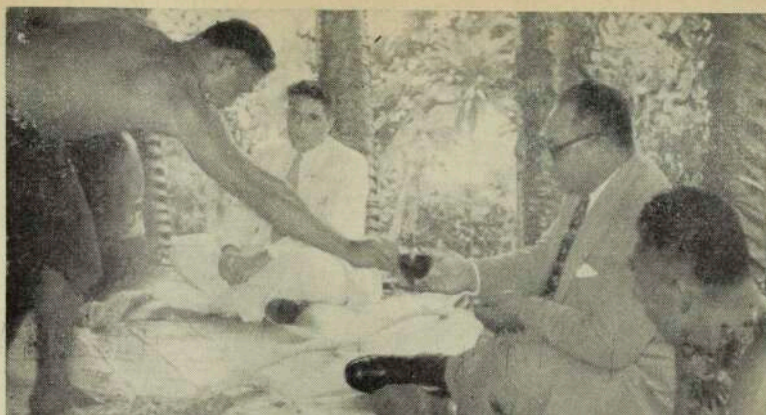
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Prince Tugi Takes Kava in American Samoa

AT RIGHT: Crown Prince Tugi of Tonga was welcomed to Eastern Samoa on his arrival at Pago Pago February 25, at an ava ceremony (called kava elsewhere in Polynesia) as guest of Governor Barrett Lowe, and the High Chiefs. In this photo Prince Tugi is receiving ava. On right is Chief Misa, and in white is Mr. John Cool, Samoan Affairs Officer.

—Photo by Emec, Pago Pago.



POLYNESIA'S VERY VALUABLE JOURNAL

THE *Journal of the Polynesian Society*, published quarterly in Wellington, New Zealand, contains in its last issue the usual interesting and valuable collection of material.

There is an examination of the Polynesian myths and songs of the people of Uvea, in the Melanesian group named Loyalty Islands—showing how Polynesians from Wallis Island settled in Uvea a long time ago. Dr. Marshall Laird, who has been for some time in and about the New Hebrides, seeking clues to explain why malaria stops dead at 80° longitude, instead of extending eastwards into Fiji and Polynesia, describes how he discovered in the New Hebrides an ancient head carved from stone. Artifacts found in the Chatham Islands are examined by experts. Other experts discuss the Polynesian family system as seen in Ka-u, Hawaii.

This *Journal* is now in its 62nd year of useful life.



Cook Islanders Replacing Europeans

Mr. K. Kapi, a Rarotongan teacher who for several months was Acting Resident Agent at Manihiki, Cook Islands, pending the appointment of a permanent RA, who too is a Polynesian—a Rarotongan doctor. The Cook Island Administration is trying to use local Cook Islanders wherever possible in posts which once were regarded as European. Kapi is a Mangaian, but has spent most of his life in Rarotonga.

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SUVA'S MISSING BEAUTY

Flea For More Trees and Flowers

SUVA, March 8.

SUVA, by right, should be the most picturesque of the larger centres in the tropical Pacific. Its harbour setting has more natural beauty than that of Honolulu; and, if its immediate surroundings are not comparable in picturesqueness with those of the smaller capitals, like Papeete and Apia, that is the fault of the spoilers rather than of Nature.

For years the trouble has been that Suva, a city of few architectural pretensions, seems to have had no awareness whatever of the loveliness of its situation. To-day, it sprawls in a rapidly-spreading maze over the low hills fronting the harbour, while a considerable part of the commercial centre is a huddle of narrow streets with—too often—a suggestion of slums about them.

Perhaps the main cause of Suva's more or less haphazard development into a conglomeration of small, utilitarian and architecturally uninspired buildings, with a hopeless inadequacy of open spaces is the fact that when it became the capital of Fiji, 70-odd years ago nobody envisaged a city in which a considerable proportion of the population would be low-wage workers living in tenements ranging from the shabby to the downright slummy.

But in the period of rapid growth—that is, the last quarter-century—nobody seems to have been moved to secure more open spaces, or to attempt to curb the tide of overcrowded ugliness.

A NEW weekly, the *Guardian* has the laudable objective of trying to stir up interest in local affairs and to promote a spirit of civic pride. However good the intention, it is difficult to see how this can be done.

The population of Suva contains a large section of people who do not regard Fiji as a permanent home, and many of the remainder are concerned solely with making all the money they can lay their hands on, while they can. The rest—people who might take a conscientious interest in the welfare and the appearance of Suva—are often disgusted with the manoeuvres of conflicting interests whether sectional or individual, and flatly refuse to be associated with developments which produce racial tugs-of-war in civic affairs.

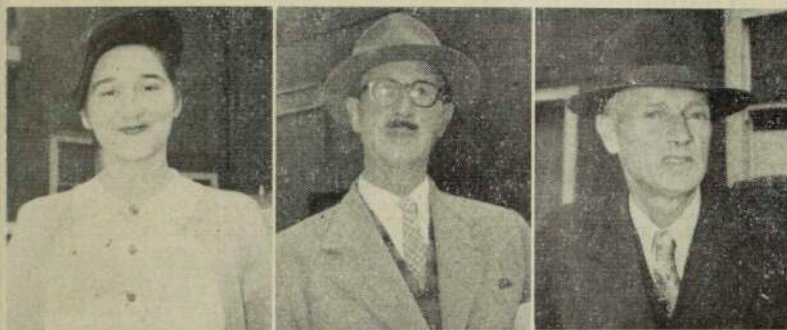
This minority group still raises its voice at times, but mostly without effect. It was from this source that protests came (too late) over

the removal of the once-famous "Post Office tree" (which provided one of Suva's picture-postcard views) and the coconut palms in the central Triangle. Members of the same group keep up a spasmodic agitation against the substitution of two concrete-walled garden-plots, in the middle of the Triangle's main traffic thoroughfare, for the

Fijian traffic constable who used to be stationed there.

The 1952 tourist conference, incidentally, called for the return of the policeman on the grounds that Fijian traffic-duty men are the most tourist-photographed figures in Suva. Others, however, not noticeably impressed by their argument, claim that the policemen

Pacific Islands Travellers



Recent travellers to and from the Pacific Islands included: Miss S. Waddell, after two years' service as Health Sister, Nausori, Fiji, who returned to New Zealand. Mr. P. M. Murray, of Scotland, and a retired tea planter from Ceylon, realised a life ambition to visit the tomb of his distant relative, Robert Louis Stephenson. He made the round trip to Apia in February Tofua, returning thence to Scotland per Rangitata. Mr. W. H. Bennett, of the Accurate Scale Co., Auckland, after adjusting and repairing weigh-bridges in Suva, went back to New Zealand for a while before departing on a similar assignment in Rabaul, NG.

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sorted out the traffic with more efficiency than the present system.

But the minority does not count. The Triangle policeman has gone, like the Post Office tree; and the removal of the Triangle palms a year ago has robbed the centre of Suva of the tropical flavour that gave it individuality.

TO the credit of the City Council, a good deal of tree-planting has been done along Victoria Parade. But it has been pointed out that this planting is a minor effort compared with what could be done. In this respect, Suva might take Honolulu as an object lesson—and Honolulu has an obsession for planting and preserving coconut palms, for obvious reasons.

Barring a somewhat muddy stretch at Laucala Bay—at low water you have to journey out a considerable distance to get really wet—there is nothing in the way of a bathing-beach within many miles of Suva. That is Nature's fault.

But it is not Nature's fault that the road around Suva Point to Laucala Bay is, for most of the way, uninteresting to the point of bleakness. Years ago this writer, calling at Suva for the first time, drove along the Suva Point road seeking something like the palm-shadowed, flowery roads of Samoa, Tahiti and Rarotonga, and has never fully recovered from the shock.

There is still a good deal of unused freehold land along this road; but it is a pound to a peanut that when it is cut up and "developed" it will be covered by the cottages of people who have a sort of antipathy to trees. Then it will be for the local authority to plant the roadsides, taking as inspiration a Honolulu newspaper report which noted,

not long ago, that a stretch of main traffic highway was to be planted with 218 coconut palms, 164 bougainvillea, 4 mahogany trees and 725 flowering shrubs.

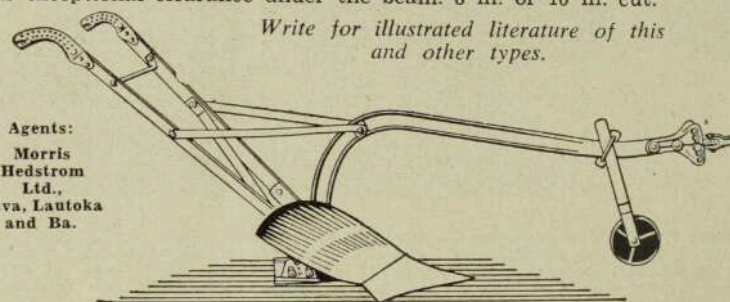
It is one of Suva's tragedies that so many opportunities have been lost and that there seems to be so little prospect of the remaining opportunities being made use of.

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Birth Pangs of the Islands Pearling Industry BY JPS

THE history of the birth of the Torres Strait pearling industry in January PIM, prompts me to tell the amazing story of violence and bloodshed associated with the beginnings of the industry in the Pacific Islands.

Captain Rhodes in his fascinating but long out-of-print *Pageant of the Pacific*, in relating the history of shipping disasters in these waters, tells, in passing, of the first recorded voyages associated with the pearl-shell industry of the Tuamotu.

He records that, in 1803, the Sydney firm of Buyers & Turnbull dispatched their vessel *Margaret*, with Captain Turnbull in command, on a pearling expedition but, wrecked on Apatiki, one of the Palliser Group in the north-west Tuamotu, she never returned, though Captain Turnbull is credited with the discovery of a number of islands thereabouts.

Nine years later on September 19, 1812, there sailed from Port Jackson the brig *Daphne* of 127 tons, commanded by Captain Michael Fodger. Calling first at a New Zealand port she headed for Palmerston Island, where during the previous year Captain Fodger, as master of the brig *Trial*, had landed four Britishers and two Portuguese—presumably to try and obtain some shell.

When *Daphne* approached Palmerston atoll, one of the Britishers swam off to the ship to report that the Portuguese had killed his three companions and that he had himself been in hiding for months. He was taken aboard and the ship immediately departed for Raiatea without further investigation. What ultimately befell the Portuguese we do not know.

At Raiatea two more European seamen, presumably deserters from another vessel, were taken aboard, a call was made at Bora Bora, and at Moorea the survivor of the Palmerston massacre left the ship. At Papeete, six native divers were taken aboard, and a further five and a Lascar at Anaa, Tuamotu. Shell and pearls were then obtained at the Pearl Islands—some of the Tuamotu atolls in the vicinity of Makemo, probably, though the name of Pearl has long since been changed.

The ship then returned to Papeete—and trouble. The native divers promptly deserted and three of the European crew disappeared ashore to lodge complaints on the food—urged on their way by a fusillade from Captain Fodger, who further displayed his kindly nature by recommending to a local chief that the three be caught, stripped, tied up and battered to death with

stones. Whether or not this fate actually befell them we do not know.

Captain Fodger, by means unknown, then managed to induce another crew aboard, and sailed for Tubuai to pick up a further five men landed from the *Trial* in the previous year.

Proceeding on to Rimatara, another of the Austral islands, three canoe-loads of natives, numbering in all 16, came aboard to barter. A difference of opinion on ruling prices developed between Rimatarans and ship's company. The master headed for the open sea,

and ordered the crew to drive the natives overboard. Some reached the water alive, others dead, but in any case, none survived the long swim to shore; their canoes having been cast adrift miles nearer the land.

