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NATIONAL LIBRARY OF AUSTRALIA

MAY, 1954 Vol. XXIV. No. 10.

PACIFIC ISLANDS Monthly



FIJI'S JUNGLE FIGHTERS: A group of men from Fiji's 1st Infantry Regiment, just returned from a patrol in the Yong Peng area of Johore, Malaya. Shown holding a tortoise, which was caught incidentally to pursuing Terrorists, is Warrant Officer Gukisuva, whose wife and four children have recently joined him in Malaya. (See photograph inside). Gukisuva's family is one of 18 which are to be accommodated in Malaya while the Fijians fight Terrorists.

—Photo by Fiji Public Relations Office.

Published 1930.

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

FLY QANTAS



ISLANDS AIR SERVICES

Travel in the Tropics is *timesaving* and a *pleasure* when you fly by QANTAS—Australia's Overseas Airline with 33 years of flying experience.

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

NORFOLK ISLAND SERVICE
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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 • Aroma • 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

Qantas Empire Airways Ltd. (Inc. in Q'land) In assoc. with B.O.A.C. and TEAL

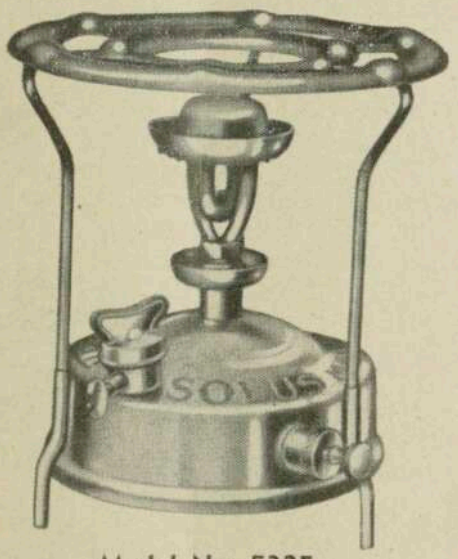
Australia's Overseas Airline P16

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Coleman

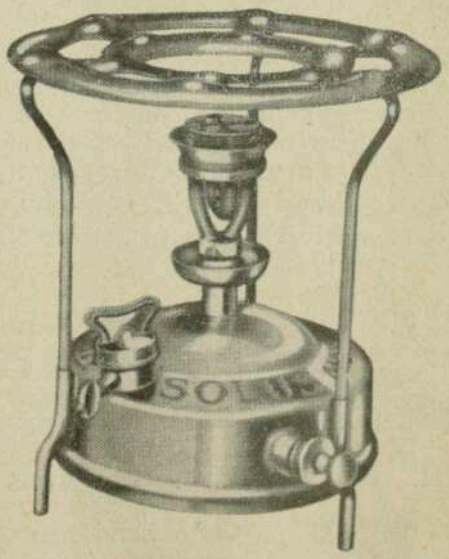
Solus STOVES

MADE IN ENGLAND



Model No. 532E
SILENT TYPE

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



Model No. 531E
ROARER TYPE

1. Full-Size Fount with Filler Plug of wing type.
2. Air release on side of Filler Plug.
3. Heavy Brass pressure-tested Tanks.
4. Fount and Burner firmly soldered together.
5. European-type pump.
6. Grate and Grate Supports detachable to reduce shipping space.
7. Spare parts interchangeable with similar European Stoves.

Representatives for the Pacific Islands:

54a PITT STREET SYDNEY — ROBERT GILLESPIE PTY LTD — PEARCE & CO. LTD. SUVA FOR FIJI ISLANDS

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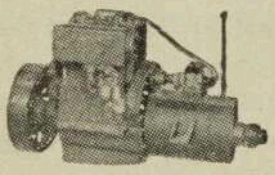
W. KOPSEN & CO. PTY. LTD.

WHOLESALE DISTRIBUTORS OF SHIPCHANDLERY

MARINE ENGINES **OUTBOARD MOTORS** **FISHING GEAR**

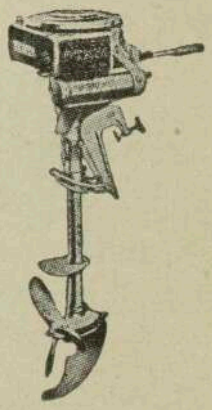
Shipchandlery.—Galv. chain, Anchors, Navigation Lamps, Compasses, Winches, Searchlights, Oakum, Marine Glue, Copper Nails, Galv. Nails, Copper Rod, Copper Sheathing, Anti-fouling, Hull Paint, Portlights, Steering Wheels, Aldis Lamps, Pumps, Oars, Blocks, Wire Rope.

SIMPLEX MARINE ENGINES



Simplex Heavy Duty Marine Engines are ideal for use in tropical waters. Rugged and dependable under all conditions. Built for 20 years' active life. Made in four models: 3 H.P., 5 H.P., 10/12 H.P., 15/20 H.P. All 4-cycle models are fitted with beautiful built-in reverse gear. Features are bronze marine carburettor, waterproof impulse starter magneto, heavy duty crankshaft and every modern feature.

PENTA OUTBOARD MOTORS



Penta Outboard Motors.—The finest outboards made in the world for heavy boats. All bronze underwater gear, large propellers and reduction gears make them most suitable for Island work. Four models: 2 H.P., 4 H.P., 8 H.P., 12 H.P. Penta motors are precision built and are guaranteed.

Penta Inboard Motors.—Also available for immediate delivery: Penta Inboard Motors 15 H.P. to 80 H.P.

KAYEN KEROSENE LAMPS



Kayen Lamps provide a full 300 candle power and are for use inside or outside. Now fitted with stainless steel jet and needle, preventing carbon and giving a clear white light at all times. Illustrated is the popular storm lantern fitted with a 12 in. reflector. Also available as a handsome table lamp or floodlight. Fitted with double tie mantles and brass body and tank.

Comprehensive Catalogue Available on Request

W. KOPSEN & CO. PTY. LTD. – 380 Kent Street, Sydney

Tel.: BX 6331 (11 lines). Cables: "Kopsen, Sydney."

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SHIPPING TIME-TABLES

There now are comparatively few shipping lines running on regular time-tables to the Pacific Islands. The following timetables are only approximately correct — they are subject to much alteration at short notice:—

Australia - New Zealand - Canada - USA

Sailings of Orient Line Passenger Ships, 1954-55.

		ORONSAY 1954	ORION 1954	ORONSAY 1954/5	ORCADES 1954/5	ORSOVA 1955	ORION 1955
SYDNEY	depart	21 May	17 Sep.	19 Nov.	17 Dec.	28 Jan.	25 Mar.
AUCKLAND	arr/dep	24 May	21 Sep.	22 Nov.	20 Dec.	31 Jan.	29 Mar.
SUVA	arr/dep	27 May	25 Sep.	25 Nov.	23 Dec.	3 Feb.	2 Apl.
HONOLULU	arr/dep	1 June	1 Oct.	30 Nov.	28 Dec.	8 Feb.	8 Apl.
VANCOUVER	arrive	7 June	7 Oct.	6 Dec.	3 Jan.	14 Feb.	14 Apl.
	depart	8 June	8 Oct.	7 Dec.	4 Jan.	15 Feb.	15 Apl.
SAN FRANCISCO	arr	10 June	11 Oct.	9 Dec.	6 Jan.	17 Feb.	18 Apl.
	depart	11 June	12 Oct.	10 Dec.	7 Jan.	18 Feb.	19 Apl.
HONOLULU	arr/dep	15 June	17 Oct.	14 Dec.	11 Jan.	22 Feb.	24 Apl.
SUVA	arr/dep	22 June	25 Oct.	21 Dec.	18 Jan.	1 Mar.	2 May
AUCKLAND	arr/dep	25 June	28 Oct.	24 Dec.	21 Jan.	4 Mar.	5 May
SYDNEY	arrive	28 June	1 Nov.	27 Dec.	24 Jan.	7 Mar.	9 May

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 June 21.

MV Malekula sails from Sydney for Samarai, Rabaul, Manus, Wewak, Madang, Lae, Samarai and return to Sydney. Next sailing end of June.

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

MV's Soochow and Shansi, 3,000 tons vessels, leave every six weeks approximately (making a three-weekly service): Sydney - Brisbane - Pt. Moresby - Madang - Rabaul-Pt. Moresby-Sydney. Next sailing Shansi, May 29. Last sailing Soochow, May 4. Sinkiang leaves from Melbourne approximately every 7 weeks, and sails via Sydney and Queensland ports to P.-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), Nukualofa and Vavau (Tonga), Niue Is., Pago Pago (American Samoa), Apia (Western Samoa). Tofua leaves Auckland for any or all of above ports at approx. five weeks intervals. Matua calls at Wellington and Lyttelton (NZ), Lautoka (Fiji) and supplements Tofua's schedule in Islands, calling at ports as directed by owners.

Tofua's next voyages are scheduled to leave Auckland June 8 and July 6.

Matua will leave Auckland on her next voyage May 29.

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.

Sydney-New Hebrides-BSI-Rabaul, Etc.

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

Next sailing from Sydney May 24.

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

Sydney-N. Caledonia-Tahiti

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

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

New Guinea Australia Line

Regular Three Weekly Service to PORT MORESBY, SAMARAI, LAE, MADANG, KAVIENG, AND RABAUL, 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:

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6 BRIDGE ST., SYDNEY

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Cable Address: "YUILL"

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REGULAR SAILINGS BETWEEN NEW ZEALAND AND ISLAND PORTS

M.V. "VASU"

FAST TRANS-TASMAN SERVICES—Refrigerated and general cargo

M.V. "VITI" S.S. "MADONNA"

Tonnage available for charter

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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.

Also represented throughout Australasia.

TASMAN STEAMSHIP STEVEDORING AND AGENCY COMPANY, LIMITED

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Telegraphic address: "TASVITI"

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BUYING DEPARTMENT

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 3505 (3 lines).

N. America-Fiji-Hebrides, etc.

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

Sailing from San Francisco May 27, Papeete, June 15, Apia, June 20, Suva, June 24, Noumea, June 28 (dates approx. only).

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

AIRWAYS TIME-TABLES

Due to recent reorganisations in some South Pacific airlines, many changes in schedules are pending. Prospective travellers should check with airlines.

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.

Note: The above Service will be run by Qantas with Super Constellations from May 15.

BY CANADIAN PACIFIC AIRLINES (CPAL)

(With Super DC-6B Aircraft)*

Every Tuesday—Sydney - Auckland - Nadi (Fiji) - Honolulu - Vancouver.
Every Friday return from Vancouver 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:	Arrive:
Sydney, 7.30 pm	Brisbane, 10.15 pm
Brisbane, 11.40 pm	Moresby, 6.30 am (Wed., Sun.)
Moresby, 7.30 am	Lae, 8.45 am

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

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Sundays and alt. Wednesdays (Sandringhams)

Depart:	Arrive:
Sydney, 7.30 pm	Brisbane, 10.50 pm
Brisbane, 12.20 am (Mon. and Alt. Thur.)	Cairns, 6.35 am
Cairns, 8.05 am	Moresby, 11.55 am (Night stop)
Moresby,* 8.30 am (Tue.)	Samarai, 10.30 am
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:	Arrive:
Lae, 10.25 am	Moresby, 11.40 am
Moresby, 12.40 pm	Brisbane, 7.15 pm
Brisbane, 8.45 pm	Sydney, 11.30 pm

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

Thursdays (Sandringham)

Depart:	Arrive:
Rabaul, 5.30 am	Samarai, 8.45 am
Samarai, 9.15 am	Moresby, 11.15 am
Moresby, 12.15 pm	Cairns, 3.40 pm (Night stop)
Cairns, 8.30 am (Fri.)	Brisbane, 2.15 pm
Brisbane, 3.45 pm	Sydney, 7.05 pm

Alt. Saturdays (Sandringham)

Depart:	Arrive:
Moresby, 6 am	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, to pick up Saturday Sandringham, arrives in Moresby on Friday at 8.20 am.

3. N. Guinea Internal Services

Operated by Qantas

LAE—HOLLANDIA (Dutch New Guinea) (DC3)

Every 4th Monday (May 17, June 21, etc.). Departs Lae 8 am, calls at Madang and Wewak, and arrives at Hollandia 1.05 pm. Every 4th Tuesday (May 18, June 22, etc.), departs Hollandia at 9 am, and, with calls at Wewak and Madang, arrives Lae at 3.5 pm.

LAE-MANUS (DC3)

Every Wednesday.
Dep. Lae, 10.45 am; Finschhafen, Rabaul, Kavieng, arr. Manus 5.45 pm.
Returns Saturdays (dep. 8 am), via Kavieng and Rabaul; optional call at Finschhafen; arr. Lae, 2.45 pm.

MORESBY-DARU (Sandringham)

Via Yule Is., Kerema, Wana (optional), Kikori, L. Kutubu.—Every alternate Friday, returning same day (May 28, June 11, 25, etc.).

RABAUL-MOEWE HARBOUR (Sandringham)

Alt. Wed.—Rabaul-Jacquinot Bay-Moewe Harbour-Talasea-Rabaul May 26, June 9, 23, etc.

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

NEW BRITAIN-BOUGAINVILLE (Sandringham)

Alt. Wed.—Rabaul - Buka - Kieta - Buin —May 19, June 2, 16, etc.
Alt. Wed. (same day) Buin-Kieta-Buka-Rabaul.

TAHITI

To Shipmasters and Visitors

When calling at Tahiti, and seeking SHIPS' SUPPLIES and FRESH PROVISIONS, see—

OSCAR G. NORDMAN

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

We supply General Service —— Act as Shipping Agents

Address all inquiries to the Tourist Bureau

OSCAR G. NORDMAN, Ship Chandler
PAPEETE, TAHITI.

Wire before your arrival to "OCEANIC, PAPEETE"—Our registered cable address.

LONDON - SUVA

FIJI DIRECT SERVICE

VIA
PANAMA

For Sailings and Further Particulars Apply To:—

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

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

PACIFIC ISLANDS TRANSPORT LINE

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

– M.V. "THORSISLE" –

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

and

TAHITI — SAMOA — FIJI — NEW CALEDONIA — NEW HEBRIDES

GENERAL STEAMSHIP CORPORATION, LTD.
General Agents
432 California Street, San Francisco 4, Calif., U.S.A.

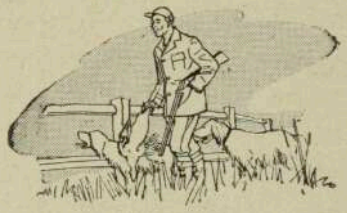
PAPEETE—Etablissements Donald Tahiti **APIA—Morris Hedstrom Ltd.**
SUVA—Morris Hedstrom Ltd. **NOUMEA—Etablissements Balande**
PORT VILA—Comptoirs Francais des Nouvelles Hebrides

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There's so much to do in NEW ZEALAND

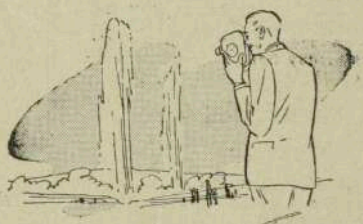
Imagine a holiday in this land of breathtaking beauty! At any time of the year there's so much to do . . . watching geysers play in wondrous thermal regions . . . fishing in placid lake or swift-running stream or spectacular big-game waters . . . climbing in the towering Southern Alps . . . deer shooting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





flying 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

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LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL 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 Nadzab, Kainantu, 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-FINSCHHAFEN (Drover)

Every 4th Tuesday, leaving Lae 1 pm, returning same day (May 18, June 15, 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. (May 24, 31, June 7, 21, 28, etc.), Lae (dep. 6 am) — Finschhafen — Rabaul — Buka — Vellalavella — Yandina — Honiara, BSI (arriving 4.30 pm).
Tue. (May 25, June 1, 8, 22, 29, 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 30 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 (May 20, June 3, 17, etc.), returning same day.

9. Sydney-New Hebrides

By Qantas, with Sandringham (Weekly Flying Boat Service)

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

10. Sydney-Noumea-Suva

By Qantas with Sandringham Flying Boats—Weekly.

Depart:	Arrive:
Sydney, Thur. 7.30 pm	Brisbane, 10.50 pm
Brisbane, 12.20 am (Fri.)	Noumea, 7.00 am
Noumea, 8.30 am	Suva, 3.00 pm
Suva, Sat. 6.30 am	Noumea, 11.00 am
Noumea, 1.00 pm	Sydney, 8.40 pm

11. Auckland-Norfolk Is.

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

12. Sydney-Auckland

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By Solent—Dep. Sydney 8.30 am Thursday, arr. Auckland 5.15 pm.
By Solent—Dep. Sydney midnight Sunday, arr. Auckland 8.45 am Monday.
By D.C.6—Dep. Sydney Tue. and Fri., 9 am, arr. Auckland 4.15 pm.
By Solent—Dep. Auckland, 8.30 am Wed., Fri., arr. Sydney 1.45 pm.
By D.C.6—Dep. Auckland midday, Monday and Thur., arr. Sydney, 3.45 pm.

13. Sydney-Wellington

Tasman E. Airways, with Solents

Dep. Sydney 10.30 pm Mon., Thur. Arr. 7.45 am following day.
Dep. Sydney midnight Tue., arr. Auckland 9.45 am Wed.
Dep. Wellington 10.30 am Tue., Fri., arriving 4 pm.
Dep. Wellington midday Wed., arr. Sydney 5.30 pm.

14. Melbourne-Christchurch

Tasman E. Airways, with DC4 Skymaster
Thurs.—Dep. Melb., 10.25 pm; arr. Ch'ch., 8.15 am next day.
Fri.—Dep. Ch'ch., 11 am; arr. Melb., 5.35 pm.

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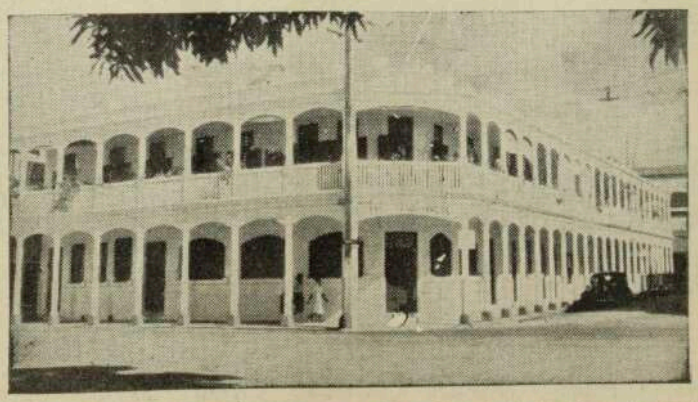
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15. New Zealand-Fiji

SEE ALSO TABLE 18.

Tasman Empire Airways, Ltd., with Solents.

Dep. Auckland—May 18, 22, 25, June 1, 5, 8, 15, 19, 22, 29.

Return to Auckland on May 20, 24, 31, June 3, 7, 14, 16, 21 29.

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 May 22, 25, June 8, 19, 29.

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

17. New Zealand-Chatham Is.

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 Flying-Boats once every two weeks. Dep. Auckland, Tuesday, 9.30 am. Arr. Suva 4.30 pm. Dep. Suva (Wednesday) 9.00 am, cross International Date Line: Arr. Apia 1.55 pm Tuesday. Dep. Apia 2.00 am Wednesday. Arr. Aitutaki 7.30 am. Dep. Aitutaki 8.30 am. Arr. Papeete 1 pm. Return by same route every alt. Friday, leaving Papeete 7.30 am.

The next flights leave Auckland May 25, June 8, 29.

A special weekly service will operate from June 22 to July 20.

19. Fiji-Tonga

Tasman E. Airways with Solents.

Dep. Suva May 18, June 1.

Depart	Arrive
Auckland, 9.30 am (Tuesday)	Suva, 4.45 pm (Tuesday)
Suva, 7.00 am (Wednesday)	Nukualofa, 10.20 am (Wednesday)
Nukualofa, 2.00 pm (Wednesday)	Suva, 4.10 pm (Wednesday)
Suva, 9.00 am (Thursday)	Auckland, 4.15 pm (Thursday)

20. Micronesia

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21. Fiji Internal Airways

By Fiji Airways, with twin-engine de Haviland Rapides

Suva to Nadi & Lautoka and return: Daily.

Suva-Labasa: Daily, except Sundays.

Labasa-Suva: Daily, except Sundays.

Nadi & Lautoka to Labasa: Wednesday (direct).

Suva-Savusavu: Mon., Tue., Thur., Sat.

Suva-Taveuni: Tues. and Sat., via Labasa; Fri. (direct).

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NEW POLICY FOR FIJIAN LAND USE

SUVA May 4.

"RESERVE lands, as promised to you in 1938, by Sir Arthur Richards, will never be cancelled except with the premission of the native owners concerned."

This declaration by the Governor of Fiji (Sir Ronald Garvey) to the Council of Chiefs today (May 4) is likely to go down in history beside the famous statement of his predecessor (Sir Brain Freeston(that "there can be no going back on history", and that "Fijian lands belong to the Fijians and will not be taken from them".

When Sir Ronald made this reaffirmation of the British pledge, bang went a fine crop of uneasy rumours that some sort of official hanky-panky over Fijian land reserves was contemplated.

In what was the finest address given to the Council of Chiefs by any Governor in the war and post-war eras, Sir Ronald laid before the Chiefs a four-point programme for the development of Fijian lands. He suggested that—

- The cultivation of economic crops should be organised as a communal service and on family lands; the crops that can be produced will clearly depend on the nature of the land and the availability of a market; on these points the Fijian people will be advised by government officers. (The Governor said the Fijian have had very little help from the Government, sofar, in the matter of economic land-development).
- Building and repairing of houses should be done outside the development programme. Wherever possible, and as soon as possible, permanent-type houses should be built and standard plans will be made available. Local materials can still be used where imported materials are too costly.
- To pay for the new houses a levy should be imposed, (as has been done with Fijian-produced copra since 1951) on the proceeds of sales of certain stated economic crops. "You have already accepted the principle of such a levy with a good grace, and are beginning to realise the benefits which flow from it", Sir Ronald told the Chiefs. "I see no alternative to this method of compulsory saving if you are to benefit in your way of living from the earnings you can derive by developing your lands".
- There must be informed guidance to encourage the people in this development. The Governor said: "I propose to appoint Development Officers to see that programmes of work are drawn up in consultation with those concerned and that the programmes are in fact carried out".

New Plans for New Town of Rabaul

From Our Own Correspondent

RABAUL, April 20.

The following is a summary of discussions at a special meeting of the Rabaul Town Advisory Council, held at the request of the District Commissioner, to advise him about the development of the new town.

WHARVES: The new wharf is held up because of the non-availability of steel piles. There was prolonged discussion of present wharf shortage, ships standing out in the stream, and for future guidance, anticipated wharf requirements, and the availability of further sites.

RECREATION RESERVE: Discussion showed the eventual necessity of removing buildings now used by the Administration (for housing staff) and the Chinese school to site of the present native hospital.

ASIATIC HOSPITAL: As the present site is urgently required for other purposes, the Asiatic Hospital may be moved to Namanula as a wing to the present European Hospital, within two years.

NATIVE HOSPITAL: Discussion on the possibility of moving to Nonga, near the Medical School.

COMPOUND AREA: Recommendation made to acquire land so the Native Compound area can be located on Administration land south of Sulphur Creek Road, and Police Barracks also moved thereto.

PUBLIC BATHS: Capacity of the present pool is quite inadequate. Prewar, baths were at Ravuvu. Several sites suggested. Also, the inclusion of Pool in Queen Elizabeth Park to be considered.

PRODUCTION CONTROL BOARD was discussed with a view to curtailing the amount of land used. Vast storage sheds are at present scattered over a wide area.

ADMINISTRATION CENTRE: Preliminary plans have been sketched for three main buildings which would house Post Office, Overseas Telecommunications, and Radio-Telephone.

RETURNED SOLDIERS' CLUB has not enough land at present, and would prefer to move to foreshore, preferably near New Britain Club, if land is available.

AIR STRIP: As apparently the present intention is eventually to make a permanent aerodrome at Vunakanau (on the site of the old war-time strip) discussion took place on all-weather visibility at Vunakunau. Would it be advisable to retain Lakunai strip as an emergency?

BOTANICAL GARDENS: As funds may not permit rehabilitation of pre-war Botanical Gardens, consideration should be given to using it for building sites.

TOWN WATER SUPPLY: Three main plans were discussed: (1) Converting salt water into fresh; (2) Converting hot water from Matipiu area, including treatment for removal of chemicals; (3) Dig wells outside town near Burma Road; (4) Possibility of bringing water from either Warangoi or Keravat Rivers. A World Health Organisation engineer at present in Rabaul stated it would be possible to treat the hot water from Matipiu area; but the cost would be prohibitive. He favoured the wells near the Burma Road.

LIGHT AND POWER: Pending completion of the new power house, it would appear there is no way of overcoming present power shortage, by temporary measures, for at least a year.

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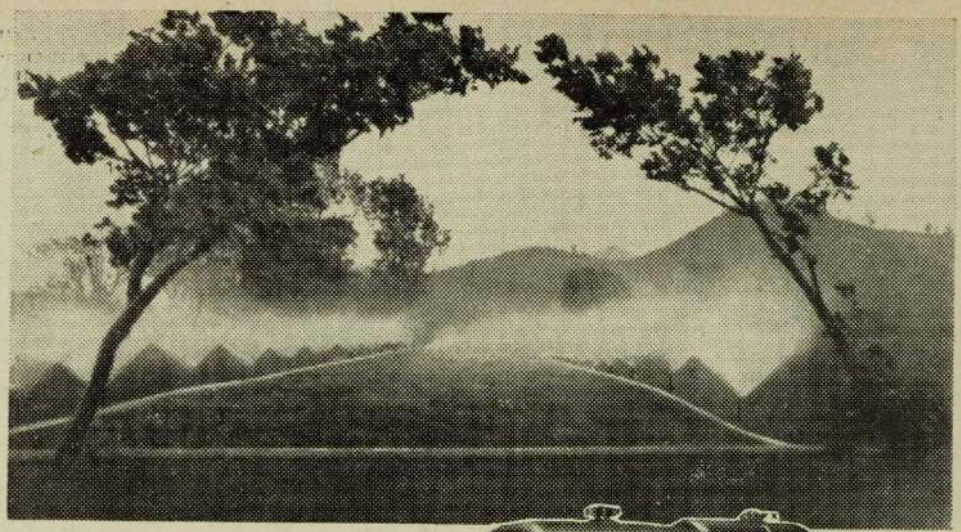
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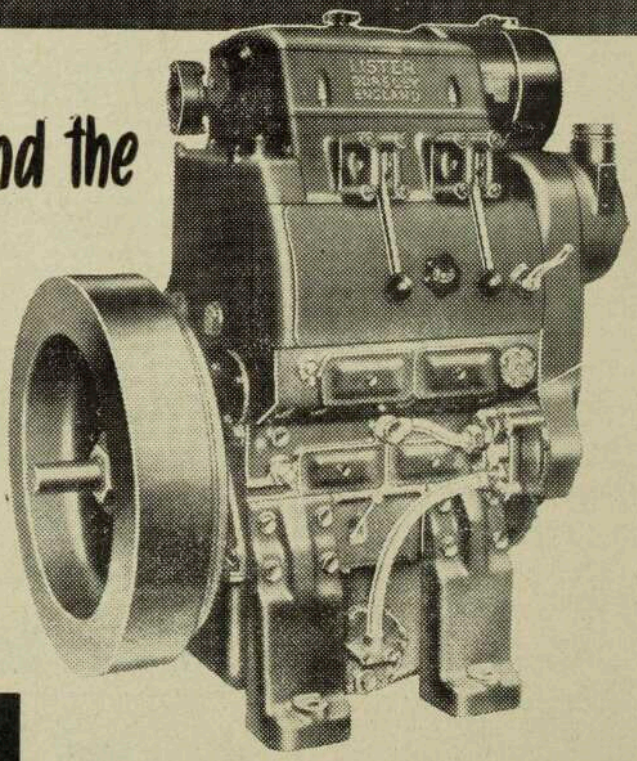
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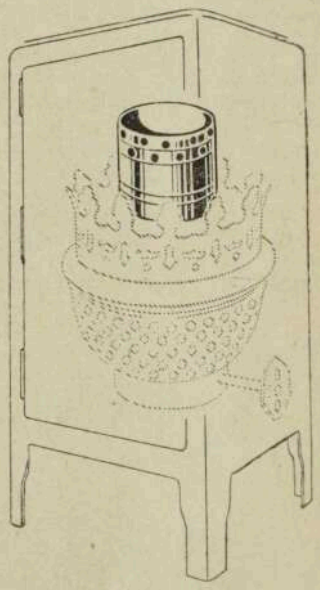
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'Colonialism': The Evils of Remote Control of Islands Countries

EVERY now and again one hears references, by the postwar brand of idealistic commentators, to "Colonialism". By "Colonialism" is meant the selfish exploitation by Western nations of the countries they hold in Asia, Africa or the Pacific Islands, without regard for the wishes or welfare of the native inhabitants.

Under this heading a great deal of nonsense has been talked about the colonisation of great areas of the earth's surface which, before the advent of the European pioneers, were nothing more than a hunting ground for "uncivilised" jungle-dwellers (Africa, North America, Australia, New Zealand, for example) or which were held in slavery under despotic rulers (like Indonesia, the Philippines, and large sections of Asia). Had it not been for that kind of colonisation there would be today no United States, or Canada, or Australia, or New Zealand or South Africa; and there would have been no ready-made structure of Western civilisation upon which countries like India, Indonesia, Pakistan, Indo-China, Ceylon may—if they are able—climb to modern nationhood.

The good achieved in the past two centuries by the so-called "colonialism," so glibly condemned by our Reds and their fellow-travellers, far outweighs the proven evils of the system.

However, whether good or bad, the era of European colonisation is passing—is almost past. It may await the verdict of history.

BUT there remains as a legacy of that era an evil that really may be called "colonialism"—although not in the sense meant by the Reds and the Planners. It is an evil that is manifest particularly in the Pacific Islands. It may be described as suspended or paralysed administration, and one may see the evidence of it, especially, in Pacific archipelagoes governed by Britain and France and, in a lesser degree, in those Islands for which Australia and New Zealand are responsible.

In nearly all these Pacific Territories—and, large and small, there are fourteen of them—the most baffling and maddening things met with by the man or corporation who wants to get on with the work of developing the land's natural resources is the inability of the Government authority to give a firm decision. The man may want land, labour, some sort of public service, or a permit to do this or that—and, almost invariably, he has to wait months or years before a very remote and uninterested Minister somewhere gives a final reply.

Australia's Papua-New Guinea is an outstanding example of that. The effect is seen in the almost total absence, in Papua-New Guinea, of any big developmental projects by private enterprise alone. The establishment of the copra-crushing mill in Rabaul by Carpenter interests and the launching of passionfruit pulping by Mr. Greathead at Goroka are exceptions—the Bulolo plywood industry, being half Government-owned, does not count in this argument.

The Bulolo plywood industry, being partly the child of Canberra, was quickly established. But many other important projects, including timber development, Kenaf growing, cattle raising on a big scale, the extension of copra and rubber plantations, and other things based on the resources of this rich Territory, are all held up because of the inability of the Canberra bureaucrats and politicians to give a definite answer or a clear direction. There is the real evil of "colonialism" — the apparent impossibility of getting a prompt and clear answer from the responsible Government—which Government is almost always remote and politics-ridden.

FIJI has suffered in the same way. Today, under a Governor who displays both vision and driving force, Fiji is enjoying an unusual upsurge of developmental activity. But that probably will not last beyond the term of this particular Governor. (Since Murchison Fletcher, the average term of a Fiji Governor is 3 years.) Then the fate of Fiji again will be subject to London's *laissez faire*.

Remember the resolution of the Fiji Legislative Council, passed in 1952, asking the British Colonial

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Office to order, as a matter of urgency, an enquiry into the population problem of Fiji. It is still in the pigeon-hole of a yawning bureaucrat somewhere in the Whitehall area.

In the smaller Territories, like Solomon Islands, Gilbert & Ellice Colony, Cook Islands, the story is the same. The Solomon Islands appear to have almost everything that the Trust Territory of New Guinea has got—namely, a wide variety of unused land and a capacity to grow almost every kind of tropical product—there are even notable indications of gold deposits. Yet this very large archipelago—as has been pointed out here frequently—is without any kind of real development, and any perceptible means of development. This is the direct result of remote control by a Power which, for reasons not discernible, jealously holds the territory against any other Power which might possibly make better use of it.

Somewhat similar comment may be directed to the New Hebrides. There has been a certain amount of development of the group's rich agricultural resources by the French—but nothing in comparison with what might be done. The British record of development and settlement within the Condominium is pitiful and tragic.

Nothing much perhaps could be planned in the way of further development in the atolls of the Gilbert & Ellice Colony; but a great deal more could be done, for the benefit of humanity, in the New Hebrides and Solomons archipelagoes.

New Caledonia is another great Island which is capable of greater development in relation to both its agricultural and its mineral resources. But the record is the same—an apparent reluctance to encourage private enterprise, an absurd preoccupation with social problems, and an indication of a jealous determination to hold the rich lands against all comers.

"Colonialism" itself is not an evil in the way our postwar planners suggest; but the legacy of "Colonialism," described above, is not only a deplorable thing in itself, but also is a menace to the well-settled countries of Australia, New Zealand, Fiji, Tahiti, Samoa, etc. The emptiness of many of the Islands Territories, and the failure of those who hold them to develop their natural worth, are clearly an irritation to the overcrowded nations of Asia, and an invitation to them to come in.

¶ Mr. G W. Johns, who for five years has been manager of the Grand Pacific Hotel, Suva, has resigned to take up a position in New Zealand. Mr. and Mrs. Johns were held in high regard in Fiji.

R. S. LEYDIN FOR NAURU JOB

Man Who Helped Mrs. Petrov

PACIFIC Islands administration is to have a direct link with the world-shaking Petrov affair.

The Secretary of the Northern Territory Administration, Mr. Reginald Sylvester Leydin, OBE, has been appointed Administrator of Nauru, as from July 1 next.

He is 49, and his lengthy experience in Territorial administration has been all gained in Northern Territory. He went there in 1926 as a junior clerk, and for many years his official job was Town Clerk of Darwin. From 1942 to 1946 he served with the RAAF in Australia, Pacific Islands and Singapore, and reached the rank of Squadron Leader. He became Administration Secretary when Mr. Lambert became Secretary of the Territories Department. Thereafter, Mr. Leydin acted on occasions as Administrator. His outstanding qualities earned him the OBE in 1953. His selection for the Nauru post was made some time ago, but it had to be confirmed by United Kingdom and New Zealand, which are jointly responsible with Australia for Nauru.

IT was during this period of waiting that Mr. Leydin came into prominence in connection with the Petrov affair, which has visibly shaken the world's international relationships.

RUSSIA sent two couriers to Australia to take Mrs. Petrov back to Moscow, and away from her husband, who had sought political asylum in Australia. Photographs of these thug-like couriers literally dragging Mrs. Petrov across the airfield at Mascot, Sydney, to a waiting plane, greatly shocked the Western world; and the Australian Prime Minister issued instructions that, if possible, Mrs. Petrov be given an opportunity, before leaving Darwin airport, of saying whether she sought political asylum in Australia.



Mr. Leydin.

In Darwin, Mr. Leydin, as Acting Administrator, took charge of an extremely delicate situation and, while the plane was waiting, handled it in such a way that Mrs. Petrov was given a chance to declare her wishes. Whereupon, to the joy of the free world, and the manifest discomfiture of the Muscovite Reds, she elected to remain in Australia with her husband. In the course of the Darwin incident the Darwin police, under Mr. Leydin's directions, relieved the courier-thugs of their loaded revolvers.

Mrs. Petrov later joined her husband, at some unknown address in Australia, where she now is assisting him in giving to Australia disclosures of the Communist world's spy organisation that are likely to become more and more sensational. As one consequence of this, Russia has broken off diplomatic relations with Australia.

Mr. Leydin, in consequence has received a great deal of favourable publicity. The Australian Prime Minister, however, says this had nothing to do with his selection for Nauru—the latter had been made several weeks earlier.

Some two years ago, when the Labour Government appointee (Mr. T. Richards) retired from Nauru, Mr. J. K. Lawrence, of the Commonwealth Audit Office—who happened to be in Nauru at the time—was appointed temporarily; and then his appointment was extended to June 30, 1954. The Minister has paid tribute to Mr. Lawrence's work; but neither the Minister nor anyone else has explained why an Audit officer was selected for this work, in this way.

TRAINED OFFICIAL GETS JOB AT LAST

Territories Administration officials generally were glad to note that Canberra at last had broken the vicious system of selecting "outsiders," instead of trained Administration men, for these minor Administratorships. Except for the selection of Captain C. R. Pinney (for the Norfolk Island post, some 20 years ago) Canberra almost always has handed the jobs (high in status and emoluments, and easy in responsibility) to some retired military officer or political favourite, and ignored the obvious claims of the senior Administration officials.

Former residents of Fiji now resident in Sydney are to entertain the managers of the Fiji football team at a business-men's luncheon this month.

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Fijians in Sydney, Again!

But "Where Is Their Hair?" Wails Crowd

THE giant Fiji Rugby Union players had a film-star's welcome when they arrived in Sydney to commence their Australian tour on May 5. About 500 people were at Mascot to see them, and another large crowd gathered outside their hotel in Park Street.

There were gasps of: "They are bigger than ever!" when the men left the plane to cross the tarmac to go through Customs. But there was keen disappointment that all the men now have short hair. The "big hair" of several members of the 1952 team that toured the Eastern States, was regarded with awe and admiration by Australian fans.

However, popular Joe Levula was with the side, and received a continuous stream of greetings and applause from the crowd.

Fifteen of the present players were with the 1952 tour. This time they will stay longer and play in four States — 17 matches in all—in NSW, Queensland, Victoria and South Australia.

Team manager is Mr. W. E. Goodsir and Government representative and coach is Ratu George Cakobau. All were sorry to hear that Sydney had had a very dry Autumn and that the local playing fields were very hard. They explained that Fiji had had some very wet weather of late and that the players had got used to playing in muddy conditions.

The Fijians' first match is against South Sydney at North Sydney Oval on May 8. Their team probably will be:

Backs: — Tanjela, Ranavue, Joe Levula, George Cavalevu Tudrau Buimaiwai, Orisi Dawai, Petero Quaqua, Suliaso Vatabua.

Forwards. — Gabriele Naborisi, Semesi Baleca, Aseri Sewale, Malkai Lalaibure, Semesa Serevatu, Apakuki Tuitavua (Capt.), Joeli Susu, Semi Ralagi.

In their first two days in Sydney they were tendered a civic reception by the Mayor of North Sydney, an official welcome by the Australian and NSW Rugby Unions at the Trocadero, and a civic reception by the Lord Mayor of Sydney.

Mr. W. H. Gwyn, of the London shipping firm of Bethell Gwyn and Co., is visiting Suva. Bethell Gwyn & Co. have been associated with shipping to Fiji for 74 years. The first of their vessels to visit the Colony was the wooden barque *Robert Hine*, of 327 tons net. She sailed from London on October 1, 1881, and arrived at Levuka on March 22, 1882. Bethell Gwyn and Co. are now responsible for the London-Suva Direct Line Service by which most of the Colony's goods from the United Kingdom are carried.

BLACK WEEKEND FOR 7 SMALL SHIPS

RABAUL, May 3.

THIS has been a black week-end for the small ships of this part of the Territory.

The *Matoko* is held up with engine trouble near Kavieng.

The *Kokoda* and the *Nusa* have been in a collision off Cape St. George.

The *Ralun* is sunk at Manatai.

The *Maiuma* is reported to be aground off San Remo.

The *Two Brothers* has been holed below the waterline, in Rabaul Harbour.

The *Channel Star* aground at Drina and reported here to be breaking up.



Some of the Fijians soon after they had landed at Mascot, Sydney.

—Block by courtesy of "Sydney Morning Herald."

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THE EDITORS' MAILBAG

Sun-Fish Stories

Since the PIM in February published a photograph of the strange fish—afterwards identified as a Sunfish—caught in the New Hebrides, we have received letters from interested readers in several Islands, reporting that specimens of this queer creature had been taken by them at different times.

Mrs. V. Carter, who was with her husband (a senior construction foreman) in the Gilbert Islands in 1949-52 writes from New Zealand to say that they saw this type of fish at Bonriki, Tarawa. "They are most peculiar—they have no tail, but a kind of rudder which appears to move like a ship's rudder. They have no scales but a hard thin skin, rather like celluloid, which turns to jelly when cooked."

Mrs. Carter says that a large shoal of Sunfish became stranded on the lagoon beach at Bonriki and the natives cooked them. They tasted not like fish, but like chicken—the flavour and texture of the fish resembled boiled fowl. The natives were delighted at this unexpected addition to their larder.

The Acting Director of Agriculture in Fiji kindly sent a photograph of a Sunfish washed up on the beach near Suva, and says that there is a well-preserved specimen in the Veterinary laboratory.

Angles on the Franc

Interesting note from a highly placed person who knows the conditions in the Western Pacific:

"From my observations I do not think that the residents of New Caledonia would be at all happy about any plan which meant that the British would leave the New Hebrides. Any resident of New Caledonia who can manage it has a Bank account in the New Hebrides—and there he readily can change his Pacific francs into Australian £'s."

Anyone who knows about the sensitivity of French Top Brass on the subject of exchange will concede that our correspondent probably is right.

An interesting thing in the South Pacific to-day is a study of the various ways in which French traders get around the onerous and harassing conditions which French officialdom imposes upon exchange. The canker of advanced Socialism has bitten deep into the vitals of France, with a consequent depressing effect upon French currency; the world is increasingly suspicious of the franc; and even the most scrupulous of French traders, if they are going to survive, are obliged to take steps to avoid France's oppressive currency regulations.

First Ellice Dentist

Writing from New Zealand, Mrs. Victoria Carter challenges a statement in the March PIM that an Ellice Islander had become the first native professional dentist in that Colony.

"While I was at Tarawa," she says, "an Ellice Islander named Meiauke practised dentistry on both natives and Europeans—in fact, he did an excellent job on my own teeth. I do not know his status, whether ADC or AMP, but I do think he should have the credit of being the first native dentist in those parts."

Wealth for Samoa

A South Pacific writer challenges the statement of our Samoa correspondent, published in March, that cocoa was sold there at £450 per ton. He says that in the period under notice the highest sale made was at £420 per ton for first-grade, less broker's commission.

"Actually," he writes, "very little cocoa has been sold at £400 and over because of advance sales made at lower figures, and also because the top prices were quoted in the world market during the period when there was no crop in Samoa."

We should strive for accuracy, of course. But what does it matter: cocoa at anything over £300 Stg. per ton is wealth for the Samoans.

Sour Note from an Anglophile

Why do Americans have to be so different, wails a reader—and puts a lot of it down to sheer cussedness. He says:

"There is probably no reason why they shouldn't wear their Army chevrons upside-down, if they must; and there may be sense in the fact that there are 100 cents to a dollar; or in driving a car on the right-hand side of the road.

"But why in the name of heaven must they write the days and the months of a date exactly opposite to us? 3.10.54 to us means the third day of the tenth month of the year 1954. To a Yank it means the 10th day of the third month of 1954. There seems no commonsense basis for this practice. It must therefore be done simply to be different."

Well, you Americans, why *is* this done? It *is* confusing to the British.

The Language of Officialdom

To run a full-scale war against officialese would be a full-time job; it is best to wait patiently in the hope that the users thereof will finally become strangled in their own terminology.

But an irate reader from Port Moresby hasn't got time to wait and writes: "Several inches of each *Government Gazette* are taken up with what is called 'Non-Disallowance of Ordinances' wherein it is explained that the Governor-General has not disallowed the undermentioned ordinances. I suppose that 'Non-disallowance' means 'allowance'—but why in heaven's name can't they say so?"

We couldn't agree more.

It is interesting to note also, that in the same *Gazettes* there usually appears a list of ordinances under a heading, "Assent to Ordinances." The Governor-General is concerned in both, but what exactly is the practical effect of the difference between the two means of approval we have not yet worked out.

Long-view on Copra

Even though the present position of the copra producer is rosy indeed, few would care to speculate too deeply on the future. The British MOF Agreement ends in a few years and then it may be a different tale. The wise planter is he who heeds the impact that synthetic "detergents" are having on the soap market and prepares himself to produce the kind of copra that will be in demand for high-grade toilet soaps and for food.

Meanwhile a Bougainville planter writing recently admits that Bougainville copra has recently been bad and goes on to say:

Both Hot Air and Smoke grades of copra have had to be re-conditioned on arrival at Rabaul thus causing a deal of inconvenience to shippers and expense to planters involved. A number of local plantations have expensive imported driers which should, in an ordinary way, solve the problem of producing good copra, but without the co-operation of the drier attendant, the best drier cannot produce good quality copra.

The lack of responsibility on the part of the carefree and careless native attendant is hard to overcome. He knows that there is no penal clause in his agreement, and can burn the whole show down and, under the Ordinance be only fined a few shillings. Three years ago the planters tried to get better copra and policed the driers by day and night, but the result was about a dozen driers burned out in a short time as a hint to the owners to relax and take things easy!

If agricultural officers had fewer UNO forms to fill in, and more time for field work and instructing copra drier attendants in their duty, much better results would be obtained—also better copra.

Local natives have made so much money from copra over the past few years that it is becoming a frightful bore to have to make the continuous effort. They are leaving their fallen nuts overlong and then, making a great effort, they cut the germinated nuts and fresh nuts together

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and hurriedly dry this mixture on very poor leaky driers. They cheerfully hawk the result to the nearest plantation or trader for sale. If refused in one spot they proceed to another and are surprised and offended if their copra is rejected.

The fact that it is poor quality and unfit is explained away by the fact that time had been a factor owing to the village having to work for the Government, or build a church for the Father, or that it was Xmas, or there was a Sing-Sing which all had to attend.

It could be that he is right. But it is unlikely that natives are responsible for *all* the bad copra shipped from NG. There still are some European producers who are more interested in cashing in on present high prices than building up a reputation for first-class copra. And what about those copra-inspectors who were going to be appointed to preserve NG's overseas reputation?

FINAL REVISION OF SAMOAN TARIFF IS POSTPONED

APIA, April 8.

BECAUSE there was to be a general election for European and Samoan members of the Legislative Assembly on April 13, the Assembly did not deal finally with matters affecting the British Preferential Tariff at its last session in March.

A report by a Government Departmental Committee on the Tariff did not recommend the abolition of Preference for British goods—it said that abolition would not be in the interests of the Territory. Instead, it recommended a revision of the existing Tariff, so as to divide goods into three categories.