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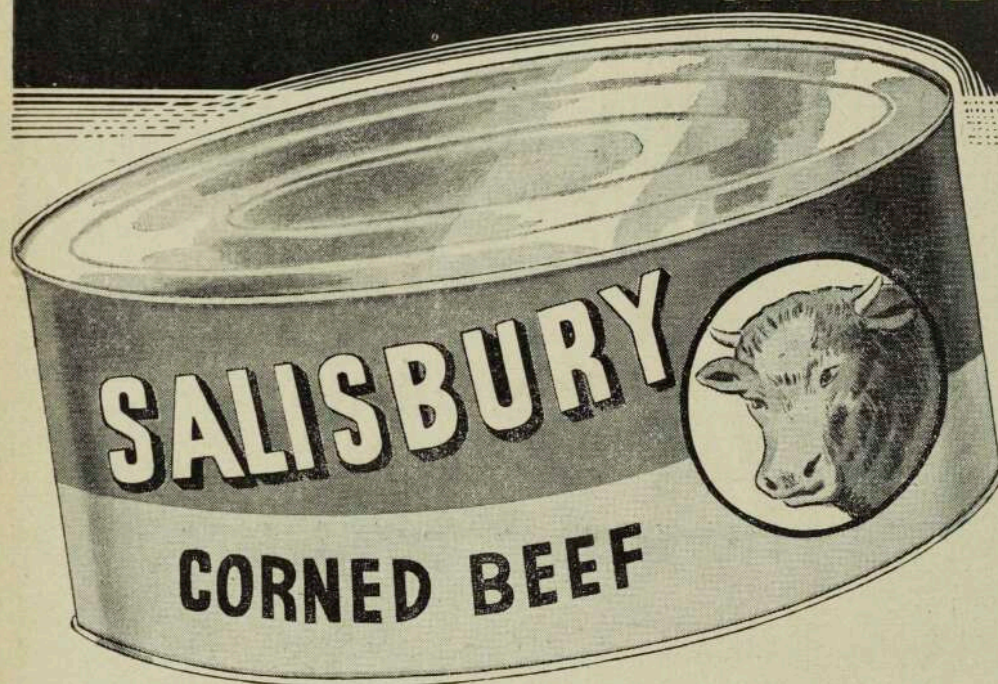
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brought his vessel up to "Leevoovoi" which may perhaps refer to Raivavae, and when three local chiefs came aboard to pay their respects, he was promptly seized and held for ransom in exchange for 1½ tons of sandalwood which the population managed to rustle up and bring aboard next day.

The kidnapped chief, rather surprisingly, was then released.

Captain Fodger then headed for the Tuamotu again, calling at Anaa where four more natives joined the crew, and proceeding on to "Arnon" or "Arava" (probably Fakarava).

There Captain Fodger seems to have overplayed his hand, the crew mutinying and Fodger coming to a violent end on August 28, 1813. Two other Europeans were also killed, the mate and four other Europeans reaching shore wounded, and three other members of the crew later joining them there.

The native mutineers, taking charge of *Daphne*, then compelled the remaining six Europeans and the Lascar seaman to work the vessel to Papeete where the brig arrived on August 31.

Lying in harbour there was the brig *Endeavour*, commanded by a Captain Walker, who hearing of something amiss regarding *Daphne* took control of the vessel after a gun battle, the mutineers slipping ashore at Papeete by night and abandoning the vessel to the Europeans and the Lascar. What the sins of the Lascar were does not matter, but for some reason, and apparently by popular demand, he was strung by the yardarm of one of the vessels and used for further target practice.

Somehow *Daphne* later reached Sydney, where a full marine inquiry was instituted, and it was due only to certain legal difficulties that Captain Walker escaped standing trial for taking the law into his own hands. Whether any shell was brought back is not disclosed.

The first recorded cargo of shell brought back from the Tuamotu to Sydney was in the schooner *Queen Charlotte* commanded by Captain William Shelley. She also was at the Pearl Islands in September, 1813, her crew also mutinying there,

Airways Travellers . . .



Recent TEAL Coral Route travellers included (left to right): Los Angeles dental surgeon Dr. F. E. Tiltensor, after 40 years absence, came back for a look at Apia, Western Samoa—he slipped out just six hours ahead of the New Zealand troops, in a German vessel that fled for the safety of Pago Pago in 1914. Mr. and Mrs. Ale Malu and Mrs. Ah Ching, of Apia, who were seen off at the airport in Auckland by Mr. Tofaeono, after holidaying in New Zealand. Mlle. Marie Louise Hattier, after seven years service in Tahiti as a social worker, returned to France recently.

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killing two mates; one seaman suffering the same fate. She sailed back to Papeete where King Pomare restored order aboard, and Captain Shelley again beat back to the Pearl Islands, eventually arriving home in Sydney on February 14, 1814, with 50 tons of MOP shell in the hold.

All this was 55 years before the events related in January PIM in regard to the establishment of the Torres Strait fishery.

(It would be interesting to know when exactly MOP, as distinct from pearls themselves, became valuable. Presumably when men began to wear pearl buttons on their shirts, or someone discovered how to make pearl-buttons. And what did they use before pearl-buttons? Bone? Leather? Or string?)

Judge A. McCarthy, well known in Samoa, the Cook Islands and New Zealand, who has been doing temporary duty in the Apia High Court whilst Judge C. C. Marsack was on leave, has now returned to Rarotonga with his wife. The popular judge was given a flattering send-off by his numerous friends in Samoa. Judge McCarthy, who retired from service in the Cook Islands last year, will settle on Atiu Island.

Mr. Robert Gillespie, managing-director of Robert Gillespie Pty. Ltd., and Robert Gillespie (New Guinea) Ltd., left Sydney on March 13 for a three-months' business trip to Hong Kong and Japan. Mrs. Gillespie accompanied him.

They travelled on the *Eastern*

Star, of the Indo-China Steam Navigation Co. line for which Gillespie's NG company is the agent.

Bogia, on the north coast of New Guinea, above Madang, now has a post office with full postal and telegraphic services.

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Current News Items From Our Correspondents In Papua-New Guinea

ANOTHER HOTEL FOR MORESBY?

In the Port Moresby Licensing Court, on March 25, Walter Ambrose Morrissey made application for a provisional licence for a new hotel at Boroko, Port Moresby.

The proposed new hotel would be named the Boroko Hotel and would be just off the Rouna Road at the 4-mile. The hearing was adjourned for 28 days.

BRINGING P-NG UNDER UNIFORM LIQUOR LAWS

The special Commission into liquor licensing hours in the Territory concluded its sittings at Port Moresby on March 24.

Mr. W. E. Sansom, the Commissioner, has been conducting an exhaustive inquiry throughout the Territory of Papua and New Guinea concerning the present Liquor Ordinance. He has been interviewing

One member, Mr. C. L. Anthony, who is Assistant Secretary for Lands, said that it would be a good idea if the sub-committee thought about the possibilities of building upwards; that, in fact, Port Moresby people generally might think about building upwards—meaning multi-storied buildings and that town land was running short.

DOG-FIGHTS

Some matters, once started, have a habit of developing!

In Port Moresby, in March, the police one week-end decided to

enforce the regulation which forbids dogs on the European section of the bathing beach. They did this after there had been many complaints about this at the Advisory Council, one member producing regulations and demanding that the police do something about them.

When enforcing the regulations, the police advertised that unregistered dogs which were not claimed after three days, would be destroyed and that registered dogs would be returned if claimed—but that the claimants would have to pay a fee to the pound, and would also be liable to a fine for having the dog on the beach.

In the first week, the police shot four unregistered and, apparently, unwanted dogs. But one of the dogs



Miss Anita Brookman (dressed as "Annie") caused merriment at the Aero Club Cabaret in the Red Cross Hall, Port Moresby, on February 27, when she gave her own extracts from "Annie Get Your Gun."
—Papuan Prints Photo.

the licencees of the hotels, and officials from the Clubs. Considerable difference has previously existed between the liquor laws valid in Papua and in New Guinea. It is understood that the present inquiry is being made with the intention of bringing the whole of Papua-New Guinea under the one set of rules, regulations and laws.

BUILDING UP—NOT OUT

Port Moresby people are looking for another European school site.

The matter was raised briefly at the March meeting of the Town Advisory Council, which set up a sub-committee to investigate a suitable site.

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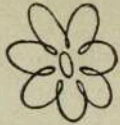
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was owned by a prominent Port Moresby woman, who had lost it, and who found out what had happened to it only when she reported to the police that it was missing. There were, as the novels say, words.

NATIVE-GROWN RICE IN DEMAND

At the March meeting of the Madang District Advisory Council there were questions asked as to what was happening to the rice produced by natives in the district. (See article, page 58, this issue).

Some members said that the Agricultural station had told them they could buy some at the native villages where it was produced. However, as the villages they were told by the natives, that the rice belonged to the Department of Agriculture. Again rice had been seen being carried into the local stores.

Mr. W. Cahill said that as employers of native labour, planters had helped the natives to obtain their rice mills and had given them bags, and that consequently planters should have the right to buy rice.

The Council carried a resolution that the Agricultural Department give planters the opportunity to buy village rice, when available.

MORE AIRSERVICES NEEDED FOR MORE NEWSPAPERS
Port Moresby Advisory Council suggested in March that Qantas

increase its services to the Territory.

Council carried a resolution that the Government Secretary be asked to inquire into the possibility.

The matter came up when a letter was read from a Port Moresby newsagent asking for the Council's help in obtaining an increase in newspaper quotas from Australia.

The newsagent said that Qantas had cut, by 50 per cent., the number of newspapers which it would carry at a reduced freight. There were far more orders for Australian newspapers in P-NG than could be supplied.

"MANY A SLIP"

Two unusual accidents happened in Rabaul recently. Mr. Jimmy Joyes, well-known planter of Bougainville, sustained a fractured ankle when jumping from the *Polurrian* gangway to the wharf.

Mrs. Nell Richards, a well-known resident of Rabaul, slipped when leaving her bed one morning and broke her hip. She was unable to rise and was undiscovered for about an hour. She has left for Australia for treatment.

OVERSEAS VISITORS

In connection with the disposal of the Jap tanker *Naruta* which has graced Rabaul harbour in one way or another for about 10 years, Captain A. M. McCulloch (RN Retired)

visited Rabaul in March. He is a marine surveyor for Mollers Ltd., of Hongkong.

Another recent visitor to the Territory is Mrs. J. D. Schroder, who arrived from Germany to see her two sons—Don, of the Department of Civil Aviation, Wewak; and

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Russ, who is with the New Guinea Company in Rabaul. Mr. Schroder, Snr., is an Australian migration official, at present stationed at a migrant camp near Bremen. Mrs. Schroder prefers the climate of Bremen to that of NG during the wet season.

VIEWS ON "GOING-FINISH"

Mr. Ernie Hitchcock paid a recent visit to Rabaul. He looked remarkably fit and, much younger than any man of his age has any right to look. He is at present growing cocoa and coconuts out on Djaul.

Most old-timers, says Hitchcock, leave the Territory for good, and within a few months or a year, they return because they just can't settle down anywhere else.

Maybe next year, he says, he will go away for a long holiday of a year or two, then if he finds it possible to embrace the idea of living elsewhere, he can return to New Guinea and make arrangements to "go finis"—and mean it.

NEW CHURCH FOR RABAU

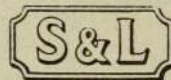
The firm of Rudder, Littlemore and Rudder, Architects of Port Moresby, and Sydney, are apparently intending to leave their mark on New Guinea generally. Mr. Peter Rudder, their New Guinea representative, has been in Rabaul a couple of times over the past three months, and amongst other

projects, it is understood that he has been instructed by the Church Council, to call tenders for the reconstruction of St. George's Church of England, in Malaguna Road.

The most important work this firm has done in Rabaul, to date, was directing the construction of the new and palatial store for Colyer Watson (NG) Ltd.

FACE-LIFT FOR BANK

Considerable alteration is being carried out in Rabaul on the present Commonwealth Bank Building. Work includes an addition to the front, which will contain offices for the Manager and Accountant, and a general re-arrangement of the interior of the old structure, which will give greater counter-



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space for the ever-growing number of customers.

The man in the street has been heard to say: "But why go to all that expense when they are going to build a new bank, anyway!"

However, it is very pleasing to see another "new" face in the main street. Building in Rabaul was at a standstill for too long while the fate of the town was in the balance. To move, or not to move, that was the question. Now the question has been answered, the building programme is getting under way.

TOWN LAND AVAILABLE

It is understood that 120 blocks of land in Rabaul will become available for tender by the end of March. Some of them are situated on the landward side of Malaguna Road, down towards the wharf area; and others on what used to be Carpenter's Matapi farm. So many people are interested in building, now that Rabaul has been declared a permanent town site, that there will probably be several hundred applications lodged by genuine land seekers.

NEW GUINEA MEMORIAL SCHOLARSHIP FUND (Q'LAND DIV.)

Information has been received from the secretary to the Trustees of the Queensland Division of the NG Memorial Scholarship Fund that following the result of the examinations, held at the end of 1953, there will be no award granted in respect of that year.

Eileen Gordon, award winner for 1951, has forfeited the third year of her Scholarship. She has passed the Junior examination and has joined the staff of the City Branch of the Commonwealth Trading Bank. It is gratifying to hear that, in the few weeks Eileen has been employed there, the Bank officials have selected her for special training.

KAVIENG HOTEL CHANGES HANDS

Mr. George Clark, popular licensee of the Kavieng Hotel, New Ireland, has disposed of his lease to Mr. Joseph Cappy, a former employee of the Department of Civil Aviation, Rabaul.

The Clark family has been running the Kavieng Hotel for the past couple of years, and feels that a long holiday is necessary. As it is always difficult to find suitable staff in this part of the world, it was decided to dispose of the lease rather than to attempt to find a manager. However, the Clarks do not intend to desert the Territory; when their holiday is over, they will return.

PILOT NOW MUSHROOM EXPERT

Back in the Thirties, Mr. Douglas Alphinstone arrived in New Guinea

as a pilot for Guinea Airways. Since those days he has flown over all parts of Papua-New Guinea, and after the war, returned to the staff of Mandated Airlines, at Lae. However, a couple of years ago he decided to retire to the Highlands and take up a farm. To-day he can be found at Garoka, growing such things as potatoes.

Word has drifted around that he is also experimenting with mushrooms—"as big as saucers," according to popular rumour. This correspondent has written requesting a

shipment, but only reply to date has been to the effect that the supply does not exceed local demand. We can only wait and hope.

In the meantime, we listen, enviously to the conversation of people returning from Garoka who tell the tale of how he supplies mushrooms to Mrs. Ellen Pitt at the Garoka Chalet. Knowing what a cook that same Mrs. Pitt is, we no longer wonder at the glazed look of satisfied remembrance which lights the eye of the visitor.

(Over)

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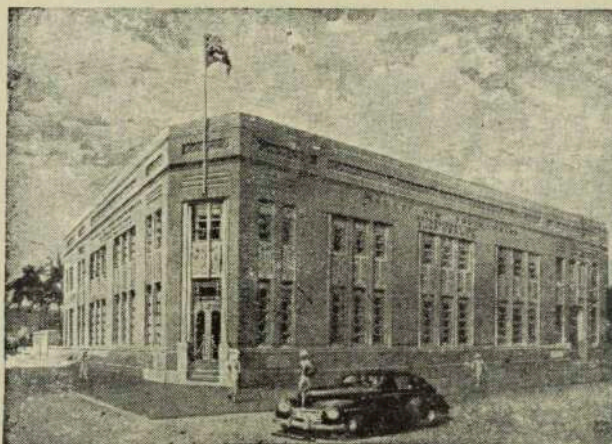
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FAPUAN SCOUTS FINANCED THEIR OWN QUEEN-SEEING

One of the least publicised Queen-seeing Papuan delegations was that of the 26 members of the Papuan Scout Group, who, under the leadership of Assistant District Scout Commissioner Ben Heape and Mrs. Heape (who is a Cub Master), left Port Moresby on February 7 and sailed again for home, from Brisbane, during the last week in March.

During their visit they have been in Canberra (where they formed a guard-of-honour for the Queen at Government House), Sydney and Brisbane (where they again performed guard-of-honour duties). The boys financed their own trip by selling £1,200 worth of bottles, native baskets and mats and holding jumble sales and concerts.

They were very popular wherever they went and, particularly in the last weeks of their tour in Queensland, have had "a whale of a time" themselves, surfing and being shown around South Queensland's beach resorts.

ANOTHER PLANTATION BRAWL

In late March there was a clash at Kessa Plantation, in North Buka, between natives from Lae, and some local natives employed on the plantation. There is generally strong feeling between all New Guinea natives and Buka natives when employed on the same plantation.

In this instance, there was some damage done to several of the participants and one badly cut head. The District Officer at Buka Passage took prompt action. The injured native, together with seven others, were taken to Sohano so that further investigations could be made.

Plantation brawls are becoming increasingly frequent.

SHOWING NATIVES HOW TO MAKE BETTER COPRA

Mr. Eric Wilson, the Agricultural Officer at Sohano, has been on a patrol through Small Buka with the object of getting natives to clean up their groves, cut their copra regularly and to make a better grade of copra than is at present being produced by them. Mr. Wilson will visit all villages and instruct the natives as to their responsibilities under the Copra Ordinance and point out the need for greater care in production.

At the present time many of the native copra driers are primitive in the extreme, and, despite excellent nuts to work on, the dried copra leaves much to be desired as to quality.

Buka natives frequently put a *tabu* on cutting copra for a certain period, and, meantime, the nuts germinate and put forth shoots and the copra content of the nuts is thus both lessened in quantity and deteriorated in quality.

WHAT THE POLICE DON'T LIKE ABOUT PM DRIVERS

Following a tightening-up of traffic regulations around Port Moresby, where density of traffic is increasing constantly, Moresby police officers indicated that the things they liked least about Moresby drivers were:

- They failed to give correct hand signals—or any signals at all;
- They stopped in the middle of the stream of traffic to pick up or offload passengers;
- They drove with faulty lights and handbrakes; and too many had noisy exhausts—this was particularly so with lorries and motor-cycles.

HAWKESBURY TO SHOW FLAG

Her Majesty's Frigate *Hawkesbury* will make a flag-snowing cruise around Papua from March 27 to April 15 — calls will be made at Morobe, Kiriwina, Woodlark, Misima, Rossel, Calvados Chain, Milne Bay, Samarai and Port Moresby. The frigate will arrive in Sydney on April 22. She carries a complement of nine officers and 65 crew members.

PLAN TO GIVE PS HOUSES

Following discontent among P-NG Public Servants over the housing position in Port Moresby and elsewhere, the Public Service Commissioner, Mr. T. A. Huxley, has outlined plans put forward to Canberra to overcome this.

The plans, even if accepted, will not produce houses for Public Servants very quickly, but if they produce them at all, it will be a step forward.

The plans are that building firms be asked to contract for large scale housing projects to be built within a specified time. It is known that some Australian contractors would be interested in the project.

It was suggested by the PS Association in March that recruitment or the P-NG Service should cease until married officers, who are already in the Service, have their housing requirements filled. Mr.

Huxley said that this was a negative approach to the problem and no solution at all.

LONG-SERVICE MEDALS FOR TWO MORE NATIVES

In Rabaul recently the District missionary, Mr. J. K. McCarthy, presented Long Service Medals to Sambotan Batele and Kabolon Kui who, between them, have Administration service of 66 years.

Kakilon is a native of Amele, near Madang, began his working life as personal servant to a District Officer, joined the Customs Dept. in 1927, was a coxswain when the Japs invaded Rabaul in 1942, lived with the Tolai people throughout the occupation and is now chief

powerhouse attendant at Kokopo.

Sambotan was born in New Ireland, joined the German Administration in 1915 as a Quartermaster on the *Sumatra* and continued to sail on Administration vessels when the Australians took over. In 1934 he transferred to land duty as a sailmaker. During the Jap occupation, he too, escaped capture by living with the Tolai people; he rejoined the Administration after the war and still is in the Customs Department with what must be a record 39 years service.

RATIONS OR MONEY?

The problem of natives receiving money from employers in lieu of

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rations has been occupying the attention of Administration officers throughout the Territory. (Regulations insisting on rations and not money have been in operation over a year.)

Health Director—Dr. John Gunther—had something to say about it in March—he believes that employers who give money instead of rations are breaking the law and showing no personal interest in the welfare of the natives.

During 1953, of an average casual labour force of 34,000 workers in the Territory, only 268 were granted permits. There were 305 group permits, covering just under 1,000 casual workers.

Permits are granted only when the District Officer is satisfied that the native can be relied upon to spend the money on food, and to buy a balanced ration; or where a native lives in his village, and can satisfy the District Officer that he has an adequate supply of native foodstuffs; or where employers have a group of casual workers who live in their own villages, and can obtain sufficient supplies of native foods. (This is a "group permit.")

Apparently natives have been spending their money on soft drinks, bread and biscuits. The practice of paying in lieu of rations is most widespread among employers of house-boys, etc., who

consider it is not worth the trouble of buying the boys' ration.

It has been alleged that the standard of the ration mass-produced by some firms in the Territory is pretty low, and that some stores charge 24/6 for stuff which can be picked off the grocery shelves for 15/-.

DUTCHMEN SEE HOW IT IS DONE.

A team of Dutch medical officers arrived in the Territory in late February for a medical conference at Minj, in the Highlands. They left in March after touring various parts of the Territory.

The leader, Dr. H. J. Biljmer,



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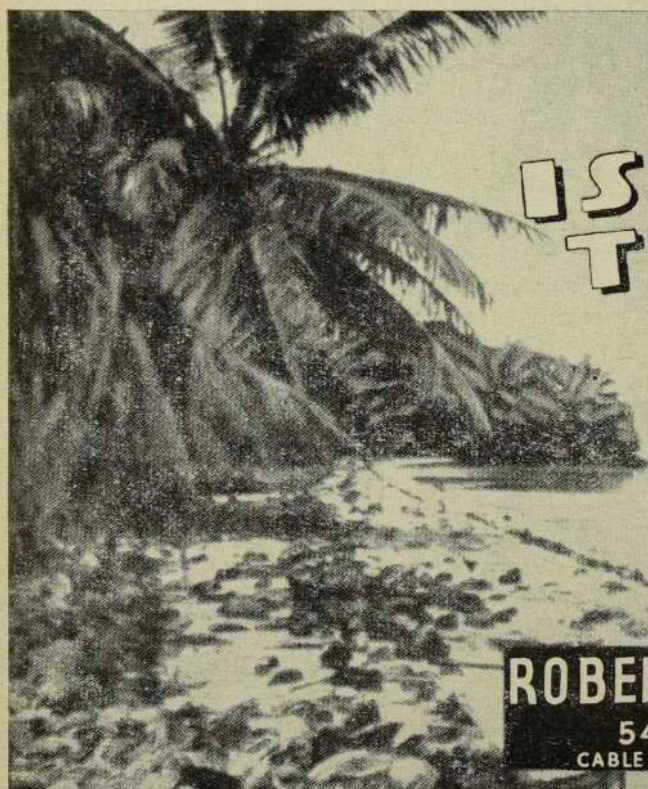
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formerly the Director of Medical Services in Dutch New Guinea and now special adviser to the Governor of Dutch New Guinea, Dr. Van Baal, was interested in how the Australian administration safeguarded the health of native labourers recruited from the Highlands. Dutch New Guinea is thinking of recruiting from its Highlands to help overcome a labour shortage.

AUSTRALIA-NG FREIGHT REDUCTIONS

The Australia-P-NG freight reductions, announced by the two big Territory shipping lines, which took effect from March 1, were welcomed in the Territory, especially by planters.

However, in one case at least, the reductions were not all that they seemed.

The greatest reduction is on cement, which is now £3 a ton less to ship. But little or no Australian cement has been coming into the Territory for some time, because contractors just cannot buy it!

Cement has been coming from Japan direct, at a lower price, and there is plenty of it.

LOOKING OVER P-NG ROADS, RIVERS AND BRIDGES.