Members of the Assembly pointed out that the Assembly already had adopted the recommendation of its own Select Committee that the Tariff be abolished; that the Trusteeship Council had supported this step; and that the NZ Government had agreed to abolition.

However, the Assembly resolved that no immediate decision be made.

Assistant Medical Practitioner Paul Godinet recently needed medical aid and blood for a Samoan woman on whom he had performed a Caesarian operation and successfully delivered her child, at lonely Ta'u, Manu'a Group of American Samoa. He radioed for assistance and a small fishing boat from the *North Star*, Pago cannery vessel, with Laboratory Technician E. B. Farrar and Hospital Administrator C. E. Lincoln took over and helped administer sufficient blood to save the woman's life and aid her in her subsequent recovery.

AIR SERVICES FOR SUVA

Withdrawal of Flying-Boats Not Popular

From a Special Correspondent

SUVA, May 4.

TASMAN EMPIRE AIRWAYS, on May 15, will carry a special party of VIP's and pressmen from Nadi to Auckland, to mark the inaugural flight of its new service—under which the old direct flying-boat service between Mechanics Bay, Auckland, and Lauthala Bay, Suva, will be discontinued, and a land-plane service (from the Auckland airfield, 20 miles outside that city, to Nadi, 100 miles from Suva) will be substituted.

It is understood here that, fairly soon, Qantas will discontinue the Sydney-Noumea-Suva flyingboat service and substitute therefor a land-plane service between Sydney and Nadi.

The Suva business people do not take kindly to the rearrangement. Actual experience has shown that, when passengers, mails and urgent freight have to go around by Nadi, there is an average delay of at least 24 hours—and it is more than that, on occasions.

High officialdom responsible for this rearrangement argues that the gap between Nadi and Suva is effectively taken care of by the Fiji Airways service between Nadi and Nausori. In theory, this should be so—but, although the Fiji Airways planes appear to run regularly, it does not seem to work out in practice.

It is hoped that closer co-operation between the air companies, the Government and the business community will provide a better service via Nadi. If it does not, there certainly will arise an outcry for a direct connection between Suva and New Zealand and Australia, either through Nausori (the airfield 12 miles from Suva) or by restoration of the flying-boats.

SYDNEY-NOUMEA-SUVA SERVICE

Considerable confusion has occurred in many of the rearrangements of services in the South Pacific following the Rationalisation of Government air companies published in another part of this issue, which show Solent service operating well into June. These timetables were received from TEAL early May

There has been no suggestion that the Auckland-Tahiti, Auckland-W. Samoa, and Suva-Nukualofa services are to be abandoned, and while these function, the Solents must continue to provide Suva with a flying-boat service.

What TEAL is doing, that is new, is to provide a land-plane feeder service Auckland-Nadi, to link with Qantas' new Sydney-Vancouver service.

Qantas, in Sydney, reports that the flying-boat service Sydney-Noumea-Suva probably will be cut out in June. Noumea will still have a Qantas flying-boat service by the weekly Sydney-Noumea-New Hebrides Sandringham.

(*See further details page* 51)

AMERICAN TRIBUTE TO ERIC FELDT

WHEN the American Memorial in Newstead Park, Brisbane, was unveiled some time ago, the PIM commented upon the remarkable fact that Commander Eric Feldt, formerly in charge of the Islands Coast-watchers (and now retired and living in Brisbane) was omitted from the official party. It was not deliberate, of course—only a typical example of bureaucratic stupidity—but it was nonetheless a glaring omission.

Now the *amende honourable* has been made. Eric Feldt was an honoured guest at the functions which marked the arrival of Admiral Halsey in Brisbane, to assist in the commemoration of the Coral Sea Battle, at the end of April.

"The Coast-watchers did a wonderful job in giving us quick and valuable information about the movements of the Jap's sea and air fleets" said the famous American Admiral, in a public address. "I could get down on my knees every night and thank God for Commander Eric Feldt and those men in the mountains and jungles of New Guinea and the Solomons."

MORE BREEDING CATTLE SENT TO N. GUINEA

SIXTY head of cattle, purchased from New South Wales breeders, left Sydney on March 17 for Madang (New Guinea) on the vessel *Eastern Saga*.

The consignment was purchased and shipped on account of the Madang Plantations Syndicate, and comprised 10 Hereford heifers purchased from F. M. Macdiarmid & Sons, "Burra," Queanbeyan, NSW; 24 Aberdeen Angus Black Poll heifers from G. N. McIntosh, "Claremont," Laggin, NSW; 1 Aberdeen Angus Black Poll bull from The Bald Blair Pastoral Co. Ltd., "Bald Blair," Guyra, NSW; and 23 Australian Illawarra Shorthorn heifers and 2 bulls from Lindsay Maynes, "Berkeley," Unanderra, NSW.

The Commonwealth Wool and Produce Co. Ltd., of Sydney, a leading stud and store stock organisation, bought and shipped the consignment. This Company is taking a lively interest in the developing cattle industry of Papua and New Guinea.

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LAND IN NEW GUINEA

Administrator Discusses Some Problems

A RE-STATEMENT of the Australian Government's land policy in Papua-New Guinea was made by the Administrator (Brigadier D. M. Cleland) in an address in Brisbane, just before he returned to Port Moresby at the end of April. The following is the report of the *Courier Mail*.

"In Kenya the natives were deprived of their land by white men, but in New Guinea they will never be land-hungry," said the Administrator.

"The administration protects their interests on all sides.

"The natives own all the land basically. And if they don't want to sell to anyone, that's the end of the matter."

Other main points he made were that the missions and the Administration were co-operating extensively, that natives gaining access to liquor was "a real problem," and that there was no sign of Communist influence amongst the natives.

He said that no private applicant for land could go direct to a New Guinea native.

If the natives agreed to sell, then the land was bought by the Administration through a District Commissioner for an agreed price, and was then leased to the would-be white settler.

There was a further proviso that all sales of land had to be approved by the Administrator. It was ensured that land was bought by outsiders only when it was surplus to the natives' present or foreseeable needs.

A case in point was the Markham Valley, which contained good pastoral and agricultural country.

Though many white men were after the land, the Administration was working to a plan whereby the valley would first be surveyed and the quantity of land required by the natives assessed.

ADMINISTRATION AND MISSIONS

Brigadier Cleland said there was great co-operation between the missions and the Administration.

"We welcome the work of the missions, particularly in education and health matters. Since 1946 the Administration has made grants totalling £1,149,000 to the missions for work in these spheres," he said.

Sixty per cent. of these grants had gone to missions in the Mandated Territory, and the remainder to those in Papua.

He said that to gain more co-operation, conferences between mission heads and the administration would now be held annually instead of every two years. On the new Education Advisory Board there were three mission representatives.

NATIVES AND LIQUOR

The Administrator said many natives were gaining access to hard liquor in Port Moresby and Rabaul, and were drinking.

"Let's be frank about this. It is a real problem, and we are working on it," he said.

Late last year an ordinance had been brought in providing basically for prohibition to natives, but there was a clause that permits could be issued in certain cases.

It had not yet been worked out how the permits would be issued, he said.

In reply to a question from a member of the audience, Brigadier Cleland said there was no sign of Communist influences anywhere amongst the natives in Papua or the Mandated Territory.

Any trouble reported amongst the natives near Rabaul was the result of a few mistakes by the administration in the past, which the tribes—a proud race—would not forget.

The 3,000 Chinese in Rabaul were all intensely loyal to Britain, and came mainly from Hong Kong, he added.

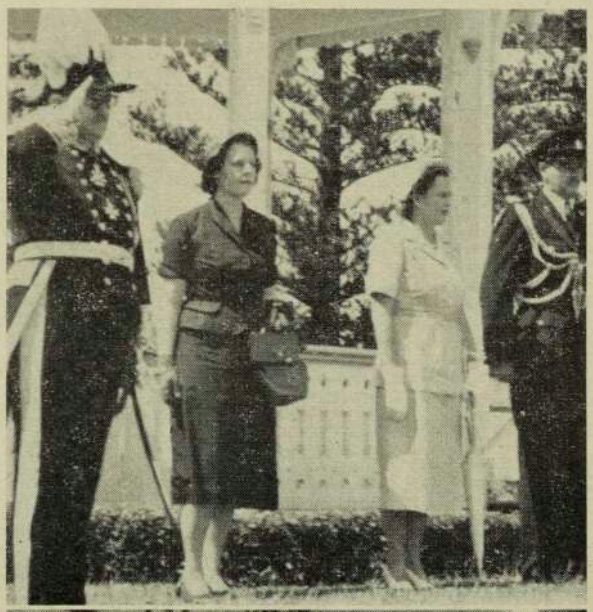
FIJI GOVERNOR'S VISIT TO TONGA

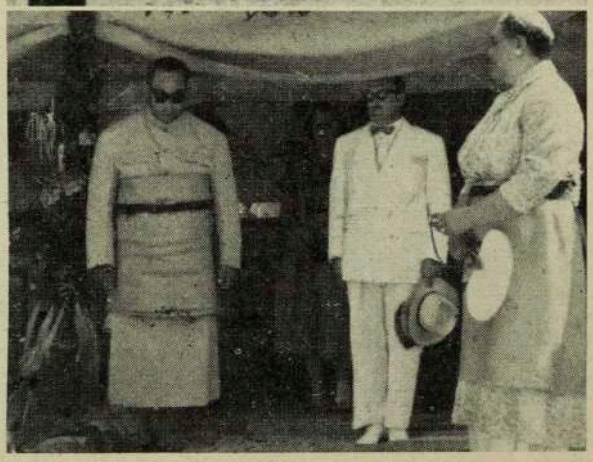
On an official visit to Tonga, the Governor of Fiji (Sir Ronald Garvey) and Lady Garvey arrived in Nukualofa by RNZAF Flying-boat on April 13. He was attended by Superintendent D. T. Saint, as ADC, and accompanied by Mr. K. R. Bain (Government Secretary in Tonga).

The top photograph shows the Governor, on arrival, taking the salute as the Police Band played the Tonga National Anthem. Also in the group are Lady Garvey (in white), Mrs. J. E. Windrum (wife of the British Consul) and Mr. Saint.

In the lower photograph, His Excellency is seen arriving at a feast of welcome given to her distinguished guests, on April 17, by Queen Salote. Those shown in the photograph, from left, are the Tongan Premier, Prince Tugi; the Governor; and Queen Salote.

During their week in Tonga, Sir Ronald and Lady Garvey visited many points of interest, and various institutions; they were lavishly entertained; and they departed by the "Tofua" on April 20, visiting Niue, Eastern Samoa and Western Samoa before returning to Suva. (Photos by Hettig.)





¶ Mr. Alan M. MacQuarrie, former Captain of the Yard for Navy in American Samoa, has returned and was recently sworn in as Secretary of America Samoa, relieving former Secretary Leland P. Draney. On the same date were sworn in: Mr. Lyman Fort, Director of Education, and Myron Howell as Director of Agriculture and Chief F. Tufele took over duties as Assistant Director for Agriculture.

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60 MILES OF PIPES

Oil Development in Dutch N. Guinea

THE Governor of Netherlands New Guinea (Dr. Jan van Baal) has put into operation a 60-miles pipeline for the transportation of oil from Mogoi and Wasian to Moetoeri, on the coast of Netherlands New Guinea.

Within 1½ years, 500 Papuan workers and 160 Dutch technicians have successfully laid this pipeline through inhospitable and desolate areas in the southern part of Vogelkop.

Over 500,000 tons of earth had to be moved, whilst the last 6-miles section of the pipeline had to be laid through a coastal malaria-infested swamp. Moreover, the swamp made it necessary to raise the pipeline 1 ft. 8 in. above the land, for which 9,500 concrete poles had to be erected.

The pipeline, which has a diameter of 8 inches, ends at Moetoeri, in two tanks, each with a capacity of 20,000 tons. Tankers of up to 30,000 tons can now load oil from this Territory's new oilfields, alongside a jetty, at the rate of 2,000 tons per hour.

POWER OF SAMOAN CHIEFS

Too Rapid a Change Opposed

From Our Own Correspondent

APIA, Apl. 10.

THE Government has invited and expected an Assembly debate on the Development Plan for Western Samoa which was announced a year ago by the Prime Minister of New Zealand, when the Report of Working Committee was submitted.

But the Assembly, and particularly the Samoan members, picked exclusively on the most controversial feature of the Plan,—namely, the proposed revision of the Matai (or Chief) system, and the recommended introduction of universal franchise for the Taueleas (or untitled men and women).

Again, strong protests were voiced by all Samoan members against any alteration of the Matai system, which they argued would be hasty and revolutionary. It was admitted that the younger generation, in the more distant future, might spontaneously ask for a change in the Matai system; but it was contended that it was too soon yet to introduce such a sweeping change in Samoan life and tradition.

New Broadcasting Station for Fiji

Very Modern Installation

A BROADCASTING station complete with all the latest devices has been built in Gladstone Road, Suva, by Amalgamated Wireless A/sia) Ltd. for the Fiji Broadcasting Commission, and will be brought into operation at an early date.

The installation has been carried out under the direction of Mr. F. C. Exon, who has been AWA's representative in Fiji for 20 years. Although the work involved special constructional features unique in Fiji, an impressive job has been done by Mr. F. H. Beckett (architect) and Messrs. Bidesi & Sons (builders).

Broadcasting House contains a series of rooms and appliances puzzling to the layman. Some of the rooms are definitely unorthodox in shape and in some of them are strange gadgets never before seen in Suva. All this represents the most modern technique in broadcasting. The more important studios are shaped in that way to prevent reverberations; all studios are deeply soundproofed; and a wide range of valves and dampers and radiators, designed to control temperature and humidity, are automatically adjusted by thermostats and hygrostats.

The new establishment will be formally taken over and directed by the Fiji Broadcasting Commission, controlled by the Government, on which the major races of Fiji are represented. Within a few months the Colony of Fiji (and, incidentally, the archipelagoes close to Fiji) will be receiving a radio broadcast service which—at least technically—will be equal to anything in the world.

Mr. R. L. Munro, one of Suva's leading solicitors, is Chairman of the Commission.

Do You Remember ?

From PIM of 20 Years ago.

A VERY dull month was May, 1934—copra was still at a fantastically low price and threatening to sink further; arrogant Japanese sampans roamed the S-W Pacific taking trochus and shell from the reefs and even from plantations. However, there was one calamity that was conspicuously absent in these Depression years—that was war, or threat of war. All that was to come later—and not too much later, at that. Other extracts from our issue of May, 1934 follow:

In contrast with the position to-day, we had no international air services listed—but we had many shipping services. Out of eight ships, whose passengers we listed, only one is with us to-day on approximately the same run—the Malaita, now on the Norfolk Is-New Hebrides-Solomons-New Guinea service. The other seven—Montoro, Morinda, Aorangi, Monterey, Tanda, Nankin, Macdhui — have either gone to the wreckers, been sold abroad, or sunk during World War II.

* * *

W. R. Carpenter and Co. announced that they had bought two vessels for a direct service between New Guinea and Europe. They were MV George Washington, and MV Milverton of 5,600 tons and 6,700 tons respectively. The Company said that the ships would be renamed "Rabaul" and "Salamoa."

* * *

It was announced that in the following month, aviator Ulm, the famous partner of Kingsford-Smith, would run the first air-mail between Sydney and New Guinea.

* * *

The low price of copra was still the Pacific's No. 1 worry. It had been hoped that 1934 would see an improvement in the copra outlook, but by May it appeared that legislation before the US Senate would give the coup de grace to the industry. The US was proposing to levy a 3 cents per pound excise on coconut oil to protect home vegetable oil industries. It was feared that this would force Philippines copra out of the US market onto the European market, with an even greater depression in prices.

* * *

The Australian government was inviting tenders for a seaplane service, with headquarters at Rabaul. The service was to "be available for residents in the remote parts of the Territory" and an annual payment of £1,600 to the operator was guaranteed. (This appears to be another of those Government schemes that did not jell.)

* * *

"The assets of West Coast Pines Ltd., whose plantations are at Nadi, Fiji, were auctioned recently and sold to Mr. Brose who recently has been investigating the Fiji pineapple industry for a New Zealand syndicate."

* * *

Tough times: "Owing to the low price of copra . . . there have been many cases of distress among planters (in New Guinea). Pride has prevented several planters making their true position known and as a result sickness has laid them low, and the diagnosis of their condition has been malnutrition."

* * *

In Fashion Hints for Islands Women it was said: ". . . . row upon row of gathers adorn our sleeves, and our skirts are frilled from knee to hemline . . . everything carries a frill or a ruffle of some description. Frills do the most amazing things for one's face, and tired lines disappear under their softening influence." Most of us, 20 years later, are needing more frills to do things for our faces!

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HORRORS OF THE 'POM-POM'

J. P. Shortall Describes Trip to Rarotonga

RAROTONGA, Apl. 24.

THERE are two roads to the Cook Islands from the outside world. One by air to Aitutaki and thence by whatever offers in local shipping to Rarotonga. The other is "poor man's" route, by sea from Auckland—the route that most people have to take.

The latter, by way of New Zealand's monster-child, *Maui Pomare*, is an education in State control, if nothing else. For certainly no private enterprise would be permitted to carry 30 passengers under the conditions prevailing aboard the *"Pom Pom"* (as she is generally known)—certainly no one would travel in her if there were any competition.

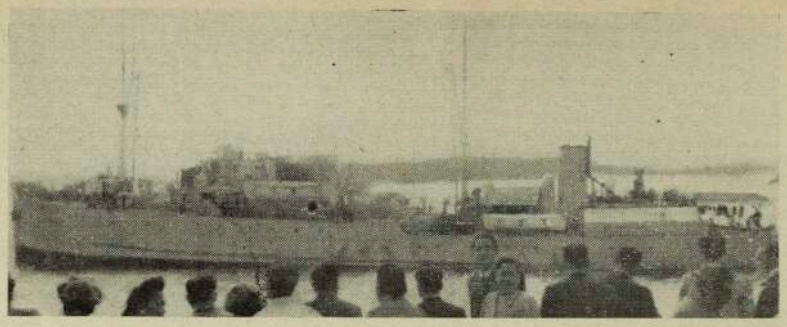
Not that the slightest blame rests with the men aboard. The wonder is that stewards can be found to sail in her under the conditions prevailing. Briefly, here are some of them.

In line with so many Government enterprises, a constant air of mystery surrounds the *"Pom Pom's"* operations. Where any regular passenger shipping line can let the public know a couple of days in advance of her time of arrival, within at most two hours, that is rarely the case with *"Pom Pom"*. Time and again relations of passengers inquire of the Agents, rise at unheard-of hours to get to the wharf in time next morning, and then find on their arrival that the reported ETA was hours out. The vessel is in, tied up and all ashore—or she's not now expected until sundown.

Island Territories Office has one information, the Agents another, the Harbour Board often a third—and the Harbour Board signal-man in the lookout has the correct one—but not until he sights her. Departures are just as vague. A time may be set; then word comes from Wellington to "get her away"—so cargo is locked out and away she goes.

And what departures and arrivals! One wonders whether the Auckland dry cleaners really appreciate what they owe to the brute and her vicious oil-burning galley, which has belched its smuts over many a light summer frock, expensive hat, or a newly-bought light tropical suit worn by traveller or friend. Or the heart specialists, who've reaped their guineas as a result of the nerve-shattering yoops of the *"Pom Pom's"* siren as she clears the wharf on her inglorious errand.

Everything aboard the *Maui Pomare* is "not our fault"—a truth freely admitted—from her eight 5' 7" bunks in what was once her smoke-room, to her unbelievable toilet facilities.



The Maui Pomare, sets sail from Auckland.

Hard by the pantry door, in the busiest part of the ship, is the men's lavatory—one only—and shower room. There is no bath for passengers.

The shower room is truly something out of this world. Shut the door, except at dead of night, and you'll have it all but smashed in by some justifiably irate steward. Either you harden your heart and brave the battering—or, if you prefer to be popular, you leave the door open and get on with the job while stewards duck around you—washing dishes, filling water-bottles and on sundry other chores, that can be done nowhere else.

This sole male passengers' shower room contains a hand basin but no mirror — "because people would shave in there if there was a mirror"! Where the eight inmates of the smoke-room, up above, are supposed to shave is no one's business —for there is a mirror there but no hand basin. The well-equipped traveller in the *"Pom Pom"* comes aboard with his own hand-basin—and a bucket.

Apart from stewards, there are other lesser distractions in the men's shower room. An intervals, in a beam sea, there is a snort from somewhere down in one corner, and a jet of salt water belches in, while another lesser jet shoots from the hand-basin plug hole.

Then anyone foolish enough to get in that lavatory-bathroom *cul-de-sac* near meal-time finds himself cornered by a temporary table and a flock of stewards passing dishes of food down the precipitous companion-way. The galley, of course, if away aft, across half a cable-length of sea-swept deck, where an errant sea may delete one course from the menu now and again!

LIVABLE when the weather is fair, the *"Pom Pom"* is utter misery for women, in head seas. Not that the old vessel is not seaworthy or a good sea boat. She is. But her construction is such that the "promenade" deck is one with the foc'sle head. When laden, she naturally scoops up plenty of head seas—and there is nothing in the form of a breaker to deflect them overboard. Hundreds of gallons of Pacific Ocean sweep aft and roll athwart-ships, making it possible for passengers to venture on deck only bare-footed!

Men can leave their cabins below to congregate in the smoke-room, where other men are sleeping—or vomiting freely into large, wooden waste-paper baskets! To escape the stifling atmosphere below, the women-folk, in this sort of weather, huddle on the edge of No. 2 hatch—like passengers on the cross-harbour eight-forty-five—wearing raincoats and wondering bleakly why they let their husbands talk them into this affair.

Unfortunately for six footers—or even five-foot-eighters—the designer of the smoke-room (if there was a designer) never considered the possibility of its use as an eight-berth cabin. Eleven feet two inches may be all very well for smoking—but when a couple of six-footers lie kicking their lower ends together all night in the space available the dimensions assume a new importance. Still, quite truly, "nothing can be done" and "it's not our fault"!

There's no better or more popular chief steward in the South Pacific than Wally Kane, but even he can scarcely be expected to inquire into passenger lengths, and have the booking agents arrange for a maximum combined length of under eleven feet two inches when assigning berths in the Smoke Room!

Even at that, the smoke-room is the most liveable place in the *"POM POM"* for with the port-holes screwed down, and not a suggestion of forced ventilation below-decks, a warm-weather trip in the ship's proper passenger accommodation is pure hell.

AND can nothing really be done? It can in the smoke-room, at least. At the moment only one window opens.. At very little

(Continued on Page 138)

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HONOLULU—TAHITI

Possibilities of New South Pacific Service

THE Honolulu-Tahiti air service seems a little nearer.

In an interview in Sydney, in May, Mr. Brian Monkton, a director of South Pacific Airlines, denied that there has been any change in the company's plans to run a Solent flying-boat service from Honolulu to Tahiti, with a stop at Christmas Island for refuelling. He said that a recent report that American authorities had refused to register the Solents, and that British authorities had refused to allow the Christmas Island landings, was untrue. Certain difficulites had arisen during the negotiations with both authorities, but these had been overcome. The Solents were now on the American register, and a considerable number of dollars was about to be spent on facilities for refuelling and an overnight stop, at Christmas Island.

While Mr. Monkton was speaking, on May 5, the first Solent was about to take off from Rose Bay on the delivery flight to Honolulu. He said that during the ensuing month it would make proving flights over the Honolulu-Tahiti course.

Mr. Monkton emphasised that it would be at least another two or three months before the passenger service began. Much preliminary work, especially that at Christmas Island, had still to be done.

The present plan is to operate the Solents on a two-days' flight on the southbound service because of lack of night flying and landing facilities at Tahiti. Planes will land at Christmas Island, seven hours after leaving Honolulu, for refuelling and an overnight stop. They will fly on to Tahiti the following day.

The return northbound flight will be made in one day, night landing facilities being available at Honolulu.

HONOLULU STORY

It had been reported from Honolulu that the Dollar Line interests, formerly known to be supporting the proposed service, had withdrawn their interest. The latest Honolulu report contradicts this, but stated—obviously quite wrongly—that the US insisted that DC4's be used Honolulu to Bora Bora, with Solents flying the very short hop from there to Papeete. This would have been a very cumbersome way of getting over the fact that Papeete has no facilities for land planes.

It is considered possible that, when South Pacific Airlines gets going, it will become interested in the present TEAL Coral Route—if TEAL eventually decides to abandon that service under the general rearrangement which is now taking place. South Pacific Airlines would have an important draw-card should they be able to offer a service from Fiji via Samoa and Tahiti to Honolulu, and on to the United States, instead of via the present uninteresting Canton Island route.

TERRITORIES TALK-TALK

By Tolala

A PARAGRAPHIST in the Sydney *Bulletin* recently referring to the old tale about the one-eyed planter sticking his glass eye on a stump to watch the labour gang, ascribed the incident to "Birdie" Heron, who owned Tovakundum (not far from Rabaul) before he was lost in the *Montevideo Maru* disaster.

I heard the tale first from a German planter about 1912, ten years before "Birdie" went to the Islands as an overseer for the Exproboard. He lost his optic in War I. He was a good scout and the one man who could, without affectation, wear a monocle and, incidentally, was the only owner of a Rolls Royce in TNG.

I have an idea that Jack London used the glass-eye story in one of his books on the Solomons written during his *Snark* cruise about 1910.

* * *

During the past year, there has been much publicity in the papers of the modern world over the "Call girl" industry, and hands have been raised in horror. Now from Moresby comes a letter from a man to his sister in Brisbane, and printed in a Brisbane paper, all about the "Call girl" system operating in P-NG and relating how native chiefs hire out "girls, dark skinned and near-white and 14 years old to lugger and inter-island trading vessels."

Apparently, Moresby's writer is a new-chum to the Islands, otherwise he would know that some native chiefs have hired and/or sold native women for prostitution from the beginning of time. Although let it be said, this does not apply to all areas.

Says the Brisbane Anglican Board Secretary (Mr. Hawkes), "We have no personal knowledge of the traffic. . . . It could be happening along the Southern coast of Papua, between Daru Island and Moresby." . . . I seem to hear old Papuans murmur: "You're telling me!"

In the T-NG area, New Ireland, I think, has probably supplied more "wash marys" than any other district, and I have always been under the impression that in NI and the adjacent isles, chastity amongst females—as a general rule—was not considered an essential virtue.

(It is interesting to note that some residents of New Ireland attribute the fact that there have been few local cases of native Peeping-Toms or native assaults on European women—there have been many such post-war incidents in other parts of P-NG—to the fact that New Ireland native women set no great store on chastity.—*Editor.*)

The most virtuous I know of were the Buka maidens. Sexual promiscuity meant death by spearing when I first went to that country, so little wonder females were chaste.

* * *

A recent visitor to Canberra has told me that he had met up with Walter H. Lucas in the Capital City, and that he is still his old dynamic self, notwithstanding his 15 years over and above the "allotted span."

Walter H. has been out of the Islands limelight for the last 30 years, but before that he was an outstanding personality in the South Pacific, being in charge of BP's plantations. It was he who launched the CPL estates in Bougainville in 1913. I met him then, when he was buying the land for Soraken, Baniu, Teopasino and Arigua. He was travelling in the *Sideia* with skipper Buckley in charge and J. W. Campbell as his off-sider (the latter became district inspector for CPL plantations).

During War I, Walter H. left BP's to be appointed Technical Adviser to the Federal Government on Pacific Islands matters.

There were no long-haired scientific research councils, or international organisations in those days to set up theoretical targets for administrations, but by applying practical experience and commonsense, W.H. had a solution to all problems.

Judge (later Sir Hubert) Murray, Lucas and Atlee Hunt constituted a Board of Inquiry at the War's' end as to the desirability of amalgamation of Papua and the newly-acquired German New Guinea.

In a majority report, Lucas and Hunt recommended against the Union. Later W.H. was appointed Chairman of the Expropriation Board, liquidating all the German commercial interests in New Guinea—and that was no small task. . . . I often think that had there been one over-riding technical adviser to the government after War II. (instead of the incredible number of theorists) NG would have been a better place to-day.

* * *

Land policy in NG, as I mentioned before, has become a ball to be tossed about in the political-play-

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grounds of the forthcoming elections, and the cavalier manner adopted by the Germans in "acquiring" land from natives for white settlement has been cited on more than one occasion.

An old pioneer from Rabaul writes describing the time when Queen Emma applied for 300 hectares on the North Coast, near Rabaul, but the local luluai, Tokamanur, objected to Governor Hahl with the result that Queen Emma was allowed only a small trading station at Matakabang. "Any native could have done the same," writes the pioneer and I have no doubt that that was the position.

Alleged "white exploitation" in the early days was too often simply a matter of native apathy.

* * *

Old Islanders in Sydney had a touch of nostalgia on April 2 when the ABC broadcast a programme of native music, recorded by Ray Sheridan at Rabaul last year.

It was quite a good performance, save that the *qaramut* sounded more like *kudu* beatings, lacking the deep notes from the large wooden drums. The *malequene* songs were typical of the monotonous native singing and I listened in vain for the more melodious notes of the Solomon Island dance, which became a part of the Kunua dance songs over 50 years ago.

Native singing at its best, is heard in mission choirs, and I always remember a Matupi choir, under the baton of one Tami, singing the "Hallelujah Chorus." The part-singing was perfect melody.

* * *

Down on holidays from Rabaul district, visiting Sydney and Melbourne last month, was Mrs. Rhoda Coote, and daughter Diana, for a well-earned holiday for both.

Rhoda Coote is one of that band of brave women who, having lost their husbands through the Jap invasion, returned to post-war New Guinea and carried on with a successful job of rehabilitation; adjusting themselves to a new way of life and overcoming the stupendous difficulties with which private enterprise has been faced in these post-war years.

There is no doubt that theirs has been an outstanding performance when it is realised that old, hard-bitten and experienced planters have quailed beneath the conditions under which they have been forced in their endeavours to bring back the Territory to something like its old economic self.

* * *

Women have always played a great part in the development of P-NG, starting with Queen Emma and the Queen of Sudest Is. (Mrs. Mahony); and then came to my mind a score or so of determined women who have fought uphill battles when sickness or death have claimed their husbands. Some are "sitting pretty" now; others are still battling on doing a man-size job. Their struggles and experiences would fill a big book, and one that should be written one day, crammed with stark facts, without any sentimental embellishments.

* * *

After War I the late Charles Bryant, ROI, was appointed Official War Artist in NG and spent some time there making sketches and gathering data for several canvasses of historical interest; the landing at Kabakaul and so on, which are now, I believe, in the Canberra War Museum. I haven't heard of a similar record being made of War II events. Or has there?

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Charles was Australia's outstanding marine painter at the time, and a likeable fellow.

* * *

I liked that fine tribute paid by Admiral "Bull" Halsey to the Coastwatchers when he arrived in Brisbane last month, and met up with Eric Feldt. Said the Admiral: "'I could go down on my knees every night and thank God for Commander Feldt. The Coastwatchers did a wonderful job. I will never forget them."

I can't recall any of our own top-ranking brass paying such a tribute, but I suppose it's the old story about the prophet, honour and his own country.

* * *

The article arguing for co-ordinated action in collating South Pacific historical data (PIM, April, p 14) was indeed timely, and all older residents of the SP realise the need for quick action as every year, pioneer identities are passing across the Great Divide, taking much of historical value with them and many records of old times are destroyed by relatives who are not history-conscious.

Here's an opportunity for some kindly philanthropist to start the ball rolling. An organisation free and unencumbered by government red tape would be preferable and give it a more human touch, free of bureaucratic bumbledom.

Sydney Chance's reference to the battle to establish kenaf in P-NG (PIM, April, p 19) voices the thoughts of many Islanders, but I'm afraid the new industry is in for a big battle—a fight against old-established industries and the matter of reciprocal trade teed up by Australian politicians and neighbouring countries, with an eye to friendly relations. I expect Minister Hasluck realises this more than anyone else, but international relations are of more import than Territorial development to Canberra Cabinets.

* * *

Discussing the matter of present-day pests (agricultural) with an old P-NG planter the other day he blamed the high cost of labour and the restrictions placed on "monkey" labour as being a big contributing factor to the prevalence of rhino beetles and the depredations of the *Froggatti brontispa*.

"We used to run beetle-gangs—as you know—on all the plantations," he said, "but the new NL Ordinance makes it impossible, and as for these new-fangled scientific methods—well, you only read about them in government-inspired press hand-outs."

What a holiday it must be for the dynastid family and the red palm weavil!

* * *

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of government procrastination. They work a twenty-four-hours per day shift, and they don't get leave every twenty-one months either! Public Servants, both in Canberra and P-NG, should note.

FREEZER PLANT FOR TUNA IN EAST SAMOA

Important Economic Factor

ADDITIONAL refrigeration plant to take care of the fish now being caught in surrounding waters is being constructed in Pago Pago by the Van Camp Sea Food Company Inc., of Terminal Island, California. It is being built in units in the hope that eventually it will be called upon to hold up to 1,200 tons of fish.

Mr. G. P. Ellington, Managing Director, of the Latin American Section of the Company, paid a visit at the end of April. His arrival set afoot reports that his Company was likely to extend its operations to the Western Pacific—but Mr. Ellington refused to comment.

Mr. Ellington, however, said that the establishment of a branch of his Company's operations in Pago Pago had added a lively new factor to the economic set-up there. The 7 little ships which were catching fish—primarily tuna—for the Company's depot in Pago Pago employed altogether 280 Japanese, who were paid in United States dollars; and already the circulation of those dollars, apart from the operations of the plant itself, had had a good effect on the trading conditions in American Samoa (more or less moribund since the United States Naval establishment was removed from Pago Pago).

Mr. Ellington said that it would take probably a couple of years to properly test out the value of the new industry established by the Van Camp Company in American Samoa. But, assuming that all went well, he thought that the Pago Pago plant in due course would employ at least 100 Samoans; while the fresh fish brought in—that is, fish which were not suitable for canning and had to be sold there—would add a valuable protein to the foodstuffs available to the Samoan population.

A Sydney business man, Mr. A. M. Clubb, well known in some of the Pacific Islands, became on April 4 the 250,000th passenger carried by Tasman Empire Airways, and so gained unexpected prizes and privileges. He originally booked to Auckland on April 1, and then deferred his departure from Sydney for three days, when he learned that the weather in Auckland was unpleasant.

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Fiji's Taxation

Interesting Report by Special Committee

SUVA, April 28.

THE report and recommendations have been published of the Fiscal Review Committee which was set up by the Governor to study the whole field of Government financial policy in relation to the Colony's economic position. Members of the Committee were Messrs. H. W. Davidson (Financial Secretary), J. M. Falvey, Said Hasan, H. E. Snell and Ratu K. K. T. Mara.

The report is lengthy and is here only briefly summarised.

The Committee takes the view that at this stage in Fiji's development the Administration should depend less on direct taxation, such as income tax, and more on indirect taxation.

The Committee urges that more of the cost of education and health services should be borne by those who directly benefit by them.

The Committee says that as Fiji must look primarily to Australia and New Zealand for the capital and skill required for development, personal and company income taxation rates in Fiji should be kept definitely lower than those in Australia and New Zealand, so as to attract capital and skilled men; and that company taxation should be arranged in other ways so as to further attract investment.

The Committee recommends several changes in the system of levying income tax, and the introduction of the pay-as-you-earn method. It also urges a land tax devised in such a way that landowners will be induced to put their land to profitable use.

There is no indication of how or when these recommendations will be given effect to.

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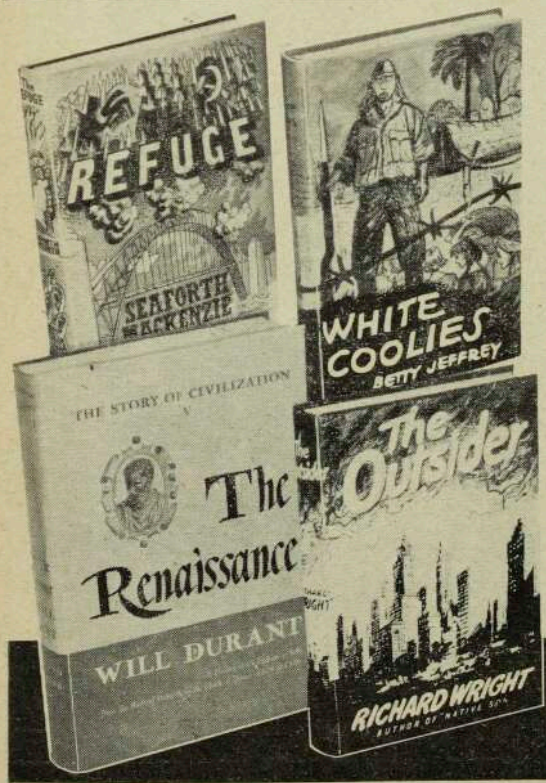
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HIGH COST OF GOVERNMENT TRANSPORT

From Our Own Correspondent

APIA, April 10.

DURING the March session of the Legislative Assembly the Estimates for 1954 were accepted with some slight amendments.

European members, and some of the Samoans, opposed a number of expenditure items, particularly the proposed purchase of a self-propelled metal lighter, for the transport of bananas from Savaii, at a cost of £21,000, and a number of new motor vehicles for various Government Departments.

Members said that the period of usefulness of motor vehicles owned by the Government was very short owing, apparently, to lack of care; but that the same vehicles, when sold to the public, gave good service for long periods.

The Director of Works admitted that the Government transport service was unsatisfactory; and, supported by the Government Treasurer, he asked for a Select Committee of the coming new Assembly to investigate the position.

LUCKY ESCAPES FROM FIJI PLANE CRASH

FIJI Airways lost one of its De Havilland Rapide aircraft at Labasa, on April 24 but the pilot, Captain F. Ladd, and the seven passengers escaped.

One of the engines failed soon after take-off and Capt. Ladd made a forced landing in a rice-field. This would have been successful if it had not been for a 3-ft ditch across the field. When the aircraft struck this, it turned over, skidded some distance on its back and then caught fire.

Through the presence of mind of Captain Ladd and a passenger, Sgt. Puran Jorawa, of the Fiji Police, the passengers were helped to take off their safety belts and escape from the wrecked aircraft.

Baggage and mails were destroyed in the fire. The passengers and the pilot suffered shock and minor bruises and cuts but none was seriously hurt.

This is Fiji Airways first serious accident in the 2½ years it has been operating.

Following the crash, there will be minor curtailments in some of the airline's services.

¶ Mr. Harvey Turner and Mr. Ross Walker, of Fruit Distributors Ltd., the NZ organisation that buys Fiji bananas, visited Vanua Levu in April to discuss prospects of growing bananas for export in the Savusavu area.

Lave's Encouraging Debut in Australia

AT his first fight in Sydney (in April), Kitione Lave, Tonga's star boxer, got more publicity for his propensity for grinning than for boxing — although the critics were not without bouquets for that, either.

He stopped his opponent, Alan Williams, in the 8th round and according to one commentator "could have done it much earlier if he had not been so casual." Neither abuse nor cheers from the crowd could remove his fixed grin.

It is said of him that he does not understand sufficient English and that tips on correct style therefore go right over his head. He requires "adjustment of timing, footwork, range defence and manner of delivering lead and counter. But he is equipped with a spanking hook, cross and double play to the body."

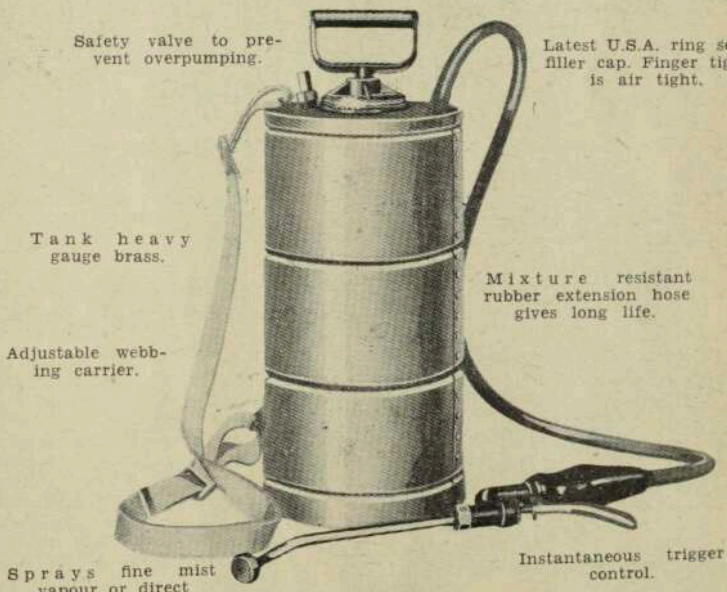
Some commentators compare him with Rocky Marciano who, it is said, was once just as raw.

¶ Before she left Sydney to return home to Port Moresby in April, Mrs. D. M. Cleland, wife of the Administrator of Papua and New Guinea, was guest of honour at the Garden Club of Australia. She gave an interesting talk, illustrated with slides, of her gardening experiences in Australia.

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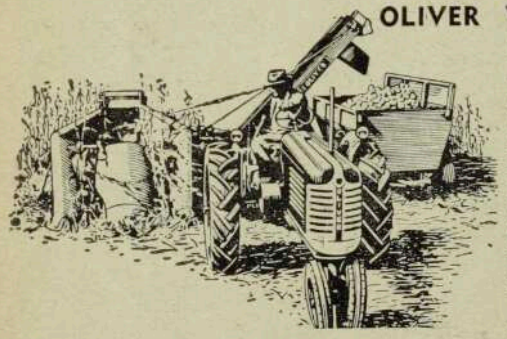
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PACIFIC ISLANDS SOCIETY MEMBERS SEE NG HIGHLANDS AND ISLANDS

AT the usual monthly meeting of Pacific Islands Society, in Sydney, on April 26, members and their friends were entertained by two unusual series of coloured photographic slides presented by Dr. P. R. McMahon and Dr. W. Smythe.

Dr. McMahon is a Professor of Wool Technology and took his photographs while he was investigating the infant wool industry in New Guinea. Dr. Smythe was Medical Officer in Samarai, Papua, and his duties took him to many of the islands off that part of the Papuan coast. These islands in the Trobriand, D'entrecastreaux and Louisiade groups are little known to most of the oldest residents of the Territory, yet they are some of the most beautiful islands in the Pacific.

Secret Source of American Cigarettes

SYDNEY Customs men are still puzzled as to how 11,000 American cigarettes got on board *MV Malaita* during her March voyage to New Hebrides, Solomons and New Guinea.

They found the cigarettes concealed under canvas lockers and coils of rope when the vessel reached Sydney at the end of March. But they naturally did not find who put them there.

Customs officials remarked (somewhat sadly) that the BSIP and Rabaul did not yield much contraband these days. It is thought that the cigarettes may have come from Hong Kong or that somewhere along the route they were transshipped from an American vessel.

IN SAMOA, TOO!

Campaign for More Road Safety

APIA, April 10.

RADICAL changes in the traffic laws of Western Samoa have been introduced by the Government as from April 1, 1954. Before new licences are issued to passenger vehicles like motor buses and taxis, far-reaching requirements in respect of equipment, brakes, size, safety, cleanliness, and fitness of engines must be met; and some of the old-vintage vehicles which have in the past disgraced Samoan roads will probably be condemned. The number of motor buses and taxi-cars is steadily increasing —and so are the traffic risks—and the Police Department is to be complimented on the new campaign for road safety.

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Canberra Fiddles While Papuan Rubber Industry Languishes

A WEEK-END announcement from Canberra in mid-April, that the Federal Government intended to "develop extensively the rubber industry of Papua and New Guinea" served two purposes:

It filled up a blank space on the ABC National news—which is always in short supply at week-ends; and it, no doubt, impressed mainland Australians who know nothing about the languishing Papuan rubber industry and care less.

Otherwise it was useless. More, it was an insult to the intelligence of present-day rubber planters, who have been battling for some years to get practical help from the present Australian government, *now*, when it is needed.

According to the statement, the four ways in which the Government is to assist rubber production are:

- Replanting of low rubber-producing areas with high-yielding trees.
- Opening of new areas for rubber growing.
- Intensified research.
- Improved methods of preparing rubber for market.

The four points are the result of recommendations made by Mr. C. E. T. Mann, director of the Rubber Research Institute of Malaya. There is nothing wrong with any one of them—as long-term plans.

The announcement, with its worn-out implication that PNG can provide all the rubber Australia requires, was strictly political boost for home consumption and evidently not intended for the ears of planters who, not unnaturally, are interested in the problems of the moment and not those of 10 years hence.

Briefly the requirements of the Papuan rubber industry to-day are:

(1) That the price received for rubber should return the producers a fair margin of profit.

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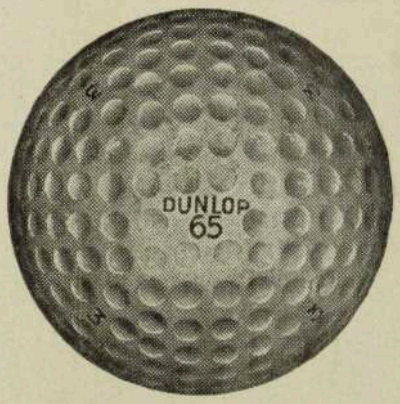
Primitive Heritage.—Writings in Anthropology collected and edited by Margaret Mead and Nicolas Calas. This work comprises: Funeral Ceremonies in Australia, Complimentary Robbery among the Maori; Ceremonies by Natives Converted to Christianity; Precautions during Pregnancy in New Guinea; Marriage in Borneo; 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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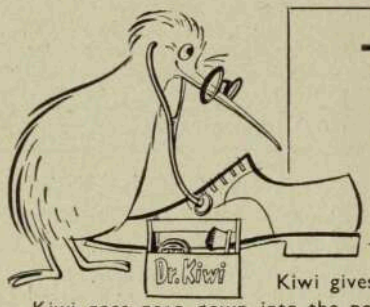
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(2) That there should be a stable and continuous market for their rubber in Australia.

With regard to (1): Like the rest of the rubber-producing world, Papua is suffering from the present recession in rubber prices and only a few old-established planters and companies are making profits. However, relief for Papuan planters could be gained in two ways—by the remission of the 2d per pound duty now levied on Papuan rubber on its entry into Australia (the 2d being returned to planters by way of a bounty or bonus), and by the manufacturers in Australia paying first-grade rubber price for first-grade Papuan rubber instead, as at present, the Papuan producers being forced to accept third-grade rubber prices for all grades of rubber.

(The waiving of the 2d. per pound duty has been extending the brains of several Australian Government departments for a matter of years. It was at first assumed that this 2d. could not be waived without the permission of GATT. Permission from GATT was obtained last October, but the 2d. per pound duty remained in force. It was then believed that application would have to be made to the Australian Tariff Board, but it was subsequently stated that it could be removed by legislative action. At the end of April, 1954, the duty has not been removed—possibly because the Treasury is quibbling over the miserable £50,000 revenue loss that it would entail).

AND with regard to (2): Papua produces 3,000 tons of rubber a year, about one-tenth of Australia's requirements. For five months in late 1952 and early 1953, Australian manufacturers refused to take any Papuan rubber at all and, apart from buying 400 tons for its own stockpile, the Australian government could not, or would not,



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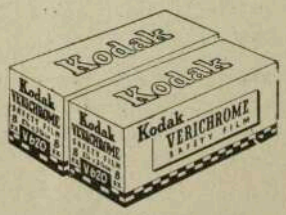
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do anything to ensure that the Australian manufacturers used sufficient of what the government evidently regards as a strategic material, to keep the Papuan industry solvent. There is no guarantee that this situation will not arise again.

It is apparent that the Government will do everything for the Papuan rubber industry—*short of the two simple things that would help it to its feet, immediately.* If planters know that there is a profitable and sure market for their produce, expansion of the industry will follow naturally, to the limits imposed by availability of land and labour. Little or no Government assistance will then be necessary.

It is obviously useless planting up new areas with high-yielding or any other trees if there is no guarantee of reasonable profits and a steady demand when they come into bearing eight or 10 years later. As things stand at the moment, the Papuan rubber industry could have faded completely away in that time.

This Australian government, so far as Papua-New Guinea is concerned, has fallen into a belief that the proof that a thing can be grown, or that theoretically it can be done, is an end in itself. The acid test of the worth of the rubber (or any other) industry is whether it can provide a livelihood, and expand and make profits for those who put their money and their labour and their time into it. Anything less is sheer fiddling about—erecting a fancy superstructure, while the foundations crack and threaten to disintegrate.

TRANS-PACIFIC SEA LINERS

Matson is Still Planning

EVER since Matson Oceanic Steamship Line discontinued its trans-Pacific passenger service late in 1946, various officials, branch officials, and masters of Matson freighters, have released reports of the future intentions of the Company in relation to Pacific passenger services.

Latest of these got publicity in New Zealand late in March. A press message from San Francisco reported that the Company, at its annual meeting of shareholders, announced that authority had been given for the "development of designs for two types of liners for possible use in the California-New Zealand-Australia service."

The company has also commissioned the Stanford Research Institute to investigate the possibilities of a future tourist trade in the Pacific areas.

Mr. Randolph Servier, President of Matson, was reported as saying that "the company's re-entry into the Australian and New Zealand passenger service continued to be the first priority project."

The activities of the British with such ships as the *Oronsay* "offer a challenge to the Oceanic company to resume operations at the earliest date and with the finest equipment possible," said Mr. Servier. "We believe that our projected programme of new ship construction is designed to meet this challenge.

Another VIP Post Offered in P-NG

THE Administration of Papua-New Guinea is looking for a Director of Posts and Telegraphs (as well as, of course, an Assistant Administrator, applications for the post having been called months ago but for which no successful candidate has been announced yet).

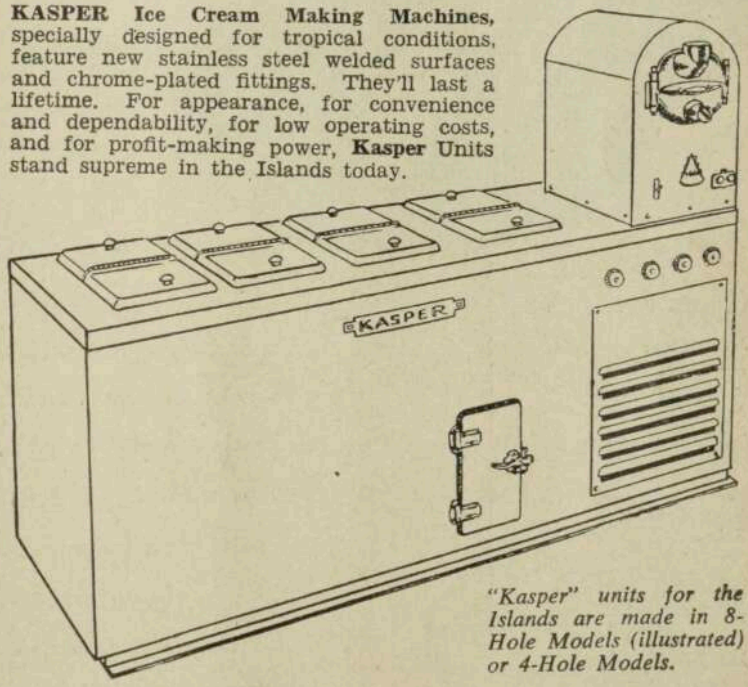
The Director of Posts and Telegraphs will be paid about £2,000 a year, and take charge of all postal affairs and telecommunications in the Territory.

At present, Posts and Telegraphs is a branch of the Treasury Department, but when the new man takes over they will form a separate department.

The successful man, according to the advertisements, will need wide postal and telecommunications experinece. With the general problms of communications in mountainous New Guinea, Territory people will concede that experts are needed.

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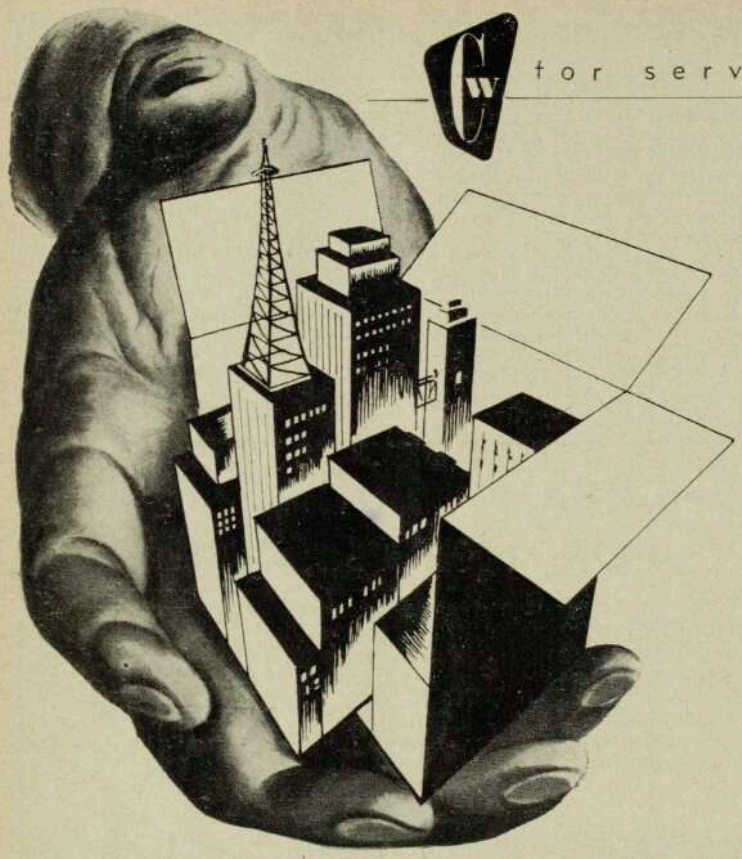
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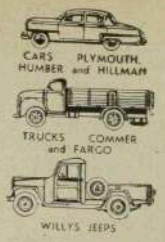
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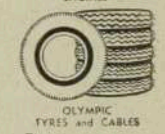


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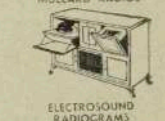




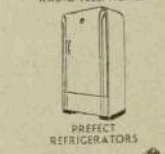


















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More Health Stamps to Aid Fiji's Anti-TB Campaign



The first of the 1954 Health Stamps (proceeds go to Fiji's Anti-TB Fund) were placed on sale in the Colony on April 1. The stamps are in 2d and 3d denominations and will be available for three months.

On the day the stamps were placed on sale, chairman of the Fund, Sir Hugh Ragg, made an address from a stand adjoining the Suva Post Office, as shown in above photograph.

The persons shown in the group, from left to right, are:

Mr. Len Usher (Public Relations Officer); Dr. Hoodless; Sir Alport Barker; Dr. Cruickshank (Director of Medical Services); Mr. R. A. Derrick (Director of Fiji Museum); the Governor (Sir Ronald Garvey); Sir Hugh Ragg (at the microphone); Mr. Vishnu Deo (partly obscured); Lady Garvey (obscured by post); Dr. Poole (with the two Garvey children) and, on the extreme right, the Mayor of Suva (Mr. McFarlane).

—Photo by Fiji Public Relations Office.

During a visit of HMAS Hawkesbury to Samarai, in early April, a local cricket eleven played the visitors. The local team was: F. Hoeter (Capt.), B. Garrett (Vice-Capt.), V. Gabriel, A. Daw, Merari Dickson, Leo Baptist, A. Barker, K. Lee, D. Grove, R. Allen, C. Davis and J. Kane. The Samarai Branch of the Country Women's Association supplied afternoon tea.

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Captain Taylor's Pacific Air Cruises

CAPTAIN P. G. TAYLOR, the famous pioneer of many air routes, is going on with his plans to run a series of luxury seaplane cruises from Sydney to the Pacific Islands. He hopes to get the first of these trips under way during this Australasian winter.

Captain Taylor left for the United Kingdom some weeks ago and there will pick up a Bermuda seaplane. He is expected back in Sydney shortly and will then announce details of his first cruise.

Scientific Work on Gilbert Islands

ETHNOBOTANY of the Gilbert Islands, by Dr. Katharine Luomala, anthropologist with the University of Hawaii and Associate in Anthropology with Bernice P. Bishop Museum, has recently been published by the Museum.

Dr. Luomala made a study of the culture of the island of Tabiteuea, in the Gilbert group, from August to December, 1948. As a by-product of this study, she collected more than 640 Gilbertese names for plants and their varieties and parts. She now presents a record of some 47 species of plants found growing in the Gilbert Islands, together with an annotated check list of all of the Gilbertese names, with all the data she could learn about them.

In addition, she gives a concise, up-to-date geographical, political and historical account of the Gilbert Islands, and summarises the knowledge previously recorded or observed regarding Gilbertese plants, both published and unpublished names compiled by Bauro Ratieta, H. E. Maude, and the Gilbertese on Canton Island; the published accounts of the United States Exploring Expedition, C. M. Woodford, G. H. Eastman, H. N. Dixon, Hiram Bingham, Jr., and several others. Reference is given to 67 publications she examined.

The price of this bulletin is $2.50, post paid.

¶ Mr. and Mrs. J. Gibney and children left Port Moresby on the April *Bulolo*. He has been with the Crown Law Office for several years and is now leaving Moresby permanently. The family will reside in Brisbane.

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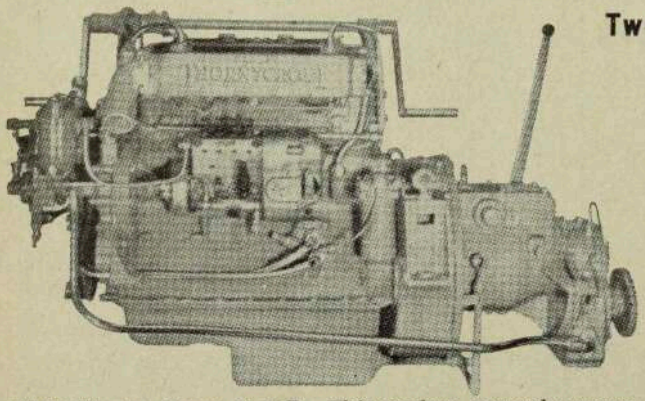
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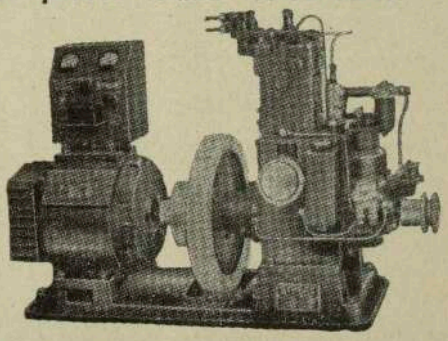
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COPRA CUTTER

Tests of Machine Being Made in Fiji

AFTER some preliminary confusion—the result apparently of a misunderstanding between inventor, manufacturer and distributor—the Rey copra-cutting machine is now being introduced to use in Fiji, through the agency of Burns Philp (South Seas) Ltd.

The machine is the invention of Mr. P. Rey, of Tahiti. It is now being manufactured by a firm in Burbank, California. There has been a good deal of interest shown in it by coconut planters in areas where labour has become scarce and dear. The following summary, dated April 22, has been made available to us by Mr. M. H. Helsen, of Burns Philp (South Seas) Ltd., Suva:

Mr. Rey, the inventor of the machine, has been with us for the past three weeks, and has given various practical demonstrations of his invention.

As with all new inventions, there is a certain resistance from people who, used to old methods, are reluctant to try anything new; and the first demonstration I arranged with the Director of Agriculture was reported by the *Fiji Times* and commented upon in lukewarm terms, and inferred that the machine did not appear to have any advantages over Indian or Fijian copra-cutters. This, possibly, is true, as long as this labour is available; and this is the main point which would be of interest in territories which are not as fortunate as Fiji on the labour question.

Following a further demonstration yesterday, which was attended by Mr. "Tui" Johnson and Mr. R. Ricketts, and a few old hands, Mr. Ricketts (a planter himself) was sufficiently impressed to purchase one of the machines for his plantation on Koro Island.

My own opinion of the Rey equipment—and speaking as one who has seen copra cutting in various territories—is that it can indeed perform the actual cutting of coconuts at the rate of at least between 5,000 to 6,000 nuts per normal working day; the operator needing, of course, an assistant to feed him with the coconuts, whilst another one or two assistants are required to operate the extractors. In summary I would briefly set out my observations:

- Although portable, I consider the best results would be obtained by collecting the nuts and bringing them to a point near the "smoke-house" or drier, where the nuts can be cut, kernel extracted, and the husk used as fuel for the drier, as is customary on certain plantations.
- The loss of potash fertiliser in using the above method could be objected to by planters who are in the habit of leaving the husks around the trees as manure, but this could possibly be offset by the following:
  - (a) Saving in labour cost in cutting and transporting firewood.
  - (b) The avoidance of idle labour on rainy days.
- The machine splits the nuts neatly and with no loss of the kernel, as in the case with an axe.
- The extractor cuts the kernel in regular pieces.
- The water of the nut is saved and can be used for feeding pigs, etc.
- As both the cutting machine and extractors are operated by a 1-hp engine there is less fatigue on the operators, and I therefore consider there would be a more consistent output than by present method of cutting with an axe and extracting with a copra knife. For the same reason, women labourers could be used.

I venture to say that a native, given sufficient time to become proficient with both machines, would cut out as much if not more copra than under present methods; and, not having the same physical strain, would as aforesaid be more consistent in his output.

The Rey equipment should have far more appeal in Territories where the labour problem is acute, than is the case in Fiji.

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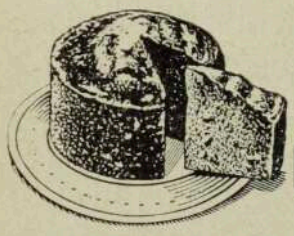
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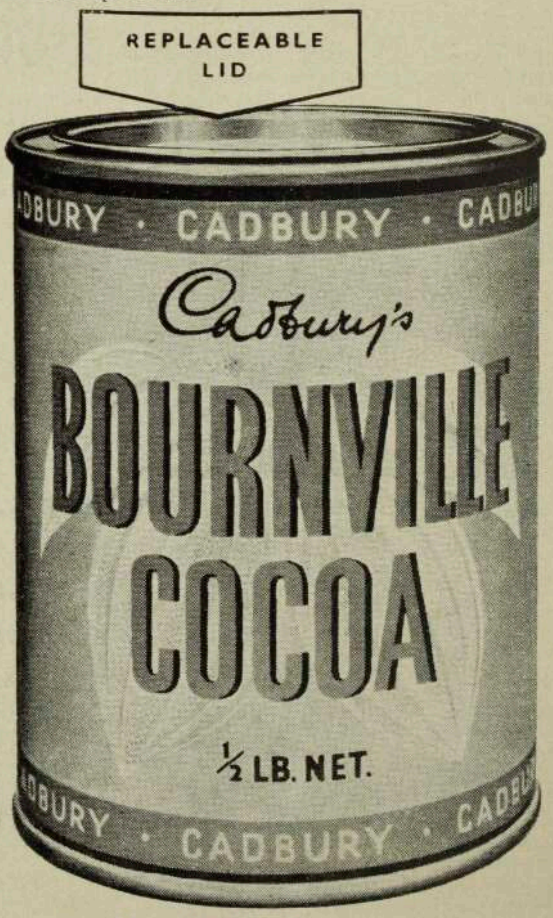
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Orient Line Will "Fill the Pacific Gap"

Sailings Announced for Year Ahead

FURTHER trans-Pacific sailings have been announced by the Orient Line, to make a total of six by March, 1955.

The company's liners will leave Sydney on May 21, September 17, November 19, December 17, January 28 and March 25. They will call at Auckland, Suva, Honolulu, Vancouver and San Francisco. Several of the company's ships will be employed on the service.

There is no likelihood that a more regular service will be introduced, the company's policy being to divert liners to the Pacific whenever they can be spared from the London-Australia run.

All ships carry First, Intermediate First and Tourist B passengers. An Orient executive said there should be ample berths available for travel between Sydney and Suva.

The liner to leave Sydney on January 28, 1955, will be the new *Orsova* of 29,000 tons, which was recently in Sydney on her maiden voyage.

At an official luncheon on board the liner, a director of the Orient Line, Sir Colin Anderson, said it was extraordinary that the Americans had no ship of the *Orsova* class on the Pacific service. He described the Pacific as the "empty Pacific" because of the lack of regular liners between Australia and North America. The Orient Line intended to fill the gap, he said.

The company made its first Pacific run with the 28,000 tons *Oronsay* from Sydney on January 1 this year, and it carried a record of 1,200 passengers. The Pacific had been without a regular passenger liner since the old USS *Aorangi* was withdrawn last year and sent to the ship-breakers. Soon after their successful experimental voyage, the Orient Company announced further voyages.

Even with no competition and a very healthy subsidy from the Governments of Australia, Canada and New Zealand, the *Aorangi* lost a great deal of money for her owners after she resumed the trans-Pacific service in 1948. This was caused partly by increased crew quarters at the expense of passenger-carrying space, and partly by the crew being on Australian articles. The crews of Orient vessels work under UK articles.

(Details of the Orient Line trans-Pacific services will be found in our Shipping Time-tables.)

The response by the various native Co-operative Societies of the Milne Bay (Papua) District to the Queen Elizabeth the Second Coronation Fund for Mothers and Children has been described as "gratifying." The sum contributed was £110.

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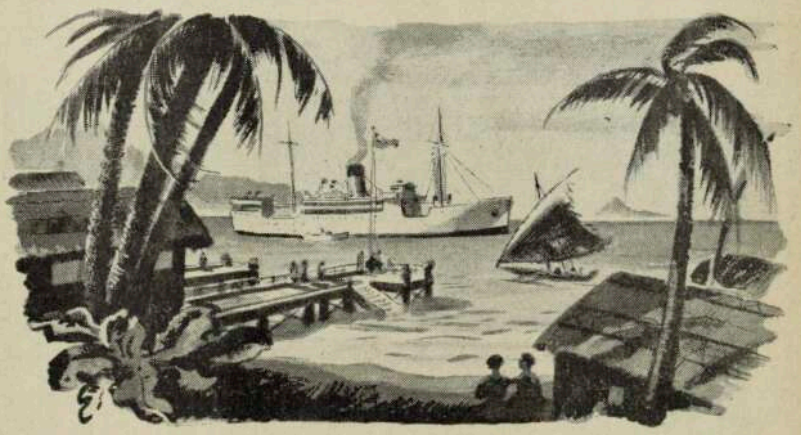
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Cheaper Fares and No Champagne

Tourist Air Services in Operation in Pacific

TOURIST class passengers on trans-Pacific airservices are not served with champagne; nor do they receive any free drinks or cigarettes. They get no sleepers; have slightly less seat space than first-class passengers, and a little less attention from the hostesses..

They may derive consolation, however, from the knowledge that their fares are costing them 20 per cent. less, and that despite the curtailed privileges, they will get there just the same.

The three companies operating trans-Pacific services—BCPA, Canadian Pacific and Pan American—all installed a number of tourist class seats on April 1. In some of them movable bulkheads are used to separate the tourist section from the first-class, so that either section can be extended or contracted at intermediate stops to meet any changing demands.

The three companies report satisfactory business with the tourist seats in the few weeks that they have been available, but they do not know whether they should be planning for a greater or lesser number of these in the future: At this time of the year, seats of any kind in overseas planes are at a premium, therefore current demands are not necessarily an indication of the normal state of affairs.

Tourist passengers need not fear that they will be compressed into too small a space for their cheaper fare. The minimum space that each passenger must be allowed is specified in international aircraft regulations. First-class passengers get a little more space than specified and pay for the privilege.

The three Pacific operators all offer the same conditions of travel to their tourist passengers: Baggage allowance is 44 pounds, compared with 66 pounds first-class, and

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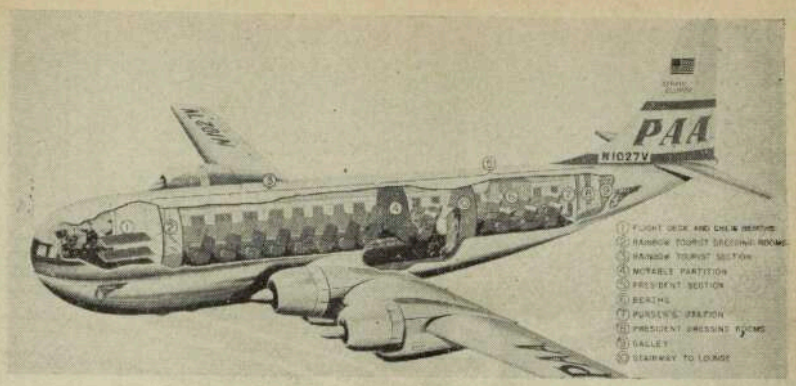


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Cutaway drawing of a Pan American Pacific Strato Clipper modified to provide two types of service — President de luxe and Rainbow tourist — simultaneously. Rainbow passengers occupy the forward and President passengers the after portion of the aircraft and the two sections are separated by a sturdy partition (4).

complimentary meals which are less elaborate.

(The baggage allowance of 44 lbs appears to be the fly in the ointment of tourist travel. It is very small for a world tour, and as excess baggage, Sydney-San Francisco, is £2/15/- per kilo (2.2 lbs) and substantially more for a through-flight on to Europe, the advantage of the tourist fare reduction could soon be eaten out if the traveller did not watch every extra ounce of baggage).

BCPA has been carrying nine tourist-class passengers and 30 first-class passengers on its DC6's. When Qantas begins operating the BCPA services in its own name on May 15, using new Super Constellations, it is expected that 15 tourist and 39 first-class passengers will be carried.

Canadian Pacific is carrying 22 tourist and 32 first-class passengers on its Super DC6B's. Choice of onward routes allowed the tourist passengers are restricted in America, but not in Canada.

The forward portions of Pan America's Strato Clippers are partitioned off for the tourist (or Rainbow Service) passengers. Normally, accommodation is provided for 35 of these passengers and 24 first-class (or President Service) passengers, but the partition or bulkhead can be quickly adjusted to enlarge either section.

Only the first-class passengers have the use of the lounge on the lower deck, and they have separate dressing-room facilities.

Tourist-class facilities are, of course, available on all the Services to and from Fiji.

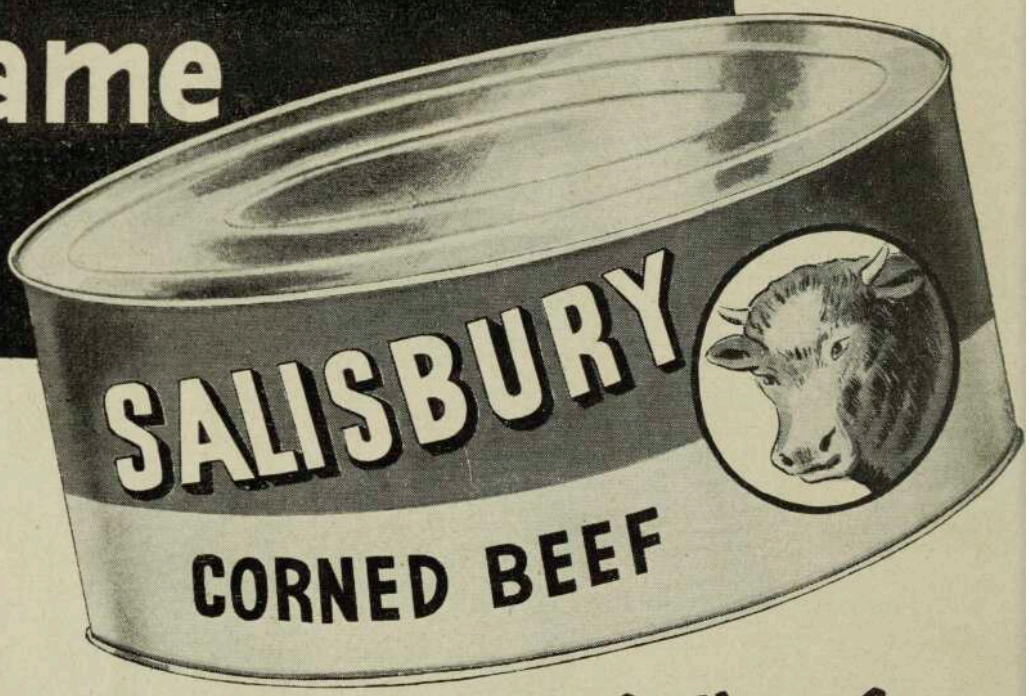
INDONESIANS IN DUTCH N. GUINEA

The Returned Servicemen's League of South-eastern Queensland, at its annual conference, held in Brisbane, expressed concern at "the infiltration of Indonesian nationals into New Guinea" and urged the Federal Government to approach the Netherlands Government to seek a "defence union" for their New Guinea territory. The conference believed that the infestation was part of a plan which would endanger Australian security, should Indonesia pursue its present policy. There is no suggestion that Indonesians are getting into Australian New Guinea—only into some parts of Western New Guinea.

¶ Mr. Ned Dwyer, who spent a number of years in New Guinea, returned to Australia recently after 2½ years' residence in London. He has now rejoined BGD, at Bulolo.



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NO IMPORT DUTY ON COPRA

Last Year's Statement by Australian Minister

IN 1953, replying to demands by dairying interests that Australian dairying interests should be protected against the competition of margarine, by imposing a duty on PN-G copra, the Australian Minister for Territories (Mr. Hasluck) said:

Australia is a separate customs area from Papua and New Guinea, and Australian import duty is payable on some Territory products (e.g., rubber, timber and coconut oil). Administrative and geographical connections between Australia and the Territory of Papua and New Guinea, combined with a low Territory tariff, ensure a ready market in Papua and New Guinea for many Australian-produced and manufactured products, including butter. Exports to Papua and New Guinea of Australian produce during 1951-52 included—

Butter, 459,502 lbs.
Cheese, 133,911 lbs.

An Australian import duty on copra would, on present prices, have to be extremely high, about £130 per ton (against the present import price of copra of £91 per ton) if it were to eliminate the present retail price difference between butter and table margarine. Since the manufacture of table margarine absorbs less than one-fifth of Australia's imports of copra, the result would be that raw materials for products using (proportionately) much more copra than table margarine would be very substantially increased, without any benefit to the dairying industry. In addition, a possible future export trade in copra products would be prevented. Similarly, a ban on imports of copra would have an effect much wider than its effect on table margarine manufacture.

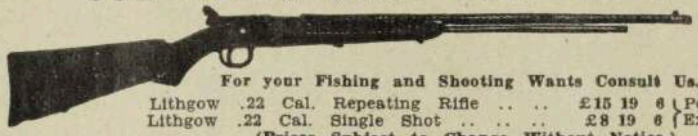
There is in any case no guarantee that discriminatory tariff action against copra would have the effect desired by dairymen, as margarine can be manufactured from a wide range of oils, some of which can be produced in Australia.

Licensing legislation in force in all States provides that the production of table margarine shall not exceed a certain limit.

Food products of the Territory of Papua and New Guinea are tropical products which are not produced in Australia. Generally, the aim has been to develop crops, including copra, which are complementary to Australian production. But it is nevertheless true that the Territory's enterprises are, in the main, conducted by Australians, employing native people for whose advancement and protection Australia has a definite and well-recognised responsibility.

¶ Mr. F. W. R. Godden, who has been associated with the Placer Development Group for 26 years, retired from Placer board on March 31, and also as managing-director of Bulolo Gold Dredging. He will reside in Perth, in future, where he will remain a director of Clutha Development, a subsidiary of Placer. Mr. J. W. Austin will succeed Mr. Godden as managing-director of BGD and Mr. Lars Bergstrand, who is operations manager at Bulolo, will join the boards of BCD and Clutha Development.

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Native Defiance of NG High Officials

Struggle Over Village Council Policy

From a Special Correspondent

RABAUL, April 20.

IT is expected here that the Top Brass of our Administration will make a strong effort in the coming month to settle this vexed question of whether or not the Raluana and other groups shall be forced to conform with the rest of the Tolai communities, and accept the establishment of village councils.

So far, as is well known, certain of these Tolai (Gazelle Peninsula) villages have resisted the wish of the Administration that they shall set up Village Councils to take care of local government, and especially health and education activities. In the case of Raluana villages, there was more than passive resistance—the way in which the District Commissioner (Mr. McCarthy) and his officials were assaulted when they visited the area to discuss the Council scheme is a matter of history.

As a result of the great publicity given to the Raluana affair, there is a tendency to overlook the fact that Raluana is not the only Tolai group which has refused to accept the wish of the Administration that Village Councils be set up. For example, District Commissioner McCarthy, in January, 1953, went out to Naweran and told the rather stubborn people there that they had better form their own Village Council, or else they would be put in as part of the Reimber Council.

The District Commissioner told this to the chief of Naweran (a comparatively wealthy man named Mano, who lives in a European-type house). Mano was sitting in front of the DC, and the villagers sat in a group behind him. When he heard this ultimatum from the DC, Mano gave a signal and the whole crowd



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rose up and began to converge upon the official group. Mr. McCarthy simply sat and stared at them; and, after a couple of minutes, Mano gave another signal and the natives sat down again.

On the same day, at Taviliu village, there was a somewhat similar incident.

These villages made it clear to the District Commissioner that they were not in favour of forming village councils.

It was some two or three months after that that the highest officials of the Administration formally told these recalcitrant villages that if they did not themselves form Village Councils, the Councils would be set up by official proclamation. Then came the Raluana incident.

That was followed more recently by a series of proclamations—and cancellations.

IT has now become a sort of contest of wills between the Administration and the non-council villages. One naturally asks, why force these councils on these villages when the villagers do not want them? The reason is that a certain number of the Tolai villages *have accepted councils;* and those councils in turn have become responsible for some of the costs of local government, including education and health services, while the non-council villages also get education and health, but at the cost of the Administration.

Naturally, the Tolai villagers who are paying their own costs get very restive when they see what the non-council villages are getting away with; and the Administration now, to save its face, must clean up the situation — either force councils upon the non-council villages, or permit the council villages to abandon their village-council system.

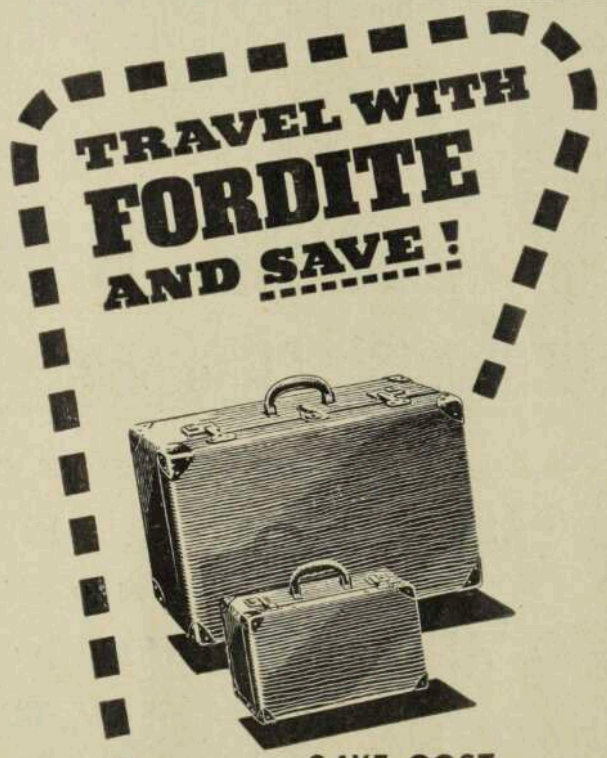
As part of their campaign of resistance to the council scheme, the Raluana people have sought European advice, and have been actively assisted and guided by legal men in Rabaul. Also, since their success in resisting the Administration, during the latter part of last year, the Raluanas have become a little cheeky and arrogant and inclined to be a law unto themselves. There is no doubt that, assisted by the advice of non-official European legal practitioners, they will place every possible legal difficulty in the way of the Administration's proposed adjustment of the situation.

IT is commonly reported that one of the chief embarrassments of the Administration is the unwillingness of certain senior District Commissioners to advance the Village Council scheme—which was one of the pet productions of the Ward-Murray regime.

Although the Administration apparently changed when Mr. Ward and Colonel Murray moved out, and Mr. Hasluck and Brigadier D. M. Cleland came in, actually there has been very little alteration in discernible native policy—the Village Council and the Native Co-operative Society plans have gone on just as if there had been no change in personnel, and the Hasluck-Cleland combination seems to be just as sensitive to the criticism of the irresponsible Trusteeship Council as ever J. K. Murray was.

Naturally, some of the older and more experienced Administrative officials, who have a well-balanced and realist view concerning native administration, do not take kindly to the present attempts to force these primitive New Guinea natives into a rapid acceptance of even local self-government. They insist —and most of the older hands think they are right—that Canberra, with one uncomfortable eye all the time on the Trusteeship Council, is trying to do in one decade or generation the things that experience has shown cannot safely be accomplished without a much longer period of preparation.

One or two of the DC's may have succeeded in holding back a too rapid application of the Village Council idea. One in particular insists that the natives are not ready to give up their present system, which appears to be a shadowy sort of local council, where the elders do much talking but accept no responsibility.



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TROUT FOR NEW GUINEA MOUNTAIN STREAMS

THE attempt by Sir Edward Hallstrom to introduce trout to the mountain streams of Central New Guinea, and a recent suggestion by Mr. C. Sefton that some attempt should be made to acclimatise trout in the streams at Sogeri (Central Papua) has stirred up some controversy in the Port Moresby newspaper, *South Pacific Post*.

One writer, Mr. K. R. Slater, insists that such movements of fauna should not be attempted unless experts have made a close study of any possible effect on the balance of nature—and he cites some unwise transfers of plants and beasts to show what happens when such movements are too hurriedly made.

Mr. A. Himson, who has been trout-fishing in Australia, deals with the matter in a more practical way. He has been informed by the experts that trout will not breed in any water above 64 degrees Fahr. He says that the water temperature at Bulolo is in the middle 60 degrees and that any temperature over 80 degrees is lethal for trout. He says that the constant introduction of fingerlings to the New Guinea mountain streams may create a more or less constant population of trout; but he appears convinced that the permanent stocking of these tropical streams with trout, by natural propagation, is ultimately impossible.

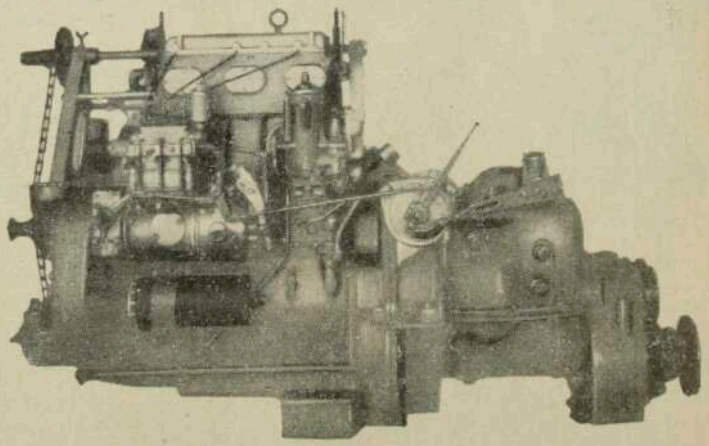
Off to Malaya!



The first of the 18 Fijian families who will join men of the 1st Battalion, Fiji Infantry Regiment, who are serving in Malaya, left Fiji by air on March 31. Here Vilimaino Soko (centre), wife of Warrant Officer Gukisuva (whose photo appears on this month's cover, and who has served in Malaya since the first batch of Fijians went there), gives details of the family she is taking with her. From left to right they are: Bale Kelena, 9, Filimaina Jititia, 1½, Jale Manueli, 5, and Onisimo Soko, 7 years.
—Fiji Public Relations Office Photo.

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H. R. WAHLEN IS NOW 81 YEARS OLD

"I SAW Heinrich Rudolph Wahlen, formerly of German New Guinea, in Hamburg recently," said Mr. George Baker, in an interview in Sydney.

"Wahlen is now 81 years old—but he still takes the liveliest interest in world affairs—and especially in conditions in N. Guinea.

"I think Wahlen was one of the unluckiest of men. He went out from Germany to New Guinea over 50 years ago for the Hernsheim firm and, after his job there was finished, he set up for himself as a planter in the North-West Islands, and had extraordinary success. Eventually he merged his interests with those of the New Guinea Company and the Forsaythes and, when he retired in 1914, he was worth about £250,000. He landed in Germany on the very day that World War I broke out—and in an hour was penniless."

Mr. Baker said that Mr. Wahlen's means now are very limited. He is still interested in the Waria Syndicate, which has made a claim for compensation in respect of a large area of gold-bearing country in the Morobe section of New Guinea; and, from time to time, he has acquired funds with which to keep that claim alive. (The claim was dismissed last year by an Australian adjudicator).

Mr. Wahlen served with the Germans in World War II and probably was the oldest man in that Army. He filled an important post in Paris during the German occupation.

¶ The Governor of Fiji and Lady Garvey made a tour of the Cakaudrove Province, Vanua Levu, in March, visiting estates, schools and Missions. The tour was made by air from Nausori, Viti Levu, and partly by the Government launch *Viti II* on the Vanua Levu coast.

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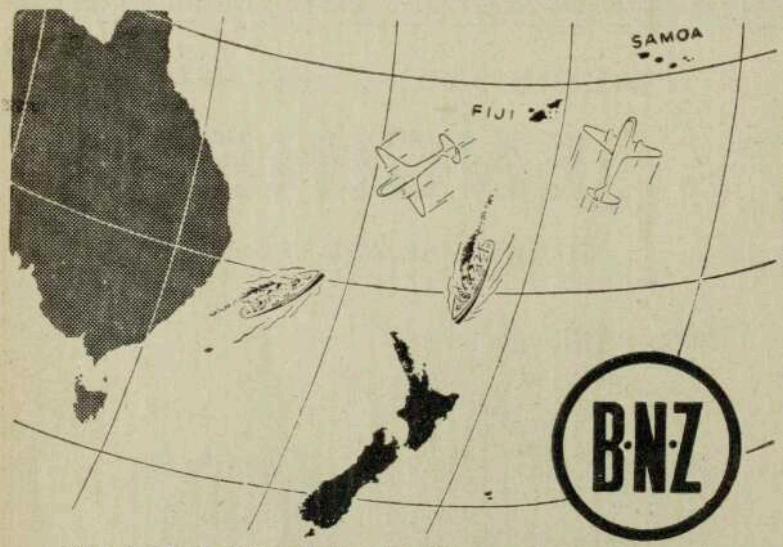
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LAE	May 24-27	Hotel Cecil	Hotel Cecil
GOROKA ..	May 27-31	Hotel Goroka	Hotel Goroka
MADANG ..	May 31-June 3	Hotel Madang	Hotel Madang
KAVIENG ..	June 3-7	Hotel Kavieng	Hotel Kavieng
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EXPERT URGES EXTENDED USE OF PIDGIN ENGLISH

Written for "Pacific Islands Monthly" by Robert A. Hall, Jr., Professor of Linguistics at Cornell University, Ithaca, NY, USA.

IT is time to take a new look at Pidgin English. The debate between its opponents and its supporters has reached a dead centre—partly for lack of new arguments, and partly because, frankly, many of the old arguments did not have a sound foundation.

We need a fresh viewpoint, and more information on the facts of the case, such as only modern linguistics—the scientific analysis of language—can give us.

Twelve years of work (including two books*) on the linguistic analysis of Melanesian and other brands of Pidgin have convinced me of the following points:

LANGUAGE IN ITS OWN RIGHT

PIDGIN is indeed a true language in its own right, different in structure and vocabulary from English, and fully deserving our respect and consideration.

Opposition to Pidgin on linguistic grounds come from three main sources: purism, bowdlerism, and a narrow conception of "grammar."

True, many Pidgin words have a different meaning from their English sources: *nogud* means "with undesirable results; bad"; *nating* means "with something missing from the normal context"; *gras* is "anything growing blade-like out of a surface"; and so on. This is normal as languages change and develop; English *assist* means "help", whereas French *assister* is "be present"; but neither English nor French is "corrupt" as compared with the other. Likewise for some words which in English are taboo, but in Pidgin are quite innocent and have extended their meaning greatly, such as *ars* "bottom (of anything); reason, cause origin", or *bagarimapim*, "ruin, spoil, wreck."

"But Pidgin has no grammar," I hear. Oh yes, it has! If we analyse Pidgin scientifically, we find it has a meaningful, coherent grammar of its own. I know; I've done it.

Pidgin has no tenses, cases or genders; but it has an objective verb conjugation (suffix *-im*, e.g., in *lukim* (see) or *kaikaiim* (bite), as opposed to *lukluk* (look) or *kaikai* (feed on); a pronoun plural suffix *—fela* (as in *mifela* "we, us"); an adjective suffix—*fela* (as in *bigfela*, "large") and a "predicate-marker" *i*—that occurs after every third-person subject, as in *em i-gudfela* "he is good" or *haus i-bigfela* "the house is large."

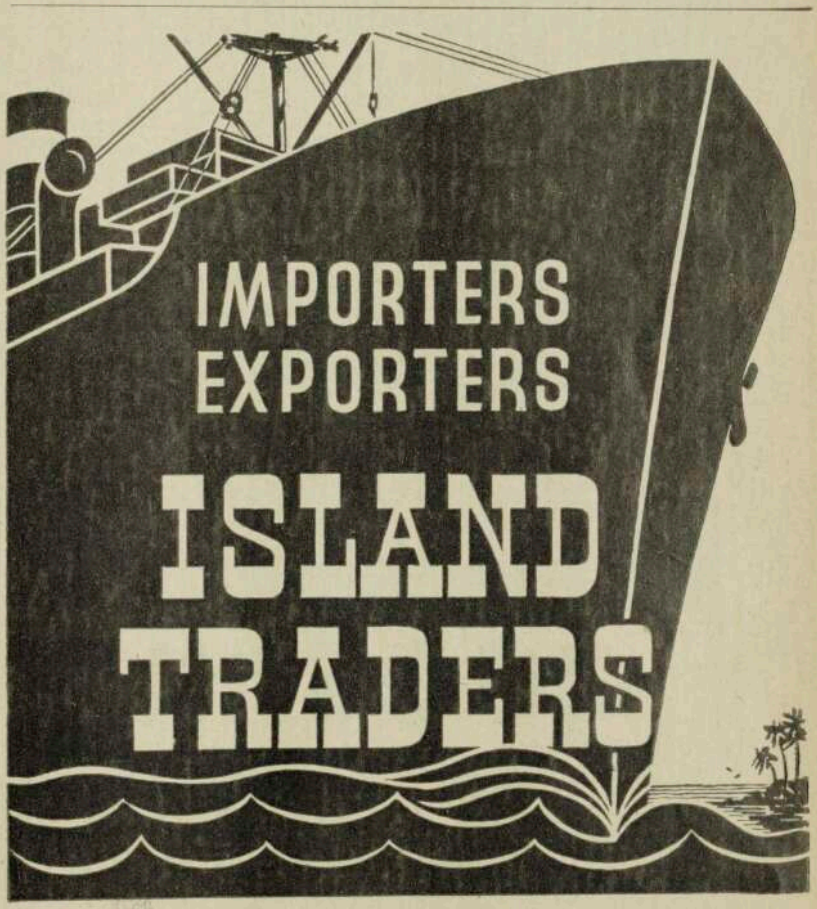
Pidgin has a clearly defined syntax, with many types of constructions carried over from Melanesian languages, like *haus kuk* "room (for) cooking—kitchen," or *yu trifela* (the three of you).

Why don't we usually recognise these facts? Because we insist on thinking Pidgin is a "corrupted" form of English; because we often mask its true structure by spelling it English fashion; and because we won't take off the blinders of our outworn doctrines about grammar and "correctness."

Pidgin is a going concern in New Guinea at present; to "abolish" or "eradicate" it is an impossibility. It has been said, and rightly, that "if its use were suddenly forbidden, there would be a complete dislocation of administration, trade, industry, and missionary teaching."

(Continued on Page 49)

* "Melanesian Pidgin English—Grammar, Texts, Vocabulary" (Baltimore, Linguistic Society of America, 1943; pp. 159); "Melanesian Pidgin Phrase-Book and Vocabulary" (Baltimore, L.S.A., second edition, 1944; pp. 56).



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THE LANGUAGE OF MELANESIA

PIDGIN originated as a "caste language," but it is no longer primarily such, and is becoming less and less so.

One hears of old-type colonialists insisting on their "boys" speaking only Pidgin, and even knocking them down for daring to use English; but that attitude is disappearing.

By now, Pidgin is the property, not of the Europeans, but of the Melanesians themselves, and it is used for communication among the natives of different "talks" even more than it is between Europeans and natives.

The use of Pidgin is eminently beneficial to Melanesia, since it provides a *lingua franca* for natives of many different linguistic backgrounds.

Everyone knows that there are scores, if not hundreds, of different languages from Guadalcanal to the Sepik; without Pidgin, the Melanesians would have no language in common. No one native language (e.g. Yabim or Kate) has an equivalent spread, and knowledge of English is relatively limited.

The structure of Pidgin is both simpler than that of English and closer to that of Melanesian languages, as it has many carry-overs from those latter, in both grammar and meaning of words. Hence, for a Melanesian, it requires less time and effort to learn Pidgin well than it would to acquire an effective control of English.