Mr. H. G. Strom, Divisional Engineer with the Victorian State Rivers and Water Supply Commission, arrived in the Territory on March 3, for a survey of some of the Territory's trouble spots.

He is a noted expert on river control and was particularly interested in the Edie Creek wash-away which caused trouble for Wau at Christmas, the Mumeng Creek, and the Markham River bridge approaches.

With Mr. Strom was Mr. R. H. Cochrane, the chief road and aerodrome engineer with the Commonwealth Department of Works. Mr. Cochrane looked at general road problems, of which there are plenty in P-NG.

HUNTING DOWN THE TELEFOMIN MURDERERS

Eighty-eight arrests have now been made in connection with the murder of two patrol-officers (Harris and Szarka) and two native constables near Telefomin, last November. Ten of the natives will face capital charges and the others are believed to be the instigators of the crime. The arrests have been the result of four months of intensive patrolling.

At Mendi, in the Southern Highlands, in March, a patrol in charge of Patrol Officer F. V. G. Esdale was attacked about three miles north of the station. In driving off the attackers, two of the natives were shot, one fatally. By the end of the month normal relations had been re-established in the area.

Fluctuating Prices for NG Peanuts

AFTER bringing only 1/- per pound or little more on the Australian market in late January, some consignments of New Guinea peanuts in shell rose to 1/6 per pound in March and large kernels were bringing as much as 2/- per pound, ex wharf, Sydney.

But these prices were by no means steady. Some importers considered themselves lucky to get 1/7 for large kernels and 1/3 in shell. Prices for bad lots in shell dropped to 1/- and even lower.

The top prices were unexpected. They were in the nature of a rare windfall in the last few weeks be-

fore the bulk of the new Queensland crop reached the market. At least one Sydney confectionery factory had received some new season Kingaroys late in March. Large quantities of peanuts were on the market early April—See Islands Produce, last page, this issue.

¶ The first party of wives and children of men of the 1st Battalion, Fiji Infantry Regiment, left Fiji for Malaya at end of March, to occupy the married quarters recently built there for the Battalion. Adi Laisa, wife of Major Ratu Penaia Ganilau, was one of the party and she was accompanied by her daughter, Adi Mei Kainona, the tiny girl who presented a bouquet to the Queen when she stepped ashore at Suva on December 17 last year.

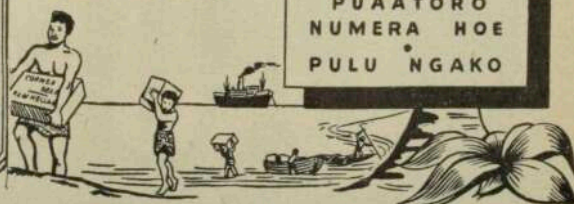
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At St. Paul's Anglican Church, Nukualofa, Tonga, on February 20, Miss Kate Cowley was married to Mr. Carl Joseph Reichelmann. The bride is the only daughter of Mr. and Mrs. F. A. S. Cowley, and grand-daughter of Mr. Alfred Cowley who is now 94. The bridegroom is the eldest son of Mr. and Mrs. David Reichelmann. Both families are old-established in Tonga.

This photograph (by Heitig) shows, left to right: Mr. A. N. Primrose (groomsman); Mr. Adolph Johansson (best man); bridegroom and bride; Miss S. R. Heenan (bridesmaid); and Miss B. Jones (bridesmaid).

¶ Miss Elizabeth Hennings, of Naitauba Island, Fiji, was in W. Samoa in March in connection with the proposed film based on the Grimble book, *A Pattern of Islands*, which it now seems certain will be produced there. She will be in charge of the costumes—a position which she held in connection with the film made in Fiji some time ago—*His Majesty O'Keefe*.

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Minogue-Flaherty Wedding

MR. J. MINOGUE, assistant mining engineer with Bulolo Gold Dredging, Ltd., was married at Lae, New Guinea, on February 20, to Miss Margaret Flaherty, formerly of Adelaide.

Mr. Minogue is the only son of Mr. and Mrs. A. N. Minogue, late of Port Moresby.

The bride was attended at her wedding by Sister Coleen Maloney of Lae Hospital; and the groomsman was Mr. Adrian Leydin, of BGD. Mr. Barry Burns, of Qantas, gave the bride away.

Carson-Berne Wedding

Miss Jennifer Berne, of Cooma, NSW, was married at St. James Church, Sydney, on March 23, to Mr. Graeme Carson of the Fead Islands, off New Britain. The bride wore a wedding gown of white Chantilly lace over nylon net.

Mr. Carson is the son of the late Mr. L. W. Carson and of Mrs. E. Carson. Mr. Carson Sr. was one of the "Montevideo Maru" victims and Graeme, at the time of the evacuation, was a small boy. He was still little more than that when, right after the war, he decided to go back to the Fead Islands and take charge of the family plantation.

¶ The Administrator of Papua and New Guinea, Brigadier D. M. Cleland, and Mrs. Cleland, will return to Port Moresby on April 27, after two months' leave in Australia.

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DEATHS OF ISLANDS PEOPLE

MR. D. QUAIL

After two days' illness, Mr. Douglas Quail, 58, died in Samarai, Papua, in early March.

He is survived by his wife, who was in Australia at the time.

Mr. Quail was employed by a contracting firm in Samarai.

MR. WILLIAM JOHN ROBERTS

The tragic death occurred in Madang, New Guinea, in early March, of William John Roberts, 21, only son of the P-NG Director of District Services, Mr. A. A. Roberts, who was then almost on the eve of departure for Cairns, where he led a delegation of Territory natives who met the Queen.

John Roberts was a popular young man and was a stock overseer with the Madang Agricultural station.

MR. D. A. RUTHERFORD

Formerly Director of Education in W. Samoa in the mid-1930's, Mr. D. A. Rutherford died in New Plymouth, NZ, early February.

Looked on as a native educational expert at the time of his retirement in 1936, Mr. Rutherford had represented New Zealand at an Educational Conference in Hawaii at about that time.

MR. J. J. DAVIS

Mr. James J. Davis, well-known Suva resident, died in Auckland recently while undergoing an operation. Mr. Davis had been employed by the Union Steam Ship Co. in

charge of their wharf department at Suva for the past 20 years. He went to Fiji with his parents as a young boy, from Sydney, working first for Brown and Joske after leaving school, later entering the business of banana buying on his own account. He married Miss Nita Storck of Suva in 1905, his wife surviving him. They would have

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celebrated their Golden Wedding Jubilee next February.
The funeral took place in Auckland.

TAGALOA OF SALUAFATA

A well-known and highly respected Samoan Judge, Chief Tagaloa of Saluafata, died at the end of February, aged 73. Judge Tagaloa had a long record of service in the Government, having served 17 years as Judge of the High Court, member of the Fono of Faipule, and member of the Land and Titles Court. Tributes were paid to his memory at a special sitting of the Court. The funeral, at Saluafata, was attended by the High Commissioner and many representatives of the Government.

REV. FATHER BRADY

The Rev. Father Patrick Brian Brady died in Brisbane recently, after a lingering illness, at the early age of 37. He was engaged in missionary work in the Solomon Islands from 1947 to 1950.

MRS ELSIE HOLLAND

The death occurred in Sydney on March 27, of Mrs. Elsie Holland, widow of the late Major F. G. L. Holland, GM.

Mrs. Holland went with her husband to the Gilbert and Ellice Islands Colony in 1920, when he became Education officer there with headquarters at Tarawa. They lived there until the Pacific war, during the early months of which Major Holland stayed behind to organise radio reports to the Allies on Japanese movements. For his services he was awarded the George Medal. Apart from his bravery, he was a distinguished Administration official. Major Holland retired from the Colonial Service a few years ago; and, after leave in the United Kingdom, returned to Sydney to live. He died last year.

Mrs. Holland, who was an Englishwoman, is survived by her son, Mr. Francis Carlton Holland, who lives in the United Kingdom; and her daughter Barbara, who is now Mrs. K. W. Black, wife of Dr. Black, who has been a medical-officer in Fiji and is now under transfer to Hongkong.

MRS. FORREST-SALE

Mrs. Forrest-Sale, a very old resident of Levuka, Fiji, died there recently in her 80th year.

She was the widow of Dr. Forrest-Sale, for many years Vicar of Levuka.

MR. D. FREYER

The accidental death occurred, in March, of Mr. Donald Freyer, a Forestry officer, stationed at Kerevat, about 30 miles from Rabaul, NG.

He was killed instantly when a heavy truck driven by a native got

out of control and struck him. He was sitting at the wheel of a tractor and was unable to jump clear.

Mr. Freyer, who was aged about 44, had been with the P-NG Administration since 1947.

ARCHDEACON GILL

The death occurred in England on March 26, of Archdeacon Stephen Romney Gill who, when he retired in 1952, had served 45 years in the Anglican Mission, Papua. He was loved and respected by all classes.

He was in N-E Papua at the time of the Jap invasion and was finally forced to leave; but returned to Papua immediately after the war.

He is survived by his wife.

¶ Tonga's new Judge of the Supreme Court, Mr. Justice Hunter, with Mrs. Hunter, left Sydney by air for their new home on March 20. They hoped to connect with *MV Tojua* in Fiji. Mr. Justice Hunter is Australian born but was educated in London, Berlin, Honolulu as well as Sydney. He has been at the NSW Bar for over 30 years, specialising in local government law and equity.

¶ Mr. Max Babbage returned in March to Karoola Plantation, Bougainville District, after spending a few months in Australia. Karoola has now started producing cocoa in addition to copra.

¶ Dr. A. G. Larsen, a Canadian, recently arrived in the Cook Islands to take up an appointment with the South Pacific Health Service.

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OPEN SEASON FOR MISSIONARIES IN NG!

IN Port Moresby towards the end of March were Messrs. Grass and Muller to make arrangements for starting yet another mission in Papua-New Guinea.

These men represent the Swiss Evangelic Brotherhood—this will be the first branch outside Switzerland.

The Territory is now a kind of happy-hunting-ground for an extraordinary assortment of foreign missions, as well as, of course, the better-known ones.

Europeans are frankly confused by the number and variety. No one asks the natives what they think—they are only the brands to be plucked from the burning and fair game. If this farcical situation is allowed to go on, their only defence against these incursions of foreign missionaries will be to turn back the clock 100 years, and eat them!

Seriously, it is time that the Administration gave thought to some real control over Missions, and more co-ordination of their activities in educational and medical work. Tact and sympathy are necessary—first, because the old-established missions have done a truly remarkable job in the fields of education and medicine; and, second, because the Trusteeship, being international, is supposed to be open to any religious body, Christian or otherwise, which feels the call to go out and rescue the heathen.

But this growing and confusing multiplicity of sects is liable to defeat the chief purpose of our Christian Missions.

NG Patrols Successfully Undertaken

THREE important patrols have recently been completed in New Guinea.

The first, by Patrol Officer C. J. Normoyle, lasted five weeks and was from Mumeng, on the Wau-Labu road, to Kainantu in the Eastern Highlands. This south-eastern corner of the Highlands is little known and he contacted many new villages.

The second was north-west of Wabag, in the Highlands, and traversed the Upper Tarua and Wale River valleys. Some of the natives were being visited a second time; others had never before seen white men.

The third patrol, by Patrol Officer J. Worchester and Cadet Patrol Officer G. Jansen-Muir, was into the Asai Valley, 100 miles south-west of Madang and adjacent to the new patrol-post at Aiome. The valley, with a population of about 3,000, is one of the larger pockets of population in the Schrader Ranges. This was the second patrol into this area.

TONGAN NOTES

From Our Own Correspondent

TO help accommodate their growing Vava'u membership, the Seventh Day Adventists have recently opened a new church in the village of 'Utui, Vavau. Pastor Cormac, of Nuku'alofa, officiated at the opening ceremonies which were marked by special church services and a feast.