MEDIUM FOR INSTRUCTION

PIDGIN is well suited for purposes of instruction. Proof of the pudding is in the eating: it has already been used successfully in schools, and for technical manuals in subjects like medicine, carpentry and store management.

Pidgin is usually written in a reasonably sound phonetically-based alphabet; for this reason, it is much easier to attain literacy in Pidgin than in English. For many, perhaps most, Melanesians, the choice is not between literacy in Pidgin or literacy in English; it is between literacy in Pidgin, or none at all.

Pidgin is not merely utilitarian, however, but perfectly suited for expressing any ideas one wishes. Passages from Shakespeare and Sophocles can be expressed in Pidgin without losing poetic effect, and Melanesians are beginning to write their own literature in Pidgin. All that is needed for a Pidgin Literature to arise is for someone to come along with something to say in Pidgin.

NOT IN CONFLICT

THERE need be no opposition between Pidgin and English in the Territory. Each can serve Melanesia's interests well in its own

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sphere: Pidgin, as a means for communication between Melanesians, first attainment of literacy, and elementary and intermediate instruction; English, to serve as a broader "window on the world."

Communication between Europeans and Melanesians? In either Pidgin or English, as desired, but on condition that whichever language is used be learned well.

. . .

Some think that Pidgin is a hindrance to the learning of English. This need be so only if the English is poorly taught. With proper materials and techniques of teaching, the similarities of Pidgin to English can be used as a "stepping-stone," and the pitfalls caused by the differences can be warned against.

Basic English instead of Pidgin, as a bridge? No! For use in Melanesia, Basic English is inferior to Pidgin, both in the choice of its 850 words and in its grammatical structure and spelling (which are those of English). Pidgin is the outgrowth of real life; Basic English, the construction of philosophers sitting in their study.

I can therefore recommend the following policy: Condemnation of Pidgin and attacks on its use should stop. The UN Trusteeship Council should reverse its stand on Pidgin, rescinding its ill-advised and unfounded anti-Pidgin pronunciamento of July, 1953. Pidgin should be used in disseminating information through school, radio, and newspaper. The writing, not only of practical manuals, but of creative literature, should be encouraged.

The teaching of English should be extended, but only with the use of linguistically sound materials and techniques, recognising the existence of Pidgin and utilising its similarities to English.

Finally, we need a new name, to avoid the misunderstandings attached to both parts of the name *Pidgin English*. Various names have been suggested; the most neutral, and simplest, seems to me to be *Neo-Melanesian* (in Pidgin, *Tok Melanijin.*) Under this name, let us allow this once-despised but now fully recognised language to make its contribution to the progress of Melanesia.

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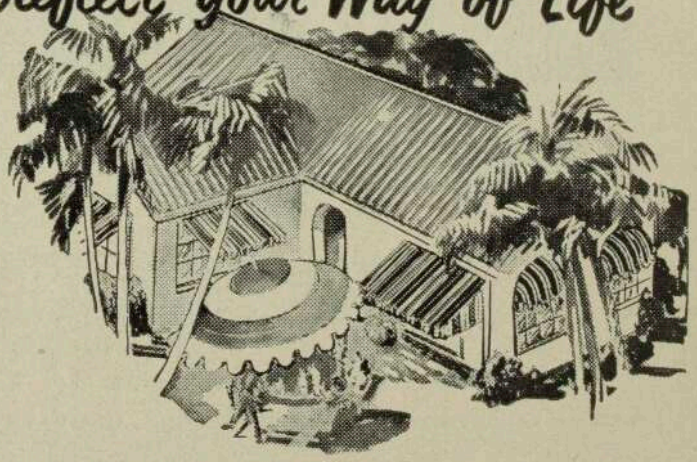
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Qantas Supplants BCPA on Trans-Pacific Service

S-W Pacific Retains Flying-Boats

FIRST major development in Pacific airline re-organisation, announced last month, will occur on May 15 when Qantas Empire Airways will take over the trans-Pacific service formerly run by BCPA.

From that date Qantas will operate the service in its own name, using the first two new super Constellations the company has purchased in US.

It expects to have another two of the new planes by July, and another four early next year.

Provision has been made to carry 15 tourist class and 39 first-class passengers for the start of the new service which will run the old BCPA route, Sydney-Suva-Canton-Honolulu-San Francisco-Vancouver.

BCPA's through service from Auckland to Vancouver, every Tuesday, will be discontinued when Qantas takes over on May 15. It will be replaced by a twice-weekly feeder service which will connect at Nadi with the Super Constellation services from Sydney.

TEAL will run this feeder service, the planes leaving Auckland on the same day that the Super Constellations will leave Sydney—that is, Saturdays and Wednesdays.

As in the past, one of the four services from Sydney each fortnight will terminate at San Francisco, the other three going on to Vancouver.

BCPA will now go out of existence, but its various booking and administrative offices will be retained for the time being, as the Pacific Division of Qantas. Later, Qantas will integrate all its offices. Qantas has also assumed responsibility for the continued employment of the BCPA staff.

TEAL'S USE OF DC6's

Under the rationalisation scheme, the DC6's which have been used on the service by BCPA are to go to TEAL. The transfer will begin on May 15, but TEAL are not expected to use all DC6's across the Tasman for some weeks. Solents will run some of the Auckland-Sydney services and all Wellington-Sydney services.

FLYING-BOATS STILL ON S-W PACIFIC SERVICES

Officers of the companies involved have no knowledge of any other immediate developments. Despite rumours to the contrary, Qantas is still operating the flying-boat services from Sydney to Noumea, Suva and New Hebrides, but it is expected that the Sydney-Suva service will be discontinued about June.

¶ The Rev. C. J. Keightley, the first New Zealand Methodist missionary to take part in mission work in New Guinea Highlands, was farewelled by leaders of his church in Auckland in March. He will take a course at the George Brown Missionary College in Sydney before going on to NG with his wife and infant daughter.

¶ Mr. and Mrs. Schindler have returned to Aiyura, New Guinea, by flying-boat after spending eight months in Australia.

¶ Mr. Ross Henry has taken up duty in the George St. branch of the Commonwealth Bank, Brisbane, after having served two years with that Bank at Rabaul.



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Samoan Women Work for Handicraft Display



On March 17-18, women from all parts of Western Samoa were in Apia to present a display of handicrafts in the LMS Hall

The display was organised by the Women's Central Committee, and, with the co-operation of all branches, proved a great success, some very fine work being displayed and later sold to provide funds for the committee's health work.

The judges were Mesdames Noue Tupua Tamasese, Salauiasiua Malietoa, and Vaoita Alesaua and, with the high standard of work, they had a difficult task in selecting winners. Manono District won the most prizes and, in consequence, received Mrs. Powles' special prize—a beautifully framed photograph of Her Majesty Queen Elizabeth II and the Duke of Edinburgh.

Articles entered were mainly large floor mats, sleeping mats, travelling and school baskets, tapas, purses and necklaces.

The photograph shows the Women's Committee group, and includes members of the Central Committee.

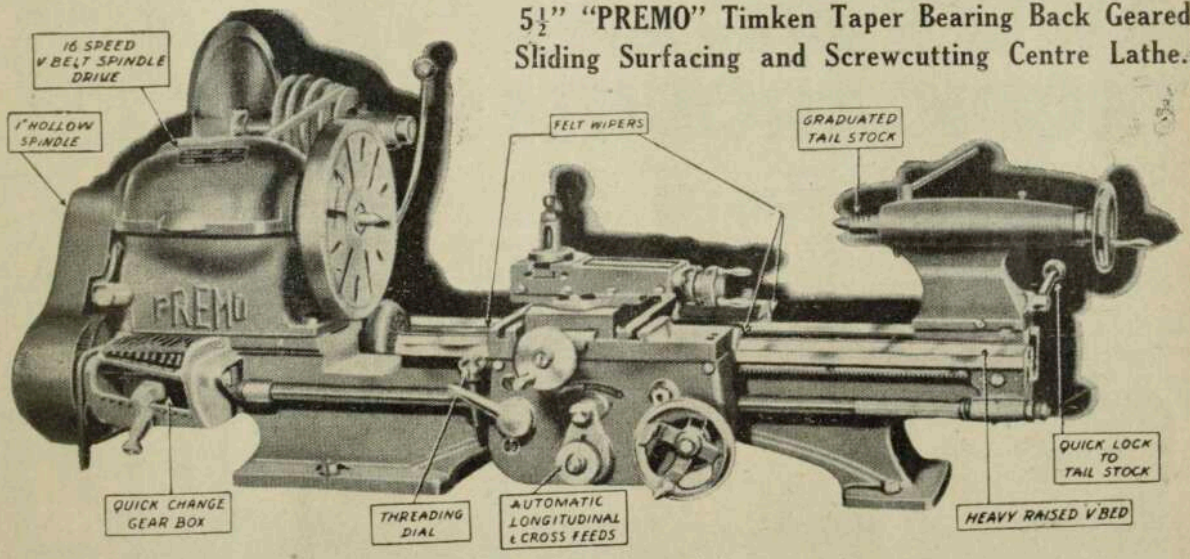
Apia, with a serious fly problem originating at its town rubbish dump at times, should be interested to hear that Suva seems to have solved a similar problem with a "fly predator" named *Pachylister Chinensis*, the larvae and adults of which devour the larvae and adults of the common housefly. The predator develops into a beetle which breeds in waste matter, cattle droppings, etc. The Government Entomologist in Suva has supplies available for those who require them.

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The year's operations showed some shrinkage, but this apparently was due to drought conditions in Fiji, Tonga and Samoa, causing a substantial decline in copra production, with a consequent curtailment of spending power and merchandising.

The subscribed capital of this company is £750,000; and this, with the General Reserve Fund of £400,000 and sundry other Reserves totalling £568,855, plus the balance in the P & L A/c, give a working capital of nearly £2,000,000.

On the assets side this company has £251,394 in real property and shipping; £944,424 in general investments; £314,960 in a subsidiary company; over £100,000 in merchandise; and it carries about £150,000 in cash.

Actually, as only about half the capital actually is "working", the annual profit and dividend are remarkably high.

The directors are Sir Henry Scott (chairman) and Messrs. James Burns, Joseph Mitchell and P. T. W. Black, of Sydney, and R. C. Kerkham, M. H. Nelsen, and G. R. Simpson, of Suva.

ALFRED POROI ON EUROPEAN HOLIDAY

M. and Madame Alfred Poroi passed through Sydney in April, en route to England and France, where they will spend a brief holiday. M. Poroi, at home in Tahiti, is an exceedingly busy man—local manager of the Union SS Co. Ltd., Mayor of Papeete and leader of the Moderate Party in the House of Assembly. He is fluent in three languages—French, English and Tahitian. Both M. and Madame Poroi are French citizens of British descent. They will return to Tahiti via USA in July.

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MALARIA—"AN ENTIRELY PREVENTABLE DISEASE"

THE following article is reprinted from the South Pacific Commission's "Quarterly Bulletin." It was written by Dr. Robert H. Black, a malariologist of the School of Public Health and Tropical Medicine, Sydney, who has undertaken several malaria surveys in the South Pacific for the SPC.

At least two of Dr. Black's premises—namely, that malaria is entirely preventable and that quinine has no suppressive qualities whatever (although combined with other drugs it has eradication properties)—will be challenged by many old-timers who believe that long experience has taught them all there is to know about malaria.

Up until military necessity made it imperative, in 1942-45, to find some reliable suppressive for troops engaged in malarious theatres of war, one went to the South-West Pacific Islands and expected to, sooner or later, contract malaria and thereafter have recurring bouts of it. And there certainly was always a great deal of hocus-pocus about its treatment, cures being almost as numerous as personalities.

To-day, although some of the older European residents still persist in their theories, it is admitted, by most inhabitants of the malaria-Islands, that the disease, with the help of scientific drugs, has lost most of its terror.

In the belief that it is wholly preventable, natives from the malaria-free parts of the NG Highlands have been, in recent years, permitted to go to the malaria-infested coastal areas to work. It is incumbent upon their employers, however, to see that they receive regular suppressive treatment; and on their return to the Highlands they are detained in quarantine for eradication treatment.

It is interesting to note that recently some Highlands labourers have been removed from their employers' control and repatriated because they had become victims of malaria.

AS the result of modern research there are now available synthetic drugs which are effective in the complete suppression of the malaria which is found in the South Pacific area.

However, attacks still are not infrequent amongst Europeans resident in highly-infected countries.

The countries in which the disease occurs in the South Pacific are shown on the map. A few islands included in the area are naturally free from endemic malaria, such as Nauru, Bellona, and some of the Torres Strait islands. Others, such as Samarai, have been freed of it *(See map on page 57).*

The amount of malaria in New Guinea, Solomon Islands and New Hebrides varies from locality to locality, and may be absent in some; but in general the incidence of malaria in these areas ranks high when compared with other parts of the world.

The malignant tertian infections are deadly when untreated; and the benign tertian infections are well-known for their tendency to be followed by persistent relapses following ordinary treatment.

The old belief still exists that living in these areas necessarily entails suffering from attacks of malaria, and even blackwater fever. Indeed, malarial attacks are so prevalent in Europeans that each one is his own physician when it comes to treatment. That this position is unsatisfactory is evident when attacks occur among New Guinea residents visiting Australia. It appears that the medical briefing of new residents is absent or inadequate, or is done by misinformed old residents, whose experience has been gained from numerous attacks of malaria and probably one or two attacks of blackwater fever.

The legend that quinine will prevent attacks of the malaria seen in the South Pacific is a persistent one, fostered by those residents who went to the tropics when quinine was the only drug available for its treatment. These people have been so exposed to malaria and have had so many attacks that they have acquired some immunity to the disease, as do the natives of the country. But this partial immunity has been acquired at the expense of many weeks of sickness.

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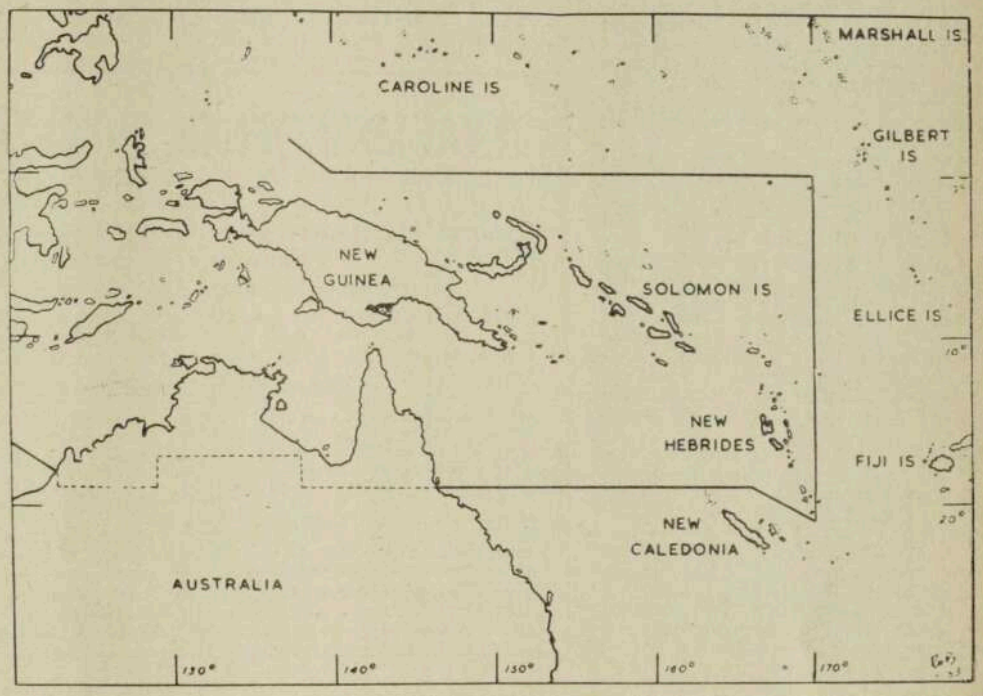
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went to Rabaul in 1914 soon learnt that the usual dose of quinine taken as a prophylactic was ineffective, and many of this force had to take quinine in doses which, in effect, constituted continuous treatment of an attack of malaria.

In the 1939-45 war, the large amount of malaria in the forces at Milne Bay demonstrated again the ineffectiveness of quinine as a malarial suppressive. And yet there are still people, who should be informed, who persist in taking quinine daily to ward off the disease.

Wartime research work at Cairns, Qld., clearly defined which drugs were effective in preventing attacks of malaria. This work was done by a skilled team making accurate scientific observations. Their results



This map shows distribution of malaria in the South Pacific area. The area included on the mainland of Australia has either only a small amount of malaria or is potentially malarious. There are several small islands included in the outline on which malaria is not endemic, such as Nauru, Ocean, Bellona and many of those in the Torres Strait.

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cannot be challenged by retailed heresay information on the failure of anti-malarial drugs which has been printed in the lay press.

At Cairns it was shown that quinine was ineffective in preventing malaria, but that Atebrin would prevent malaria attacks and cure malignant tertian infections. Chloroquine was also investigated and, towards the end of the war, very satisfactory results were obtained with Paludrine.

The strain of malignant tertian malaria from the Aitape-Wewak area, which was resistant to Atebrin, was found to be readily controlled by the use of Paludrine.

These results showed that troops who suffered from malaria were not regularly taking their suppressive drugs. The parasites, from the evidence available at present, have not changed, so it may equally well be said that Europeans still suffering from attacks, are not regularly taking suppressive drugs.

THERE are several drugs available for the efficient suppression of malaria. They are effective when they *are* taken and taken *regularly*.

In the Australian Army it became the responsibility of an officer to see that all his men took their suppressive drug daily. In a family, an adult should be responsible.

Drugs which can be used are:

Paludrine: One tablet (100 mgms.) *every day*. Children over 12 years as adults, dose scaled down for younger children according to age and weight, but no child, however young, need be given less than 25 mgms. at any one time (there are 25 mgm. tablets available);
Chloroquine: Two tablets (500 mgm.), on the same day *every week* (children, 1-4 years ½ tablet, 4-8 years 1 tablet, over 8 years—adult dose);
Daraprim: One tablet (25 mgm.) on the same day every week.

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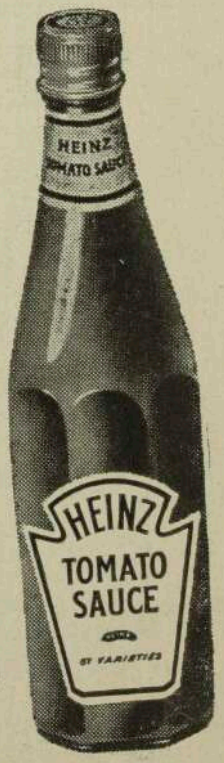
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It is a common thing to find that children do not like the taste of Chloroquine, but can be made to take Paludrine. (Chloroquine is practically synonymous with Nivaquine and Aralen). Daraprim is a recent addition to the ranks of anti-malarial drugs, and experience in its use is as yet somewhat limited. A sufficient amount of drug for the effective suppression of malaria for one year costs less than £A1 (*i.e.*, less than one penny per day), which is very cheap insurance against this disease.

It is stressed that these drugs must be taken regularly, for it is upon their continued administration at regular intervals that their anti-malarial effects depend.

WITH one of these strict regimens of suppression, no attacks of malaria will occur, despite residence in localities of high malarial incidence.

If the drug is continued for a month or more after leaving the malarious country, all infections with malignant tertian malaria will be cured, but the individual will become liable to attacks of benign tertian malaria when he stops taking his suppressive drug.

If the absence from the malarious country is to be brief, then the suppressive drug should be continued. If it is to be prolonged, courses of treatment with drugs such as Plasmoquine or Primaquine combined with quinine, Paludrine or Chloroquine are available which will, in the vast majority of cases, eradicate the residual benign tetrian infection from the body. Such courses of eradication should be taken by people who have finished their period of residence in the tropics, and by those leaving the area for prolonged periods.

Casual visitors to malarious areas would be well advised to take a suppressive drug during their stay in infected islands and for a month thereafter, taking an eradication course if they suffer from benign tertian malaria after their return home

TREATMENT OF INDIGENES

REFERENCE, so far, has been to the suppression of malaria in non-immune Europeans. All that has been said concerning them may equally be applied to natives of the South Pacific who come from non-infected countries and who are equally susceptible to malaria. This was learnt early in the history of the missions in New Guinea, when Polynesian teachers were installed along the south coast of Papua and many died.

In more recent times, labourers have been and are being brought from non-malarious Wallis Island to the New Hebrides, where they receive the same malaria suppressive drug as Europeans. Similarly, in Papua-New Guinea, native labourers from the non-infected parts of the Highlands must be given malaria suppressives when they are brought to work on the highly-malarious coast of that country. All these cases are comparable to the non-immune European who is going to a malarious country to do a job of work and then returns home to a non-infected country, and whose anti-malarial regimen has been discussed.

The position is different in the case of the native labourer coming to work in a malarious area from a village which is malarious. Depending on the amount of malaria in his village, this native has in his lifetime built up a varying amount of immunity to the malaria which occurs in his village. At the new location where he is employed, he encounters new strains of the parasite, and may suffer from attacks despite his immunity.

Attacks of malaria in labourers represent a wastage of labour. This wastage is readily eliminated by administering suppressive drugs. In this way a labour force with its attendant wastage from malaria can be effectively increased at a very small cost per annum for suppressive drugs.

IT must be realised, however, that the immunity the native has acquired depends for its continuance upon repeated contact with the malaria parasite. When this contact ceases, as in the case when suppressive drugs are given, then the immunity lessens.

(Continued on Page 95)

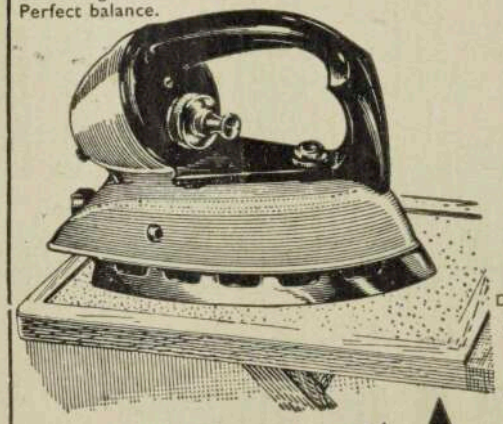
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Oryctes Rhinoceros—Number One Enemy of Copra Industry

Blocks on Pages 63 and 65 by Courtesy of South Pacific Commission.

FEW copra planting communities in the South Pacific are now unaware of the ravages of that coconut destroying pest *Oryctes rhinoceros*—commonly called rhinoceros beetle.

Areas of active infection are now so well distributed throughout the Pacific, that virtually no copra-producing area can consider itself safe from an invasion by the pest.

A recent publication by the Bishop Museum in Honolulu, written by J. Linsley Gressitt, an entomologist of that institution, is therefore of great interest to all planters. Mr. Gressitt pays particular attention to the Palau Islands, where he did his field work, but the history of infection of other territories is also covered and the destructive methods of the beetle are the same in any of the islands, at all events.

The history of Oryctes in the Palau Islands is interesting, as this infestation was in the nature of what Gressitt calls a "biological explosion." The beetle is believed to have been introduced to one of the small central islands of the Group, Koror, by the Japanese during 1942—probably from Java or Malaya. In five or six years it had spread both north and south to other islands in the Group and it is estimated that in 10 years it had killed 50 per cent. of the coconuts in the entire Group of 109 principal islands. On Koror, Peleliu and a couple of the other islands it killed all the mature coconuts and of 1,000 new palms planted on Peleliu in 1951, one-third were killed by Oryctes in six months.

The reasons why damage by the beetle was of explosive force is believed to be because this group is made up of true oceanic islands which lacked all the natural enemies Orcytes found in its natural Asiatic homeland; and at the same time, the large number of war-killed palms provided ideal breeding places for the pest.

In such circumstances, when there is no competition or limitation of food, giant individuals develop which are about 10 per cent. larger than usual. It is believed now, however, than diminishing larvae food supply and clean-up campaigns in the area will reduce the high percentage of damage and that the remaining coconuts in the Group are not necessarily doomed.

The life span of a rhino beetle is believed to be about four months, and in favourable circumstances, three generations may develop in one year. A female lays an average 90 eggs in her lifetime and as the sex ratio appears to be about one female to one male, in the course of one year the progeny per original female is something like 186,000 This explains how the coconuts were exterminated in Koror.

The coconut is the favourite and principal food of Oryctes. Mature trees are preferred but when these are lacking the beetle will attack trees less than a year old. And, when there are no more coconuts, it will live in other palms, particularly in pandanus. Palms and plants in which beetles have been found include betel-nut, sago, nipa, royal, oil palm, ivory-nut, sugar-cane, pineapples and bananas.

Favourite breeding ground is the standing dead trunks of coconuts killed by adult beetles or by other means. Other breeding grounds are fallen coconut logs, coconut stumps, coconut logs used in the construction of houses, bridges, etc., other palms, in almost any other kind of dead wood, under old logs, or compost. One particularly favoured spot is in sawdust piles or pits, as this provides ready-made food for the larvae.

IN THE SOUTH PACIFIC

IN a section devoted to the beetle in other countries, Gressitt states:

In the Pacific, *Oryctes rhinoceros* has been introduced into Samoa (1909); Wallis Island, 200 miles northwest of Samoa (1931); New

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Britain (1942?); Doom Island, between Salawati and New Guinea (1936?); Palau (1942); Vavau, Tongan Islands (1951); and near Suva, Fiji (1952).

In 1924 it was introduced into Niuatoputapu (Niuatobutabu or Keppel) Island, between Samoa and Honga, but by diligent trapping with coconut logs examined twice a week, and by eliminating breeding situations which included long-abandoned latrines, the beetle was exterminated from the six-mile-square island after more than seven years of effort by Inspector Muller of Tonga.

The beetle is assumed to have reached Niuatoputapu, Wallis, Fiji and Vavau from Western Samoa, and New Britain and Sorong from Amboina, Ceram, or some other island of Indonesia.

In New Britain it became a very serious pest after the war, on the Gazelle Peninsula. It now occurs on both sides of the peninsula for as much as 30 miles from Rabaul, and it is reported to be attacking coconut, oil, betel, and sago palms, and banana plants and roots of cacao seedlings. The beetle was not identified as Orcytes until about 1950, as it was first thought the damage was caused by the great increase in populations of native rhinoceros beetles [*Scapanes australis* (Boisduval)] or *S. grossepunctatus* Sternberg from mainland New Guinea as a result of abundant breeding media in the form of palms killed during the war.

The elephant beetle, *Xylotrupes lorquini* Schauf. ["*gideon* (Linn.)"], had also been suspected by some, in New Britain, as elsewhere, though it is a much less serious pest as to damage and does not bore into the crowns of the palms. Another rhinoceros beetle, *Oryctoderus coronatus* Bates, also in New Britain, was found to be present in situations with Oryctes, and its adults fed upon Oryctes grubs and pupae in captivity (Dun.). Species of this genus are known to attack coconut palms, however.

It has been suggested that Oryctes may have reached New Britain be-

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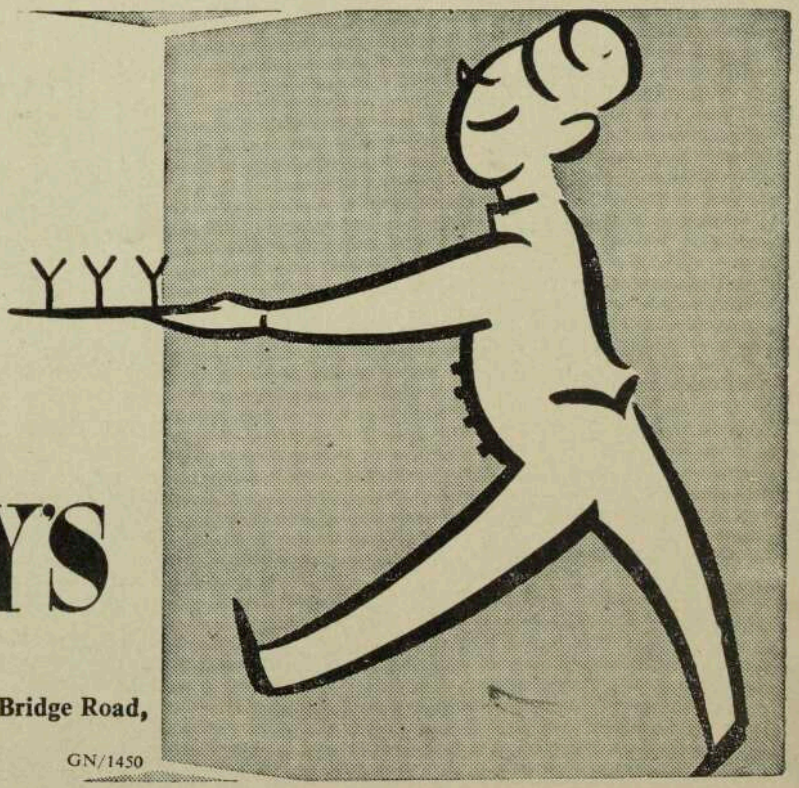
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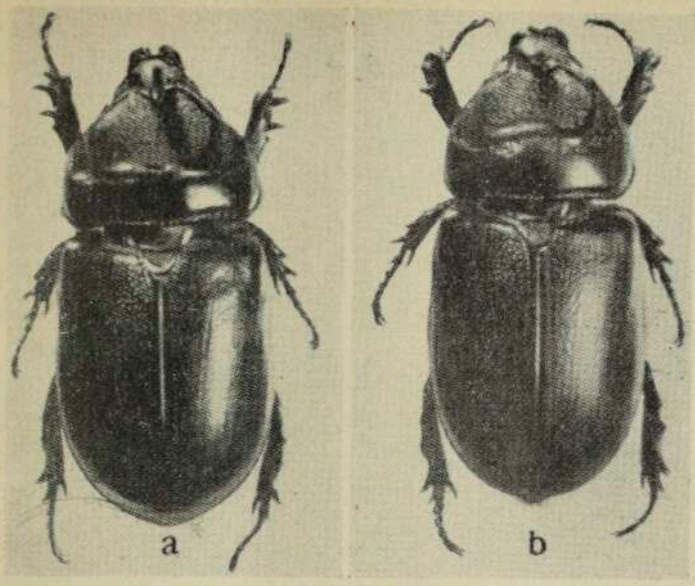
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Adults, dorsal view; a, male; b, female.

fore the war, possibly about 1937. S. Dillon Ripley noticed in 1937 what appeared to be Oryctes damage at Rabaul and on Doom Island (Sorong), a trading centre just west of New Guinea, though not on neighbouring islands or the New Guinea mainland.

In New Ireland the beetle was reported in early 1952 to have been recently establishd on the midwest coast and also on the upper east coast in small numbers (Dun.); and it is now spreading.

The beetle presumably reached Vavau Island, Tonga, sometime in 1951, as quite a population was noticed, though in a limited area, when the beetle's presence was discovered in mid-February, 1952. As soon as it was noticed, great efforts

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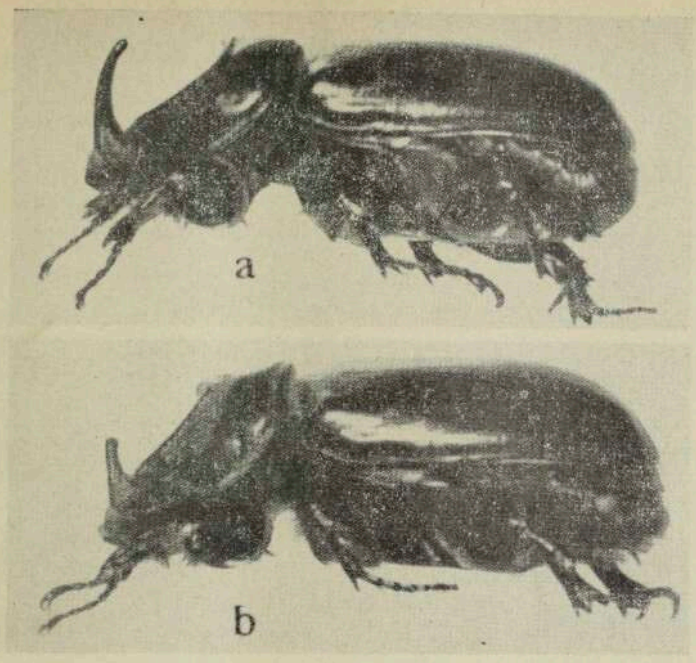
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Adults, lateral view; a, male; b, female.

were made by the Tonga Department of Agriculture to eradicate the beetle completely. Groups of men tried to destroy all breeding places and kill the beetles in all stages. The same inspector Muller who exterminated the beetle from Niuatoputapu was put in charge of operations, but by August, 1952, the infestation covered an area of eight or 10 square km.

Oryctes was discovered in Fiji in March, 1953. It was found at Veisari, 10 km. west of Suva on Viti Levu, and had already infested an area from the Veisari River to both sides of the Tamavua River and more than 2 km. inland, so may have been introduced at least a year earlier.

On the mainland of southern Asia and on the continental Asiatic islands—Ceylon, the Philipp.nes,

The Pacific Islands Society

(Founded 1937).

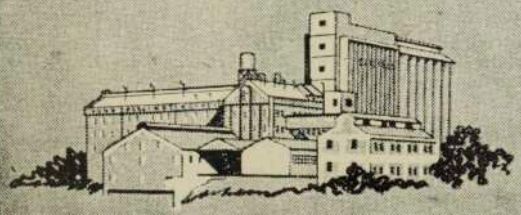
Visitors from the Pacific Islands to Sydney, or persons interested in Islands affairs, are invited to communicate with the Honorary Secretary of the above Society which was formed to constitute a social and cultural centre for those interested in the Pacific Islands.

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

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Hainan, Formosa, Sumatra, Java, Borneo, Celebes, and other islands of Indonesia—the situation in regard to Oryctes is quite different from that on such oceanic islands of the Pacific as Palau, Samoa, and Tonga. New Britain, again, presents an intermediate situation, since it is a continental island, but non-Asiatic and outside the natural distribution of the beetle.

Thus it is assumed that in Asia various natural enemies, together with factors such as competition for food, tend to keep population of Oryctes at a lower level than in islands to which the beetle has been introduced. In New Britain many of the natural enemies are probably absent, but at least there are more which might potentially help to control the beetle than are naturally present in the oceanic islands.

The fact that mortality of coconut trees has been 50 per cent. in Palau in 10 years and less than 15 per cent. in Western Samoa in over 40 years emphasises the extreme importance of abundant larval food supply—which the Palaus had in plenty in the years following 1942 and which, in Samoa, is better under control. Climatic and geological conditions in the two territories have also had some effect on the relative rate of damage.

CONTROL OF ORYCTES

In setting out general control measures, Gressitt makes these points:

● Because of its feeding habits (in the crowns of the palms) and because coconuts are a commercial and food crop, destruction of the pest is difficult, if not impossible by chemical means.

● Elimination or constant inspection of all possible breeding situations is essential. Special care and control must be exercised over new forest clearings, sawdust, compost, manure and wood piles. Coconut-log traps can be used but must be rigidly supervised.

● Natural enemies should be encouraged; these include *Scolia* wasps, ground beetles, click beetles, histerid beetles, centipedes, owls, woodpeckers, chickens, ducks, other birds, pigs and rodents. When

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natural enemies are absent, safe predators such as *Scolia* and certain caradid and histerid beetles should be introduced.

● Rigid quarantine is necessary to prevent the spread of the beetle. Elimination of palms and breeding places near docks and anchorages would be helpful. Ships from infested ports should tie up at wharves in non-infested ports only in daylight.. (The adult flies almost invariably only at night).

● Large clean stands of vigorous coconuts are less affected by the beetle than mixed stands or scattered palms around villages where compost and manure accumulate.

("The Coconut Rhinoceros Beetle". Our copy from the Bernice P. Bishop Museum, Honolulu, Hawaii.)

TO PLANT OR NOT TO PLANT ON NORFOLK IS.

Uncertainty of Air Freight To NZ

ANOTHER planting season is almost upon us in Norfolk Island, and so far, the position, as regards air-freight for produce consigned to the New Zealand market, is still most unsatisfactory.

Unless some guarantee is forthcoming from the NZ National Airways Corporation that they are prepared to accept consignments up to a specified total weight weekly, or at least fortnightly, growers here will not risk a repetition of the experiences suffered last year.

On several occasions then, growers found that no freight-space was available just at the critical moment when their perishable produce was at maturity. Consequently it was eitner dumped or ploughed in. Earlier in 1953, growers had been led to believe that the planes would be prepared to carry up to 3000 lbs of produce each week, and in view of this, a number of growers planted especially for the New Zealand market.

It is hoped that before it is too late for this season's planting, the Administration here will endeavour to get some definite understanding from the NAC as to whether or not it is prepared to freight Norfolk Island produce.—*Special Correspondent.*

Ashes of Ami Chandra Returned to Fiji

THE body of Pandit Ami Chandra, who was killed in the Singapore BOAC aircraft crash in March, was cremated at Biddri Cemetery, Singapore, on March 15. The ceremony was carried out by the Arya Samaj Association of Singapore, in the presence of Major Ratu Penaia Ganilau and some of the small number of Indian troops of the Ist Battalion, Fiji Infantry Regiment, who are serving in Malaya.

His ashes were returned to Fiji by air.

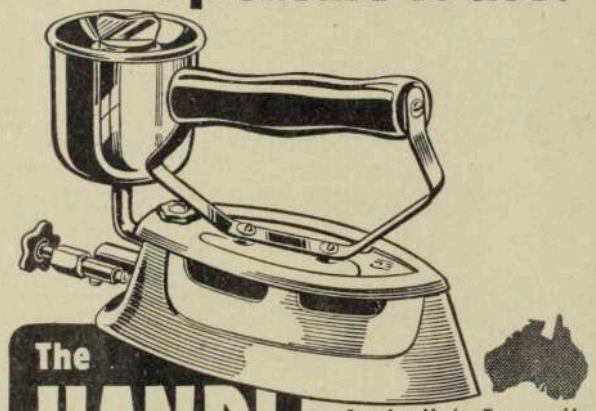
¶ Mr. Stuart Reay, OBE, retiring Commissioner of Labour, was farewelled from Fiji early in April, and his successor, Mr. Pearson welcomed at a Fijian ceremony organised by the Fiji Seamen's Union. The Union's vice-president, Kitione Rabuto, thanked Mr. Reay for his sympathetic encouragement and wise advice during the early days of the Union when he had had a most stabilising influence in the Labour field in Fiji. Mr. Reay was presented with mats, masi and a silver-mounted tabua. Early in April he left for the United Kingdom on pre-retirement leave.

Corporal Badil Aua, of the Pacific Islands Regiment, escaped from the Enoggera Camp detention barracks (Brisbane) in March, while serving a sentence for absence without leave. He returned to the camp after 24 hours. An army PRO said Corporal Aua had spent the night in the nearby bush, and had left camp because he felt like a "walk-about."

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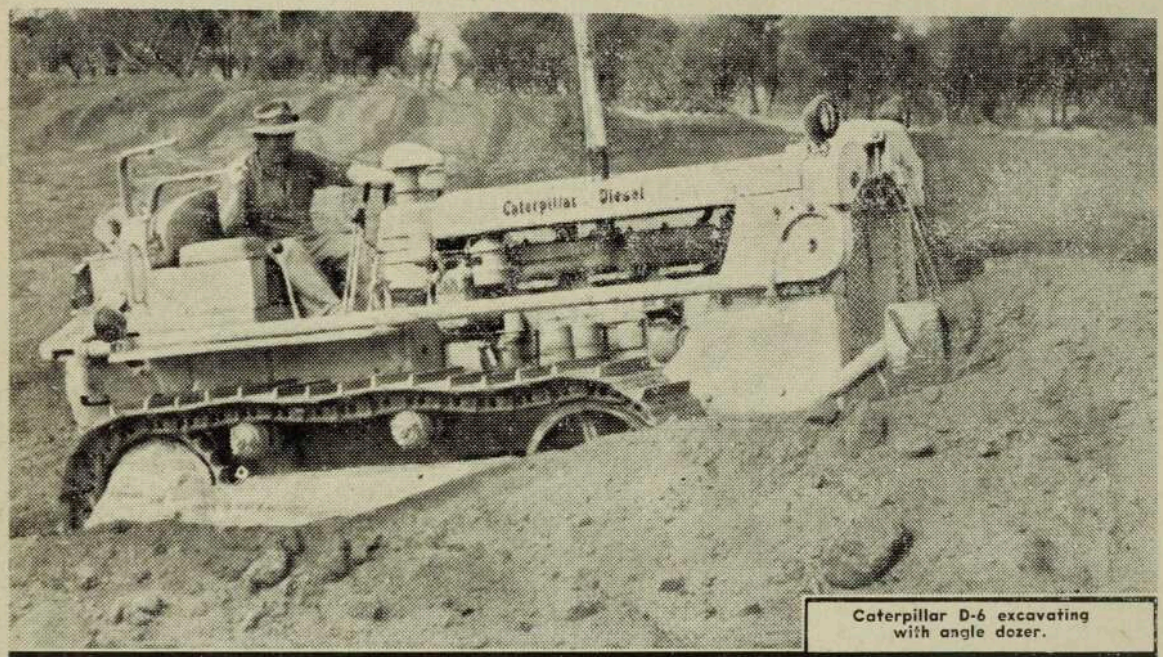
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Burgess-Best Wedding in NZ



A wedding of Samoa interest took place when Lucy Valasi Burgess, of Savaii, and resident in Auckland for several years, was married to Mr. Peter F. W. Best, of Auckland, at the L.D.S. Recreation Church, Auckland, on March 27. The bride was given away by her cousin, Mr. K. P. E. Fuimaono Ta'ala.

The photo shows, left to right, Mr. Muimaono Ta'ala, the bridegroom and bride, Mrs. Fuiamaono Ta'ala and Miss Fuimaono Ta'ala, who was bridesmaid.

Australian Exports of MOP and Trochus

THE Australian Department of Commerce recently published export figures of mother-of-pearl and trochus shell for 1952.

MOP exports amounted to 2,045,120 lbs, of which 1,108,800 lbs came from Queensland fisheries, 676,480 from Western Australia, and 259,840 from Northern Territory.

Trochus totalled 2,238,320 lb, Queensland supplying 2,228,800 lbs and Western Australia the remaining 9,520 lbs; none was exported from Northern Territory.

Following a recent decision, the French Oceania Government is about to commence work on the restoration of the famous marae in the district of Paea. It will be rebuilt and restored to the condition shown in early drawings and sketches. Other marae in Tahiti and adjacent islands will also be restored.

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PENALTY OF FAME

Salote Claimed to be of German Descent

By F. T. Goedicke-van Asten, of Auckland.

THE publicity earned last year by Queen Salote of Tonga, when she was an honoured visitor at the Coronation of Queen Elizabeth II of England, has had some curious results.

Among these must be noted a claim made by *Das Grune Blat*, published in Detmond, Germany, wherein it is stated, in detail, that Queen Salote is of direct German descent.

A reporter of *Grune Blat* (which, naturally enough, is German for "green leaf") described a long interview he had with a Mr. Muhr, of Hamburg. Mr. Muhr said he was a third cousin of Queen Salote, and produced old photographs and letters to prove it. He insists that Queen Salote is a great-great-granddaughter of the former Heinrich Meyer, of Boxtehude (a place near Hamburg) and that Heinrich Meyer became King George Tubou of Tonga. It happened this way, according to Mr. Muhr.

Heinrich Meyer, when 18, left Hamburg in a sailing ship for the South Seas. They were wrecked in the Friendly Islands, and all hands were lost except Meyer and a young sailor. Both tried to reach land—Meyer succeeded, but the other youngster was drowned.

The exhausted Meyer fainted on the beach; and, when he recovered consciousness, "he was surrounded by a group of natives, staring at his almost naked body and admiring his white skin—they had never seen a European before."

This young Heinrich Meyer became—like hundreds of others in similar circumstances—the pampered pet of the village. He was adopted by a large Tongan chief, and the chief's daughter became his wife. When the chief died, Meyer succeeded to his place as head man. The improvements he made in domestic and village life made him famous; he became a notable leader in war; and presently he proclaimed himself King of Tonga as "George Tubou I".

That was the story, served up with trimmings for the entertainment of people in Europe who had been attracted by Queen Salote's famous smile.

(Continued on Next Page)

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NATURALLY, I read this extraordinary story with interest. When first I visited Haapai, in 1885, King George Tubou I was a resident of Lifuka, which was the headquarters of the Haapai government. He was then about 90 years old, and he certainly was not a European. The king was born in Haapai, and he preferred life there to life in Tongatabu. I met him on several occasions, and drank many cups of kava with him.

According to my diary, King George told me he was born in 1795, and when the *Port-au-Prince* was seized by the Tongans at Haapai, in 1810, George I was present, and 15 years old.

(Captain F. Rhodes, in his *Pageant of the Pacific*, says that the *Port-au-Prince*—which was a whaler-privateer commanded by Captain Duck, armed with 30 guns, and carrying a crew of 51—was seized by the natives of Lifuka on November 23, 1806. They massacred 37; and one of the 14 survivors, who were held prisoner until 1810, was William Mariner, who wrote the story of their adventures in his famous book, *Tonga Islands*.—Editor.)

I left Haapai in 1888, and returned in 1893. This was just after the death of King George Tubou I, and he had been succeeded by his great-grandson Taufaakau as George Tubou II (Queen Salote's father).

Anyone who wishes to know the true story of King George I, the "Grand Old Man of the South Seas," from the time that he was 15 until 1893, when he died at the age of 98, should read Mariner's *Tonga*, Sir Basil Thompson's *The Diversions of a Prime Minister*, and *The History and Geography of Tonga*, written by the Rev. Mr. Woods.

Fijian Stowaways' Short Stay in Auckland

SHORTLY after the arrival of the *Tofua* in Auckland on April 5, two young Fijian stowaways made a bolt for freedom.

In court next day, the men, Mike Roberts, aged 20, and Sam Tutine, aged 18, said that they were cargo workers on the Suva wharf, decided to go to New Zealand and stowed away in *Tofua's* No. 5 hold—with a few bottles of water but no food. The day before they arrived in Auckland, hunger got the better of one man, who was spotted in his search for food. Somehow on arrival in port, pending transfer to custody ashore, the men managed to slip off and were well on their way to freedom—though in no great hurry—when apprehended.

Roberts claimed to be welterweight boxing champion of Fiji, with 25 wins from 29 bouts to his credit. Tutine said he was a junior representative Rugby football player.

They were returned to Suva after a very restricted inspection of Auckland.