A successful experiment in prefabricated building has just been concluded by the Public Works Department in Vava'u. Under the supervision of Director Fred Jennings, a school for the village of 'Utui was built in the Public Works shop in Neiafu. The building was then dismantled and the component parts were loaded onto a lorry and taken to 'Utui. A site had already been cleared by bulldozer and it took only three days to erect the school which is a handsome iron-roofed wooden building.

A round of farewell feasts and parties have been held for Miss Catalina Galloway who has been visiting her parents, Mr. and Mrs. John Galloway, of Neiafu. She leaves soon for Auckland where she will work for the Seventh Day Adventist Church.

Mr. Pym Straatsman, Director of the Agriculture Department, and two of his assistants have just returned from a trip to Tahiti where they have been studying vanilla growing and processing. Although the plant grows well in Tonga, it has not been cultivated commercially. It is hoped that it will become a profitable export crop.

Crown Prince Tugi has returned to Tonga after a two weeks' business trip to Pago Pago where he investigated the American market for Tongan mats, baskets, and other pandanus products.

After a trip to UK, the Continent and USA, Mr. and Mrs. Reg. Egington returned to Port Moresby on *Shansi* on March 13.

Friend of Islands Visitors Retires in Auckland

MR. A. L. Lewis, well known in Western Samoa and the Cook Islands, on March 31 retired as Auckland Officer, Island Territories Department—a post which he has held since the office was established in August, 1945.

He began his association with the Islands in 1923 when he joined the Agricultural Department of Western Samoa, at Apia, transferring in 1926 to a position with Samoan Affairs Department at Savaii for a short period. He then returned to New Zealand, but returned to Apia as Secretary to O. F. Nelson & Co., in 1935. Then in 1937 he went to the Cook Islands as an officer of the Marketing Division until transfer to his recent Auckland position.

As Auckland Officer for the Department, Mr. Lewis has come into contact with most people travelling to and from New Zealand's Island Territories. He is usually on the wharf when an Island ship arrives or departs and has been popular and most helpful to all seeking assistance or information.

He will be succeeded by Mr. E. W. Lascelles, who joined the Auckland staff in March, 1953, after 13 years with Samoan Reparation Estates.

Mr. E. W. Morgan has been selected for appointment to the post of Magistrate in Fiji. Mr. Morgan, who is 43, has served in the Merchant Navy, 1926-33, the Royal Naval Reserve and the Royal Navy. After his release from the Navy in 1945 he studied law and was called to the Bar in 1950. For four years he has been specialising in Admiralty and Commercial work.

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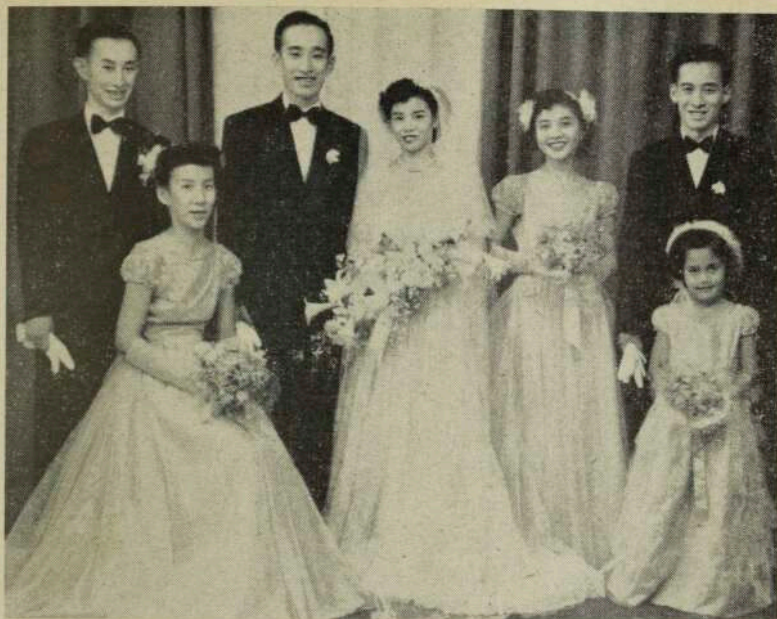


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An Interesting Chinese Wedding in Fiji



A wedding of more than usual interest to the Chinese community in Fiji, was solemnised by Rev. H. W. Figgess in the Anglican Cathedral, Suva, on February 6, when Miss Norma Honson, third daughter of Mrs. C. G. H. Honson, of Suva, was married to Mr. George Lum, eldest son of Mr. and Mrs. Lum Kan, of Lautoka.

The bride was given away by her brother, Mr. Gordon Honson. She wore a gown of white nylon net embroidered with silver.

Two bridesmaids attended the bride: Miss Pauline Lum, a sister of the bridegroom, and Miss Eva Honson, a sister of the bride. A small niece of the bride, June Honson, was flower girl. The groom was attended by two of his brothers, Messrs. Henry and Charlie Lum, who had come round from Lautoka with the rest of the Lum family and numerous friends of the bride and bridegroom for the occasion.

After the traditional Chinese tea ceremony had been performed for the families and relations of the newly-married pair, a reception was held in the home and grounds of the bride's mother. Chinese food was served and the sloping lawns in front of the house were turned into a theatre where most of the older guests and the children enjoyed an amusing Chinese film, while the more active members danced indoors.

Toasts were proposed by Mr. Cheng, a life-long friend of the bride, Mr. Noel MacFarlane, the Mayor of Suva, Mr. Paul Wong, who is the first Chinese student to go from Suva to study medicine, and several other friends and relatives of the two families.

A few days later a tea ceremony was held in Lautoka where the young couple intend to make their home. Many Chinese friends gathered to wish them long and prosperous years.

Mrs. J. Tudor, Asst. Editor of PIM, will visit P-NG in May.

AMERICAN VERSUS INDIAN ZEBUS FOR NEW GUINEA

SIX Zebu cattle—three bulls and three cows — brought from Texas, USA, are on their way to Papua, for experiment. Twelve Zebus—six bulls and six cows—brought from Pakistan a year ago, and kept in strict quarantine ever since, are already in Papua, and due for release.

A series of official tests to be carried out soon to (a) ascertain the value of these animals in relation to future stockbreeding in Papua-New Guinea and (b) whether, if Zebus are a desirable introduction, the USA strain can be used instead of the Pakistan strain. The American Zebus can be taken directly into the country; the Indian Zebus are difficult to bring in and must be subjected to lengthy quarantine.

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THE TROUBLES OF THE G&E ADMINISTRATION

Isolation, Insufficient Staff and Money, Too Much Bureaucracy

From Material Supplied by Jack Thornton.

IRREVERENT persons in the Gilbert and Ellice Islands Colony—a bit of near-Micronesia rarely visited by non-official Europeans—call the archipelagoes "the Gilbert and Sullivan Islands."

More people should see the "Colony." It provides an interesting example of the good things, and the bad things, which occur when a benevolent bureaucracy, liberally

spiced with planners, is given its head in an isolated and helpless community.

The Gilberts were named after one of their discoverers, Captain Gilbert, of the *Charlotte*, in 1788; and not after W. S. Gilbert, as some to-day are inclined to believe. A pity. If ghosts can be satirical, WSG would have found here some

delightful exercises for his shadowy pen.

Hereunder are listed some of the quaint things which make a visit to the G & E Colony memorable. But let it be said at once that these comments are not aimed at Resident Commissioner M. L. Bernacchi, or High Commissioner Sir Robert Stanley. The latter have been sent, in very recent times, to govern the war-torn and economically-depressed Territories of the British Western Pacific; but they are without adequate funds and equipment; and, in spite of everything they can do, their trained staff changes so often that it is like a kaleidoscope. None envies them their task.

But the conditions which entitle these places to be called "the Gilbert and Sullivan Group" and the Solomons "the Cinderella Territory," and the New Hebrides "the Pandemonium Government," are a reflection upon the British Colonial Office, which imagines that these large archipelagoes can be treated, in a rapidly-changing world, as a forcing-ground for unfledged bureaucrats, and a testing-ground for near-Socialist Planners. Without the co-operation of private enterprise, the Administrators' task is hopeless.

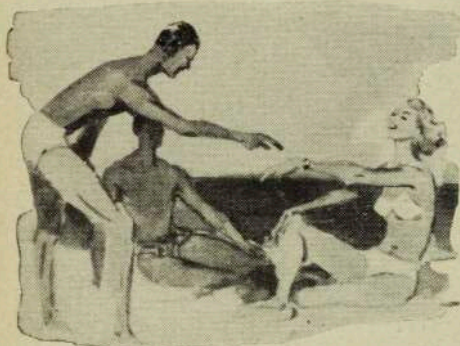
BEFORE 1942, private enterprise was encouraged to go into these groups and develop trade and industry, and provide necessary transportation. The Pacific War of 1942-45 wiped out the British Administrations and all European traders and producers. When the gentlemen of Japan retired, there were Socialists in high places in London; and the Colonial Office sent forth the word, "No more private enterprise here—henceforth the Gilbert and Ellice Islands are reserved for the natives. What the natives cannot do for themselves, we shall do for them."

And it was so. And those who would like to see the results of Socialism, pure and undefiled, operating without interference by capitalistic organisation, should visit the Colony.

Retail distribution is in the hands of native co-operative societies, aided by the Government. Wholesale distribution is taken care of by the Colony Wholesale Society (CWS), which nominally controls all trade and the gathering and shipment of copra, but which is simply Government Control in another form.

CWS appeared soon after the war as The Government Trade Scheme, and was initially operated by Government officials. As one high official delicately put it, "they failed to place it on a sound business footing." Some of the irreverent still tell about the official who ordered 30,000 tea-strainers, presumably to be purchased by 20,000 coconut-drinking Gilbertese!

Presently, the Government Trade



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Scheme was re-designated Colony Wholesale Society, as from January 1, 1949, and a trained merchant from a private firm in Fiji was put in charge. In its first year, with a turnover of £185,000 (all amounts given in Australian currency) its profit was £36,000. In 1953, its turnover must have been £250,000, with profit accordingly. It cannot miss, with the Government behind it, all the native co-operative societies helpless before it, and no competition of any kind.

But—sophisticated people from outside say that the whole set-up probably is illegal, because it is not registered as a company, does not operate under charter, and is not officially a Government organisation, though clearly under Government control.

The CWS, of course, under present conditions, is a godsend to the impoverished Administration. And, in fairness and logic, there really is no reason why the profits of the Colony's trade should not help to pay the costs of the Colony's administration.

It is the effect of the Government monopoly that is so lamentable. One sees so many evils that arise when the cleansing breeze of competition is replaced by the stifling atmosphere of monopoly and bureaucracy.

HERE is, for example, the matter of shipping. The CWS operates three small vessels; of the re-

mainder of the Colony's fleet some of the little ships are wholly or semi-privately owned. Outsiders are horrified when they hear the private owners on the subject of the lack of safety devices and measures on CWS boats. They have demanded an official inquiry, but no one takes any notice.

Tarawa atoll is the Headquarters atoll. Government has nine launches for communication between the islets of the atoll. They are described as dirty and badly maintained.

There has been Administration wrangling about Headquarters ever since the end of the war, when the Government abandoned Ocean Island and settled upon Tarawa atoll. A succession of officials have alternated between the islets of Bairiki, Betio, Bonriki, and Bikenbo; the high officials still are undecided about HQ; movements backwards and forwards across the lagoon, say the critics, have represented a waste of at least £10,000 and now there are some 20 European officials at Bairiki, and 15 semi-Government personnel at Betio—and still no decision.

In the old days the trading concerns, being careful of their ships, beacons the innumerable lagoon passages of these low-lying atolls—an essential thing. A Colonial Development grant of £18,500 was made for a Marine Beaconing Scheme.

After it had erected 50 permanent marks to show the channel from the sea to Bonriki, "the proposed site for Colony HQ", and after employing a master mariner for about a year to plan, cost and organise the beaconing of channels throughout the Colony, the Government, "due to expense," abandoned the Scheme. Buoys and equipment, said to be all

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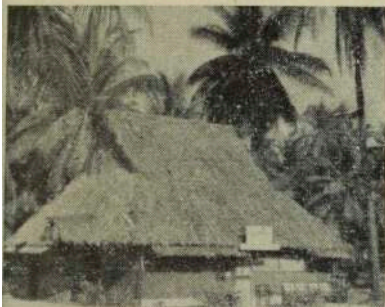


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ordered and paid for, lie rotting on the beach at Betio.

OTHER quaint things happen. The Customs fly a flag that a Government Ordinance has declared obsolete. Residents pay 5/- for a radio licence, but the only broadcasting service is a twice-weekly



TOP: The Post Office at Tarawa. The radio station is situated at Bairiki, and the cable messages concern Government and official business.

CENTRE: Mr. and Mrs. Jeff Irvine and young son outside their home at Betio. Mr. Irvine is merchandise manager of the Colony Wholesale Society, and he and his wife's four years at Tarawa is longer than most Europeans stay there. Standing is a neighbour, Captain Stan Brown, well-known English skipper of the W.S. freighter "Tongaru".

LOWER: Mikaere Tekaal, a Gilbertese, of Tarawa, with his wife and two children. He was educated at King George V School and he was recently appointed C.W.S. store manager at Unafuti, Ellice Islands.

—Photos by Jack Thornton.

news summary, morsed in Gilbertese. One gets a motor driver's licence for 5/-; but there are no tests, and no Government roads, anyway.

The hospital is on Abaokoro islet, 12 miles away from Betio and Bairiki—the launch takes 1½ hours in fair weather to cross. Except at high tides, patients have to wade or be floated half a mile to shore. It is embarrassing when women, at the point of child-birth, are on the launch, and it is delayed by bad weather or breakdowns.

The radio station is at Betio and the post-office at Bairiki—awkward in bad weather.

And—most remarkable of all in this South Pacific, where philatelists are just the natural prey of the various Islands Governments—the post-office is not allowed to supply stamps to overseas dealers, even if the order is accompanied by dollar bills!

Canned meats and soups are dutiable. Canned fruit and vegetables are not. The folk there say, humourously, that this is "a hang-over from Cripps's day." A refrigerator with moving parts is classed as machinery, and pays a duty of 10 per cent. A kerosene-operated "frig" is called non-mechanical, and taxed 12 per cent. One could continue these Gilbertian stories *ad lib*.

At the end of 1953, Treasury accounts were only a year behind. An official said: "Big improvement on last year—they then were 18 months behind." That is sufficient comment on staff shortage, and the restless comings and goings of personnel.

THE Colony is strictly reserved for the natives by a benevolent Government. But it appears to a casual observer that the native copra producers get a pretty raw deal from that same Government.

The Government, through the CWS, gathers in all the copra produced in the group, and sells it to Britain under the Ministry of Food

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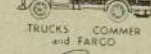
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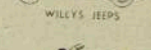
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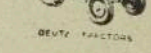
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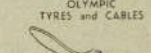
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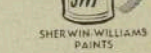
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contract. The price paid in 1953 to the Governments of Fiji and New Guinea by the MOF was £65 per ton Sterling for first grade, with reduction of a couple of pounds for lesser grades—that is, about £80 per ton Australian. But the native copra-growers have not been getting much more than £26 or £27 Australian per ton in 1953. It is reported that the Gilbertese are "beaming very dissatisfied." Little wonder! Incidentally, how much of those large profits made by the CWS made out of native copra bought at £27 per ton?

Gilbertese labourers, loading copra onto a Bank Line ship at Tarawa a few months ago struck for more reasons, in addition to overtime pay. As not to delay the ship, the Government conceded the demand—but it reduced the price paid for copra to native producers by 10/- per ton! Since then, it is "as you were"—the labourers are receiving the same as before, and the 10/- per ton has been restored to copra-producers. But the ungrateful Gilbertese are still complaining.

In a private letter, Mr. Thornton says:

"I have tried to be fair, and kept the background many unfavourable impressions gained in casual wander through the archipelagoes. But, for all that, the picture is not a pretty one. The Administration officials are doing a remorseless, thankless job out on these sun-grilled atolls, and one can sense their devotion to duty. But there is little else to praise. This place where, officially, all is for the native and nothing for the capitalist minion—this Paradise for the cannery—has angles to it which have to be seen to be believed."

PAGO TUNA STILL KEEPS PAGO CANNERY AT TOP PRODUCTION

MR. TEX ELLINGTON, fleet Manager for Van Camp Corporation at Pago Pago, before departing from E. Samoa, in March, on a business visit to Honolulu, gave me further details of tuna fishing operations.

He said that the cannery had been working at maximum capacity of ten tons per day since initial problems had been overcome. Though the fish taken at present are smaller than those at first sight, there is a high percentage of the valuable albacore, which averages less than 25 lbs in weight and is the most sought-after variety of tuna.

Mr. Ellington said that the best time has proved to be at night, when the surface water is cooler and the fish come up to feed. He anticipates that as the cooler season approaches, greater quantities of tuna will be taken in the day time.

It is assumed that if the company's operations continue to thrive in Samoa, use will also be made of the by-products—tuna liver oil, tuna meal, and possibly also liquid fertiliser, as is the case with American canneries.

Trusteeship Councillors Have Another Brain-Wave

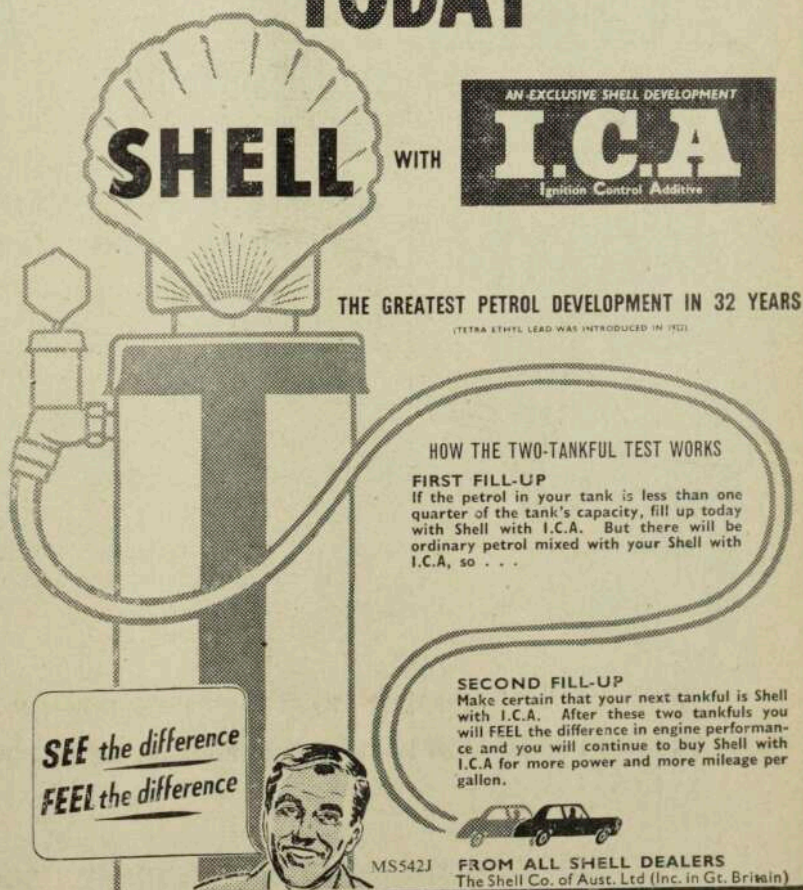
A SUGGESTION by Syria, that United Nations Trusteeship Council missions visiting Trusteeship Territories should seek out and encourage public discussion of annual reports by the inhabitants of Trust Territories was vigorously

resisted by the Australian Minister at United Nations, Mr. W. D. Forsyth, when it was submitted in New York on March 24.

Mr. Forsyth (who was the first Secretary-General of the South Pacific Commission) said that the substitution of the Trusteeship Council for the administering authority would damage the whole system. It was contrary to the UN Charter, and it would be bad for the Territory's inhabitants.

It is another example of how a section of this pernicious Trusteeship Council always is seeking to get some sort of authority over the primitive folk of what the League of Nations called the C-Class Mandates.

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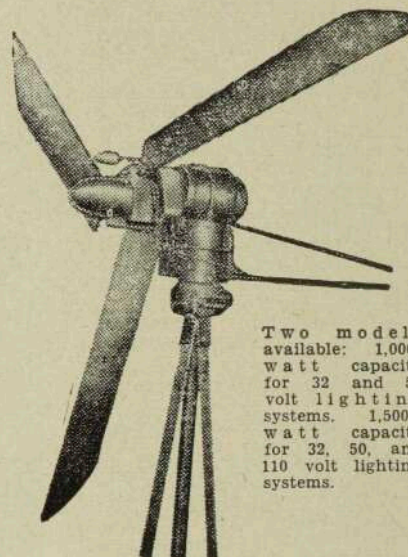
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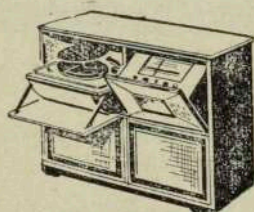
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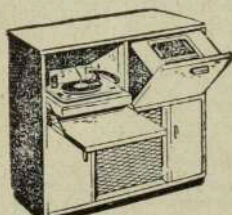
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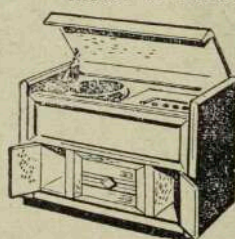
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GENESIS OF 'MURRAY POLICY'

J. T. Bensted Writes With Vigour and Sting

ONE of the most valuable contributions to the history of the MacGregor-Murray period in Papua which we have seen recently has been written for *South Pacific* the journal of the Australian School of Pacific Administration.

Mr. J. T. Bensted, who was Director of Public Works in Papua, and closely associated for many years with the late Sir Hubert Murray.

Mr. Bensted has made a long analysis of Lewis Lett's *Sir Hubert Murray of Papua*; and he roundly condemns the book, both as to facts and implications.

We are not concerned with an obvious disagreement between two competent writers; but we are interested in the way in which Mr. Bensted traces the development of Hubert Murray as an Administrator, and of what now is called the Murray Policy for dealing with New Guinea's natives. Mr. Bensted says that Murray did not create the Murray Policy, and claims that he inherited its fundamentals from Sir William MacGregor, and shaped and developed it with the help of a team of loyal and capable officers.

Bensted is quoted: "Shorn of all elaboration, the Murray Policy is a long-range humane plan of indirect rule, applied in commonsense. The foundation is the anthropological view, or dogma, that there is no fundamental difference in mankind—that the potential of full progress along the road to civilisation is equal in all peoples, and that it is only the opportunity that is lacking to the 'backward races.' On this theory the Papuan child, whether other interests demand it or not, be brought to the same standard as any other man; and the writer, after a half century's association, can see progress towards the end.

The 'policy' steered a middle course between the two extremes: on the one hand, commercial short-range interests, and, on the other hand, the 'closed country' or isolationist policy of the religious missions and some anthropologists. The first course meant exploitation of the country and natives for private gain—it was exemplified in the old German Administration of New Guinea—while the other way meant a close preserve for the missions, and anthropological research and experimentation.

Both spelt ultimate ruin to the native peoples; for the one meant degradation of the native and the other ultimate extinction, while the other meant 'stopping the clock' which, of course, cannot be done

without destroying the race, once a vigorous culture has infiltrated a weaker one.

"The 'Murray Policy' (and it is referred to in the present tense as it still lives under another name) means the ultimate salvation of the Papuan; and it is pleasing to note that although it has become the fashion in Territorial circles to forget or decry the old regime (there is not even now, ten years after his death, a memorial to Sir Hubert) the policy is alive and is being implemented under the guise of 'expert' direction claiming originality for itself. There is no major activity in Papua and New Guinea to-day that was not visualised under Sir Hubert's administration."