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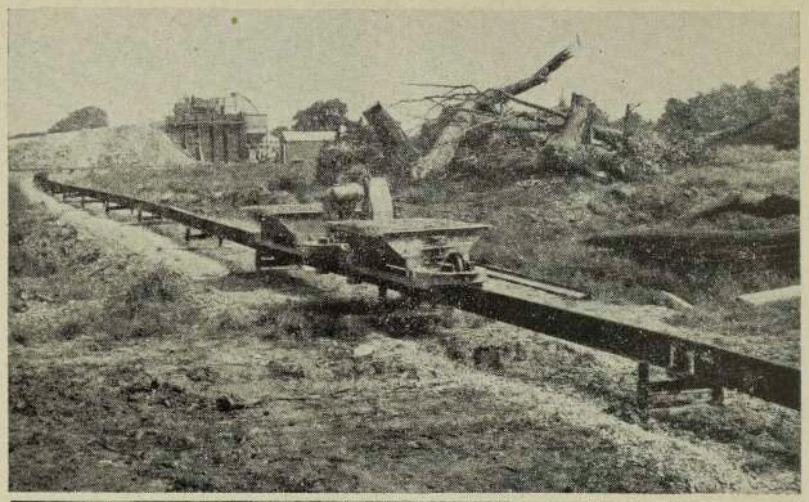
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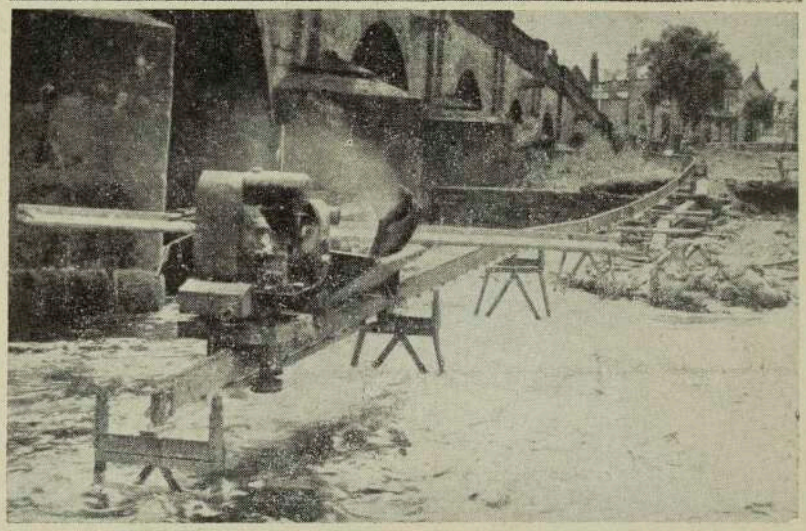
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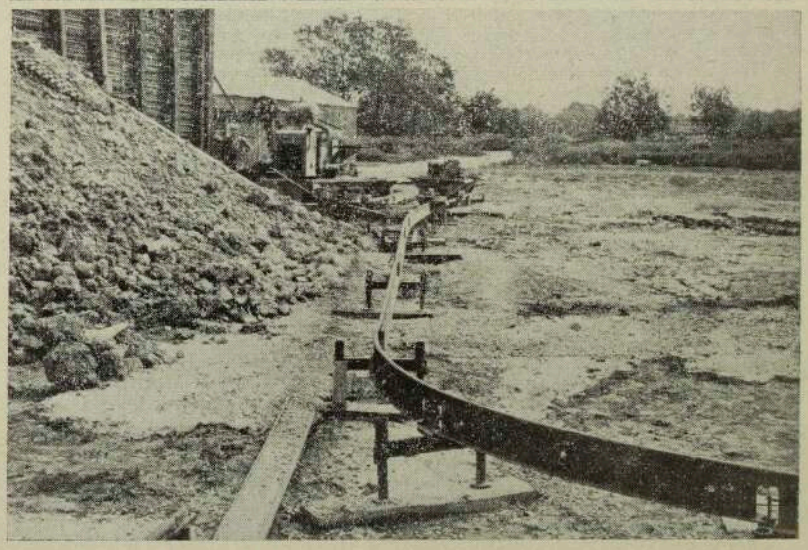
The Mono-Rail system running on a single rail comprises driverless wagons and, where required, trailers. The wagon is powered with a 3 h.p. petrol engine, and has a capacity of 11 cubic feet. The rails are made up of straight and curved sections to suit site conditions, and are mounted on adjustable stands. They may be set up well above the site on scaffolding or trestleways. The system lends itself to a great number of different applications.

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MAGAZINE SECTION

Tropicalities

RING OUT WILD GAS-CYLINDERS!

IT appears, from a recent official announcement, that bells may not be tolled without good and sufficient reason in the distant Gilbert atolls. Bells, in fact, appear to be in extraordinarily short supply.

Here are the words of the Proclamation:

Bells—Bairiki: As from Monday, 8th February, bells will be rung only as follows: By police in PWD Lines, 7.50 a.m., 11.55 a.m., 12.55 a.m., 4.55 a.m.; Saturday, 7.50 a.m. and 11.55 a.m. only. This will be a time check, the constable ringing the bell having obtained the correct time from the Wireless Operator at Bairiki Post Office. The bell will be an empty gas cylinder. (b) By Churches (on empty gas cylinder near respective churches):— Catholics: 8 a.m., 2 p.m., 7 p.m. Sunday only; LMS: 8 a.m., 9.30 a.m., 2 p.m., 7 p.m. and last Wednesday of every month for Ladies' Service, 2 p.m. Churches will also ring bells on Christmas Day, New Year's Day and Easter Monday or on any other day on giving prior notification.

What lies behind the announcement we may never know; but its import should shock the ancient guild of bell-makers—or ringers, or the shade of Tennyson or whoever it was who wrote the poem about "Ringing out wild bells to the wild sky."—JPS.

UPLIFT!

PAGO PAGO reported late March that a representative of Exquisite Form Brassiere Corporation of the United States would shortly be arriving in Eastern Samoa to investigate the possibility of setting up a factory there.

Presumably production would be aimed at the Pacific Islands trade. In an article in April PIM, it was reported how crazy Fijian women were for those under-garments, but that they could not afford the prices asked for the imported article.

NO HONGI, BY REQUEST

FROM Sydney Morning Herald's "Column 8":

Rangi, the Maori guide who recently was in Australia on a good-will tour, visited the pylon of the Harbour Bridge during her stay in Sydney. And there, quite by accident, she met a group of New Zealand soldiers, one of whom was just as brown-skinned as Rangi herself.

Greatly excited, she bestowed upon him the traditional Maori Hongi by rubbing noses. The soldier, whose name was Jack McCarthy, blushed and explained that he was from Western Samoa and that Samoans do not rub noses.

THE VIRTUES OF PLANTATION RUBBISH

A CAUSE for some wonderment to thinking folk is that while white rice and white flour are banned for issue to native labourers in Papua-New Guinea—and very rightly so—the village native seems able to buy any quantity of both, and to gorge himself upon same without hindrance!

From Moresby, through the Native People's session, the evils of white rice and white flour are spoken of. On one occasion I explained all this to a nearby "Trade Man," who had been buying each commodity in half-ton lots for some time for his trading and his bake-house. After politely listening to my careful explanation, his broad nose began to turn up (I swear it did!) and he told me loftily that brown flour and brown rice might be alright for working boys on plantations but "me feller no like." Brown bread and brown rice was considered in the villages to be "rubbish belong plantation boy, that's all."

I mentioned this to a District Services official who smiled and said natives could, of course, please themselves what they ate.—FPA.

CLASSIFICATION DIFFICULT

A COPY of Grimble's best-seller, *A Pattern of Islands*, soon to be filmed in Samoa, reached the austerity of the South Pacific Commission's library a few months ago. A librarian wrinkled puzzled brows over it, and then carried it to a high official: How should it be classified? Geography, history, general description, or what? Much of the material has been criticised because of overmuch colour and exaggeration, and officialdom evidently held some such view. Officialdom's verdict: "Classify it as Fiction," and it was so.

JAP'S SINGLE-HANDED WAR IN NG?

SOME New Guinea natives are likely to be surprised if a plan which originated in Kobe, Japan, is carried out.

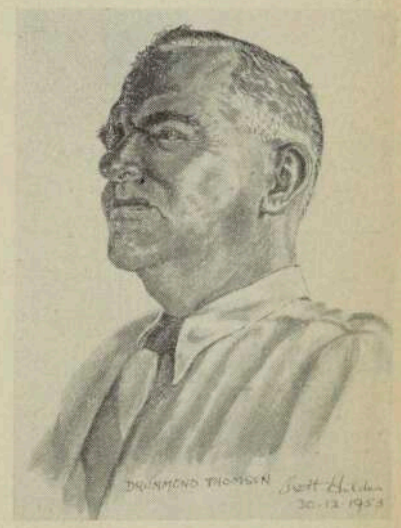
It was reported from there recently that 100,000 leaflets, to be scattered over NG jungle country, were on their way to the Territory from Japan, via a Catholic missionary in Melbourne.

It seems that a certain Kobe family, which lost a son in NG during the war, refuse to believe that he was killed, and think that he is holed up somewhere with the natives, not knowing that the fighting is over.

The leaflets will ask him to surrender and return home.

Several parties of Japs held out in NG for a year or more after the war, but the chance of anyone emerging now is slight, although not impossible.

Pamphlet-dropping is not new to the New Guinea natives. Both sides tried it between 1942-45. (Over)



DRUMMOND THOMSON went to New Guinea in 1920, after serving in both the AIF and the BEF during the 1914-18 War. He became manager of Numa Numa plantation on Bougainville, where a British firm had started planting in 1912, during the German times. Mr. Thomson remained at Numa until he was taken into the Navy in the Second War, and he served as Naval Liaison Officer between the Coastwatchers and the US Forces in the Solomons.

He was awarded the US Legion of Merit for his services.

After the war he went back to Numa as general manager, and in 1949 became managing director of his firm—the Buka Plantations and Trading Co., Ltd.—which owns Bonis plantation in Buka Passage as well as the 4,000-acre coconut plantation at Numa Numa.—BRETT HILDER.

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This is Diane Cilento, described as "a New Guinea-born actress," who has been earning notable success in London. Miss Cilento is a daughter of Sir Ray Cilento, who was Chief Medical Officer in New Guinea after World War I.

HE SAW IT IN A DREAM

THE dice are loaded against criminals when there are men like this in the Force, and when things like this can happen:

On March 20, at Port Moresby, an employee of Kriewaldt's found that a watch was missing shortly after a man had been seen near the watch counter. The matter was reported to the police, but only a vague description of the man was given although it had been noted that he wore a beard.

A CIB detective stationed in Moresby thereupon went home one night and dreamed of a man at Rouna who had a beard, who had stolen the watch and who later had shaved off the beard. He mentioned the dream to another detective the next day, and on the strength of it the second policeman went to Rouna, found the man who had lately shaved off a beard, questioned him and got him to admit that he had stolen the watch.

Result: A month's gaol for one John Patrick McCarthy, of Hornibrooks Constructions, Rouna.

Incidentally, the case spotlights the metropolitan character Moresby has assumed. At one time, no man in his right mind would have attempted to steal anything while wearing such a highly conspicuous ornament as a beard. Bearded or otherwise, all residents were known to all other residents, up to a distance of 500 square miles.

PAMPLEMOUSSE FROM THE JUNGLES OF TAHITI

DILIGENTLY cared for and daily watered by the master of *Wairuna*, a case arrived in Apia early March and was safely delivered to the consignee, Mr. Eugen Paul, who reported that his ten pamplemousse had arrived in first class condition, looking healthy. They were immediately rushed to a mountain retreat where, it is reported, the public has not yet been permitted to view them. They had come from Tahiti.

For days after their arrival, Mr. Paul's phone jangled and people steadily inquired: "Have they got hair, or feathers? Are they new animals being introduced? Can they fly yet? But all received the same reply: "Wait and see"

However, we feel that ere this appears the cat will be out of the bag, and the secret of the pamplemousse revealed.

It was Oscar Nordman, the consignor, up to his games again. He could have had them entered on the manifest in English—but that would have spoilt the fun—for, after all, they turned out to be just a variety of large, sweet citrus trees, grown only in Tahiti.—JPS.

PIGS + TILAPIA = VICIOUS CIRCLE

THE Sigatoka Agricultural Station, Fiji, has just imported fifty fingerlings of an African fish whose only name seems to be *Tilapia mossambica* and whose purpose is to provide a source of animal protein to the Colony's pigs.

Tilapia appears to be a most accommodating fish. Described as "hardy and prolific," it appears necessary only to toss a few into a pond—salt or fresh water makes no difference. His tastes are simple. But there's one thing that he does appreciate—a pig-pen right alongside his pond. First the pigs flavour the water, a vigorous growth of algae is thereby promoted, the fish eat the algae—and the pigs eat the fish, and some of the algae. Result: a cheap source of animal protein for pigs.

PIM CROSSQUIZ NO. 51

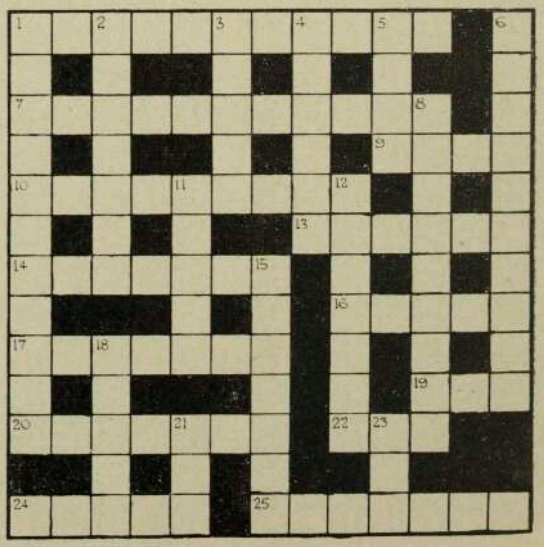
Solution on Page 83.

ACROSS

1.—Who is the ruler of Tonga?
7.—What is the term for the delivering-up by one government to another of fugitives from justice?
9.—What did William Farrer help to combat in wheat?
10.—What is the fictitious land of historical romance in South East Europe created by Anthony Hope?
13.—What saint's day is celebrated in the Roman Church on April 21?
14.—Who slew the minotaur?
16.—Who played the male lead in the film "Gone With The Wind"?
17.—From which imaginary line is the latitude of places north and south reckoned?
19.—What type of animal did the Pied Piper lure out of Hamelin?
20.—What port do both Italy and Yugoslavia claim sovereingty over?
22.—Who was the eldest of the "Little Women"?
24.—From which grand opera by Massenet does the aria "The Dream" come?
25.—In geometry what line touches a curve but does not cut it when produced?

DOWN

1.—What is the imaginary residence of people in financial and other difficulties?
2.—Which Muse presided over music?
3.—What name is applied to a member of the fourth and lowest of the Hindu castes?
4.—Of what country is Riga the capital?
5.—Who is the God of Thunder in Scandinavian mythology?
6.—In what Shakespearian play was Prospero the main character?
8.—In what German town did the trial of Nazi war criminals take place?
11.—Which English river joins the Ouse to form the estuary of the Humber?
12.—What is the term for a word formed by rearranging the letters of another word?
15.—Who is the present conductor of the BBC Symphony Orchestra?
18.—What was the term given to the legislative incorporation of England, Ireland and Scotland in 1801?
21.—What is every star in the sky?
23.—Betty MacDonald wrote the famous book, "The . . . and I".



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THE CREATION:

THE STORY OF ADAM AND EVE TOLD IN PIDGIN.

People who say that Pidgin English should be banned—and there are many of them—insist that it is impossible to express abstract ideas in that medium. Without taking either side, for or against Pidgin, we reprint herewith some verses that appeared first in PIM in April, 1934, which describe, in Pidgin, how God, having created "plenty, plenty something more" was inspired to create Man, then Woman, but later had to "rouse" them from the Garden. The whole Eden episode seems abstract enough for any expert.

We do not know who wrote the verses; but they are certainly clever—a point which, perhaps, will not be fully appreciated by other than speakers of Pidgin.

There are indications that the verses, as presented, are a somewhat expurgated version of the original. And, for the sake of metre, they sometimes lapse from pure Pidgin.

I.

Long time before, das all God he stop.
Now place belong 'im he long way on top;
He work him sun, now star, now moon;
Long time he stop, now sun he lapun.
God he work him water, work him ground,
Now work mountain, now look-look round.
He tink-tink strong, now scratch him head,
Now tink along make him what name yet?

Ah, plant him seed, now put him lime;
Behind diwai come up quick time;
Along dis diwai leaf him shoot,
Now behind he make him plenty fruit.
'Egot pineapple, taro, yam.
Potato, cabbish too. Goddam!
'E got some kulau, got papaw,
Now plenty, plenty someting more.

Long water pukpuk stop, now fish.
Long sun pukpuk he come nambish;
Long time dis pukpuk he like play,
Fish he got fright now run away.
Now behind, God he savvy make
Him plenty binatang, now snake.
'E no got leg, walk about 'long grass
Dis feller snake no good too mas.

Time grass he grow, God tink-tink "Now
More better me work him some bulla-macow;
Belong kaikai kaukau me work him pig
Me like work someting allasame:
(First time he liklik, behind he big)."
Behind God tink-tink: "Now what name?
Along Me, God; now call 'im Man.
'E go along garden; I tink Me can."

God loose him place, now he fly down.
He crooked him screw, go down along groun';
He catch him pepea, catch him clay.
Snake look him God, now run away.
God work him pepea, put him sand,
Now work him bone, now work him hand;
He work him leg, now finger too,
Now work him skin, now work him screw.

God ope him mous', he blow, he blow;
Now groun' he guria dumbelo;
Now bres come up inside along man;
He ope him eye, he lift him han'.
He speak "What name?" Now get up along groun',
Stand up along leg, now look-look roun'.
He look him God, now scratch him head,
No savvy plenty someting yet.

Now God he speak: "Good morning, Man!
Me work him you along clay, now sand.
Long allaman you Number One;
Long allatime you sit down along sun.
Me call you Adam, name belong you;
You no old feller, dasall you new.
Now Me, Me God, Me sleep on top.
Long dis feller half you dasall stop.

"Dis feller place me make him nice;
Now name belong him Paradise.
Got plenty fruit belong kaikai
Inside along Garden along diwai.
Now allatime you can sit down,
Now plenty yam come up along groun';
You no got work, dasall you play.
Now all enuf along you, eh?"

Now Adam talk: "Dis half all right:
Sit down along day now sleep along night.
Good feller place, time sun he hot.
Now I tink someting yet no got."
Now God he talk: "Adam, what name?
You talk 'long God, now no got shame?
Me make him plenty along before:
You like me make him what name more?"

"God, me like someting, no got name.
Me like you work him allasame:
Friend belong me, now he no man;
One feller Mary. Now you can?
One feller Mary me like try 'im;
Me sellim pig along you 'long buy 'im.
You give him Mary; s'pose you no can,
'Owzat me Papa along allaman?"

Long Adam God he speak: "All right.
No good you no got friend along night.
Now you lie downsleep liklik time,
Now dis feller Mary Me like try 'im."
Now Adam sleep, eye b'long 'im fas',
Now God he go down along screw along grass.
He put him hand along Man along half,
Now tink-tink someting, now he laugh.

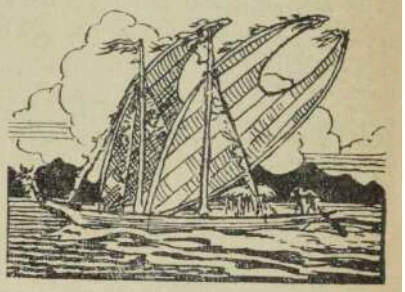
"Tink plenty trouble come close to;
Adam, me sorry belong you.
Long picanninny long diwai
Tink plenty trouble come bimeby."
Adam no hear him dis feller talk.
He sleep. Behind he get up now walk.
Now God quick time he fly on top,
Now Adam he look him one Mary he stop.

Adam he speak, "Good abinou.
Me like you call him name belong you."
Now dis feller Mary he shy too mas,
He no like speak, mous' belong 'im fas'.
Head belong dis Mary like look-look down
Now allatime he look him groun'.
Now Adam talk-talk: "Now what name?
You no got lava-lava, no got shame?"

"God work him you along to-day.
'Im now das all 'e fly away.
You stop along me along Paradise
Along plant him corn, now cook him rice."
Now Mary speak: "All right, Adam.
Now me too savvy cook him yam;
Cook him along saucepan, put him sol';
Behind me Mama, too, belong all."

"Name belong Me Eva; he all right?
You look him tees' b'long me, he white.
Go catch him susu along bullamacow;
Me hungry; me like kaikai now."

Adam he speak: "Now you go quick."
Now fight him Mary along sittick.
Now he cry out: "Adam, enup:
Me savvy belong hurry up."



II.

Along time dis Mary go look him 'macow,
Along Garden he find 'im some feller kulau.
'Im too 'e got susu enuf along man.
Dis Mary no look him one big Tambaran.
Time Mary he look-look 'long kulau on top.
Inside bell' belong snake dis Tambaran stop.
Now Snake him he talk-talk: "Ah, Eva, what name
You like catch him some feller fruit allasame?"

Now Eva got fright; he like run away quick.
Now Snake he like grease him, now close to he speak:
"What name you like run away, no good you fright;
Me like show him you some feller fruit he all right.
Look him one feller Apple; he number one true."
Now Eva speak: "No, God he talk he tambu."
"Ah, God he like gammon; he good feller kai;
You try 'im now give him 'long Adam bimeby."

Eva speak: "Spose me kaikai I tink God he make
'Im some big feller trouble 'long me feller, Snake."
"Ah, maski dis talk-talk; me savvy he no can;
Dis God he no'nuf along strong Tambaran."
Eva kaikai fruit finish, he good feller too mas;
Now Snake he go finish along hide along grass.
Eva bring him some apple, he maski kulau;
He tink: "More better Adam try 'im dis feller now."

Eva come up along Adam, now hide along han'
Dis apple he catch 'im along big Tambaran.
Adam speak: "What name someting stop along hand belong you?"
Eva speak: "Name belong him Apple, he number one true.
Me kaikai one feller, now me savvy too mas;
Me catch him 'long Satan, Snake he stop along grass.
Before God he tambu; he gammon, more better
You kaikai, now behind you savvy al'geder."

(Continued Next Page)

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Now Adam he kaikai, behind he savvy too;
'Im he one time 'long Eva tink dis Snake he talk true.
Now on top God he look-look along place dambelo,
Look him Adam now Eva, he sit down now sew
Him up two feller lava-lava (he savvy 'long shame).
Quick time God he fly down, now he talk allasame.
"Hey, now what name you humbug? now whosat he make
'Im all dis feller trouble? Tink you talk along Snake?"

Now Adam he talk-talk: "No, God! Me no can.
Me no savvy talk-talk along some Tambaran.
Now Eva, I tink, talk him Snake along grass.
Now give him me apple—me liklik too mas."
Now Eva he speak: "Where stop shame belong you?
God, now dis feller Adam he no savvy talk true.
Him one big feller apple he kaikai before;
Now he talk along me go back now catch him some more."

God him he big feller cross, bell' belong him he hot.
Talk: "Tink you can gammon along me? No got!
Catch him two feller tin meat, one feller bag rice.
You no can stop long time more along Paradise.
Go catch him some akkis, now shovel, now pick;
Go bring him, now line him, me like look him quick.
Now Eva you catch him me key belong house;
Now catch him all someting belong you —now rouse!"

GLOSSARY OF PIDGIN TERMS

lapun .. .. old
diwai .. .. tree
kulau .. .. coconut
pukpuk .. .. alligator
nambish .. .. .. down to the beach
binatang .. .. insect
bullamacow .. .. bull or cow (meat)
liklik .. .. little
crooked him screw .. bent the knee
pepea .. .. dust or fragments
guria .. .. .. tremor or earthquake
picanninny belong diwai .. . fruit of the tree
stop .. .. to be, is
lavalava .. .. loincloth
susu .. .. milk
Tambaran .. .. .. devil or sorcerer
grease .. .. to bribe or persuade



Book Reviews:

THIS MONTH'S NEW READING

(Conducted by the Assistant Editor)

Prelude to Red China

THE writings of Lin Yutang—the Chinese scholar who has taken it upon himself, in recent years, to interpret China for the Americans and the Americans for China—do not please everyone. But if the general reader survives the curiously stilted character of the first chapter of his new novel, *The Vermilion Gate*, he will find the rest of the story of absorbing interest.

For lack of knowledge of the style of Chinese novelists on their native heath, one could, perhaps, say that, in the beginning, the book is written in the American idiom on the Chinese pattern—and the effect is certainly *gauche*. But later, when Lin Yutang relaxes and gets into his stride, so does the reader.

The story is set in China of the early 30's—following the "Mukden Incident" when Japan was consolidating her conquests in the Manchurian provinces and when Chinese soldiers were being driven south of the Great Wall.

The early action of the story takes place in the ancient but modernised city of Si-an, in China's N-W, where Jo-an, a college girl of wealthy and influential family, meets Li Fei, a newspaper correspondent.

They fall in love but before they can marry Li Fei leaves hurriedly —with an infuriated War Lord at his heels—to cover the war against the Moslems who make up the greater percentage of the population in Sinkiang (Chinese Turkestan), that most western area of China which is flanked by Tibet and the USSR.

Like a lot of other people, Li Fei finds that it is easier to get into Turkestan than get out, and he spends as much time trying to preserve nis life as writing newspaper copy. Meantime Jo-an has her own troubles when she discovers that she is to have a child.

The story is written against a background of what to the European is always fascinating: the Chinese facility for blending realism with ingrained family tradition. And the 30's were probably one of the most interesting periods of modern China—if for no other reason than tnat it was then that the foundations of the present "Red" phase were laid.

Some "educated" Chinese were then embracing Western ideas—from permanent waves to cement highways; but there was still room for the poetic scholar and the convinced loyalist, even though it were in a remote lamasery. And, of course, the despotic war-lord whose whim was law in the small area of his influence.

One naturally wonders whether this ingrained "Chinese-ness" of this great nation can have been very much altered under the Red regime. And for this thought alone, the book is worth its price. A novel by a Chinese, about Chinese, but certainly written for Westerners.

(Published by William Heinemann, Ltd. Australian price, 18/9.)

Thriller with Trimmings

ACCORDING to the jacket, Carter Dickson is one of the "Big Five Detective Story writers." It does not say who the other four are.

I bow to the blurb-writers; and presume that Carter Dickson is an acquired taste. If you like your thrillers doodled up with a lot of extraneous flim-flam, then Dickson is your man.

This newest story (*The Cavalier's Cup*) concerns Chief-Inspector Masters, his rival detector, Sir Henry Merrivale, and the latter's Watson, an incredible Italian-American (or *vice versa*) who is ostensibly a maestro of the music.

There are also representatives of the aristocracy in young Lord Brace and his American wife and their nine-years-old son; Lady Brace's father, a rabid Isolationist; sundry butlers, crook and otherwise; and a female Labour politician of some pulchritude. And there is a lot of schemozzle about the Cavalier's cup.

Unlike most writers of thrillers, there is a fair amount of bedroom innuendo in Mr. Dickson's work. You may think that this improves it.

(Published by Heinemann. Australian price, 13/3.)

It's Love Again

SOMEWHAT in the Georgette Heyer tradition is this latest novel of Magdalen King-Hall (*The Venetian Bride*), set in 18th century Ireland with interludes in Paris and Venice.

It is a romantic story of a man's love for two women and his even greater love for his land. The story has considerably more earthiness than the Heyer stories of the same period.

Those were the days when ladies of high birth and fashion were expected to take lovers, as gentlemen took mistresses; but when marrying outside one's social caste was a permanent blot.

Young Ned Gascoigne inherited

(Foot of Col. 1, Next Page)

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Charley and Smoky

By BILL GILL.

THERE was an unusual flush on old Charley's face when I met him by appointment.

"Just had a bit of a barney with that goat, Smoky," he informed me.

"Smoky?" said I. "I didn't know he was South."



Hawked them in Sydney . . .

(Continued from Page 76)

a title, estates and many debts from his dissolute father and acquired his Venetian bride and her dowry in unusual fashion.

He took her back to live on the grim western coast of Ireland and there the final chapter is worked out when a hurricane, the like of which had never been experienced before or since, drove the sand dunes before it and obliterated the house and estates of his beloved Fantry.

The hurricane incident is based on a catastrophe which actually happened in 1694, on the west coast of Scotland.

A happy-ending story for those who like their reading to be distinctly under middle-weight.

(Published by Peter Davies, Ltd. Australian price, 15/6.)

"Came down a couple of boats ago," said Charley. "It seems he happened on a shoal of Nautilus shells stranded on the Orokolo beach. He harvested and crated the lot and brought 'em down with the idea of making a fortune, selling them to museums, novelty shops and such like. He hawked them all over Sydney, carrying samples in a chaff bag, and finished up selling the lot for five bob to a poultry farmer for shell grit."

"And you had a barney?" I reminded him.

"Yes," he continued. "I was cruising down George Street this morning when I saw a crowd gathering, so I elbowed my way in to see what's doing. There's a fellow lying in the gutter—it was Smoky, of course."

"Of course," I agreed.

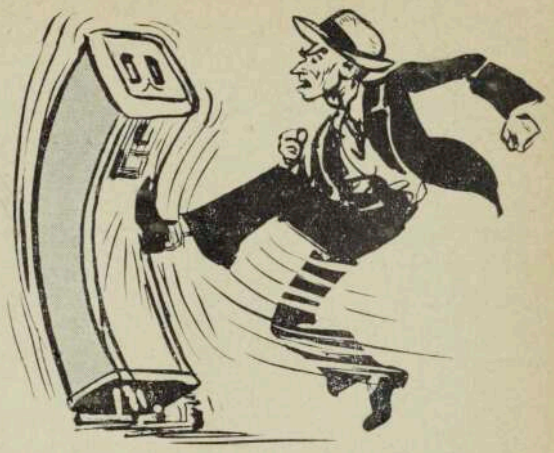
"I picked him up and rubbed the dirt off him with his new panama hat. It appears someone had told him about these new-fangled ticket-vending machines on the Railways, so he'd ducked in and dropped a zack in a machine, meaning to get a ticket to Central. But instead of a ticket out popped a packet of Aspros.

"Well, you know what Smoky is. He reckoned he'd been had, and decided to get his money back, so he hauled off and landed a couple of hearty kicks in the guts of the machine. As there was still no sign of his zac, he got the Indian Deathlock on it, and had almost succeeded in tearing it up by the roots when a joker grabbed him by the slack of the pants and the scruff of the neck, and belted him out into the gutter, where I found him."

"And you had a barney?" I suggested.

"I'm coming to that," said Charley. "Well, Smoky showed me the machine that swindled him so shamelessly and I saw at once his mistake. 'Why, you old fool,' I told him, 'that's not the railway. That's the foyer of the Theatrette, next door!'

"Smoky didn't have much to say to that. Fact is, he seemed peevish.



. . . Decided to get his money back.

"Now don't take it too much to heart," I consoled him. "You can't help being a perpendicular idiot all your days—why, plenty of keen, intelligent men make mistakes like that. As a matter of fact, I got caught at that very place only last week, though I wasn't such an ass as to mistake it for the Railway entrance.

"So I went on to tell him," said Charley, "about how I happened to notice a sign outside the Theatrette saying that there was a picture of the Kukukukus showing. Now, I've never troubled to go to the moves—a waste of time, I've always thought—but this was different. So in I went.

"I looked around and saw a Sheila behind a window, chewing like mad, so I guessed that was a dining-room. There was nobody else in sight, barring a row of these slot machines, so I slipped a bob into one of them and got a slab of chocolate.

"I gave this to the lass inside. She took it, and thanked me, but when I tried to squeeze past her into the show she yelled blue murder. After a lot of argument I had to go back to the little window.

"The Sheila was still chewing like mad, but there was no food in sight. The ticket she gave me cost the best part of a couple of bob.

"'Follow me,' says the lass who was eating my chocolate! and I followed her through the dark, right to the front of the house. She pointed her torchlight at an empty seat, then off up the aisle again, and me after her.

"There was a bit of a shemozzle at the door with some folks coming in and others leaving, and I lost sight of the lass, and next

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minute I was out in the street again.

"Well, all the time I was cheering up Smoky with this story he's standing foaming at the mouth. Then, suddenly, he spotted his hat and the things he called me you'd never believe! Me that was only trying to cheer him up!"

"And that was the barney?" I inquired.

"It was," said Charley. "After I'd rubbed him down with his new panama I gave my shoes a bit of a wipe with it, for luck."



Strange Accidents in Tonga's Seas

By J. D. WHITCOMBE

ONE morning in 1909 Howard Watkin (then Collector of Customs) and I were on the Nukualofa waterfront enjoying an early morning breeze, when David, the office boy came up and said "There's a big steamer off Ata Ata." (Ata Ata is the island which lies near the eastern passage).

Howard gave orders to fire the gun and have the steamer signal flown from the flag-staff. This was done. About half an hour afterwards we noticed that the steamer was in the same position as when first sighted.

A pilot launch with Harbour-Master Jack Clements was despatched and soon returned with the news that the steamer was the *Knight of St. George*, and that she was hard and fast on the reef. She was from America, with a full load of general cargo, including motor cars; and she became a total loss.

A contract for salvaging the cargo was given to Messrs. A. Cowley and L. A. Schober, of Nukualofa. Work was at once put in hand, and all went well until one day as the salvage launch with Mr. Schober and his native crew was returning to Nukualofa from the wreck, they noticed a signal from one of Cook's whaling boats which had just harpooned a large whale close outside the Ata Ata Passage, not far from the wreck.

Schober agreed to assist in towing the whale-boat and whale in towards the whaling station. All was made fast, and the tow began —when, lo and behold, the supposed dead whale came to life and, before anything could be done to clear the launch or boat, it sounded, taking whaleboat, launch, and all the salvaged goods with it to the bottom.

Schober and his boys, and the boys from the whale-boat, managed to scramble into a dinghy which was luckily tied to the launch and was released in time. The loss was valued at more than £1,000.

ANOTHER sea tragedy took place near here in 1893, which is worth relating. Paula, the captain of a whale-boat, and his crew, were out after whales for Cook Brothers, when they harpooned a large shark, some 15 feet in length.

Paula and his crew were never seen again, but some weeks later, the boat was washed up on the Hihifo coast; and, attached to a long line, was the shark, with the harpoon still in its body.

YET another tragic sea story was the loss of the schooner *Hala Taufa*, with all hands, when escorting King George Tubou II. to the islands of Haapai and Vavau. There were three schooners and a few cutters in the fleet. The King was sailing his new schooner, the *Maka Maile*, which he had lately purchased from Captain Jarvis. She had been known as the *White Squall*.

It was a beautiful moonlit tropical night, with a fair wind from the south. Music and native singing floated across the sea. The *Maka Maile* sailed past the other ships and took the lead.

During the night a heavy squall struck the fleet and it is thought that the *Hala Taufa*, her mainsheet made fast, had capsized and sank. The only wreckage found, by some strange chance, was the box of a young lad named Paula, a passenger.

This boy had been working for the then British Vice-Consul, Mr. H. B. Leefe, but had run away, and, at the same time, Miss Leefe, daughter of the Vice-Consul, missed some jewellery. It was found in the box; and, as the boy was known to have sailed in the *Hala Taufa*, this was the only clue to the fate of the schooner.

THE FACTS OF LIFE

ONE day an anthropologist will come
As he has done before,
And live within the Oopsi tribe
Upon the Oopsi shore;
And study tattoo marks and things
And how the Oopsis cook,
And what the little Oopsis wear
To get that Oopsi look.
And he will leave the city sounds
And toot of car and truck
To brave the life of savage tribes
Outside the city ruck.

One day an anthoropologist will come
And much to our surprise
The private life of Oopsi folk
He will not analyse.
The Love Life of the Savage
His book will *not* be called
With cooking ways and hunting days
His mind will be enthralled.
And he will write it carefully
And somehow, truth to tell,
The work will be a useful one,
But—it won't sell half as well.

—NOELLE MASON,
Bougainville.

One-Minute Quiz

1.—What is the official Mint weight of a bar of gold?

2.—Wnat is a firkin? And while we are on the same subject, what is a kilderkin? (Most Islands people should be able to answer).

(Answers on Page 80)

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FIRST CLIMBERS ON TAHITI'S PEAK

Mr. Jay Gives Events in Correct Sequence

THE claim by Messrs. Marcel Varuamana, Alphonse Hollande and Raymond Tiaore, that they were the first to climb Mount Orohena (the highest mountain in Tahiti, 7,339 feet)—which claim was published on page 33 of November PIM—is very strongly challenged by Mr. M. Jay, of Taharaa, Tahiti.

In the first place, says Mr. Jay, the natives of Tahiti were on top of Orohena long before the Europeans arrived; and he sends, as proof, photographs of an ancient wall, and a skull, found on the mountain-top.

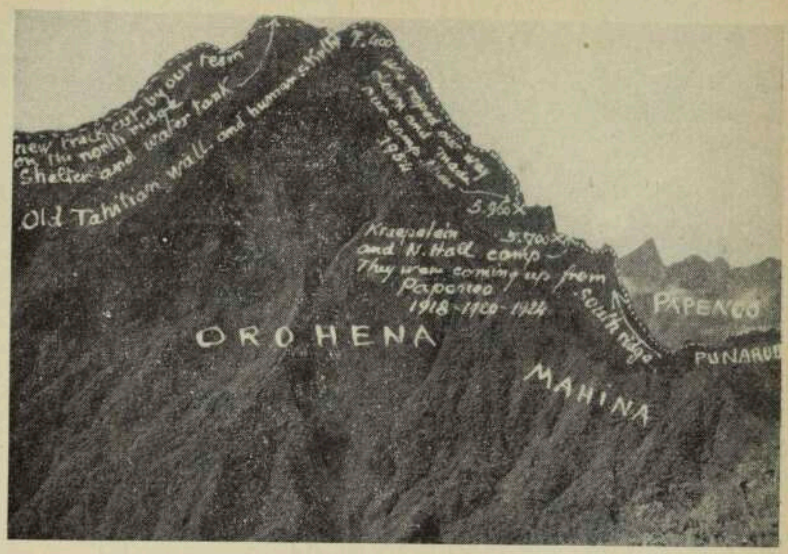
Further, he says, the track used by the three gentlemen named was actually cut, some time before, by Mr. Jay and his party, in June, 1952 and September, 1953. On the latter occasion, they were forced to shelter for a week by bad weather, and ran out of food: so they went down for supplies. While they were away, the three other men came up, used the newly-cut track, covered the last 300 yards with the aid of a rope, an.. called themselves the conquerors of Orohena.

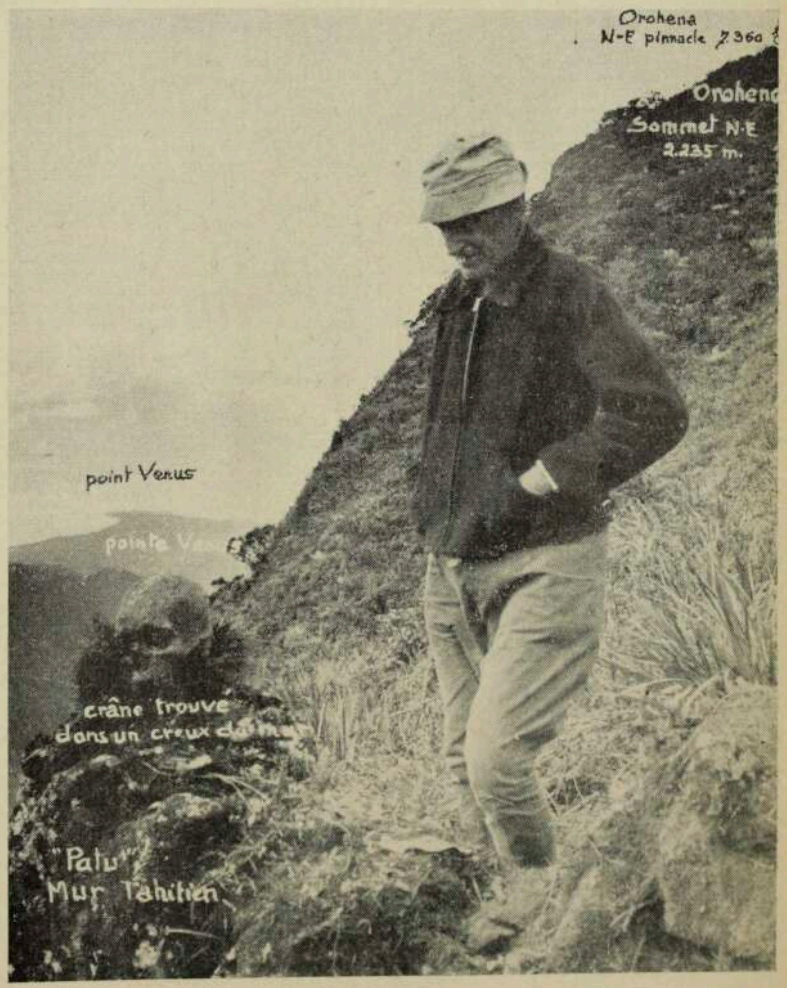
"They were in such a hurry to get back to Papeete, and claim their distinction," says Mr. Jay, "that they failed to notice the quite conspicuous evidence of a previous occupation!"

In order that history may not be wrongly compiled, Mr. Jay gives us some details of previous climbs. Evidence suggests that Tahitians many times climbed to the top of Orohena. They built a *Marae* there and exposed human skulls thereon—Mr. Jay's party found two of them.

THE route used by the natives (called Fiimato, or rock-climbers) was on the east side of the mountain, and was very difficult, and is now entirely forsaken. Mr. Jay goes on:

(Continued on Page 82)





The grim summit of Mt. Orohena, looking eastward. The new and easy track on the north ridge, cut by Mr. Jay, is shown on the left; and the almost inaccessible southern track, by which Mr. Kraepelein and Mr. James Norman Hall tried to climb the peak, can be seen on the right. Mr. Jay found the old marae, and the human skulls, between the two peaks of the summit.

Mr. Jay, on the summit of Mt. Orohena, looking at the wall of the marae, and a human skull, which he refers to in the accompanying article. Point Venus (on the coast eastwards of Papeete) is seen in the background of this 7,360 feet mountain.

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SWEET CORN—EASY TO GROW, GOOD TO EAT

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

CORN or maize originated in the Americas and from there its cultivation has spread until it is one of the most widely used grains in the world. There are many products made from the dried corn kernels—such as cornflour, cornmeal and cornflakes.

The climate and soil of most Pacific islands are well suited to the cultivation of corn. It is an excellent food for animals and for humans and could be more widely used to advantage. In Fiji there are mills in Suva, Nadi and Ba which will grind corn meal for a small charge. In the Highlands of New Guinea, where it is extensively grown, it is ground in mills, also.

To grow corn successfully a good rich soil is needed. The white varieties give the best results in the tropics. Choose clean seed and plant 1 inch deep in rows 3 feet to 4 feet apart. Sowings can be made any time of the year. It is a good idea to plant 2-3 seeds together and then thin out to leave one plant. Hoe the earth up round the plant as it grows. If you are short of garden space, corn may be grown between rows of beans or cabbage.

From the nutritional point of view, corn is inferior to wheat but contains more body-building material than rice. Where it is the staple cereal, as in the Southern States of America, some central American countries and Italy, there is danger of the disease pellagra, because corn is a poor source of the vitamin, nicotinic acid.

Pellagra used to be much feared and people thought it was caused by a germ. Scientists working in the Southern States of America found that it was very common among the poorer people whose diet consisted of salt pork, corn and molasses, but when these people were persuaded to take green vegetables, milk, eggs, and fish or meat, which are good sources of nicotinic acid, pellagra disappeared simply because these foods supplied the missing vitamin.

The American Indians and the Mexicans have invented the most ingenious ways of using corn. Even in the dryest areas, each little farm house has its bright green patch of corn growing by the irrigation ditch. The people grow many varieties and some of the cobs are bright red, dark blue and orange. These are very ornamental and are sold in shops for decorations as well as for food.

In Mexico the cornmeal tortilla takes the place of bread. It is rather like an Indian roti (or pancake) in appearance. The corn is soaked overnight in a hot lime solution, and in the morning it is ground to a meal. This is mixed with enough water to form a thick dough which is rolled out to paper thinness and baked on a hot girdle.

The Mexicans use the tortilla like a roti. Tacos are tortilla filled with a mixture of minced meat, then turned over and fried in hot fat. Afterwards they are opened and a mixture of grated cheese, chopped onion, shredded lettuce and chili sauce added.

Cornmeal Porridge is very similar to other porridges and has more flavour. It is commonly used in the Americas and South Africa. The cornmeal is added to the water in the proportion of 1 cup of meal to 3½ cups of water and ½ teaspoon salt. Moisten the meal with cold water and add to the remainder of the water which is boiling. Boil for approximately one hour stirring to prevent burning. Then serve with syrup or sugar and milk.

The immature corn is used widely as a vegetable. The common type maize flourishes almost anywhere in the islands and if gathered at the right stage, the cobs have a good flavour. These are ready for use as soon as the tassel has withered and the kernels should be plump and extrude a milky juice when broken. Fresh corn used as a vegetable is best when it is young, and should be eaten as soon after harvesting as possible. On standing, the kernels rapidly lose their sweetness because the sugar is converted to starch.

To cook corn on the cob, allow one or two pieces per person. Just before cooking remove the husks, the undeveloped tips and silky threads. Plunge cobs into boiling salted water and cook 20-30 minutes. Spread with butter and salt and pepper and eat immediately.

To make this vegetable more easy to eat, strip the corn from the cob with a sharp knife before cooking and boil in just enough salted water to cover. One cob yields between 1/4 and 1/3 cup of whole kernels. Corn can be made softer and more digestible by pressure cooking the whole cob or the kernels. The latter may also be stewed in milk. For this you will need:—

1 cup young corn kernels.
1 dessertspoon butter or margarine.
½ cup milk.
½ cup water.
Pepper and salt.
A blade of mace.

Heat the butter, etc., in frying pan. Fry the corn in it until all is absorbed. Add water, milk and mace and simmer gently ¾ hour. Season to taste and serve.

Canned corn is also available in two forms, whole kernel and creamed corn. The latter is rather mushy and more suitable for putting into savoury dishes than serving as a vegetable. Either of these varieties may be substituted for the cooked corn in Cream Soup, Fritters or Corn Pudding.

CORN PUDDING

2 cups milk.
2 cups whole kernel corn.
2 tablespoons melted butter or margarine.
1 tablespoon sugar.
1 teaspoon salt.
¼ teaspoon pepper.
3 eggs well beaten or reconstituted dried egg.

Add milk, corn, butter, etc., sugar and seasonings to eggs. Turn into a greased casserole and bake in a moderate oven (350 deg. Fahr.) 45 minutes or until pudding is firm. To vary this pudding use:—

¼ cup chopped green pepper; or
½ cup cheese; or
½ cup minced ham; or
½ cup chopped mushrooms.

Corn is a tasty addition to any vegetable soup. With a little onion for additional flavour, fresh or canned corn may be made into a good cream soup.

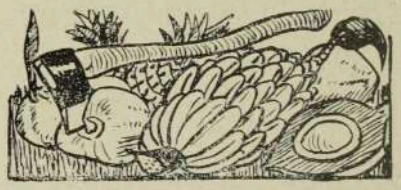
Corn-flakes are well known to us as a breakfast food but they have various other uses which perhaps you may not have considered. The crumbled flakes can be used in place of dried breadcrumbs for patties or croquettes. They may also be combined with a juicy fruit to make a simple sweet.

APPLE CHARLOTTE

2 cups cornflakes.
2 cups sliced cooking apples.
½ cup brown sugar.
1 teaspoon cinnamon.
2 tablespoons butter or margarine.

Place a layer of cornflakes in a well-buttered baking dish. Cover with a layer of thinly sliced apples, sprinkle with a mixture of brown sugar and cinnamon and dot with butter. Repeat until all material used. Bake in moderate oven 30-40 minutes. Serves six people. Two cups of diced pineapple can be substituted in this recipe.

Popcorn is a simple confection for party or everyday use and it can be simply prepared from the dried corn. Heat a heavy iron pan and add a little butter then drop in a handful of dried cleaned corn and continue stirring and heating until the popping has completed.



RECIPE CORNER

READERS are invited to send in recipes using Pacific Islands ingredients or ingredients readily obtainable in the Islands. Ten shillings will be paid for each one used.

COCONUT BISCUITS

Many recipes using coconut require that the grated nut be first dried before being used. This recipe makes use of the freshly grated nut.

4 oz butter.
2 teacups sugar.
3 cups fresh grated coconut (not dried or desiccated).
3 cups flour.
3 teaspoons baking powder.
2 tablespoons golden syrup.

Cream butter and sugar, then add syrup and beat well. Stir in coconut, and gradually add the flour and baking powder. If coconut seems very moist, a little more flour may be needed. Place in spoonfuls on greased slide and bake in a moderate oven.

—Mrs. W. R. H., Fiji.

COCONUT SOUP

Make a light white sauce, flavour with ½ teaspoon of curry-powder and one tablespoon of tomato sauce. Cook until thick. Just before serving add the coconut cream (or lolo) from two coconuts. Serve very hot.

—MARSALA.

Answers to One-Minute Quiz from Page 78

1.—400 ounces Troy.

2.—A firkin is a ¼ barrel, holding 9 gallons. Kilderkin is a half-barrel and holds 18 gallons. (A barrel holds 36 gallons and a hogshead is equal to 1½ barrels; holds 54 gallons.)

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(Continued from page 79)

With the view of finding an easier route to the summit of Tahiti, we for several years explored the different ridges of the mountain; and finally, in June, 1952, we started to cut an entirely new track, on top of the north ridge. This was a much longer but fairly easy route, along which we built shelters and water tanks, setting steel cables at difficult points.

At the beginning of September, 1953, we were up in the mountain and working to finish the track. Only a few hundred yards of narrow ridge was still to be roped, when we ran out of cable; and, at the same time, we met a violent storm, which blew fiercely for a whole week.

When the weather cleared, exhausted and without any food left, we came down for a short rest. That was when a camera-man who knew little about Tahitian mountains, conceived the comic idea of taking our "first climb" from us, and went up along our new track . . .

IN the article in November PIM, mention is made of former climbers. Here certain corrections can be made. The performances of Bjarne Kraepelien (1918) and James Norman Hall, the writer (1920-1924), stay to this day unsurpassed.

These mountaineers tried to reach the top of Orohena by the south ridge, which is a succession of sheer cliffs of bare rock, some of them 250 ft. high, and quite a different proposition to the long north ridge, on which we cut our track, which is fairly easy and safe.

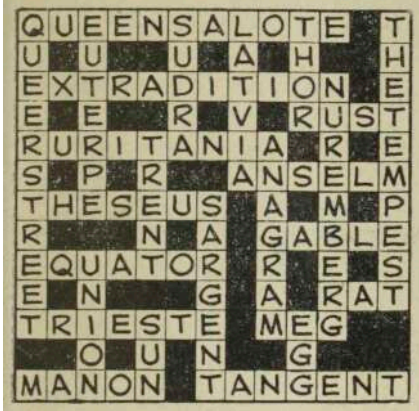
Out of mountaineering friendship, I made it a point to find the highest camp reached by previous expeditions on the south ridge, where I knew they had left a record.

For this quest, we roped our way down from the top of Orohena, along the south cliff. At 5,950 ft. we made a camp; and next day, at the foot of a difficult rock at 5,700 ft., we were lucky enough to find a bottle, still well corked, containing the records written in Norwegian by Kraepelien, in Tahitian by Teriieroo, and three records in English written by James Norman Hall. Of these three men only Bjarne Kraepelien is still living, far away in his own country.

I insist on the point that the team (of which you published a photograph in November) never set foot on Kraepelien's and Hall's track, and they certainly did not do better than did these former climbers. As far as a "first climb" is concerned, there is no ground whatever, in my opinion, for such a claim, since Orohena was in days gone by a religious site, the importance of which will appear more closely established when other documents already collected have been published.

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Solution to Crossquiz from page 74



New Education Facilities In Fiji

THERE have been several extensions to educational facilities in Fiji. Bishop Foley blessed and opened a new dormitory for Fijian Catholic boys at Varoka Mission, Ba, which is under the control of the Columbian Fathers. At Sigatoka, the Director of Education (Mr. W. W. Lewis-Jones) opened a new building at the Sigatoka District School. A new concrete building, to be the Drasa Indian School, was opened by Mr. W. Reid (Education Officer, Western), at about the same time.

¶ Miss Vicki Cridland left Brisbane by the *Changte* last month for Port Moresby, where she will marry Mr. Keith Beach. Their future home will be Goroka. The couple's parents live in Maryborough (Q.).

¶ Major-General Kingsley Norris, who is Australian Director General of Medical Services, made a short official visit to Papua-New Guinea in April.

¶ M. Jean Ceran-Jerusalemy, Conseiller Union Francaise representative of French Oceania to the Assembly in Paris, returned to Papeete from France late March. His appointment had been validated in Paris, following dispute over his election in Papeete last year.

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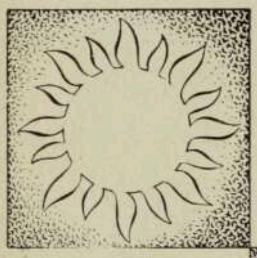
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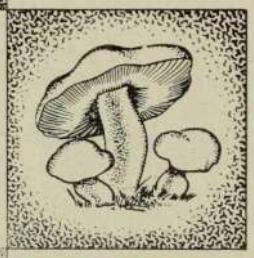
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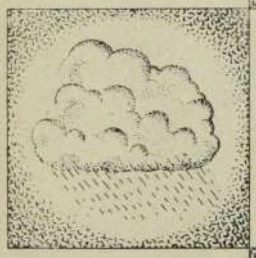
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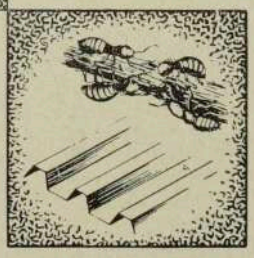
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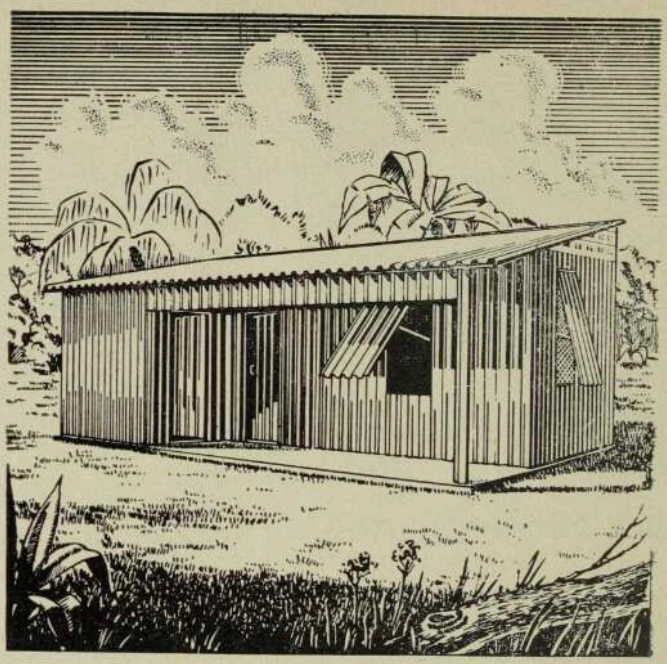
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LESS BUREAUCRACY AND MORE DEVELOPMENT!

Fighting Speech Before Rabaul Chamber of Commerce

Fierce criticism of the Australian Government policy in Papua and New Guinea, and a demand that the non-official classes of the Territories should insist on the Australian taxpayers getting some value for the millions which the Australian Government is distributing so lavishly in the Territories, was made at a recent meeting of the Rabaul Chamber of Commerce by Mr. J. L. Chipper, one of the town's leading business men.

Mr. Chipper had just returned after a visit to other Territories centres, and the main Australian cities, and Canberra—and he said emphatically that he did not like what he found.

"WHAT has concerned me since my return," said Mr. Chipper, "is the condition of these Territories—the anaemic attitude of the Administration from the Minister down—a condition reflected in the apathy that I find everywhere—even among ourselves. This lack of progress—this pathetic lack of progress and development—the vague promises dispensed by those in authority!

"Where are the thirty million pounds that have been spent since 1946? A lot of houses in Port Moresby, a very much smaller number elsewhere, lots of staff, some permanent improvements (but amazingly few). But ample evidence of a colossal reacurring expenditure. I must plagiarise Churchill: Never before has so little been done, for so long, at such a fantastic cost, by so many!

"What is at the root of this lack of progress? Is it policy, or fear of criticism?

"I know that we have a Minister who reflects in every way Australia's fear of criticism. This in turn is reflected by our Administrator and by his staff, with few exceptions. Why this fear of outside criticism by a country that has asked its citizens to fight for this Territory, in two world wars? Have we gone democracy-crazy? It is due to sentimentalism?

"England passed through the phase, and allowed European leadership, which was the only thing that held the Western world together, to change. What did the change bring? The only logical result—chaos.

"Having watched these events, Australia is following along the same lines—pandering to UNO and the votes of countries which, only a few years ago, were staging revolutions.

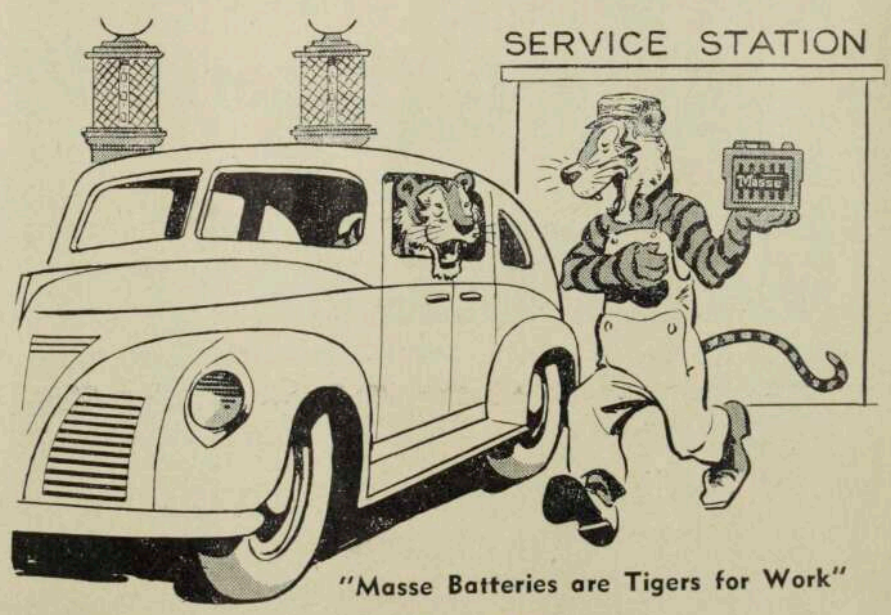
"We watched America push the British out of India and Burma with undue haste. We watched them try hard to get the French out of Indo-China, and keep them out. We watch as they realise their mistakes, and now are engaged in the costly process of trying to rebuild and recoup the losses the Western powers have suffered.

"How they, or we, can expect to see an honest and strong govern-

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ment in Indonesia is beyond my comprehension. It is against all logic. All we have done, with our support of the Indonesians, is to hamstring Holland, to their and our loss. The tragedy of the Dutch is our tragedy also.

"WHAT have we learned from these tragic blunders. Our leaders lived through this sorry phase of history, and yet take no heed of it.

"Our Minister has stated: 'That Australia's major consideration in Papua-New Guinea is the advancement of the natives and the winning of their loyalty and friendship.' Mark well those words: The major consideration.

"For Advancement of the natives I read social development. What is this prating of loyalty and friendship? Are loyalty and friendship something we can buy? Can we purchase it with free medicine, free education, free passages to see the Queen—free this and that—with a court system that makes perjury an offence for white men but heeds not perjury by the natives?

"Are the Raluana people more amenable to reason after years of cherishing? Have the Hanuabada natives benefited or become better citizens because of all that has been handed out to them? Will the average native, walking along the road, stop to throw a stone or broken bottle off the road? Will they hesitate to put a stone or bottle on the road?

"It is all very well for Master O'Donnell, in his mouthings to Australian Trade Union leaders, to rant and roar and suggest that most of the residents here are Simon Legrees. The searchlight might well be turned on that gentleman's own record. . .

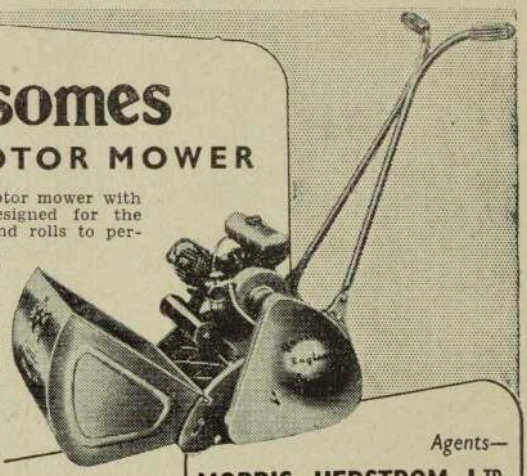
"The policy of giving something for nothing is a tremendous drag on the Territories, and is accomplishing nothing. Are we getting a better day's work for a better day's pay? Have the manifold new native labour ordinances benefited either side?

"Our towns are untidy and often a disgrace to the community. I

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sought the reason, and realised that so long as it takes five and six native employees to do what one should do, we cannot hope for change. The cost alone is prohibitive.

"Walk along our streets and watch the Administration labour lines on the roads, and the private lines at various jobs. I say that 50 per cent. of the labour employed in this Territory to-day is ineffective. If this is 'advancement' of the native peoples, we are developing a race that will be a drag on any community.

"AFTER the Minister's statement, we must realise that the social development of the indigenous population has been placed ahead of economic development.

"What are we faced with? Australians fought for these Territories. Some of us here to-night served in two world wars, most of us in one. Did we fight, and were we asked to fight for these Territories so that they might become a native state, a preserve for anthropologists and a reserve for the various churches? Anthropologists and churches have their place in every civilisation but that place is not in the vanguard.

"Are these Territories to become native states? Is this the Minister's pipe dream? Such a state would be ripe for the plucking by the first invader. Unless we develop and substantiate our own claim to these Territories, representations made to UNO by any of the countries to the north of us, seeking room, would be fair and reasonable.

"Statisticians tell us that 50,000 surplus people are being born into the world every day. What are we doing in Papua and New Guinea to fill our share of the food bowls? What is the Administration doing to encourage us to produce? Seventy or eighty thousand tons of copra a year (the greater percentage of which was planted by the German settlers before our time) and a rising, meagre tonnage of cocoa—what does that represent?

"What have we done here in New Britain during the last eight years? We are doing nothing but hold a vast undeveloped country, like the dog in the manger that couldn't eat the hay, but kept the hungry horse away. Mark my words—the hungry horses that are champing to get at this New Guinea manger are powerful factors in the world to-day?"

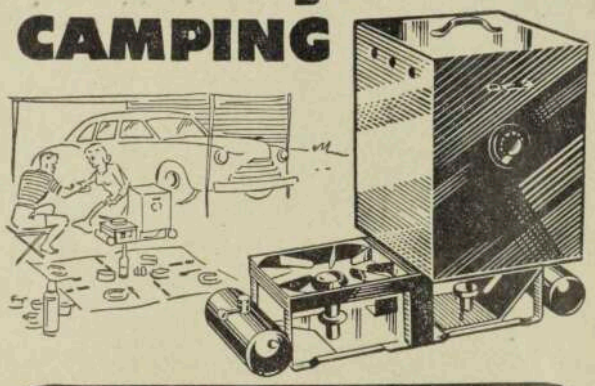
WHAT was the magnet which drew early pioneers and settlers across the world, to face certain hardship, and often death? It was not free education, free medicines, free passages here and there. It was free or cheap land—the chance to work for themselves, independence. Did social development of the indigenous population precede economic development? It did not. The only true, lasting and honest social development of indigenous populations must follow the economic development of their country.

The Australian taxpayer could not carry the burden of these Territories for ever. They must develop and produce, stand on their own feet and the impulse to develop and produce must come from the top. The man in the street could not do it. Neither could the business community of Rabaul. They needed a new policy which would encourage the investment of capital.

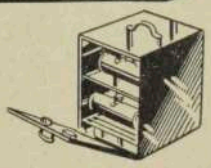
"TO Australians seeking advice, during my recent visit, as to the possibility of investing in the Territory, I had but one answer. Unless the present policy in regard to land is changed, there is nothing worth investing in. To the query, 'But you say there is plenty of land' I could only answer: 'I know there is; but make application for it, and you will be fobbed off with vague and empty promises for year after year. You may be able to buy a property, but you will break your heart in dealing with the Administration, if you want undeveloped land.'

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"Is the present policy to continue? I see no reason, after the Minister's utterances, why it should change. If he continues to dictate such a policy, we must have a new Minister, a new Administration. We must fight this apathy and break this chain that is making this country moribund. Let us try to awaken the electors to what is happening. . . .

"WE must fight, and we, the Chamber of Commerce, should be in the van of the fight. If we do not, the day will come when our Administration bureaucrats will have gained in strength and numbers, and public opinion will not be allowed to function at all.

"We have Advisory Councils, representing a cross section of the population, but uncoordinated—sincere men working for the community. Where do they go? What do they achieve?

"This Chamber cannot give advice. But by virtue of the fact that we represent the business interests of Rabaul we can voice our opinions, and criticise, and take the van in hammering our opinions and criticisms home to the people whose pockets and future are affected—the long-suffering taxpayers.

"Let us attack this Minister's policy, this pernicious, bureaucratic control that is being exercised over this land of such vast potential. Let us strive for a house-cleaning, root out the corrupt, torment the apathetic. Let us not echo Australia's greatest war casualty—public opinion, the public opinion that is now too supine to rise up against the rackets and corruption that exist in Australia to-day.

"It will be a stiff and expensive fight, and we shall be exceedingly unpopular with the bureaucrats that surround us. It may affect our own businesses, and we may be victimised—but we must take the long-range view. Unless this country prospers, we cannot prosper. Unless this country is developed we shall lose it. Unless we are prepared to fight for the saner and more logical administration of this country and safeguard its economic development, we do not deserve to hold it."

TONGAN BOXERS—AND NOW FIJIANS

KITIONE LAVE put Tonga on the map for a lot of people in New Zealand last year when he demonstrated his boxing abilities in a series of victorious or drawn fights. He departed for Australia some time ago and easily won his first fight there in early April. Now, two other Tongans, still to prove themselves, have arrived in Auckland. They are John Halafihi and George Naufahu, light-weight and heavy-weight respectively.

Early April, Henry Bray—known in Fiji as Camaibau—also arrived to try his luck in New Zealand against "almost any heavy-weight." Bray has done some fighting in Australia, Vancouver and Singapore, and he was defeated in Suva last year by Rodrodo, home on leave from Army service in Malaya. Bray may be matched against Naufahu soon.

An unfortunate boxing fatality occurred at Apia during February. Vaipou Ainu'u, a police constable, aged 35 years, married, with four children, was killed while sparring with Fosi Schmidt, W. Samoa heavy-weight champion. Fosi was in training to meet the Fiji champion, Atunaisa Camaibau, at Savai'i, on February 23, but withdrew from the arranged bout following the accident, his place being taken by Motu, former heavy-weight champion.

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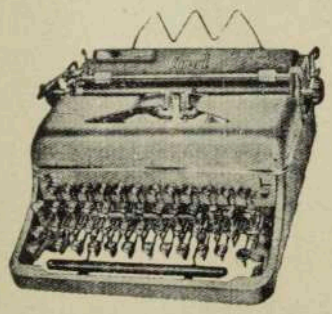
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Beware of This 'Progress'!

History of a Little Town in Fiji

SAVUSAVU has a Progress Association; and the measure of its worth should be reflected in the progress the district is making. Let us have a look at this progress.

Twenty-five years ago I attended a small party at the home of the District Commissioner; and, among my shell-jacketed fellow-guests were the District Medical Officer, the Inspector of Police, the Postmaster-cum-Wireless Operator, and the Sub-Accountant. The medical man had qualified in Edinburgh, with experience at Guy's and specialised in tropical medicine. He was quite a surgeon, too; and his morning-after powders were wizardry.

The Inspector of Police looked after what little crime there was in an efficient and unobtrusive manner. In those days an Inspector was quite a personage. To-day with our hosts of Superintendents, Acting-Superintendents and Assistant Superintendents, the rank of Inspector is rather a lowly one. Still, our Inspector in those days was a man of tact, with a sense of proportion and a degree of balance.

Our communications were in charge of the Wireless man, certified as being competent by the Australian authorities, and very competent in his line

The years rolled on, and "progress" set in. Let's have a look at the town now.

THERE is no District Commissioner or District Officer—which may only prove that they were redundant years ago. The District Commissioner Northern comes along periodically and holds Court, dealing with debtors, drunks and drivers, and then hies himself back to Labasa.

The health of the district is now in the hands of a couple of Assistant Medical Practitioners, smart chaps trained at the famed Central Medical School at Suva and possessing quite a supply of aspirin and anti-diarrhoea tablets. They are Fijians, of course, and willing to give anything a go. Who wants to get sick, anyway? And, if you do, there is of course quite a decent air service to Suva, where one can go into the Colonial War Memorial Hospital—if strong enough to get through the throng of free patients waiting there.

Our hospital, where once trod a neatly-unformed nursing sister, now does very well, thank you, with a staff of native nurses. There is, in addition, a Health Sister whose

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work takes her into all parts of the area. The hospital does not carry the neat and clean appearance of yesteryear; but you can be assured that only the best of nursing is practised therein.

Where does that take us in this parade of progress? Oh, yes, the law enforcement officers!

There is now no European Police Officer—there is not enough work, and the quarters in Suva are much more comfortable. There are a number of native constables commanded by a sergeant. The present incumbent of this office becomes at times very conscious of the importance of his station. He knows all there is to know about measuring roads after accidents, and keeping an eye on the pub.

Trained in Suva, these men are very efficient and could easily catch a burglar if you told them who he was. Sometimes one might think they were trained in Hong Kong, so profound is their knowledge of *cumshaw*.

Quite recently, these knowledgeable lads bundled a young man into a taxi and took him to the lock-up. The fact that the young man had been lying unconscious on the roadway for over half an hour, following a motor accident, did not really matter, as he recovered alright. That proved that he had had no internal injuries at the time, so that the quarter of an hour which it would have taken to get a doctor would have been so much wasted time. In any case, as one of the constables explained rather testily to a bystander who suggested a doctor before moving the victim: "He was driving the car; he is the cause of the accident."

COMMUNICATIONS? A telephone and a native operator. The old majestic aerial system is gone, of course. The transmitting aerial was laid low during a storm some time ago, and was temporarily made fast to a nearby tree, whence it does good service.

These native operators are very good, too, and errors, though frequent, due to a lack of the finer points of the English language, are seldom serious. I did get a telegram recently asking for the explanation of an engine part, instead of specification, but one can't really expect these lads to spell big words like that. A short time ago, when I was flying to Savusavu from Labasa, I sent my wife a telegram so that my boat could meet me. I sent: "Savusavu one to-day." She received: "Savusavu one day."

The gem of the lot, though (although Savusavu is not involved but which I cannot resist bringing in) was a cable which arrived in Suva reading: "Voyage Wallis impossible." Entrusted to our stout telegraph service, and in the course of two handlings from Suva to Nausori to Nailili, the message arrived: "Boy Wallace in hospital." See what I mean, in relation to progress!

The Court-house is now presided over by an Indian clerk. Very efficiently, too, although last year there was a hitch due to inefficiency in Suva, whereby the Savusavu Courthouse was unable to supply a summons form for just over three months.

I understand they are knocking

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the wharf down now, preparatory to extending it. That should not put it out of action for more than a year or two, and is vitally necessary.

Apart from this Government control, and whilst on the subject of praise for a modern and efficiently-run station, do not let us forget the town itself. The butchery has folded up, and an amateur butcher kills once a week. The pub will supply you with good whisky at about 37/6 a bottle, and a lunch of delicious tinned pilchards for five bob.

I don't live in Savusavu (did you hear me thank the Deity?) but I have business there, and I like the town. That is why I am concerned about this perilous progress; it could so easily wreck the place, or something.—"Y."

Big Fish Caught Off Fiji

THAT there are big fish in Fiji waters has never been doubted, though Fiji has done little to develop the sport as a tourist attraction. In March, two well-known American fishermen, Mr. Joseph D. Pesler and Mr. Louis Nohl, sampled the sport to some purpose in Captain T. S. Withers' launch, *Turaga Levu*. On the first day of fishing a comparatively rare silver Marlin, weighing 562 lbs, was landed, plus a number of yellow-fin tuna.

It is believed that certain varieties of big game fish migrating northward from New Zealand waters at the end of the southern summer pass through the Fiji Group in the autumn months.

¶ Mr. J. Dunn, MA (Edin.), recently of the Treasury Staff, Rarotonga, CI, has accepted an appointment to the staff of the Rarotonga Post Primary School. Mr. Dunn is a trained teacher with experience in Scotland and New Zealand.



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POLYNESIA KEPT ALIVE IN SYDNEY

Islands Dances and Songs

THE Polynesian Association of Sydney commenced its 1954 activities with a small Kava ceremony, held at a member's home, to welcome and farewell Ratu Doctor T. Dovi, of Fiji, who was en route to his home islands after some years as a medical officer in the British Solomons.

At the next function, in the city, principal guests were Hon. G. Haavea, Minister for Works, of Tonga, and his wife Leafa. Another guest was Mrs. K. Gatehouse (Tiamarama Tauei Napa) of the Ariki Tinomana Clan of Arorangi, Rarotonga. Mrs. Gatehouse, who is a foundation Club member, was visiting Sydney after an absence of 15. years. Mrs. F. Shober, of Nukualofa, Tonga, was also a guest of honour. Garlands were presented to all.

Also present were Mr. Nils Larsen, formerly of Tonga, who brought the Tongan boxer, Kitione Lave; from Tahiti was Monsieur Henri Helme, who is mate of trading ship *Maria Del Mar;* former residents of Samoa present were Mrs. Anna Smith and Mr. and Mrs. C. Jones (Mrs. Jones was formerly Betty Carruthers, of Apia).

Between larger functions, Islands visitors have been present at more intimate gatherings at members' homes. They included Monsieur Jean LeCaill, of Papeete, who had hospital treatment at Lewisham and is now back home; Barry Carrol, Maori member returning for a short visit; Mr. J. Hepere, of Hawkes Bay; Messrs. Vic. Godinet and David Hunter, former residents of Apia; Mr. Chas. Adams, of Butaritari, Gilbert Islands; Mr. Andy Thompson, Jnr., of Rarotonga; Monsieur and Madame A. Rolland and Captain Courtois, of Noumea.

The Younger Set continues its work in giving recitals for various charitable causes. A successful feature of these presentations are Polynesian Legends done in the form of a theatre-in-the-round. The audience surrounds the players, who present the dances and songs relative to the legends, which are read by speakers in the manner of a radio play.

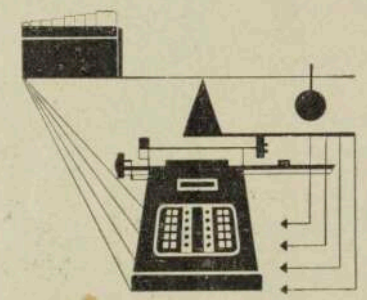
A popular legend is the story of "Tuna, the eel, who loved the Samoan girl Sina." This is a legend of the origin of the coconut. Another popular one is "The Calabash of the Winds," a Hawaiian story during which members present authentic Hawaiian chants and dances—notably the Bamboo Hula, Hula Puili, rattle dance, Hula Uli Uli, and Hula Ipu Wai—ancient styles of Hula done to chants and the beat of the calabash drum. This drum or calabash, by the way, is not from Hawaii at all, but was sent to the Club specially by Mrs. Dolly Fry, of Papeete, who visited Sydney a year or so back.

COPRA MONEY BUYS AMENITIES FOR FIJIANS

AT July 31, 1953, the Fiji Development Fund—which is created by the retention of £10 per ton from copra sold on behalf of Fiji native producers—had been two years in existence, and had accumulated £268,946.

The Fund is managed by a Board, of which Sir Lala Sukuna is chairman. Its purpose is the provision of greater social amenities, and education and helath facilities, for the Fijian native communities. It accumulates at the rate of about £130,000 per annum, and it is carefully invested. £9,000 of expenditure from the Fund during the past year showed that the money had been used mostly for the purchase of plantation equipment, building materials, launches, breeding stock, workshop fittings, and so forth.

¶ Mr. Jack Gough, who has been a resident of Samarai, Papua, for the past 12 years, and has been Merchandise manager for Steamships Trading Co., left there for Rabaul, NG, in early April. He has joined the staff of Colyer Watson (NG) Ltd.



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Malaria—An "Entirely Preventable Disease"

(Continued from Page 59)

By the time the native is returned to his malarious village he will have become liable to attacks of malaria again, as he was when a child. Back in his village he will not be taking suppressive drugs—even if he could afford them, we have seen how difficult it is even for unsupervised Europeans regularly to take their suppressive drugs. Thus, the expediency of slightly increasing the labour force of a country actually results in reducing the immunity to malaria of the young adult males of the population. It would be a very cynical attitude which would countenance this approach to the malarial problem.

If, however, there were no malaria in the village to which the labourer returned, the whole aspect of the problem would be changed, and it is in this approach that many countries have made progress.

The problem of village control of malaria is a complex one, and must be studied individually from country to country. Methods suitable in one place may result in waste of money in another.

Meanwhile, the European should set an example by taking great care with his malarial suppressive regimens and thus averting attacks. *Malaria is an entirely preventable disease.*

DONATIONS WILL BUY MOBILE CLINICS

Letter to the Editor

IT has been suggested to my Committee that probably there are in Australia and other parts outside of the Territory, many residents, former residents and friends of the Territory, who would wish to subscribe to the Queen Elizabeth Coronation Trust Fund for Mothers and Children of Papua and New Guinea; and we shall be gratfeul if you can give this letter publicity.

The fund in this Territory, as in Australia, is to give everyone an opportunity of contributing to a memorial to mark the Coronation of Her Majesty Queen Elizabeth II, and already all sections of the Territory's population have responded.

After careful consideration, the Administration, with the approval of the Commonwealth, decided that the fund so raised should be expended on the purchase of mobile clinics for the assistance of mothers and children, so organised as to reach as many of the population as is possible.

Should any of your readers desire to subscribe to this fund, remittances should be forwarded to the Hon. Treasurer of Coronation Trust Fund, c/o Commonwealth Bank, Port Moresby. An official acknowledgment will be sent for each donation received.

I am, etc.,

E. A. JAMES,
Chairman of Central Committee.

¶ Mr. Eric Flemingham and his wife (formerly Carmen Meyer, of Brisbane) have returned to Queensland from New Guinea, where they have been living since their marriage two years ago.

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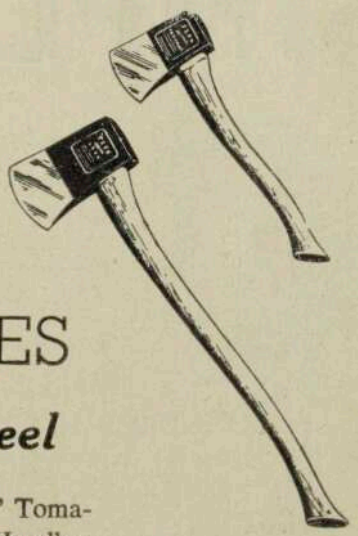
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MORE QUESTIONS ABOUT FIJI'S TB CAMPAIGN

SUVA, April 23.

RECENT publication of somewhat belated information about Fiji's War Memorial anti-tuberculosis campaign has not curbed press criticism. Main questions asked are:

Why has the campaign apparently become a sideline activity of the Medical Department instead of being an individual war waged by an organisation working in co-operation with the department?

Why, after nearly five years, has the War Memorial Trust Fund not appointed a working committee to push the compaign in the long periods between the meetings of the board?

If there have been delays in obtaining equipment, have all possible alternative sources of supply been investigated?

In four years approximately one-quarter of the original fund of £80,000 was spent. Much of the remainder was invested. Why has so much been put into investments that a further public appeal in 1954 has been mooted as necessary?

Has all the expenditure to date been directed solely to the one fixed objective, or has some War Memorial money been spent on needs which might reasonably be met out of departmental funds?

What has been done since 1949 to maintain the spirit of public enthusiasm among people of all races for the proposed all-out war on tuberculosis? (One of the points of the 1949 appeal was that a curbing of the disease, particularly among the Fijian people, would be a fitting gesture of gratitude for the Fijian war effort in all its branches).

What has happened to the 1949 promise of an anti-TB educational campaign in the schools, and general propaganda?

Pending answers to these questions, any new public appeal this year may get a chilly welcome.

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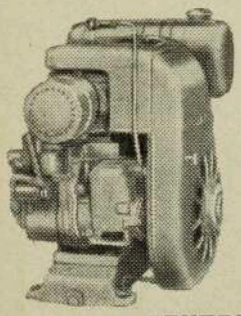
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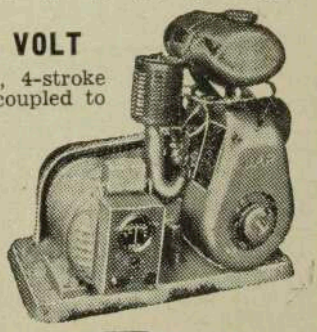
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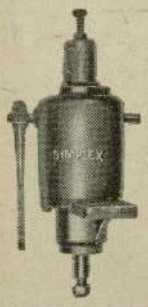
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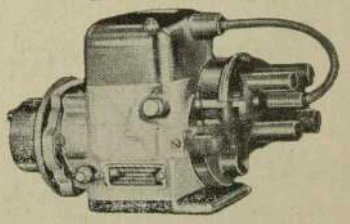


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Papuans Want Controlled Bride-Price

100 Village Leaders Confer In Moresby

From Our Own Correspondent

MORESBY, April 15.

CENTRAL District natives of Papua had an unusual get-together at Port Moresby in April to discuss native affairs.

The conference was at Hanuabada—which is the Edwardian model village near Port Moresby and is not entirely "model"—and it was attended by 108 village elders, headmen and others from 32 villages in Central District. Some came from Rigo and the Mekeo district by the usual methods—Shanks' pony or lakatoi.

The most interesting aspect of the conference was that it was organised without pressure from the Administration. One of the organisers was Willi Gavera, active chairman of the Hanuabada Village Council, who was interested particularly in discovering the chances of amalgamating Councils in the Central District as one central council.

Gavera (he was among the Territory delegates who were in Canberra in February during the Queen's visit) told the natives at the conference, which lasted several days, that the meeting was unique, and reminded them that in the days of their forefathers such a meeting was impossible: if the tribes came together at all then, it ended in fighting and bloodshed.

He said Europeans had come to the Territory about 1877, but since time had now marched on, native peoples should, in 1954, begin helping themselves a bit more, instead of letting the Administration do it.

When the discussions got under way, the delegates voted against an amalgamation of Councils, and said the people were not ready for it; a possibility later.

Bride-Price also came up for discussion, and the conference passed a resolution asking that the Administration limit the formal amount paid to the woman's relatives when her marriage had been arranged, and that the Court for Native Matters be given jurisdiction in disputes. It was suggested that bride-price be limited at Koiari to £100, at Hanuabada to £300 and other places to £200.

(These are large sums in a native community—and a great deal more than most young European men would like to hand over to their prospective in-laws).

The conference resolved that the Administration be approached about establishing a Town Advisory Council in Port Moresby for native people, so they can have a say.

As if to underline what they meant, they passed another resolution asking that a footpath be built along the Murray Highway from Koki to Boroka, in Port Moresby, as it was a danger to native pedestrians—a suggestion endorsed by many motorists who have found pedestrians a problem on this winding stretch.

The conference wanted price control introduced on all native food sold in Port Moresby town area, particularly at Koki and Hanuabada. They suggested also that food be sold by weight.

The delegates agreed to go back to their villages and encourage the village people to contribute to the Territory's share of the Queen Elizabeth Trust Fund. And they decided that they would hold another conference next year.

Facilities have recently been provided by the Fiji Public Works Department at their Walu Bay Yard, Suva, for the testing and certifying of aggregates, cements and concrete cubes and blocks for architects and contractors. The new facilities will be of considerable convenience to the building trade.

A building to shelter passengers whilst awaiting arrival of the aircraft will be erected at Taveuni airstrip, Fiji, shortly.

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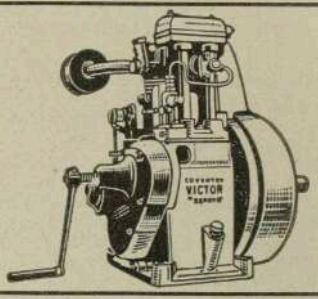
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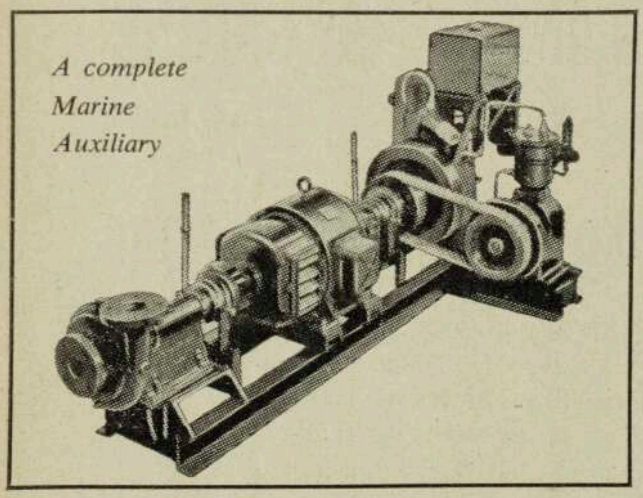
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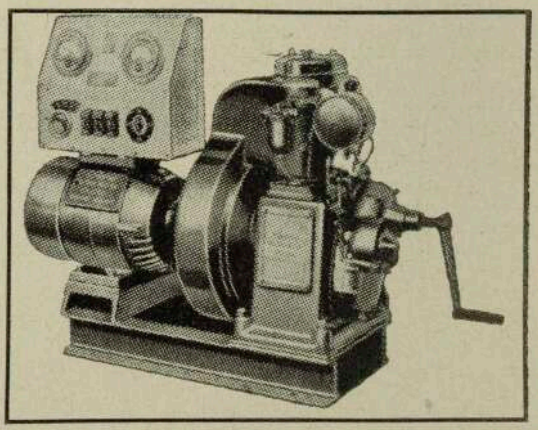
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Tonga's New Catholic Bishop



When the Rt. Rev. J. Rodgers, Roman Catholic Bishop of Tonga, returned to Nukualofa on March 24, after his consecration in New Zealand, he was met by European and Tongan priests. The photograph (by Hettig) shows in the front row (left to right): Father Shahl, the Bishop (with suitcase), Father Boussit, Father Butler and Father Calet.

¶ Dr. Pierre Auguste Cassiau has been appointed a Knight of the Legion of Honour. Dr. Cassiau is chief of the Health Department of French Oceania.

¶ Mr. D. V. Cullinane, recently accountant at the Bank of New Zealand, Ngaruawahia, NZ, has been appointed manager of the Bank's new branch at Ba, Fiji.

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COOK IS. SOUR OVER VISIT OF NZ TAX MAN

PASSENGERS arriving in Auckland from the Cook Islands on the April *Maui Pomare*, reported that the arrival in Rarotonga of a Taxation Inspector from New Zealand (as reported in March PIM) had caused a considerable stir.

It was reported that the Rarotonga Island Council had refused to accept taxation and had radioed to the NZ Prime Minister to that effect. Failing a satisfactory and prompt reply from Wellington, it was reported that the Island Council would immediately put the case to the United Nations Organisation.

Cook Islanders do not pay NZ Social Security tax of 1/6 in the £1 on salary or wages, but they are liable for income tax, even though they have no representation in Parliament in Wellington.

This may be justified when applied to employees of firms whose headquarters are in New Zealand and whose staff remain in the Cook Islands for only a few years, but permanent residents of the Cooks claim immunity based on the old rule of no taxation without representation.

¶ Mr. Buster Bourke, of the World Travel Bureau, Sydney, NSW, paid a visit to Tahiti in March.

¶ Mrs. Frank Russell, nee Nane Akapi, of Rarotonga, now living at Coco Beach, Florida, where her husband is attached to the Guided Missile Section of the USAF, reported that a third son has been born to Dr. Tom and Mrs. Davis, of Rarotonga, who are at present in Boston, USA.

¶ Mr. W. J. Carstairs has been transferred from Ocean Island to police duties at Honiara, BSI.

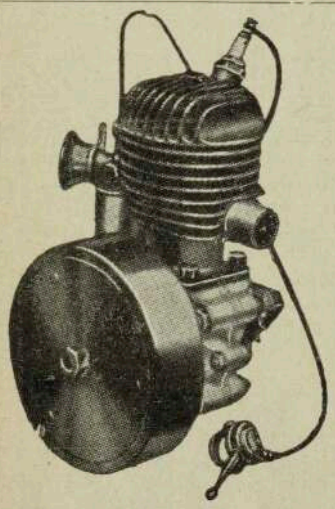
¶ Mr. Malcolm Brodie, managing director of Pacific Biscuit Co., and Union Soaps Pty. Ltd., of Suva, Fiji, was visiting New Zealand and Australia in April on business.

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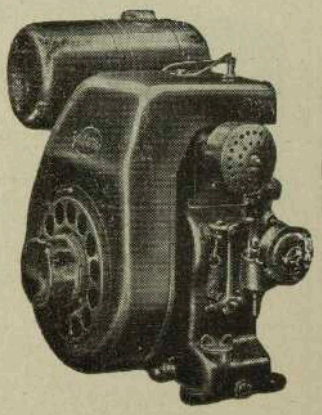
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TRADE BOOM IN FIJI

Favourable Visible Balance of £2,600,000

SUVA, April 21.

FIJI'S unfavourable trade balance in 1951 and 1952 was reversed in 1953, when the value of exports set an all-time record of £13,180,698, exceeding 1952 by £2,182,648.

The value of imports fell by £1,459,993; and the net result was a favourable balance of visible trade of £2,632,071.

Sugar exports reached a new record of 177,870 tons, valued at £7,706,130.

The total value of copra, coconut oil and coconut meal exported dropped from £2,665,542 in 1952 to £2,534,852, despite the increased price paid by the British Ministry of Food. The increase in local processing was indicated by an increase in exports of coconut oil and a drop in exports of copra.

Banana exports to New Zealand, recovering from the calamitous 1952 hurricane, rose from £60,502 in 1952 to £332,897 in 1953.

Gold exports fell from £1,170,247 to £993,698.

There are no signs of undue jubilation; but, instead, a somewhat uneasy awareness of the extent to which Fiji is dependent on overseas markets and, for that matter, on overseas sources of essential food supplies. Fiji's economic eggs are in too few baskets—a future slump in sugar and copra prices could create an unhappy situation.

Owners of large coconut estates in the eastern islands (mostly Europeans) are—or ought to be—on top of the world financially; but many of them complain of a chronic shortage of plantation workers. Some plantation-owners hope to still obtain cheap labour; but if there is a general shortage despite such incentives as good conditions and wages, it is presumably due to the natural Fijian preference for producing Fijian copra, plus the steady exhortation to the Fijians to produce from their own lands.

The indigenous Fijians produce about two-thirds of Fiji's copra.

Copra production is Fiji's second industry. The ten-years' contract with the British Ministry of Food has given it unprecedented stability.

Parallel with the trade record, 1953, saw new peaks in the number of ships and aircraft calling at Fiji.

¶ Doctor Lajos Roth returned to Wewak, NG, from Samarai, in early April. The doctor had been at Samarai for two months, but prior to his going on leave, he was stationed at Wewak and on his departure from that Station, the native people, headed by Simogun, petitioned the Administrator for his return. Dr. Roth has been followed, in Samarai, by Dr. Sobol.

Another Big Fish from NH



Following publication of a photograph of a New Hebrides sail-fish in PIM in February, Mr. J. Jocteur, of Tanna, NH, sent us this photograph of a large fish which he and companions caught on a trolling line off the north coast of Tanna a few months ago. Mr. Jocteur gives the weight of the fish as 210 pounds, but he did not know whether it was a sail-fish. The ichthyologist at the Sydney Museum says that it is a Black Marlin—in comparison with a sail-fish, which it otherwise resembles, it has a relatively small dorsal fin.