In challenging the value of Mr.

Lett's biography, Mr. Bensted produces a good deal of interesting material, now almost forgotten.

HOW many people of the present day, for example, have ever heard of the Robinson-Barton tragedy in Papua? Yet Mr. Bensted was there, and writes of the incidents in a clear and dramatic way.

A man who had friends and admirers, Judge Robinson, was the victim. Mr. Bensted says that a former Administrator, Sir George Le Hunte, "filled the Service with unskilled men, mainly from 'good families' in the Old Country, who were mostly failures." There was an interregnum, and Judge Robinson was appointed Acting Adminis-

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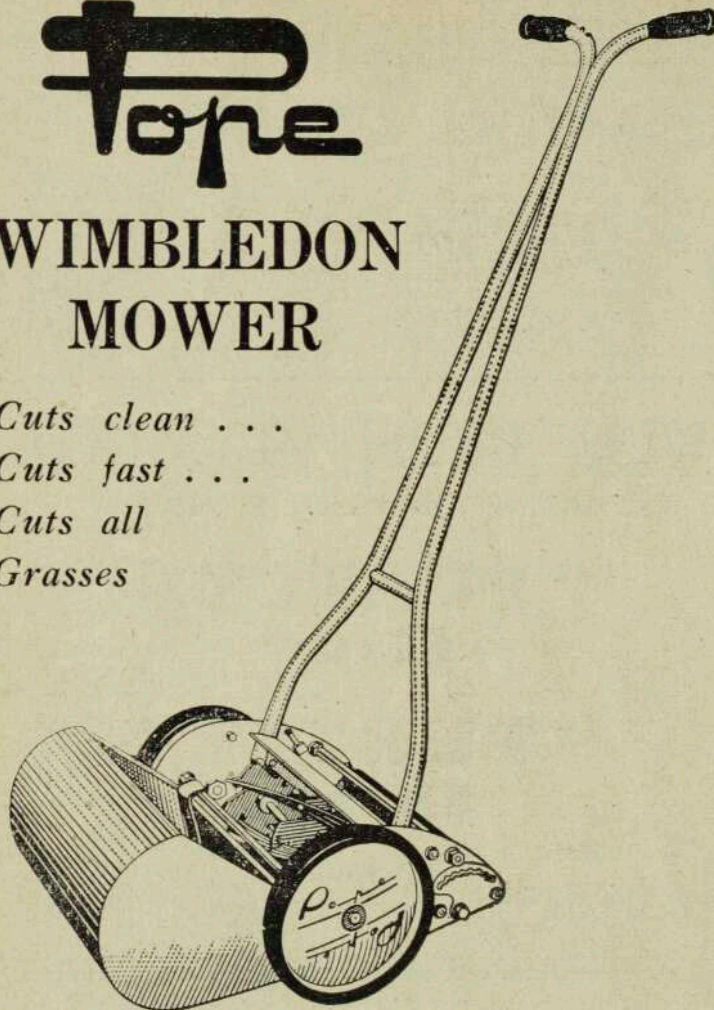
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trator. Most people, including the judge himself, thought that Judge Robinson should be appointed.

But Le Hunte, now Governor of South Australia, through Prime Minister Deakin, "engineered" the appointment of Captain Barton and Robinson knew nothing of it until Barton actually arrived in Port Moresby to take over. Barton says Mr. Bensted, treated Robinson in an arrogant and offensive way and informed Robinson that, as a result of a bitter campaign conducted against him by missionaries (in which Rev. C. W. Abel, of Kwato was prominent) he was to submit himself to an official inquiry.

Robinson thereupon carried out his duty as a Judge, and formally swore in the new Administrator, on June 16, 1904; and a few hours later he went out into Government House grounds and committed suicide, with a pistol, at the foot of the official flagpole.

Barton lasted only three years. Maladministration brought a Royal Commission of inquiry; he was condemned and thrown out of office and it was then (in 1907) that the young judge, Hubert Murray, came into office, to remain there until he died "with his boots on" in 1940.

Mr. Bensted writes with vigour and considerable sting.

Named After Royalty



As these twins—son and daughter of Mr. and Mrs. Siokatame Benjamin Likufisi, of Nukualofa, Tonga—were born on June 2, 1953, during the Coronation, they were named Philip and Elizabeth. During the Royal Visit to Tonga the proud parents presented an enlargement of this photograph to the Queen and the Duke and they later received a charming letter of thanks, with the words "Her Majesty much appreciated the thought which led you to do so." (Photo by Hettig.)

The Samarai Sub-Branch of the RSS&AILA held its Annual General meeting last month. The office bearers elected for the year 1954 are: president, R. J. Paul, vice-pres., V. C. Gabriel; secretary, F. G. Hoeter; treasurer, P. Hirst; and committee, Messrs. Stoneham Hunt, and L. Simpson.

SAMOA'S PROSPERITY

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From Our Own Correspondent

APIA, March, 20.

Before it dissolved for the next elections (due April 13) the Western Samoan Legislative Assembly received its annual financial statement:

Ordinary revenue in 1953 was £29,120, while payments were £1,054,320, of which £211,390 was allocated capital development. Recurring charges at £600,000 showed an increase over 1952 of £55,000. £58,000 was added to the salaries bill, mainly to meet the higher cost of living.

Deposits in the Post Office Savings Bank increased by £37,600 to £43,760.

The favourable trade balance amounted to £626,000, a record against 1952. Imports decreased by £75,000 to £1,312,700. Exports increased by £175,000 to £7,938,500.

Cocoa exports (a record) were 743 tons, valued at £930,890. Banana exports (a record) were 2,580 cases, worth £262,350.

Copra exports, at 11,185, were the lowest since 1944—though a shipment of 2,900 tons on the last day of 1952 created an export record for that year, to the detriment of 1953.

The Government's estimated receipts for 1954 are £966,000, and payments £1,139,700 (£277,000 for capital development and £862,700 current charges).

The following amounts will also be spent from grants by the NZ Government, from profits of the NZ Separation Estates: Rhinoceros beetle eradication campaign £5,000; Samoa College £9,200; Health department £24,200; housing projects £5,000; a total of £63,400. Some £6,000 is granted for scholarships New Zealand.

WESTERN SAMOA IS NOW FISH-MINDED

APIA, March 20.

THE extraordinary success of Eastern Samoa's fishing venture has caused residents of Western Samoa to seriously consider the possibility of establishing a fishing industry here.

It is pointed out that the experience of our Eastern neighbours has proved that there are rich and profitable fishing grounds all around the coasts of our islands; and a well-organised and equipped fishing industry should prove profitable. Plans to form a Company and raise the necessary capital are being discussed.

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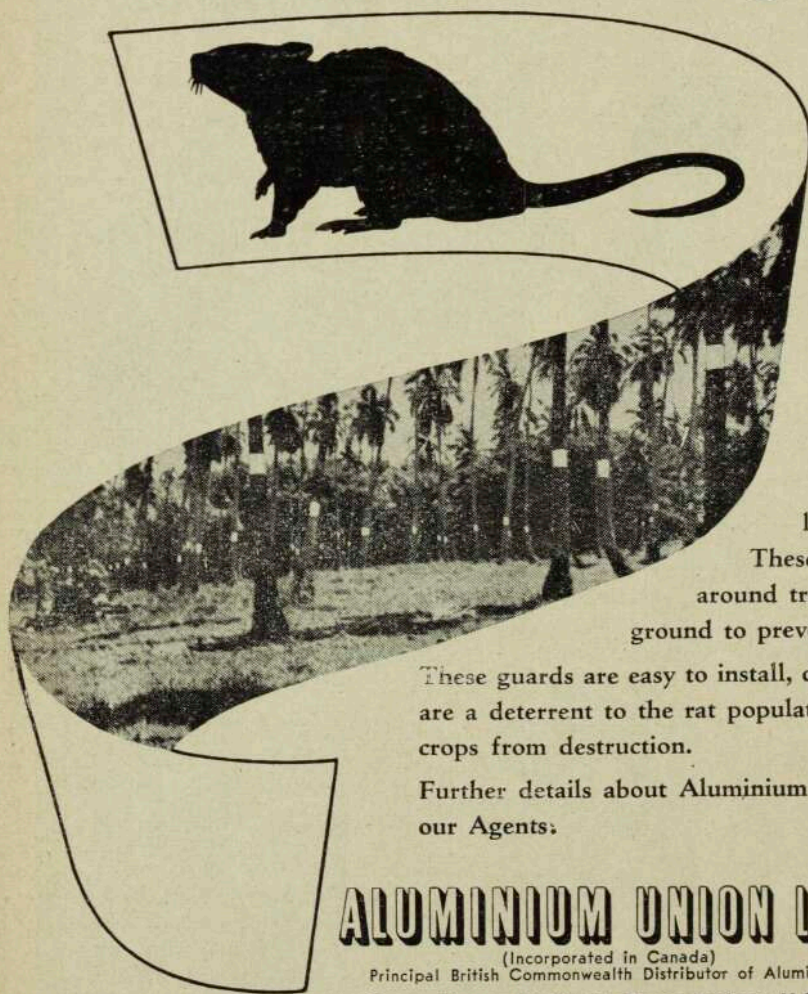
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NEW GUINEA'S STRUGGLES WITH ITS LANGUAGE DIFFICULTIES

Native Teachers' Training Course :: and More "Native Scholarships"

WHERE are indications that the basic problem of an improvement in native welfare in Papua and New Guinea—namely, the provision of a medium by which the Administration can communicate daily with the natives—is receiving increasing attention.

PIM has pointed out many times that it is absurd for high officials to talk about its various plans for advancing native welfare when officialdom's principal means—and some respects its only means—of communicating with the people is through Pidgin. Some use is made of Motuan, in Papua, and of common dialects—like that of Milne Bay—in New Guinea; but, for the most part, there is between the Administration and the natives a great blank wall represented by mutually unintelligible local languages.

Until very recent times, this barrier has not been properly recognised, or the nature of the problem appreciated. Otherwise, years ago, the Administration would have co-operated with the Mission organisations to establish some system of selecting and training young natives as village school teachers. It is not providing village schools unless there is a supply of teachers. At present, the Territories have not even got trained personnel to train natives to become school teachers.

HOWEVER, the first steps now are being taken. An official announcement, on March 26, said that "a special short-term teacher training course is to be conducted by the Education Department in 1955 to provide an additional 100 native teachers for Village Higher Schools." If trainees are offering, special classes in this course will be held next year at Samarang, Dregerhafen, Rabaul, Milne, Kerema, Wewak, Popena, Lorengau and Buin. The Department—very wisely—is asking the co-operation of the missions in seeking and enrolling suitable young natives for their three-year course.

It is pointed out that a number of student-teachers now are undergoing a 3-years' course at Sogeri, Samarang and Dregerhafen; but the number is not stated.

It is not a big scheme, and it will not produce results before 1957; but at least it is a beginning in a task that is sadly overdue.

This plan is to provide teachers for Village Higher Schools. Nothing is said about providing teachers for Village Primary Schools; and—on the angle that the Administration cannot start too soon to in-

culcate a knowledge of English—the primary schools are of vital importance.

A FEW months ago, P-NG Education Department selected 19 native "scholarship holders" and sent them to Australian secondary schools for a term of years, at the public expense. It now announces that next year it will select another

20, for similar "scholarships."

The practical value of this new system should be studied by experts before it is allowed to go any further.

The need for making all degrees of education available to natives can be admitted at once; but the wisdom of scattering those young natives (all of them under 16) among Australian secondary schools, with the idea of returning them to life in P-NG after three or four years' intensive training during their most formative years, can be very seriously questioned.