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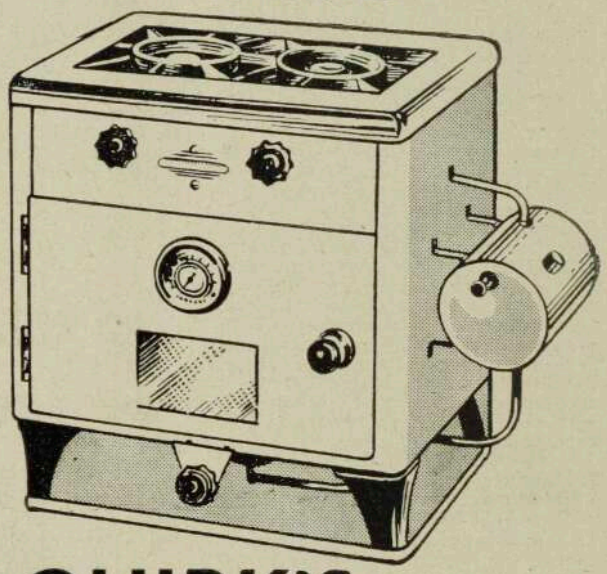
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Rehabilitating the Pacific's Ageing Coconut Groves

A PAPER on the rehabilitation of coconut cultivation in the Pacific Islands was prepared by Mr. W. V. D. Pieris, Copra Technical Officer to the South Pacific Commission, and presented at the Pacific Science Congress, held at Manila, in November, 1953.

The paper was published in the January "Bulletin" of the SPC, and has been condensed in the following article:

Human life in the Pacific (said Mr. Pieris) would become intolerable if there were no coconut palms, and on the atolls it would become impossible. Nothing has been found to take its place, and nothing is likely to be found.

Before the value of coconut oil was appreciated, and before it was discovered that the copra travelled better than the oil, the Islands supported much larger populations than now, and the needs of the people were mostly satisfied by the innumerable products of the coconut palm.

Now, copra is money, the only source of money in most islands, and more and more of it is required. But where is it to come from? There is only one hope—the rehabilitation of coconut cultivation.

A 16-months' survey of the coconut industry in the Pacific region showed the general picture in the Territories visited to be the same—groves and plantations past their prime and, due to neglect, going out of production, or not producing as they ought. It was not unusual to encounter palms well over 70 years old producing 10 to 15 nuts a year; and 30 or 40-years-old palms producing 20 or 30 nuts. (A 30 or 40-years-old palm should produce 60 nuts a year with moderate attention).

REGENERATING PLANTATIONS

Rehabilitation must be considered in two parts—regeneration of plantations, and restoration of native groves to full economic production.

Plantations are divisible into those over 60 years of age, and those under.

Regeneration of plantations *over* 60 years consists of partial restoration of soil fertility by the growth of leguminous cover-plants, followed by replanting with selected material and aftercare of transplanted seedlings, principally by the use of artificial fertilisers.

Regeneration of plantations *under* 60 years consists of (i) cultivation of the soil and weed control; (ii) application of mineral fertilisers; (iii) animal husbandry as a symbiotic arrangement of the greatest economic importance.

The restoration of native groves to full economic production is a more complicated task. Well over 90 per cent. of the land under coconuts is in the ownership of the islanders.

The first problem is not one of replanting—it is the reduction of overcrowding and the creation of a semblance of correct spacing by thinning out the palms already present.

The prerequisite to thinning out is a survey of each area to be treated, followed by a census of palms. It will then be possible to calculate the present concentration of palms of all ages per acre and the maximum number of palms the area could carry at a planting distance of not less than 28 feet.

The next step is to remove all palms over 60 years. Concurrently, all palms over 50 years should be marked for removal at the end of ten years. The third step is to take

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out all abnormal, unhealthy and barren palms.

The fourth is to take out all seedlings and young palms under five years, heed being paid to planting distance.

The fifth is to set about the final correction of planting distance. This has to be a compromise, because straight rows cannot be achieved. But by careful removal of excess palms to an *average planting distance* of 28 feet, an uneven straightening out of rows can be accomplished.

While steps 1 to 5 are being worked through, empty places in the groves should be filled. Only selected seedlings raised from selected seed-nuts obtained from selected high-yielding palms must be used.

When native groves have been transformed, they will require cultivation and weed-control as on plantations. As soil becomes depleted of phosphorus, nitrogen and potash, due to the continued export of copra, these ingredients will have to be replaced.



A young grove on Uvea Island, Loyalty Group, which is badly in need of rehabilitation. It is overcrowded and weed-infested.

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nut palms, there are few statistics on age-distribution of palms in the islands. But what is most deficient is information on soils and fertiliser requirements. Atoll soils need intensive study. For instance, it is surmised that chlorosis of palms on atolls is due to an iron deficiency induced by excess calcium. Field experiments have still to be carried out to confirm this.

Soil surveys are under way in certain territories. This work has to be extended to the whole region and hand in hand should go fertiliser trials. In the absence of such research, it is impossible to recommend correct fertiliser mixtures.

The whole programme of rehabilitation will be slowed down or spoilt if growers are not supplied with continuous technical advice—based on research. One or two territories can meet this need to a large extent, but are not in a position to add more personnel to their agricultural services or to set up local research stations. These territories will look to the South Pacific Commission for assistance and "clearing-house" information.

Technical advice on all aspects of coconut cultivation is the most urgent requirement in the Pacific. A prosperous coconut industry can pay for all transport, social, medical and educational services required by the islanders.

ECONOMIC FELLING

In further articles, Mr. Pieris dealt with the felling and disposal of old palms.

He pointed out that replanting of properly spaced plantations is usually done by planting seedlings in the squares or triangles formed by the old palms. The seedlings develop under the canopy of the old stand, and under good management they bear not later than the seventh year.

At this stage, the old palms have to be removed, a difficult and costly undertaking, because in felling care must be taken not to damage the young palms.

The part of the old palm that does the greatest damage on falling is the crown. To lessen danger, the usual method is for climbers to go up and cut off the fronds half-way down the stalks, leaving the unopened central fronds intact. The palm is then accurately felled two or three feet above ground level. The cost of such work is high, even where labour is plentiful.

A cheaper, quicker, and more efficient method is to poison the palms before felling. This is usually done with an arsenical weed-killer. One ounce of the substance is poured into a hole 12 inches deep, drilled at the base of the palm.

The advantages of poisoning are: (i) the palm dies and the fronds dry up and fall, leaving a clean item which can be felled with precision; (ii) with the death of the palm, it ceases to compete with the young replants for moisture, soil nutrients and sunlight.

But it should be remembered that the poison acts locally where it is injected, and is not translocated along the trunk to the crown. This means that the trunk can still serve as a breeding ground for rhinoceros beetle unless it is rendered inaccessible or destroyed by fire.

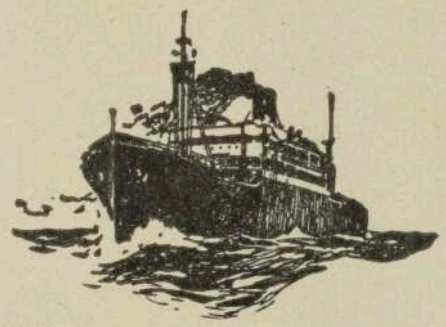
DISPOSAL OF DEAD PALMS

In Ceylon, where the rhinoceros beetle is prevalent, one measure of control consists of keeping plantations clean and free of decaying trunks, which serve as breeding places.

When palms are felled the trunks are cut into 6-foot sections and split lengthwise. The boles are dug up and also split in the same way.

The split sections of the trunks and boles are stacked with the cut surfaces upwards, and left to dry. In sunny, windy weather drying should be complete in less than a fortnight.

The crowns, from which the branches have been removed pre-



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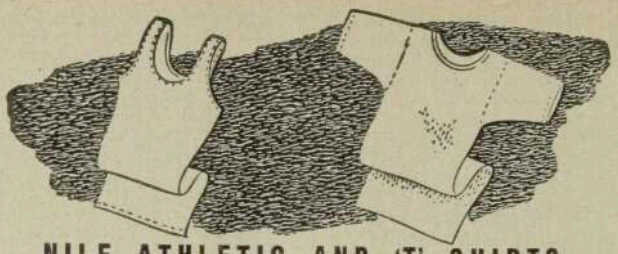
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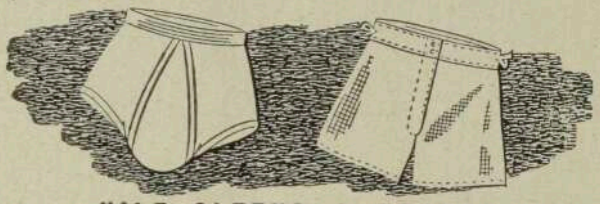
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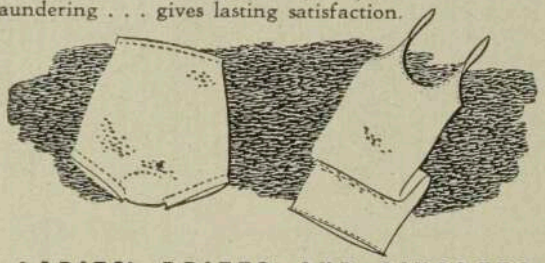
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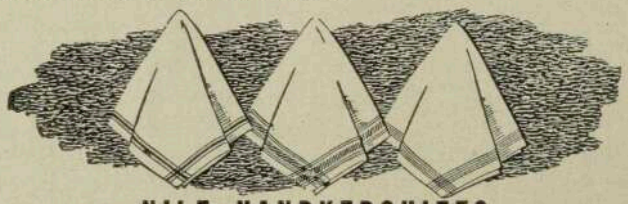
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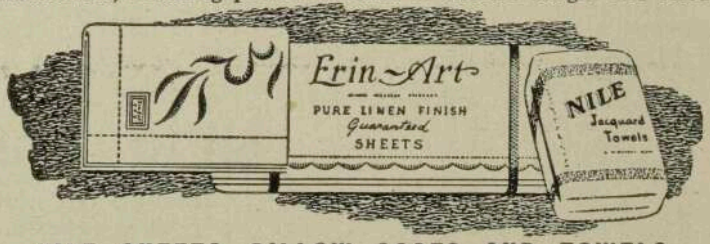
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paratory to felling, are split in halves or quarters through the bud tissue and also left to dry.

The split crowns and dried branches are then placed inside and against the enclosures made by the stacked split trunks and boles, and fired. If drying is complete, the whole mass will burn to ashes; otherwise, further firing will be required. In any case, once the material is charred, the female rhinoceros beetles will not lay eggs in it.

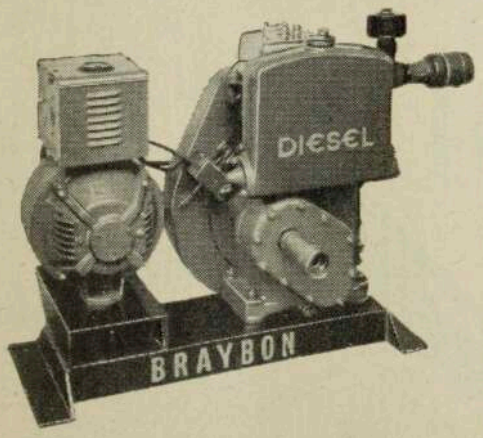


A well-kept plantation on Bougainville Island, an example of post-war rehabilitation of an overgrown plantation. Fallen branches are heaped centrally along the avenues of properly spaced palms.

Anzac Day was celebrated in Samarai, Papua, by a dawn service at 5.30 am; a march-past and service later in the morning; and a luncheon for all former Servicemen. All functions were well attended. The Rev. A. G. Daw conducted the religious services.

¶ District Commissioner K. C. Atkinson and family returned to Papua from leave in April and will go to Abau, where he will take up duties as DC for that District. Formerly he was at Kikori.

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Miss Tupou Panuve, the 1953 winner of a cup for all-round practical nursing which is contested amongst young nurses in Tonga. Miss Panuve is at the Vaiola Hospital, Nukualofa.

—Photo by Hettig.

¶ The Roman Catholic Bishop of the Northern Solomons, the Rt. Rev. Thomas Wade, left New Guinea for the United States of America on April 12. It will be his first visit there in 20 years. He plans to spend a year's leave abroad and intends to visit Rome also.

¶ Bauro Ratieta, who was recently appointed Assistant District Officer, Ellice Islands District, G & EIC, is the first Gilbertese to hold this appointment. About two years ago he spent several months in Great Britain where he worked with a government organisation devoted to the study of Oriental languages, which apparently includes Micronesian tongues. He lectured about Gilbertese customs and language to students in London and the provinces.

¶ During the visit of HMAS Anzac to Samarai, Papua, at end of April, the District Officer and Mrs. Healey gave a cocktail party to welcome the Captain and his officers.

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CRITICS OF SOUTH PACIFIC COM'N

Handicap of Noumea Situation

From Our Own Correspondent

SUVA, April 23.

CRITICISING the South Pacific Commission at a meeting of the Fiji Society, Mr. Harold Gatty expressed the opinion that much of the Commission's work could be done better by individual territories.

He said that the Commission's headquarters at Noumea were "isolated" and, citing the project for the introduction and distribution of economic plants in operation at Nadruloulou, suggested that such important work should be done by the Government of Fiji independently of "grants-in-aid from an outside organisation."

In the past there have been flickers of criticism of the South Pacific Commission in Fiji—judging by some of the ill-informed comments it might be thought that the whole concern was financed by the local taxpayers—but Mr. Gatty's broadside was the first to be made publicly for a considerable time.

At all events, the Commission is not without its defenders.

MR. R. A. DERRICK, curator of the Fiji Museum, referred to the international basis of the Commission, and to the varying levels of development and resources which exist in the South Pacific territories. The Commission, he said, served a useful purpose by collecting and circulating information and financing research projects where needed.

With reference to Mr. Gatty's plea for expanded plant introduction work, Mr. Derrick said that a "Kew Gardens in the Pacific" was impracticable. Regional research, such as research on the rhinoceros beetle, was the kind of problem which was most suitable for action by the Commission.

"The Commission does not control the plant introduction project in Fiji," said the Fiji Society's president (Mr. B. E. V. Parham). "It has, however, made substantial grants-in-aid so that more rapid progress can be made and the results shared more fully by other territories."

Mr. Parham said that since the main function of the Commission was to stimulate active interest in economic, health and social development, more or less uniformly throughout the South Pacific, and since there was evidence that its influence had brought about useful advances, it might be argued that the progress made in the six years of the Commission's existence was consistent with that of any similar international organisation.

WITH the Fiji Society's discussion in mind, it may be recalled that at one time there was a good chance that the Commission's headquarters would be established at Suva, which has obvious geographical and communications advantages over Noumea. But in the early stages there was strong opposition outside official circles at Suva, based presumably on an unfounded fear that the Commission might start interfering in administrative matters in Fiji.

This more or less unfortunate attitude has since been countered by the fact that the Commission has all but fallen over backwards in its determination not to interfere in anybody's affairs or to step on anybody's toes. (It is possible that the Commission would have more spectacular achievements in its record if it had not been so very punctilious on this point).

Except at the time of the first South Pacific Conference at Suva in 1950, the Commission's public relations and news services have not been very effective, and this weakness probably accounts for some of the wrong ideas that still persist regarding its work.

A few opponents and sceptics, of course, may be found among those who seem to dislike the idea of improved economic and social standards for the indigenous Islanders. Even in Fiji there are people who still think that a per-



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EDITORIAL NOTE

What is Wrong With the SP Commission?

WEAKNESS is now apparent in the implementation of the Evatt plan which, soon after the war, took shape in the South Pacific Commission.

An instrumentality for the exchange of experience, and for planning future activities, while providing for the co-ordination of Administrative action in the round dozen or more separate administrations in the South Pacific, had been needed in the South Pacific for many years. Full credit must go to the post-war Socialist Governments of Australia and New Zealand that they recognised the need, and sought to provide for it in the creation of the Commission.

But, like so many Socialist Plans, it was not near enough to the cold earth, and took too little account of the vagaries of politics and of human nature.

The Commission has two fundamental weaknesses. The first is the location of its headquarters. Noumea is far too isolated from the remainder of the South Pacific, both in geography and in language. It is becoming increasingly difficult for Commission personnel to maintain close and frequent communication between Noumea and the rest of the South Pacific. Except for New Caledonia and French Oceania, the whole of the South Pacific Territories are governed in the English language; and the isolation of the Commission in a French-speaking community created practical difficulties almost from the first.

We said at the time, and events have proved us right, that Suva should have been chosen. Sydney might have been more suitable.

The other, and even more important disability, is the weakness of the liaison between this expert, fact-finding, conscientiously-reporting organisation in Noumea, and the six independent Governments which constitute the Commission.

The machine, as envisaged by Dr. Evatt and Prime Minister Fraser, is functioning; but there seems to be no soul in it. It may be that each of the six Governments, before it shapes new legislation, new laws and regulations for its Islands dependencies, does consult its representatives on the Commission, and ascertains what should be done in the light of experience, and in order that its plans may be co-ordinated with those of the other member nations. But there is no evidence, so far, that the six nations are doing this, as a matter of duty and routine. On the other hand, there are various indications that each of the six member nations could not care less about the views and actions of the other five.

The Commission, functioning steadily since 1948, is accumulating a vast amount of valuable data about the conditions of Islands life, and the simplest and most effective way of improving them. In other words, the administrative staff and the Research Councillors are doing an excellent job. But the machinery for putting the Commission's discoveries and recommendations into effect is either non-existent or out of gear.



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Fiji Writers Still Seek Solution To Indian Problem

WRITERS in the Fiji Times *lately have been contesting the arguments put forward by "Y", in the February issue of* PIM, *in relation to Fiji-Indian problem.*

"Y" took the view that a solution is very difficult because it is neither practicable nor possible to deport the Indian population of Fiji (as advocated by Mr. Amie Ragg), and because the native Fijians' communal system of living makes it almost impossible to train the Fijians to take, in the government of Fiji, the share that now is claimed, on population grounds, by the Indians.

The writers claim that "Y" is wrong in his assumptions, and that in any event he does not help matters because he offers no alternative solution. One vigorous correspondent thus outlines history and expresses his support for Mr. Amie Ragg's plan of gradual deportation of the Indians (who now, with over 150,000, outnumber the Fijians by at least 20,000):

FIJI, before Cession, was wholly Fijian, and these islands belonged to them. The Fijians of their own free will ceded Fiji to the British Crown, and not to India.

The Deed of Cession was signed some five years before the Indians were introduced to Fiji; and no agreement was made by the Imperial Government with the Fijians as to the terms and conditions under which the Indians were to be introduced.

In the course of years greater political privileges were granted to the Indians, and to-day they have equal rights with the Europeans; whilst the Fijians are confined within the obsolete communal system, and are subject to a permit system to live and work outside their own districts.

To-day the Indians outnumber the Fijians by 11 per cent., and in 47 years' time, at the present rates of increase in the two racial groups, there will be about 933,000 Indians to 459,000 Fijians. The natural increase of the Indians and Fijians at the present time is 3.89 and 2.51 per cent. respectively. The Indians, who are avid for political power, are exercising an increasing control in Government, which transcends that of the Fijians. In other words, the writing is on the wall, and unless something is done soon, the doom of the Fijians is certain.

This unfortunate state of affairs is due initially to lack of vigilance on the part of the Fijian leaders; secondly, to the go-getting Europeans; and, thirdly, to the fact that since the introduction of the Indians, the India Office and not

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the Colonial Office has controlled Fiji's destiny.

The cumulative result of the foregoing is that the Indians (British Government or no British Government), will at no distant date completely control the Government of the Colony, as they are doing for all practical purposes in British Guiana.

The Europeans will disappear, the Fijians will be abandoned to their fate, and the promises of a great Queen will be dishonoured and made void. A truly terrifying spectacle for a people who have trusted us; they have asked for bread and we are giving them a stone.

TO prevent this debacle, the covenants of the Deed of Cession and the principle of self-determination must be implemented. It is imperative that the Government remain without qualification in the hands of the British, until that Government is satisfied that the Fijians are able to govern themselves (since it is the avowed policy of the British Government to confer self-government on the people as soon as they are ready for it).

Obviously the granting of self-government cannot be conferred on a predominantly Indian population; hence their menace to the future of the Fijians must be removed.

Then, when the time is ripe for the granting of self-government to the Fijians, the present system would be replaced by a Protectorate, controlling international relations, defence and other services necessary for peace and good government.

Consequently, in the light of our obligations under the Deed of Cession, we cannot allow the Asiatics to remain. They would quickly seize power as their numbers increased, until the Fijians became their political and economic slaves.

This, then, is the basic reason put forward for the repatriation of the Asiatics. But as this situation has arisen through no fault on their part, it is the duty of the British Government to arrange passages to India and elsewhere, and provide for re-settlement in keeping with requirements; and the sooner the policy is put in hand the better, otherwise things will get out of hand, with disastrous results.

An objective examination of the situation in Fiji as it is to-day and viewed in the perspective of the future, leaves one aghast at the callous disregard of the rights of our wards.

THE fear that the Colony's economy will collapse if the Indians are repatriated is largely an illusion: for, though during the period of repatriation the Indian population will fall, the gap occasioned by their going will in a measure be filled by the other ever-increasing elements of our population.

Should the repatriates be largely drawn, in the early years of the 20 years' repatriation period, from the parasitic and non-productive industries, our export potential will not be impaired. This is brought to light when we analyse the Indian labour engaged in the sugar industry.

According to the Government Return on the Distribution of Wage Employees for 1952, we find that there are 25 Indian employers and 2,385 Indian employees. To these must be added family workers which are not included in the return, say a like number; then the total Indian workers employed in the industry is about 5,000. Divide this number by 20, and we have an annual decrease of 250 workers, a gap which can easily be filled by Fijians and Part-Europeans, which will at the same time give the indigenous people a large and lasting stake in their homeland.

EDITORIAL NOTE

WHILE we do not subscribe to Mr. Amie Ragg's plan for the solution of the Fiji-Indian problem—namely, deportation of the Indian people—we are bound to point out that, so far, no one has come forward with any alternative plan which could be brought into operation quickly enough to avoid the inter-racial trouble that can be seen developing.

Now that the initial mistake of permitting the establishment of a large Indian population in Fiji has been made, the only apparent way out of the difficulty is to assist the Fijian people to take their place beside the Indians in the future government of the country. But practically nothing in that direction is being done, as a matter of deliberate policy. It may be too late, now. The time for action was at least 30 years ago, when it was possible to see that the natural increase of the Indians was so much greater than that of the Fijians, and what it must lead to.

The present position and future outlook are indeed a very ugly reflection upon the British Colonial Office, which has allowed this thing to happen. In this connection, it may be pointed out that 18 months have elapsed since the Fiji Legislative Council asked the British Colonial Office to examine the population problem in Fiji; and the Colonial Office has done absolutely nothing about it.

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24-oz. Quince Jelly.
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AMP's Fined for Drinking

Law Discriminates Against Transitional Natives, Says Dr.

From Our Own Correspondent

MORESBY, April 23.

AN interesting comment on native drinking was made in the Port Moresby Court of Petty Sessions on April 21.

The man who made it was the Territory's Director of Health, Dr. J. Gunther, and his remarks were prompted by the arrest of four natives, including two Assistant Medical Practitioners, Callis Cain and Frank Aisi.

They were drinking in a house at Hanuabada and, having no permit to do so, they were arrested and pleaded guilty before Magistrate W. E. Sansom.

Both Cain, who is 31, and Aisi, 26, are attached to the Ela Beach Native Hospital at Port Moresby.

Cain is a Nauruan and Aisi a Papuan and both spent some years at the Fiji Central Medical School.

Dr. Gunther, in the absence of any counsel appearing for the Assistant Medical Practitioners, said he would like to point out some mitigating circumstances.

Dr. Gunther said that the consumption of alcohol should be the privilege of only the enlightened person, the person who could realise its evils. Nobody in his right senses would condone drinking by primitive, unsophisticated natives, and the unlicensed introduction of alcohol to primitives had been worse than the introduction of tuberculosis; history had too many examples, some very close to home, to allow that statement to be challenged.

However, said Dr. Gunther, many laws in the Statute book were archaic and they remained there, to be used on specific occasions, only for the general good of the community.

THE Territory, Dr. Gunther continued, was slowly changing by evolution and education. Education was slow, and the odd individual found himself in a transitionary stage between a primitive past and an enlightened future.

"It is during this early stage we will make—and correct—our mistakes," he said. "The Administration has seen fit to educate, still further, certain natives who already had, when compared with their fellows, a higher standard of education.

"On the completion of this higher education, a few have been absorbed into the public service of the Territory with the rights of the public service—salary, housing and standard of living—but we, by other laws, deny them certain other privileges enjoyed by the public servant. It is a discrimination, but the right or wrong of it I do not now argue."

Dr. Gunther said Aisi and Cain were two persons in transition and the future behaviour of such persons could make or mar P-NG evolutionary procedure.

In the South Pacific, many peoples for generations made their own toddy, and most other Territories had a permit system which allowed approved natives to drink liquor, and one, at least, openly allows alcohol of a certain percentage.

He said that at the first South Pacific Conference, at which he was an adviser to the native Papua-New Guinea delegates, only the Papua-New Guinea delegates (except two people of mixed descent from New Guinea who had their own permits) were not allowed to drink, although alcohol was the refreshment at the many entertainments provided for the native delegates. Some of the P-NG delegates had felt belittled because of this.

DR. GUNTHER said Frank Aisi spent seven years in Suva in an atmosphere free from discrimination, where native people who had passed the test were permitted to drink. He became a first-rate Rugby footballer, touring as footballers do, and no doubt occasionally drank beer after the match. During his time in Fiji, he



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was an official Papuan delegate at the first South Pacific Conference.

"Callis Cain is a Nauruan, where coconut toddy is an actual food," said Dr. Gunther, adding that when it was denied, widespread beri beri developed.

He continued, "These two men are members of our Public Service, living in the house previously set aside for the supervisor of the native hospital at Ela Beach, and they are required to live completely after the manner of Europeans.

"They are in the extremely unfortunate position, being pioneers, of occupying an intervening stratum of society, given the physical conditions of the European strata, yet denied, perhaps rightly, some other privileges.

"I can assure Your Worship it is a lonely position; it is not an enviable one; but, then, pioneering *is* lonely."

Dr. Gunther said that the two men would be charged under Public Service Ordinance with a breach of discipline and, if found guilty, punished still further. By their arrest they had already had a salutary lesson.

He asked that the magistrate give them the least possible penalty, in view of the circumstances. "They are enlightened people," he added, "they are not primitive unsophisticates who can be tragically harmed by alcohol."

The magistrate, Mr. Sansom, said he agreed with many of Dr. Gunther's points. However, the law was clear.

He fined them £1 each. (The maximum penalty is £30).

EDITORIAL NOTE

And now, as a fair test, let us see what the Top Brass of Port Moresby and Canberra does about it. Dr. Gunther has made a well-reasoned plea. Mr. Sansom, by imposing a nominal fine, has accepted the justice of that plea. Both Dr. Gunther and Mr. Sansom are senior administrative officials of the highest reputation—and their opinion (and recommendation) is that the law be amended, in view of experience. But—*will* anything be done?

Frequencies for Radio New Zealand

From Friday, April 23, 1954, Radio New Zealand will operate in accordance with the following schedule to the Pacific Islands:

1800-2045 GMT—ZL2—9.54 Mc/s in 31 metre band.

2100-0445 GMT—ZL3—11.78 Mc/s in 25 metre band.

0500-Close-Down—ZL2—9.54 Mc/s in 31 metre band.

At the present time, close-down is 1045 GMT on week-days; 1120 GMT on Saturdays; and 1000 GMT on Sundays.

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WHY NO WAR-SERVICE LAND IN P-NG?

Strong Criticism by RSL

LAE, April 10.

THERE was strong language at the Fourth Annual Congress of the RSSAILA of Papua and New Guinea, on the subject of Government failure to assist land settlement, when 18 delegates from all sections of the two Territories assembled in Lae on March 27.

The ex-servicemen feel that Canberra, despite all its assurances and promises, has not done its part in making suitable land available.

State President G. K. Whittaker, of Lae, in the chair, opened up the subject when presenting his annual report; and he was supported generally by delegates during the ensuing discussions.

Mr. Whittaker said the State Executive had been pressing for war service land settlement, through the Federal body, four times a year, since 1950. Of several reasons advanced for not introducing the scheme, one was a shortage of land.

Said Mr. Whittaker: "I informed the Minister at Federal Congress (in Melbourne last October) that there was no shortage of land, and that, in fact, thousands of acres of land were lying idle in both Territories, and had never been made use of by the native owners.

"I recognise that this land is owned by natives, and I feel from my observations that the natives would be prepared to sell it to the Government, and that the Government would pay them a fair price for it.

"If war service land settlement was established in this Territory, the natives would benefit. There are large tracts of land which could be set aside for this purpose in the Waranggoi Valley (New Britain), the Markham Valley, and the Gogol Valley; and I have been informed there is an area near Buin, on Bougainville; and it is my opinion that this land would be sufficient to commence a land settlement scheme."

Mr. Whittaker said he had asked the Minister for Territories (Mr. Hasluck) for a statement on land settlement, but had not received a reply.

He added: "It is my frank opinion, in spite of anything the Minister concerned might say, that the Australian Government is not sincere in its efforts to establish war service land settlement in this Territory. This may be because there is the problem of UNO. During the last visit of the United Nations delegation to this country, in February, 1953, I was assured by the leader and other members that, whether we liked it or not, the natives in this Territory would have their independence in ten years' time."

THE following were among the resolutions submitted by branches and carried by the Congress:

That State Executive ask Mr. Hasluck how he has the right to make a difference of £3/10/- between "Smoke" and "Hot air" copra, when the difference in price paid by the British Ministry of Food is only 15/-. (Rabaul.)

That a copy of the District Commissioner's reply to two Rabaul Sub-branch applicants for land be forwarded to State Branch, Lae, and that the latter contact the Administrator regarding the land position and ascertain whether land is available or not. (Rabaul.)

State Branch is requested to ascertain the result of an investigation into land in the Warangoi Valley, such as was indicated would be made by the Secretary for Lands in the Legislative Council. (Rabaul.)

That the Administration be asked to define more clearly the Land Policy of the Territory, particularly with reference to new and virgin land being opened up. This Sub-Branch is of opinion that new areas to be opened up should be surveyed and divided into economical productive blocks, to be disposed of by application. (Kokopo.)

This Sub-Branch gives its whole-hearted support in upholding the White Australia policy, and maintains that Chinese residents and those Chinese born in TNG should not be granted Australian citizenship. (Bulolo.)

That State Congress be advised that this Sub-Branch regrets no special RSSAILA representative was included in the party to meet her Majesty the Queen, and considers it an affront to the returned soldiers of this State Branch. (Kavieng.)

That this Sub-Branch unanimously agrees to give strong backing to State Congress on all matters pertaining to



land settlement and war service homes in the Territory. (Lae.)

That State Congress be advised that the Lae Sub-Branch views with serious disfavour the Native Liquor Ordinance and asks that the matter be taken up urgently through the Administration. (Lae.)

That this Sub-Branch feels that the Government of Australia has no intention whatsoever of placing a Land Settlement Scheme before ex-servicemen of this Trust Territory, and if the government is truthful, it will openly advise us, and then no further time will be lost on this question. (Rabaul.)

That the State Executive be contacted, instructing them to approach the Administrator with a request that each Sub-Branch in New Guinea be given representation on the local Town and District Advisory Councils, and that a State Representative be appointed to the Legislative Council. (Rabaul.)

That the Australian Government be asked to annexe the Trust Territory of New Guinea to Papua, making it wholly an Australian Territory. (Rabaul.)

OFFICE-BEARERS, 1954-5

STATE PRESIDENT: G. K. Whittaker, Lae.

VICE-PRESIDENT, Papua: J. W. Watkins, Pt. Moresby.

VICE-PRESIDENT, New Guinea Islands: W. Smythe, Rabaul.

VICE-PRESIDENT, New Guinea Mainland: L. Ashton, Lae.

STATE TREASURER: James Petersen, Lae.

HON. SOLICITOR: K. J. Tonking.

HON. AUDITOR: R. Davis.

¶ Bishop T. J. Wade, of the Marist Mission, Bougainville, has left on a visit to Rome. Some weeks previously, Bishop Aubin of the BSI, also left on a visit to Rome.



THE NEW STATUS OF HAWAII

Letter to the Editor

WE are happy to report that Statehood for Hawaii is almost an accomplished fact.

Already, Senator-Designate the Minister Aloha-Tzi-Mao has sent his top-hat to the cleaners for re-ironing, and a new and larger sweat-band.

The Commission appointed to design a Coat-of-Arms for the new State has completed its labours in strict accordance with the laws of Heraldry. This Commission was ably assisted by members of the Hoipa Loi family, whose ancestor migrated early in the 19th century to Maui from the island of Ithaca, in the Mediterranean. This Hoipa Loi ancestor brought with him the formula of the Calypso Cocktail, which later on became the corner-stone of Hawaii's greatness and renown.

The recipe of the Calypso Cocktail has been a treasured heirloom in the Hoipa Loi family since it was brought to Ithaca by the navigator, Dr. Odyssey. The formula has remained unaltered through the centuries, so that the effect on the partaker is precisely the same as when it was the popular beverage for tourists in Calypso's Isle.

Here is a description of the new State Coat-of-Arms, soon to be published by the Commission.

The Shield—a cocktail-glass (containing a transparent Calypso cocktail and a bright red cherry) superimposed on a Field of Mongolian yellow.

The Crest—a stately skull and cross-bones—an eloquent symbol to commemorate the most thorough job of Genecide done since the ancestors of the architects of our present-day Polynesian Charnel-House liquidated the last of the Indians in the State of Connecticut.

The Motto—*Ei Roto Mate I Te Oua* (There is Death in the Cup).

Our old friend Mako-Ono, the curio dealer of Hilo—who, you may recall, had all his teeth filed to a point in order to impress tourists regarding his name (in English, Barracuta-shark)—has employed a dentist to extract his shark teeth. He hopes to gain appointment as "Lord High Commissioner of Cocktail Lands under the State regime." He now displays a handsome array of lovely artificial teeth set with pigeon-blood rubies, following the pattern of the bright red cherry in the new State Coat-of-Arms.

I am, etc.,
KALAULAU POPOCATAPETI.
Hilo, Hawaii.

¶ On April 17, at Samarai, Papua, Miss Joan Hilda Egglestaff, only daughter of Mr. and Mrs. Egglestaff, of Mamai Plantation, S-E Papua, was married to Mr. Douglas Taylor, Samarai's senior radio operator.

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Tuna for Pago Cannery

Some of the very fine tuna eing caught off Eastern Samoa y Jap fishing vessels for the annery at Pago Pago.

These specimens were part f the catch when Prince Tugi f Tonga, while a guest of the merican Samoa Government March, took a trip on one f the Japanese fishing boats.

—Photo by Pan American rints.



TROPICAL MEDICINE

A COURSE of lectures in Tropical Medicine and ygiene, framed to meet the eeds of missionaries, nurses, edical assistants, planters nd other non-professional ersons, who anticipate living tropical areas, will be held the School of Tropical ledicine, University of Sydney, om June 7 to August 6. ectures will be at 2-3 p.m. on ondays, Wednesdays and Fri-ays. No fees are payable.

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Keenan-Flenady Wedding



AT LEFT: On April 17, at the Catholic Church, Port Moresby, Miss Kay Keenan was married to Mr. Don Flenady, of Qantas Empire Airways.

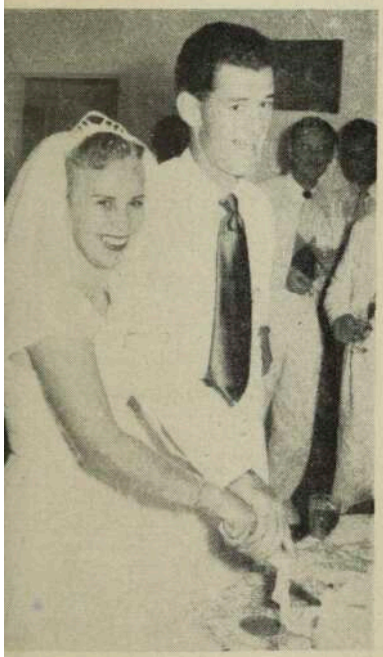
AT RIGHT: Mr. Piet Voorn and Miss Dorothy Delahunty, of Port Moresby, who announced their engagement recently.

—Photos by Papuan Prints.

Engaged



Gee-Godyer Wedding



AT LEFT: A photograph of the bride and groom, taken at the reception which followed the wedding of Mr. David Godyer and Miss Margaret Gee at St. John's Church, Port Moresby, on April 10.

AT FOOT OF COL. 1: Mr. and Mrs. Bill Penny who left Port Moresby permanently in early April. They are going back to England where they hope to purchase a country pub which is to be called "The Grass Skirt". They were popular members of Moresby Golf Club.

—Photos by Papuan Prints.

Leaving Papua



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TAHITI'S GOVERNOR IGNORED

Newspaper Fuss Over Apia Incident

NEW ZEALAND *Truth* gave publicity late in March to alleged discourteous treatment of His Excellency Governor Petitbon, of French Oceania, when he passed through Western Samoa by air on his return from France.

Truth's correspondent said that "although Mr. Powles (High Commissioner of W. Samoa) was advised of M. and Mme. Petitbon's arrival, no invitation was extended to them, on the grounds that there was insufficient time to prepare for their reception, and that Mr. Powles had another engagement.

"Other residents, with more limited facilities than those at Government House, then met the French Governor and his wife and entertained them at a small reception and dinner. Yet the High Commissioner attended this function, despite the previous engagement which had prevented him receiving M. Petitbon himself.

"On the following morning, no arrangements were made to provide official transport for M. and Mme. Petitbon from Apia to the airport (22 miles away) and they had to travel the distance in an open-sided, wooden-seated public bus," said *Truth*.

Private residents say they would have been only too pleased to provide transport had they thought it possible that Government House would not extend M. Petitbon the usual courtesies.

Last year, when a somewhat similar event occurred in Suva and Apia (the victim being M. Alfred Poroi, Mayor of Papeete), it was explained that no prior advice had been received of the traveller's approach, and also that it was impossible to take note of all persons — even important ones — passing through these Territories.

There may have been a better explanation in this later case; but no explanation has been offered. It may be taken as certain that there was no intentional discourtesy; but it would be interesting to know why, when high functionaries pass through these Territories, the usual courtesies are not offered. French officialdom is rather sensitive about such things, and is itself scrupulous in observing the formalities.

Unless on official visits, important functionaries pass through Australia and New Zealand without formal recognition; but in the smaller Islands Territories, which are linked together through the South Pacific Commission, there should be some machinery for taking care of these things.

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Current News Items From Our Correspondents In Papua-New Guinea

SCHOOL OF P.A. SHOULD BE IN MORESBY

There is still agitation in the Territory to have the School of Pacific Administration moved from Sydney to New Guinea.

Mr. Don Barrett, member for the New Guinea Islands in the Territory Legislative Council, often vocal on the subject, had some more to say about it when he returned to the Territory at the end of March after a two-months' visit to Australia.

He said that while in Sydney, some members of the school had expressed their dissatisfaction to him about the length of time they were away from the Territory. They said also that SOPA's two-year course was one year too long—it could be cut down to twelve months.

According to Mr. Barrett, the officers said that while taking the course they lost touch with the practical things in the Territory.

NAVIGATIONAL AIDS FOR BOUGAINVILLE

Buka Passage is to have its own air-radio station.

Authority to set it up came from the Department of Civil Aviation in April, and it should be going by the end of this year.

Included in the equipment will be VOME, which is being installed at other airports in the Territory.

The new air-radio station will be an important link on the Rabaul-Honiara service, which is short on navigational aids.

ANOTHER OIL SEARCH

In March, Australasian Oil Exploration Limited applied at the Port Moresby Lands office for an application for a permit for an area of land in Western Papua.

The area is about 3,750 square miles, and is west of Daru. It adjoins leases being operated by Australasian Petroleum Company in its extensive explorations.

With Papuan Aninalpi in the Gulf District, the oil permit map of all of Western Papua now looks like a patch-work quilt. There's little space left for anybody else with ideas.

HIGHLAND LAND FOR TENDER

About 2,000 acres of agricultural land were put up for tender recently in the Eastern Highlands of New Guinea. There are 9 blocks, all but one within a radius of 11 miles of Kainantu. The other one 5 miles north of Goroka.

What is different about these blocks is that they have been put up for tender by the Administration as a part of a new policy of land distribution which was decided upon over a year ago.

Previously, land seekers chose the land they would like to have, asked native owners if they were prepared to part with it, and informed the District Commissioner. The DC then sent officers out to inspect it, decide whether the alleged owners had a right to it and if so, if it would be wise to allow them to part with it. All this took a great deal of time.

Under the new scheme, the preliminary investigations are complete, and the land is open for immediate settlement once it is put up for tender.

It is expected that other blocks will be made available in the same way.

The blocks are as small as 26 acres and as large as 600. The larger ones are suitable for coffee growing, or cattle; and the smaller blocks for general garden produce or dairy farming. There is labour available.

HIGHLANDERS DROWNED IN THE FLY

Six native labourers from the Highlands were drowned in April, following a fire aboard a bomb scow on the Fly River. A European in charge of the scow, Bruce Cull, was also burned in the fire and was flown to Port Moresby for treatment.

The incident occurred near Alli-

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ator Island, on an Australasian Petroleum scow which was carrying 43 native labourers.

The labourers jumped overboard, and six of them were not found. Although an intensive search was organised for survivors; native villages along the Fly were alerted.

The tragedy may not help labour relations in the Highlands. It is feared that deaths of this kind make it difficult for recruiters there, although there is no suggestion that anyone was to blame.

WAU ROAD GOES AGAIN IN WET

The timber and gold industries at Bulolo and Wau, which depend on the important road link to Lae, protested in April when the Wau-Labu road was again cut.

The trouble this time was the Wampit River, which decided to change course—as all the rivers in this area have a habit of doing—and flowed down the road for a distance of half a mile.

As a result, it was sticky going for the big trucks, and some shipments of Bulolo plywood were held up.

The Wampit first changed its course last December, but difficulties have become more frequent since the "wet"; each heavy rain causes a traffic blockage.

Commonwealth Works has the job on its hands. The Dept. says the solution of the Wampit trouble will cost money as the road will probably have to be detoured.

MADANG PNGVR UNIT

Northern Army headquarters in April approved the formation of a platoon of the Papua-New Guinea Volunteer Rifles at Madang.

The new platoon will come under "A" company of PNGVR at Lae.

PNGVR, under its active CO, Lieutenant-Colonel Bill Young, at Port Moresby, is going ahead swiftly in the Territory, and units are now operating at Port Moresby, Samarai, Rabaul and Lae.

In Brisbane, in February, GOC Northern Command, Major-General Recombe, stressed the need for many more PNGVR members.

A BETTER PS IN VIEW

The first evening classes in the new Public Service Institute for the Territory, got under way at various Territory centres on April 5.

The Institute aims to raise the standard of the Territory Public Service. Eventually there will be a Public Service Institute built at Port Moresby, with a permanent staff of instructors.

The Territory's acting Public Service Commissioner, Mr. T. A. Huxley, told the initial Port Moresby classes that an opening address that a good administrative officer should never lose sight of the fact that he was a servant of a very exacting employer—the public.

The public was paying for the service and was entitled to the highest standard. He said Territory Public Servants were doing a lot of good work and some inferior work.

PLANTERS RESIGN FROM COUNCIL

Mr. J. M. Joyes, of Iwi Plantation, Kieta, Bougainville, and Mr. Fred Archer, of Jame Plantation, Buka, have resigned from the Bougainville District Advisory Council. Both are well-known planters who have resided in the District since 1927.

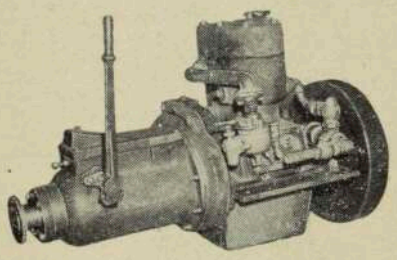
Mr. Joyes has resigned because of ill-health and personal business matters. Mr. Archer believes that fresh blood will bring fresh ideas to the Council.

Both men have been in New Guinea for over 30 years. Mr. Joyes served some years in the Commonwealth Bank at Rabaul before purchasing Iwi; Mr. Archer managed some of the biggest plantations controlled by the Expropriation Board before the properties were sold. He acquired well-known Jame Island from the Board.

Both Mr. Joyes and Mr. Archer enlisted in the first AIF, and also took part in the New Guinea jungle campaigns of the Second World War. They have both been prominent in the affairs of the planters' Association, while Mr. Archer is President of the Bougainville Association that takes an active interest in district matters.

(Over)

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MEMORIAL CAIRN FOR SOHANO

At the Annual General Meeting of Returned Soldiers, at Sohano, Bougainville District, in February, it was decided that the Sub-Branch should proceed with the erection of a Memorial Cairn, to be placed at a suitable spot on the island, as an act of remembrance for the Coast-Watchers of Bougainville, together with all those who assisted them in their work, and for all the members of the Allied Forces who fought in Bougainville.

There will probably be two bronze plates fixed to the cairn, with brief inscriptions to this effect.

The cairn itself will be built of stone and cement with a broad base and placed in a garden setting near the District Office so that visitors may easily view it. Contributions in cash and materials have already been made towards this object.

NEW GUINEA RECRUITS FLOOD BOUGAINVILLE

The red tide of New Guinea boys coming to Bougainville is increasing in tempo. Approximately 200 arrived in two weeks recently and more are on order by local planters. They are expensive luxuries as they cost approximately £50 per head to land and then to repatriate at the end of their two years' term.

The cost of maintaining each boy during his term would be about £75 per year. They mostly arrive in quite a raw state and have to be built up medically, taught to use required tools in plantation work, and also taught to speak pidgin English, so that they may be given instructions. After a two-years' spell they can scarcely be recognised as same natives owing to vast general improvement.

In pre-war days, there were only a handful of "Redskins" in the District, but now the Bougainville District population of some 45,000 natives cannot, or will not, supply the labour required to run local plantations.

There are probably 1,500 "Redskins" in the District and their presence is resented by the local

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natives, as these latter do not now get the same perks and attention from the plantation owners and managers as when they supplied the plantations with all their labour. The "Redskins" take some £18,000 annually out of the District in wages, not to mention their issues of tobacco and lava lavas. Formerly this went into the Buka and Bougainville villages. Plantations previously played a big part in building and maintaining morale in the villages from which they obtained their workers, as those in charge took a personal interest in native welfare. (Redskin is the local Bougainville term for New Guinea natives—in comparison with the local natives who are coal-black.)

Activities of NG Women's Club, Sydney

MEMBERS of the New Guinea Women's Club, Sydney, were happy to welcome Mrs. D. M. Cleland, wife of the Administrator of P-NG, at morning tea in the Club rooms in March. She gave an interesting talk on her visit to Canberra during the Royal Tour and also on New Guinea to-day.