Men who know something about education, and who really know the Territories, condemn the new system in vigorous terms. Why, they ask, should not this education and training be applied in a suitable

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PUBLIC NOTICE

B. WENTWORTH JACKSON, A.S.T.C. F.I.O. (Syd.), Optometrist and Optician Port Moresby, Papua, will make a business visit to New Guinea in May-June and will be available as under:

Date Appointments Consultation			
WAU	May 20-24	Ireland & Hotel Doe	Wau.
LAE	May 24-27	Hotel Cecil	Hotel Cecil.
GOROKA	May 27-31	Hotel Goroka	Hotel Goroka
MADANG	May 31-June 3	Hotel Madang	Hotel Madang
KAVIENG	June 3-7	Hotel Kavieng	Hotel Kavieng
RABAU	June 7-17	Cosmopolitan Hotel	Hotel
SOHANO	June 21-23	C/- District Commr	Hotel
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IF you are planning to settle in New Zealand, and intend to buy property, consult Stacey & Wass, Ltd., Real Estate Agents, F.R.E.I.N.Z., 138 Queen Street, Auckland, New Zealand, who can offer you a wide selection.

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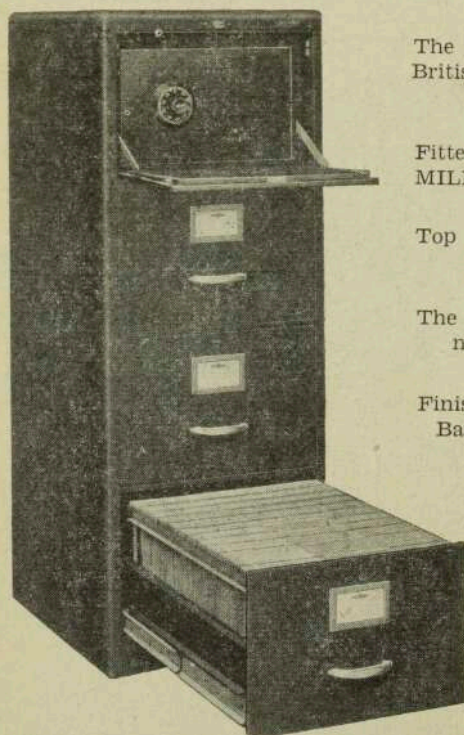
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ENJOY the large pleasant rooms, the convenience of having both breakfast and dinner, the cosmopolitan atmosphere and an opportunity to speak French as well as English.

WRITE or phone for reservations to Mrs. M. Lalgle, 6 South Ave., Double Bay, Sydney. Telephone: FB 3549.

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stitution within the Territories, where the correct relationship could be maintained between natives and Europeans? Why, indeed?

The new system carries the earmarks of certain missionary influence—an idealism that is completely honest, but so unrealistic that it must be always guarded against in this wicked world.

The P-NG Legislative Council should insist on the Administration being advised, in this matter, by some competent person outside the present ranks of P-NG officialdom.

MEANWHILE, Pidgin is in the limelight. Dr. Robert J. Hall, an American Linguistics Professor, is in New Guinea gathering material for a book on Pidgin, which he praises, and heartily commends. At the same time Mr. Bruce Roberts, of South Pacific Commission, is there discussing with officials a plan for providing literate natives with reading matter in simple English—and not in Pidgin, which he as heartily condemns.

No one has explained whether Professor Hall is to put Pidgin into English form, or into the bastard phonetic spelling which both officialdom and missionaries have adopted perhaps because they do not wish the Pidgin-speaking natives to become familiar with English spelling. Neither has anyone explained how Mr. Roberts is going to find enough natives proficient in English, before about 1964, to make his plan to provide printed literature) worth while.

As a Queensland commentator said: "These blokes in New Guinea are not only trying to put the cart before the horse—they are trying to put the horse in backwards!"

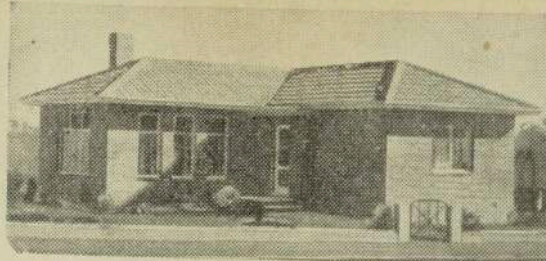
Pacific Is. Society Meets

THE Pacific Islands Society continues to hold its meetings and social evenings in Sydney each month.

At the March meeting, Mr. F. J. Salisbury, a member, showed the numerous coloured "stills" he took during a trip through the New Hebrides and Solomons. He also screened the American documentary "Enchanted Isles," dealing mainly with Tahiti and the Marquesas, which was loaned by the South Pacific Commission.

Major C. A. Swinbourne, was re-elected president of the Society at the annual meeting, in February. New vice-presidents are Mrs. H. E. Maude and Mr. N. H. Foxcroft. Other officers were re-elected.

Mr. E. E. Bush has resigned from the position of Principal of the Tabua Indian Secondary School, Fiji, and has returned to New Zealand. He has been replaced by Mr. Mananand Mishra, BA, recently Education Officer, Northern Fiji.



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ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency)

COPRA

The official price paid by the British Ministry of Food for copra produced in British Territories in South Pacific (Papua, New Guinea, Solomons, Gilbert and Ellice, Fiji, Tonga, Samoa, Cook Islands) for the year as from January 1, 1954, is approximately £70 Sterling per ton, f.o.b., chief Territories ports. Each Governmental authority, handling and shipping the copra, makes deductions from the £70 Stg., such charges being different in each Territory. The following

are the prices now being paid, per ton, to growers in different Territories:—

PAPUA AND NEW GUINEA			
	At Main Ports	Crushers, Ex-ship Sydney	
Hot Air ..	£A75 0 0	£A97 0 0	
FMS ..	£A74 5 0	£A97 0 0	
Smoke-dried ..	£A71 10 0	£A96 0 0	
FIJI			
Pltn. ..	£F70 15 6 (60 pts. & over)		
FMS ..	£F70 10 0 (45-57½ pts.)		

W. SAMOA.—No details—producers expect about £58NZ in 1954.

SOLOMON IS. AND G. AND E. COLONY.—No details—producers should receive about £66/8/0A delivered at main ports.

Currency Note: Compared with Sterling, Aust. £ is worth 15/-; Fiji £ is 17/6; NZ £ is 20/-.

COCOA.—Islands prices are usually based on rate for Accra cocoa (W. Africa), quotation (from Colyer Watson Ltd., Sydney) for which on April 1 was £Stg.467/10/- (£A584 approx.) c.i.f., ton, Cont. ports.

N.G.—£500-£510 approx. per ton, in store, Sydney.

Samoa.—Sydney agents in April quoted Samoa cocoa at £425 (£Stg.531/5/- approx.), f.o.b. per ton, first grade.

COFFEE.—P.-N.G. Overseas market increases have brought Territories coffee to 6/6-7/- per lb. All supplies assured of quick sale.

New Caledonia.—Crop mainly exported to France. Recent quotation was 398 Metrop. francs per kilo (£A513 approx. per long ton).

PEANUTS.—P.-N.G.: Heavy consignments had oversupplied market in early April. Price for f.a.q. in shell, 1/- to 1/3, 1/6 for specials; kernels, 1/6-1/9; 2/- for a few specials.

RUBBER.—Market strengthened slightly over last month. Papua-New Guinea.—Price based on Singapore figure which fluctuates from day to day. Quotation on April 1 was 29½d Aust. lb. Singapore rate March 12 No. 1 grade RSS (sellers) spot 57½c. lb. c.i.f. (approx. 26½d Aust. lb.).

VANILLA BEANS.—Sydney nominal quotations (by Victor Karp, Tulk & Co.): Tahiti.—Stocks still unavailable. New season expected to commence about July. Nominal price, 80/- c.i.f., Sydney.

RICE.—New season's (1954-1955) price

is expected early May. Prices ruling at present are: P.-N.G.—Dry brown £90 per ton, dressed £96 per ton. Other Pacific Islands, except NZ dependencies, £96.

PEARL SHELL.—Prices fixed between Torres Strait producers and Otto Gerda Co. (USA) for 1954: AA/A/B grade, 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.—£NZ292 (£A368 c.i.f., Auckland. Rarotonga.—£NZ223 (£A287/10/-) f.o.b., Auckland.

TROCHUS SHELL.—N.G.: £280 per ton ex-wharf less rejects. Market quiet Fiji, £F200 per ton f.o.b., Suva.

GREEN SNAIL SHELL.—Market steady in Sydney at present. N.G., £210 per ton less rejects. N.H., £205 per ton free ex-wharf. B.S.I., No. 1 grade £175 £190, Spotted £80 ex-wharf.

LONDON PRICES

LONDON, March 5.
Copro, c.i.f., Continental Ports, ton:—
New Hebrides .. 97,500 Metrop. francs (£A125/16/- approx.)
Tahiti .. 98,500 M. frs. (£A127 approx.)
FM Straits .. £Stg.80 (£100 approx.)
Philippines, bulk, March .. \$21 (£A91/10/- approx.)

Coconut Oil, c.i.f., Continental Ports ton:—
FM Straits, 3½% .. £Stg.136 (£A170)
Ceylon, Jan. .. £Stg.135 (£A168/15/-)
Cocoa, per 50 kilos, c.i.f., Nth. Continental Ports:—
Accra, March .. £Stg.22/10/ (£A565 approx. per long ton).

ISLANDS MINING SHARES

FIJI			
	Aug., 1939,	Mar. 1	April 1
Emperor ..	b9/11	b17/6	b20/3
Loloma ..	s25/6	b23/6	b26/-

PAPUA-NEW GUINEA			
Bulolo G.D. ..	b124/-	s75/-	s75/-
Mandated All. ..	b3/8	b10d	b6d
N.G.G. Ltd. ..	b1/10	b2/2½	b1/11½
Oil Search ..	s3/11	b25/3	b21/7½
Oriomo Oil ..	b5/-	b11/-	b10/11
Papuan Apin. ..	b4/11	b8/3	b7/3
Placer Dev. ..	b68/6	b260/-	b270/-
Sandy Creek ..	b1/5	b3d	b6d

EXCHANGE RATES

FIJI.—Through BANK OF NSW, ANZ BANK and BANK OF NZ. Australia on Fiji basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. Fiji-London, basis £100 London B. £110/12/6; S. £112. NZ-Fiji, basis £100 NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through BANK OF NZ Australia on Samoa, basis £100 Samoa B. £A123/12/6; S. £A124/10/9. Samoa-London, basis £100 London: B. £100/7/6; S. £101/10/-. Samoa-NZ basis £100 NZ: B. £100; S. £100/10/- Samoa-Fiji, basis £100 Samoa: B. £111 S. £110.

PAPUA-NG.—COMMONWEALTH BANK (Port Moresby, Lae, Rabaul, Kavieng, Madang), BANK OF NSW (branches: Pt Moresby, Lae, Bulolo, Rabaul, Madang, Samarai; agency: Wau) and ANZ BANK (Port Moresby) quote exchange rate Australia-Papua-NG: 10/- per £100.

BSI.—COMMONWEALTH BANK (branch at Honiara) quotes exchange rate Australia-BSI: 10/- per £100.

FR. PACIFIC COLONIES.—Pacific francs most valuable of the three franc groups in French Union, are used in New Caledonia, New Hebrides, and Fr. Oceania. FRENCH BANK (Comptoir National D'Escompte de Paris) in Sydney quotes (nominally): 145.78 Pac. fr. to £Aust.; 176.72 Pac. fr. to £Stg.; 64.70 Pac. fr. to US \$.

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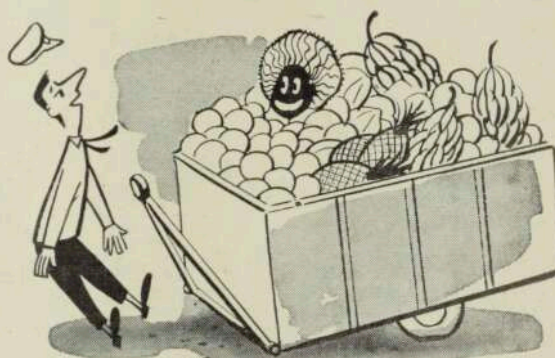
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