Mrs. Edwards placed a wreath on the Sydney Cenotaph at the dawn service on Anzac Day on behalf of the Club.

Mr. and Mrs. E. Holmes, Mrs. J. Bowring, Mrs. J. Antill, Mrs. M. Lees, and Mrs. J. Reed were among the visitors to the Club during April.

Twin sons were born to Mr. and Mrs. Andrew Bennie; and a son to Mr. and Mrs. Harry Whiteman.

A Social evening will be held at the Club rooms, 77 King St., Sydney, on Friday, June 11; all New Guinea visitors and friends will be welcome. A small charge will be made.

Miss Deborah Norman returned to Australia at the end of March after 2½ years abroad, and went on to Norfolk Island, where her father, Brigadier C. H. B. Norman, is Administrator.

They Breed Them Tough (and Lucky) in NG

ON the morning of Tuesday, April 20, Mr. Raymond J. Stockton, a married New Guinea resident, aged 30, left Lae in his Tiger Moth plane to fly miles northwards over the mountains of the Huon Peninsula, to Saidor, on the Rai coast.

When he had not arrived at Saidor by noon that day, an alarm was raised, and a land and air search commenced.

The search was interrupted by bad weather and, before it could be resumed on a wide scale, Mr. Stockton arrived in Lae, two days after he disappeared.

He reported that he ran into heavy rain and fog over the mountains and was forced down. There was no open ground available, and the plane "landed" in a tree. Mr. Stockton, uninjured, climbed from the tree and walked 40 miles through the jungle to the Huon Gulf coast. He eventually reached the Lutheran Mission station at Hopoi, and the missionaries there treated him hospitably and took him by launch along the coast to Lae. He was nearly two days without food.

Senior Sister Badilia Mulckey, of the Samarai Hospital, Papua, has been transferred to Madang, NG, where she is Acting Matron in Charge.

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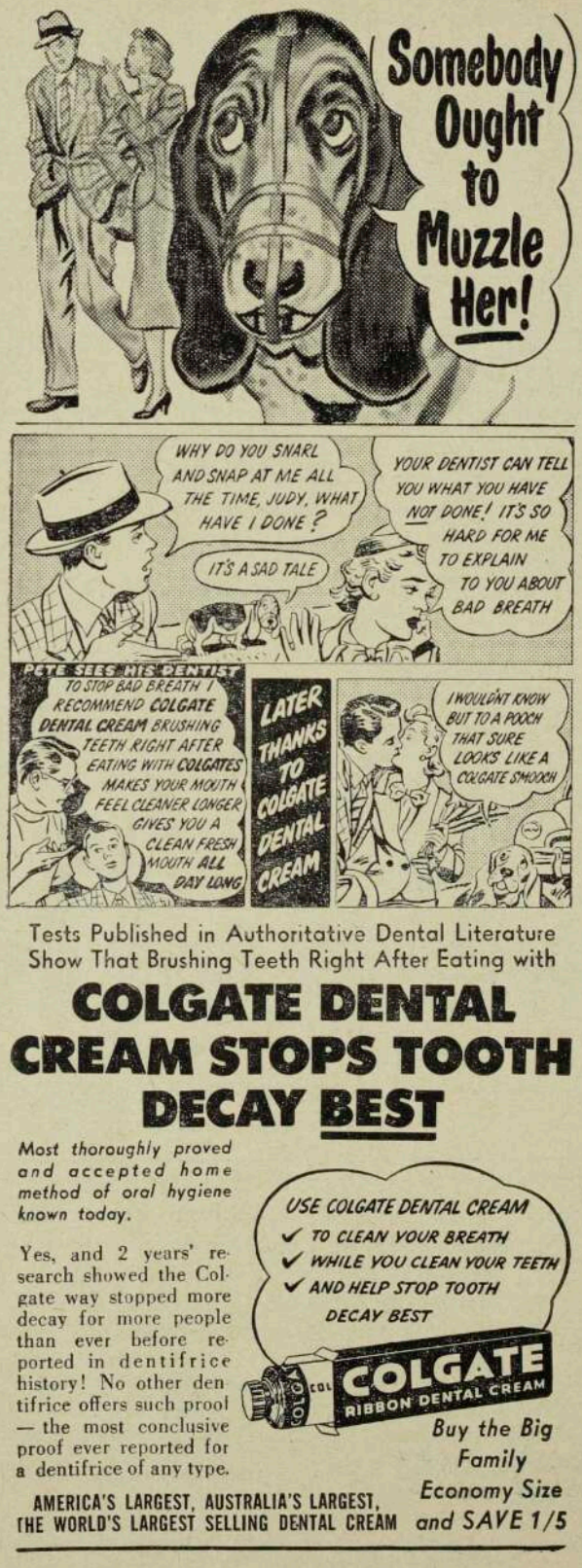
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Enterprise Still Has Hope

30 Years' Fight for Permit to Seek Oil in NG

LATEST move by Enterprise of New Guinea Gold and Petroleum Development Co. in their war with Bureaucracy for a permit to search for oil in New Guinea, is the appointment, some weeks ago, of Mr. S. J. Paterson as geologist. Mr. Paterson has had considerable experience in Papua with Australasian Petroleum Company as field geologist. He has been with the CSIRO since 1951 making surveys in Queensland, NSW and WA.

Enterprise has been trying off and on since 1934 for a permit to search for oil in an area of New Guinea in the Upper and middle Sepik River area and, according to the map, stretching away northwest and taking in the area near Maprik. The permit area sought covers 5,000 square miles.

In the early years of the company's existence, this was officially an "uncontrolled" area and that fact was given as the reason why a permit was withheld. In recent years, the reason for withholding the permit was said to be lack of sufficient capital. The company has since increased its capital by war damage compensation payments and recent calls on shareholders and now has sufficient funds to finance an expedition of about six months' duration. From there on, it is believed, no difficulty would be experienced in raising sufficient money to continue with the search.

Early driving force behind Enterprise was the late Frank Watkin, who was managing-director before the war but who lost his life when shot down over Cologne a few months before V-E Day. He apparently believed the rumours that were current in the early 30's that the Dutch had found oil in the upper Sepik area but had quietly sealed off the bores when they found (after a Dutch-Australian survey of the border in 1933) that the wells would be on the Australian side of the border.

Enterprise is supposed to know the locality of those sealed bores but there is no indication that the present directors of the company have over-much faith in their existence. In 1951 Australian newspapers made much of the story from a visitor to the Sepik area that oil seepages had been found locally.

All residents of the Sepik-Maprik-Aitape area know these oil seepages and they were often shown to Oil Search geologists when they were operating in the area before World War II. But of themselves they apparently indicate very little. However, the story produced fresh interest in Enterprise at the time—although it did not produce for them a permit.

Enterprise is all set to go—when

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nd if the Australian Government ives them the all-clear. And why he all-clear has been withheld so ong is one of the mysteries of the ge. The value of an oil discovery n New Guinea is self-evident; the Germans were interested in the etroleum potential of the area Enterprise proposes to survey as far ack as 1912; no one else appears o desire to conduct a search in the ame area; and the company has ufficient funds to do the prelim-nary six months' work and antici-ates no difficulty in raising a million, if necessary, to carry on. Why then does the Government prevent them? There appears to be nothing to lose in permitting them to go ahead—unless, of course, the United Nations desire that this part of the Sepik be reserved for native oil-search sometime in the year 2054.

¶ Mr. Phillip Hayman, of Madang, NG., was married at end of March to Miss Doris Coulton, of Sydney.

Not All Work for US Navy Recruiters



Despite the problems of sifting out the est 109 candidates from examination apers submitted by 1,400-odd American amoan entrants (a number of whom ook the exam two and three times) the x-man Navy group, led by Lieut.-omdr. Joseph W. Vercher, enjoyed their rive for new enlisted men from American amoa. Accompanying photo shows the x temporarily out of uniform and in ia garb at a birthday party for Miss sther Lei Johnson, daughter of a retired avy Lieutenant, Edward W. Johnson, ho now is on duty in Offices of the overnor of American Samoa.

Left to right are Fatu Suesue, harmacist's Mate 2nd, J. W. Ricketts, hief Pharmacist's Mate, Lieutenant E. Keenan (MC), Miss Johnson, Lieut.-omdr. Jos. W. Vercher, Chief Yeoman O. Schuetz and Kapeli Iuli, Yeoman d.

When all work in connection with lection is completed, the men who are und qualified will be flown out of merican Samoa by Navy planes to awaii.

Comdr. Vercher says the girls of Samoa e as eager to join the Navy WAVES the men to enter careers in the Navy. rict medical examinations are given and men having evidence of filaria are jected. Due to delays in examinations d test processing, the operation took e weeks. The new recruits were due depart for Hawaii the first week of ril.

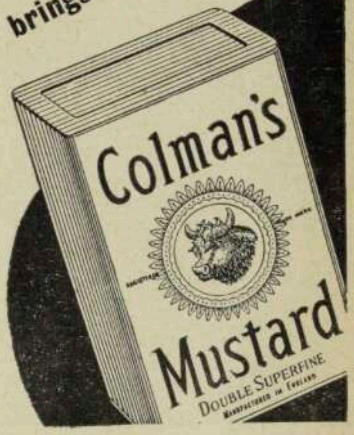
After three years in Suva, Fiji, r. and Mrs. D. Eaves arrived in ydney in early April.

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MADANG: ANZAC DAY

Over 200 took part in the Anzac Day march at Madang, New Guinea—65 European ex-servicemen, 35 Pacific Islands Regiment men and Native Police, and 100 schoolboys. The photograph shows a section of the men who marched and, in the foreground, the Madang servicemen's prize exhibit—Roadmaster John W. Cox, veteran of both World Wars. He was formerly a Regimental Sergeant Major of the old Irish Guards and, among his numerous decorations and campaign medals is the Mons Star.



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More Like Hawaii Every Day!



The controversial sign in Suva which has caused interest and comment among the cityfolk. The Secretary of the Fiji Visitors' Bureau asked permission to erect the sign outside the Bureau's office, but the Mayor turned thumbs down on the suggestion. A compromise was reached when permission to display the sign for a week—as a test—was given. The week had passed when the photograpn was taken, but the sign was still there.
—Photo by Fiji Public Relations Office.

S-W Pacific Civil Aviation

DEPARTMENT of Civil Aviation officers from Port Moresby visited Honiara at the end of April. They discussed aerodromes and air services in the Western Pacific area with the WPHC.

The party was led by Mr. John Arthur, Regional Director of DCA.

NEW PLAN FOR STORING FIJI BANANAS

THREE small refrigerated chambers are being built at Suva wharves to enable experiments to be carried out in the storage of bananas before they are shipped to New Zealand. They will hold about 550 case of bananas.

If it is found that bananas can be kept successfully in cool storage before being shipped it will be possible to bring the fruit to Suva at any time, instead of having to so arrange cutting and transport that the bananas will reach the vessel a short time before sailing.

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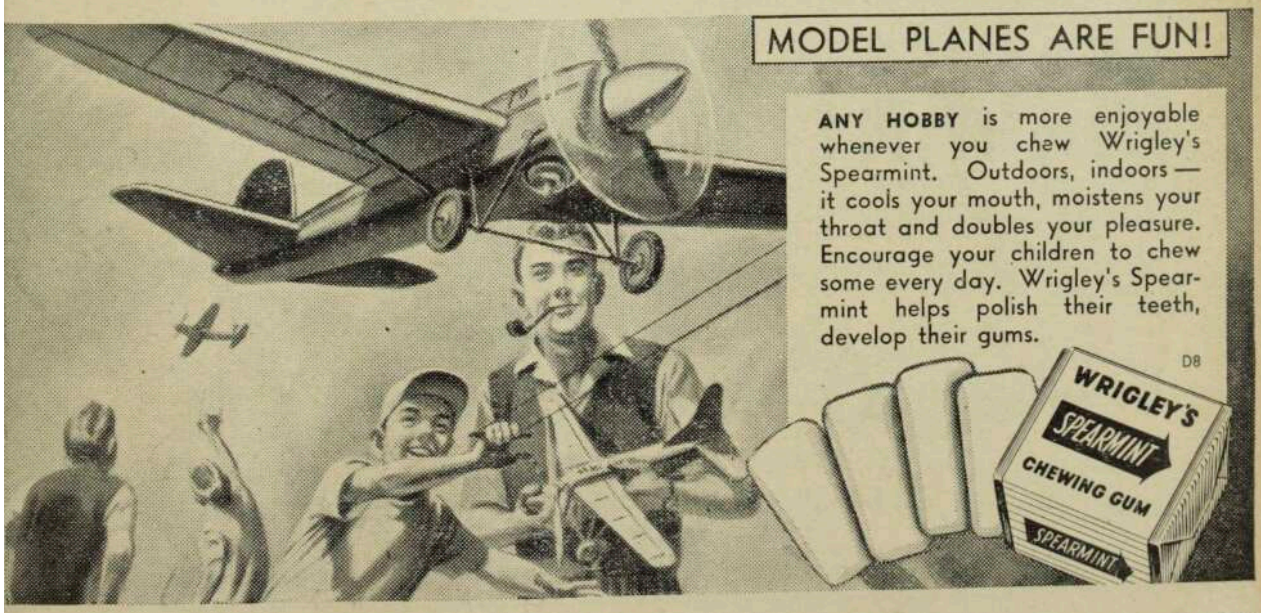
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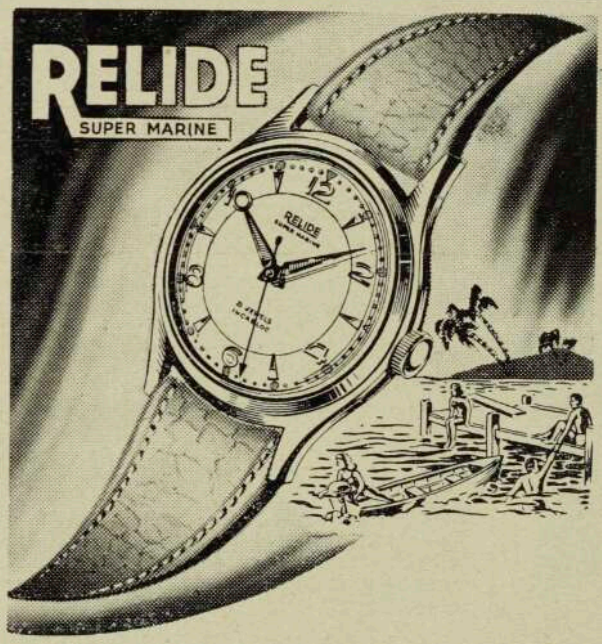
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DEATHS OF ISLANDS PEOPLE

SIR MURCHISON FLETCHER, KCMG

Sir Arthur George Murchison Fletcher died recently in England, aged 74. For seven years, from 1929 to 1936, he was Governor of Fiji and High Commissioner of the Western Pacific. He served for two years (1936-1938) as Governor of Trinidad and Tobago, and then he resigned; and he had lived since then in London. He went to Hongkong as cadet in 1901; filled many positions there in the ensuing 25 years; and had three years as Colonial Secretary in Ceylon before being sent to Fiji. His was not a forceful personality; but he made many friends in the South Pacific during the years he was in Fiji.

MR. O. P. BLANDEN

Mr. O. P. Blanden died at the Wau Hospital, New Guinea, on April 10.

His funeral, conducted by the Rev. J. T. Given, of the Anglican Church, was attended by all sections of the community, some coming from Bulolo and Lae.

Mr. Blanden was highly respected as a civil servant and as a citizen, and his death has been felt keenly in Wau.

He first joined the Administration in 1926, and resigned in July, 1927. He later rejoined the Service and proceeded to Edie Creek in 1928, where he acted as Mining Registrar.

In 1931 he was transferred to Laitape with the Department of District Services. In 1938 he was appointed Mining Registrar at Wau, and during the Pacific War he served with the PNGVR and ANGAU. At the cessation of hostilities he returned to Wau as Acting Assistant District Officer, and in 1947 he was appointed Mining Warden for the Morobe Goldfields. He retained that position until his death.

Mr. Blanden was also a Returned Servicemen of World War I; he served then with the 7th Light Horse and Camel Corps.

He was a keen sportsman, a football player and an amateur jockey of some note. He represented Wau in the Levien Trophy at tennis and cricket and for some time had been an ardent golfer.

Mr. Blanden was Past Master of the Morobe Masonic Lodge; past President of the Wau Sports Club, Wau Branch of the RSS & AILA and the Wau Club. He was a member of the Wau-Bulolo Town Advisory Countil and was awarded the Coronation Medal in 1953 for his civic activities.

He is survived by Mrs. Blanden and their two daughters who are at school in Australia.

M. MAURICE LEENHARDT,

M. Maurice Leenhardt, ethnologist, well known for his books on the natives of New Caledonia (they include *Da Kamo, Gens de la Grande Terre*, and a book on *Art in the South Pacific*—recently died after a long illness in Paris, where he was attached to the Musee de l'Homme. He is survived by his wife and children.

As a Protestant missionary, he arrived in New Caledonia in 1902. There he founded the important mission village of Do Neva, at Houlaiou, one of the show places of the country so far as native life is concerned. He returned there in 1910 and 1920, after brief holidays in France; and his final visit was after World War II. His books are authoritative works of permanent value, and his keen interest in native welfare and his friendly ways endeared him to all. He was considered the greatest European authority on several of the dialects of the main island, and of the Loyalty group.

MR. LOUI TING

Mr. Loui Ting, one of the best known Chinese residents of Fiji, died at Lautoka on March 21, aged 75 years. He went first to the Colony from Canton in 1911. Following a period of trading, he was employed by the Colonial Sugar Refining Co., at Labasa, Loutoka and finally at Ba, from where he retired.

Loui Ting is survived by his wife, a son and a daughter in China and by four sons and two daughters in Fiji.

MADAME BADOT

Madame Berthe Badot, wife of the late Marius Badot—a pioneer settler of French Oceania—died in the Colonial Hospital, Papeete, on March 21.

Mme. Badot was a daughter of the well-known Chauvin family.

MRS. POLLY JONES

Mrs. Polly Jones, wife of the late Captain Phil Jones, MM, of Levuka, Fiji, died there recently at the residence of her daughter, Mrs. I. D. Cammell.

MR. ALBERT MORRIS

Mr. Albert Morris, an old resident of Levuka, and a veteran of World War I, died at Levuka, Fiji, early in March.

MR. VINCENT ASHLEY

Mr. Vincent Ashley, who was born in Fiji and has lived there for over 50 years, died at Suva recently. He had been employed by Burns Philp (South Sea) Co., as wharf superintendent for the past 18 years. He is survived by a brother, Mr. Bert Ashley, of Suva.

MR. T. H. TERRY

Mr. T. H. Terry, who was born in Fiji 55 years ago, and has for the past 20 years been a resident of San Francisco, died there recently.

He is survived by a brother, Mr. E. H. Terry, of Walu Bay, Suva.

MR. W. G. CHAPMAN

Mr. William G. Chapman, a former Town Clerk of Levuka, Fiji, and for many years prior to that a planter at Savusavu Bay, Vanua Levu, died in Suva recently, aged 94. He was buried at Levuka.

MR. R. P. FRANK

Mr. R. P. Frank, a well-known and widely respected teacher at Indian schools in Fiji, died there recently, aged 50 years.

He was lately headmaster of the

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Navua Indian School. He was very well known in the educational field in the Colony and is survived by his wife and eight children. Two of his children are teachers for the Methodist Mission and another is a teacher at Nesinu Teachers' Training College.

MR. A. P. KHUNKHUN

Mr. Ajoddhya Prasad Khunkhun, a very well known Indian musician of Suva, died on February 7. He was immediate past-president of the Indian Music Association of Fiji, in which capacity he had been instrumental in arranging a musical scholarship, allowing local music students to study in India. Mr. Khunkhun was born in Fiji 62 years ago. He is survived by a brother, Mr. George Latchman, of Labasa, and three sons.

MR. EDWARD GRANT

Mr. Edward Moradhuj Grant, of Fiji, managing director of Grants Theatres, of which the Lilac Theatre, Suva, is head of a Viti Levu group, died suddenly at the Christchurch Hospital, New Zealand, on April 20, aged 43.

Mr. Grant was the only son of Mr. John F. Grant, MBE, and the late Mrs. Grant. He was educated at the Marist Brothers' High School, Suva, and St. Joseph's College, Hunter's Hill, Sydney. He is survived by his wife, three sons and five daughters. His eldest son is at Auckland University College and another son and two daughters are at school in Sydney.

Mr. Grant had travelled from Suva to New Zealand in the *Matua*, which called first at Lyttelton. He intended to make a business visit to the Dominion. He took an active part in Suva affairs and particularly in the interests of the Indian community. He was a member of the Suva Rotary Club and in 1952 was Deputy Mayor. He was prominent as a promoter of professional boxing.

The body was flown to Suva and the funeral, on April 25, was one of the biggest ever seen in Fiji.

The Grants Theatres chain, founded by Mr. J. F. Grant, includes cinemas at Samabula, Lautoka, Ba and Nadi.

MR. JOHN ANDREWS

Mr. John Andrews, a well-known Samoan sportsman, was so severely injured while at football practice in Apia Park, on March 18, that he died subsequently in hospital. He had played a prominent part in the promotion of football, cricket and tennis in the Territory. He leaves a widow and young children.

MRS. A. E. PEARCE

Mrs. A. E. Pearce, of Suva, died on April 8. She was born in Queensland and went to Fiji over 40 years ago. Some time ago she went to New Zealand for health reasons, and was living in Auckland at the time of her death.

MR. O. BIERI

The death occurred suddenly in Sydney on March 14 of Mr. O. Bieri, well-known former resident of the Upper Watut, Morobe District, New Guinea, and managing-director of O. Bieri & Co. Pty., Ltd., Sydney merchants.

Mr. Bieri went first to the goldfields in 1926, was joined by his wife in 1927, and they remained there until the outbreak of war with Japan. Mr. Bieri served with Security and ANGAU during the war, and during his ANGAU service became ill and was repatriated to Sydney, where he spent six months in Concord Military Hospital.

After the war he felt that his health did not permit of his return to the Territory and he left goldmining and formed his Sydney trading firm.

Mr. Bieri was born in Switzerland, in March, 1892. He is survived by his wife, who is carrying on the Sydney business.

¶ Mr. F. Brocklehurst has been appointed an Executive Engineer in the Public Works Department, Fiji. He has served on important projects in England, Wales, Bahamas and Nigeria.

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'JERKED ACROSS THE REEF'

Remarkable Salvage Feat In New Britain

ON Thursday, April 14, the *Meklong*, operated by Coconut Products Limited, with a couple f thousand bags of copra aboard, it a reef 12 miles north of Pondo, ew Britain, at full speed (11½ nots). She rode over the reef for distance of a hundred feet, end- g up in 2½ feet of water forward nd 6 feet of water amidships, with nly her stern over the edge of the eef, where she was drawing about 4½ feet.

From even the layman's angle, he was more or less high, if not ry. She might at that time have een considered by most people a otal loss.

Private enterprise at Rabaul was nable to cope with the task of re- oating this ship, although asked y the Harbour Master to do so. hereupon the Harbour Master Captain Thompson) called upon he Papua and New Guinea Gov- rnment Shipping Service (now ore or less out of service) to ender such assistance as might be ossible.

Most people know that the Gov- rnment ships were put up for sale y tender; and all except two, the *uali* and the *Kelaua*, were sold; nd Agency Agreement expired on larch 18. So only two forlorn abies were left, and without crews, ed up and awaiting sale or rospective buyers.

N an hour the almost defunct Line's manager, Mr. J. H. Evans, had arranged to man the latter hip, using one of his office staff s a First Engineer (Mr. C. Hobler), is Asian fitters as Watchkeeping ngineers, a local Master (Mr. G. ox) from Messrs. Burns Philp & o. (from a ship under repair) and even native boys; so that from er "lying up" position the M.V. *alaua* was made seaworthy within very short time.

They sailed from Rabaul on pril 15. The manager, Mr. Evans, etired some years from the sea nd now an office wallah and busi- ess executive, was in charge. They eaded for Pondo, arriving at the ene of the disaster in darkness, the early hours of the 16th.

Navigating close up to the reef, nd still in darkness, they put lines oard, as day was breaking. They ade a first attempt, on the first igh tide, to tow the ship off but he would not budge an inch.

They then discharged cargo, out 1,200 bags, into the *Kelaua*, hose stern was only 4 feet from he reef. At high tide the same vening (the 16th) they made a econd attempt to pull the ship off,

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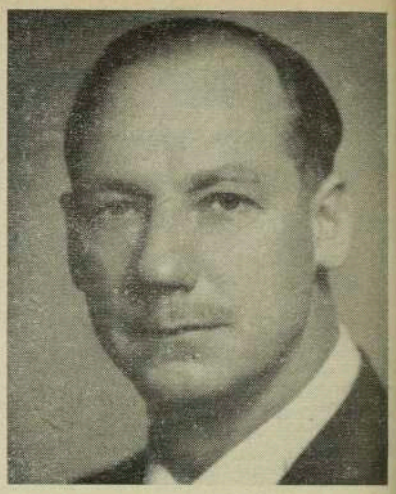


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Lieut.-Commander J. H. Evans.

but with normal towing conditions she remained immovable.

Later in the evening, as a last resource, and risking *Kelaua*, Mr. Evans decided to let the wires get really slack and took a run of about 100 yards at full speed. This smashed the 5-inch towing hawser on the port side, but there was still no movement from the ship on the reef.

Mr. Evans backed *Kelaua* again, for nearly 200 yards this time, and made the balance of the wire fast around the after bulkhead structure of the *Meklong*. With an all-out effort he rang for full speed—which jerked the ship bodily over the rock which was holding her, so that she moved three feet astern and partly broke loose from the grip of the coral.

"This effort," reported Mr. Evans, "again snapped the other 5-inch salvage wire, and it is a wonder that we did not pull the bitts right out of the *Kelaua* (which indicates that the ship is pretty solid). We then backed astern to the reef, close by the *Meklong*, with 5 shackles of cable out into a sort of bottomless pit of water, so that when the anchor eventually touched bottom we kept a steady strain onto the stricken ship."

During the night the *Kelaua* men decided to remove the balance of the cargo, another 800 odd bags, and they even contemplated jettisoning 70 tons of the *Meklong's* fuel, pumping all her water over the side and blowing down her boilers, leaving her to all intents and purposes a derelict without power.

HOWEVER, with the rise of tide on the 17th, the unloading of cargo, and the fact that they had jerked the ship bodily over the rocks which locked her on the reef, the *Meklong* started to roll, and break up coral. At the top of

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high water, and with the weight of the *Kelaua*, *Meklong* broke suddenly free, with a run. The two ships shot away from the reef and swung around precariously, likely to drift back on the reef again, still tied together, stern to stern.

But *Kelaua* managed to pull *Meklong* clear of the reef, and still keep clear herself. In doing so, she broke the bridle and the 2½-inch towing wire, which had been doubled and re-doubled. There were various manoeuvres during which the *Meklong* turned over her motor life-boat, with copra aboard, and sank her motor pinnace, also full of copra. But the *Kelaua* managed to manoeuvre between the reefs in darkness, and saved the *Meklong's* motor life-boat.

Both returned to port under their own steam, the *Kelaua* following closely in the wake of the *Meklong* in case she broke down.

This may not be one of the epics of the sea"; but, considering that "the Papua and New Guinea Government Shipping Service" rallied to a job which would not be undertaken by private enterprise, and yet for the benefit of private enterprise, and with a scratch crew and a business man in command, it may be considered a pretty good show.

Says Mr. Evans: "This *Kelaua*, yet unsold, is a grand 300-tons ship, and it is only through a stupid whispering campaign by uninstructed that she has not yet been sold. She is the fastest and most powerful of the Commonwealth Government former flotilla operating in these waters, and I feel that all persons interested in shipping should know just what this 300-tonner has done. Only two weeks ago, also at very short notice, she pulled the *Lady Josephine* again when private enterprise would not take the risk) off Urara reef, near Watom Island."



Meklong returning to Rabaul under her own power.

Mr. David J. Whippy, who recently qualified in New Zealand as a solicitor, has returned to Fiji. Mr. Whippy, who is a son of Captain J. Whippy, and an old boy of Levuka Public School, served with the Fiji Military Forces during the war and completed the first part of his law course on a Rehabilitation scholarship.

Lower Price for NG Peanuts

AVERAGE prices quoted in Sydney for New Guinea peanuts early in May were 1/- per pound for nuts in shell and 1/6 for kernels. They were about 6d. per pound lower than in early April.

These prices were "all that could be expected" in view of the increasing supply of better quality Australian nuts. One of Sydney's biggest buyers said there were plenty of good NSW north-coast nuts available at 1/3 per pound. No. 1 Queensland kernels were selling at 1/8½.

Papeete Broadcasts

ADVICE has been received from Papeete that the short-wave broadcast station there is now maintaining the following services:

Programme with announcements in French from 0500-1700 GMT and 2215-2300 GMT on 7025 and 7125 kc/s. Announcements in Tahitian from 0400-0500 GMT on 6135 and 7025 kc/s and again from 2200-2215 GMT on 7025 and 7125 kc/s. Note that three separate frequencies are used.

These broadcasts should be well received in the Cook Islands and possibly further afield—though considerable interference from other overseas stations on or close to the same frequencies is noted at times.

Across the World Without Incident

AT the end of April, Navy Lieutenant B. C. Pester, 28, arrived in Auckland in a 39 ft yawl, the *Tern II*, which he had sailed from England with the aid of one companion, Peter Fox, aged 31. The yawl is 55 years old. Neither of the two had previously had experience of this kind of deep-sea sailing—but they left England in August and brought the yawl to NZ, via Madeira, Panama and Tahiti without accident and (according to them) almost without incident.

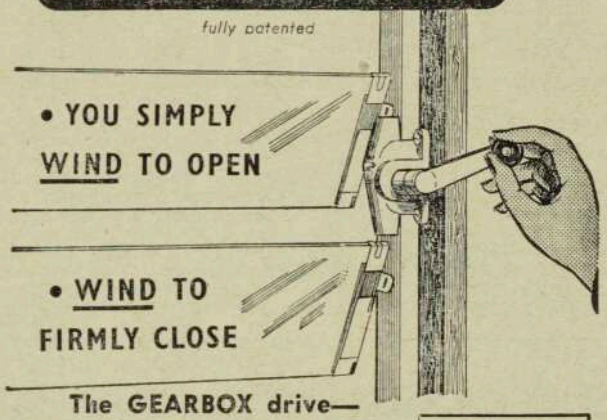


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The Horrors of the 'Pom Pom'

(Continued from Page 20)

expense the other could be made to do so. There could be correctly placed reading-lights—and there could be sliding curtains on rails a foot or so clear of the bunks, to screen seasick passengers and to screen the individual bunks. Women then might even make use of the main central portion, if only in bad weather when the deck is uninhabitable. And would a few more curtains on the windows to screen the upper-bunk men from the blazing sunshine cost so much?

And some have been heard to say that "a quid's worth of public funds invested in a new and even slightly musical dinner gong would be money well spent, if only for prestige value"—though prestige rates dead low in the *"Pom Pom"*

New Zealand's late distinguished Polynesian son, the late Sir Maui, was ill-served when his name was hitched to this illegitimate. Island residents forced to travel in her, can only cry. "How long, oh Lord?"

STILL, succour may be in sight. Next January, an important decision will have to be made. The ship will be required to undergo a major refit, which on some estimates may cost £70,000 or more, and should give the vessel another ten years of legal life. There will be no visible improvements, of course.

The money will merely keep her going "as is", as far as the passenger situation is concerned. So little can be done to improve the passenger situation, which is so completely inadequate for the trade. Can it be really sound economics to spend that sum, plus the normal £30,000 to £50,000 loss that must also be met, on so complete a misfit as this vessel?

Surely it would be better to spend even more, if necessary, in subsidising a suitable privately-owned ship for the trade.

There can be no doubt that, given such a vessel, a minimum of 100 round-trip passengers could be booked from New Zealand trip after trip, all the year round, on this popular run—even if the vessel ran only to Rarotonga. Numbers of people, if able to obtain a firm booking well in advance for such a holiday cruise, would rush to avail themselves of it.

Even under the present policy of totally discouraging round-trippers from New Zealand to the Islands there are more on the waiting lists than can be handled for years. How that trade could be boosted by advertising needs no emphasis.

Meanwhile *Maui Pomare* is an intense "pain in the neck" to almost everyone associated with her passenger operations—and will soon be inadequate as a cargo carrier from the Cook Islands, as fruit exports show a steady increase.

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LEGALITY OF A 1895 MARRIAGE

French Court Not Easy To Convince

ON June 21, 1895, a European named Walter Edwin Vivish was formally married to a Polynesian woman, Tiare Raupa, on the island of Manihiki, in the Cook Islands. The marriage was performed by one who appears to have been a native pastor; and he issued to them a written certificate of marriage. They had one daughter, who is now Mrs. Edith Bopp du Pont, of Papeete, Tahiti.

In later years, Mr. Vivish contracted a second marriage, by which he also had children. When he died in Tahiti, he left considerable property.

In due course, a family squabble developed over the property. The children of the second marriage claimed that Mrs. Edith Bopp du Pont could not inherit because the first marriage was not legal.

The dispute went to the French Courts, and legal information about the first marriage was sought, on behalf of Mrs. du Pont, through a lawyer in New Zealand.

The NZ Department of Islands Territories appears to have gone to considerable trouble to investigate this marriage of 1895. The certificate issued by the native pastor was examined and finally there was endorsed upon it the following: "Seen, copied and recorded at the office of the Registrar of Births, Deaths and Marriages at Rarotonga in the Cook Islands—L. A. Trenn, Registrar of Births, Deaths and Marriages, 30th October, 1952."

This appears to have been sent to Mrs. du Pont in Tahiti and by her submitted to a French Court. The latter apparently was not satisfied and sought an assurance that the marriage certificate actually was accepted by New Zealand and the Cook Islands Territory as legal.

The matter eventually reached Mr. Nevill, the Resident Commissioner in the Cook Islands; and he, on March 3, 1953, sent the following certified radiogram to Mrs. Du Font in Papeete: "Wish to advises you that the marriage between Walter Edwin Vivish and Tiare Raupa at Manihiki on June 21, 1895, is valid and recognised by British law."

That should have ended the matter; but, extraordinary as it will appear, the people who challenge the legality of the marriage argued before the French Courts that the Resident Commissioner of C.I. has no authority to declare the marriage certificate to be valid and the French Court apparently has decided that it wants some further evidence of validity.

The matter now has gone back to NZ, but it is difficult to see what more can be done. It is clear from the documents up-to-date that the old certificate of 1895 has been accepted by the NZ-Cook Islands authorities as a valid certificate of marriage; that the marriage therefore was legal; and that the certificate accordingly will be recognised by any British court of law.

Apparently the French Court wants someone of higher official standing than Mr. Nevill to make the declaration. But who is more competent than the High Commissioner who is not only the administrative but also the legal head of the Cook Islands Territory?

¶ Mr. and Mrs. T. C. Widdowson, of Suva, left there in April on the first stage of a round-the-world holiday-business trip that was expected to take about a year. First stop was Sydney.

14 YEARS' FLYING WITHOUT SERIOUS ACCIDENT

ON April 30, Tasman Empire Airways completed 14 years of airways service between Australia and New Zealand without any serious accident of any kind—probably a world record.

In the beginning there were only 3 flights per fortnight between Auckland and Sydney. To-day there are sometimes 14 return flights each week. The Co. carries more than 30,000 passengers each year—it recently heaped presents and privileges on its 250,000 passenger. The TEAL service is well known to South Pacific Islands travellers.

¶ The engagement was announced some weeks ago of Mr. Bruce Walkden Brown of the Methodist Mission on Normanby Is., Papua, to Miss Betty Balfour, a scientist with the South Pacific Commission.

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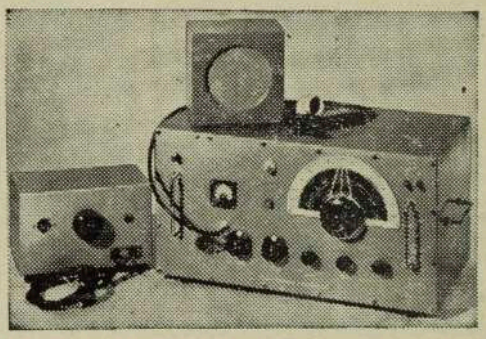
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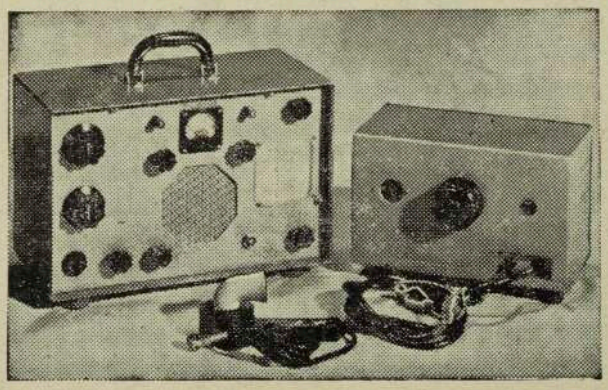
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ISLANDS HAMS: Let your Pacific neighbours know you're active by checking in on your favourite band with a CQ at 0100/0700/1900z. Use of a known time will help you—and them.

JUST too late for inclusion last month came an up to date revised list of censed New Guinea stations, kindly rovided by Radio Inspector Raebel, of ort Moresby. Correct as of March 19, he list is as follows:

K9AB—A. Bunting, 3 Mile Rouna Road, Port Moresby.
K9AD—E. P. Black, C/- Station 9PA, Port Moresby.
K9AU—R. A. J. Taylor, Postal: RTC, Lae; QTH: The Terrace, Lae.
K9AH—A. J. Humphries, Buin, N. Solomons.
K9CP—Rev. C. J. Patrick, Papitalai, Manus.
K9CS—C. J. Spehr, Lutheran Mission, Madang.
K9DB—D. Beadel, 4 Mile, Port Moresby.
K9DS—D. B. Schroeder, DCA, Lae.
K9DT—D. G. Taylor, RTC, Samarai.
K9FK—R. C. Fawkes, DCA, Lae.
K9FN—F. M. Nolan, C/- Station 9PA, Port Moresby.
K9GB—A Barrie, OTC, Rabaul.
K9GV—G. V. Campbell, AWA, Lae.
K9GW—G. A. Warner, OTC, Port Moresby.
K9HI—L. C. Raebel, Lawes Road, Port Moresby.
K9KC—W. Bock, Pandora Crescent, Port Moresby.
K9KT—J. R. Foldi, DDS & NA, Port Moresby.
K9MC—W. A. Macgregor, Baiyer River.
K9MF (portable)—F. N. Nolan, C/- Station 9PA, Port Moresby.
K9MG—G. W. Mullins, C/- M.V. "Wallach", Samarai.
K9MT—M. Tie, C/- DCA, Port Moresby.
K9RC—R. C. Chugg, Madang.
K9RG R. G. Garrett, C/- Burns Philp (NG), Ltd., Rabaul.
K9RM—R. B. Monfries, Bulolo.
K9RO—R. M. Ellison, C/- SDA, Box 11, PO, Lae.
K9WG—W. C. Gee, Port Moresby.
K9WL—J. Widdup, Chabai, via Sohano, N. Solomons.
K9WK—W. K. Webster, C/- OTC, Port Moresby.
K9WP—W. A. P. Luke, C/- OTC, Rabaul.
K9WZ—F. G. Anear, RAAF Base Sqn., Momote, Admiralty Is.
K9YT—Rev. Fr. C. J. Zimmer, Lamasong, New Ireland.
K9YY—A. J. Smith, AWA, Lae.

Apologies are offered to VK9DB, one of ew Guinea's most active Hams, for his ll being inadvertently omitted from e last list. Other changes in this esent summary include new stations: P, 9DB and 9WZ; and deletions: 9BI, J, 9BX, 9JO, 9JP and 9PJ.

Off for a round of the Cook Islands April, we heard from the Rarotonga ys that David Evaroa, a former postwar very active ZK-I man, mainly on CW, has again appeared on the air as ZL2ASJ after a long silence, on 7 mc/s CW, and also possibly on 3.5 mc/s.

Doug—ZK-1-AB, RI in the Cooks, also reported that Bill Jones, back at Aitutaki after several years absence in New Zealand, has been relicensed under his old call of ZK-1-BD.

Most listened-for Islands station in April was probably FO8AJ—a call under which a mobile maritime WO man was expected to appear briefly from ashore on Clipperton Island, which is apparently administratively attached to French Oceania—though it is far to the eastward of that group and only about 600 miles from the Mexico coast. The island is believed uninhabited normally, and the WO is said to be attached to a fishing vessel operating in that area.

DWINDLING RETURNS FROM BULOLO

IN the three months ended February last, Bulolo Gold Dredging Ltd., New Guinea, dredged nearly 4½ million yards, and got 18,937 ounces of fine gold, worth $664,055. In the same period last year, it got 33,000 ounces, worth $1,156,000, from the same yardage.

The same shrinkage is shown in comparative figures over nine months. It seems clear that as expected, the value of the Bulolo flats is slowly descending to the level of unprofitableness.

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¶ Mr. and Mrs. A. H. Harris, of Sydney, will leave in August to visit their son's grave. Their expenses will be paid by the Commonwealth Government. (Patrol Officer Geoffrey Harris was murdered by Telefomin natives in November, 1953).

In a recent visit to Japan, Professor Macmahon Ball noted that outstanding Japanese leaders who were associated with Jap organisation and preparation for the 1941-45 war were again creeping back into responsible positions. He told reporters that this could mean that Japan would again be a menace to the South Pacific countries within a decade or two.

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NEWS OF THE SMALL-SHIPS

POLURRIAN LOSES SKIPPER:—Capt. Bill Hallam has left the *Polurrian* after a little over two years in charge of this well known inter-island ship. Under the charge of Capt. Hallam this ship has "saved the bacon" of many plantations in Bougainville district by making regular trips out from Rabaul with supplies and then collecting 300 tons of copra for the inward trip.

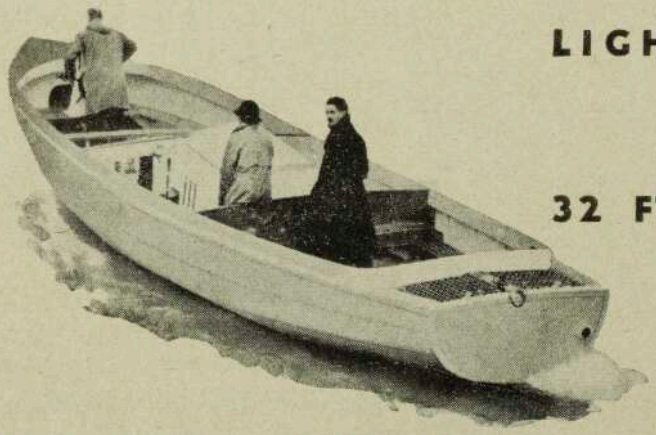
Capt. Hallam has kept the ship on a regular schedule, kept her in fine condition and made it a popular ship for passengers to travel by. He now plans to have a well-earned holiday and then to take a position on an overseas vessel that will allow him to obtain extra experience and higher certificates. He is a young man and keen on his profession. His friends in Bougainville will miss him on the bridge of the green-hulled vessel that ran as though on a train schedule and which has become part of the Bougainville economy.

AIRCO TO ASSIST:— The *Airco*, which carries 1,000 bags of copra and is skippered by Mr. Ron Auld, has been moving quite a bit of copra from Buka Island and Buka Passage under arrangements with the Bougainville Company, thus assisting the *Polurrian* with her task of lifting a valuable product from this heavy producing district.

VIG SHIPPING WEATHER:—Port Moresby advises that weather broadcasts for the New Guinea area are now being made, especially for shipping, on the Smallships frequency of 6225 kc/s at 0030/0530 GMT, Monday to Saturday, and at 0030 GMT only, on Sunday and holidays. The broadcast is made in morse only. Why it could not be repeated on voice is not clear, especially as this is primarily a voice frequency.

NOW HERE, NOW THERE:—From June to September of last year a Japanese fishing fleet operated most successfully in waters east of New Guinea and the Solomons and was mothered by the 11,000-ton freezer-ship *Tenyo Maru*. In March, *Tenyo Maru*, accompanied by five 200-ton whale-chasers, dropped in to Wellington, NZ—homeward bound from the Antarctic with a full cargo of 4,000 tons of whale meat and some Adelie penguins for a Japanese zoo. She carried a crew of over 300 men, only two of whom, the master and the radio officer, could speak sufficient English to deal with the ship's business of fuelling and stores. No doubt, on discharge in Japan, *Tenyo Maru* will again head south with a tuna-fishing fleet. She is owned by Taiyo Gyogyo Kabushiki Kaisha of Tokyo. It is possible that the whale-chasers also have a dual role.

SUVA DOCKS—Though it is "likely to be some considerable time" before tenders are called for



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he reconstruction of the Suva water-front facilities, according to a Fiji Government announcement, two representatives of the English consultant firm of Wilton & Bell arrived there recently to carry out test-boring operations. One of the partners of the firm also arrived to consult with the various people interested in cargo handling.

SANTA TERETIA II:—The Gilbert & Ellice Catholic mission-ship *Santa Teretia II* cleared Suva late April after refit, returning to Tarawa via Funafuti.

BIG TOW:—Though little is heard of it, the US Navy regularly carries out some big towing operations in the South Pacific. In April, USS *Wandank*, 900-ton Navy tug with a crew of 5 officers and 50 ratings, arrived at Pago Pago, E. Samoa, with two large barges in tow. Dropping one there she proceeded to Kwajalein in the Marshalls with the other, which was fully loaded with supplies. At Kwajalein, *Wandank* will hitch up to any empty barge and return with it to Pearl Harbour—a round-trip tow of 6,000 miles.

The 125 ft x 30 ft barge brought to Pago Pago will be used to transport heavy grading equipment and trucks to Ta'u Island, Manu'a Group, where roads and a new wharf are to be constructed.

LIGHT INSPECTION:—Also expected in Pago Pago in April was the US Coastguard Cutter *Kukui*, a vessel of 1057 tons gross, measuring 190 ft x 30 ft with a speed of 12 knots. *Kukui* will make an annual inspection of lights and navigational facilities in American Samoa waters. Included in her crew are 2 Samoans who will have the opportunity of seeing their families for about 8 days. Two of the men, attached to a Marine unit in Japan, had been assigned to the vessel so that they could visit their dying father, a Samoan pastor in Mapusaga village, Tutuila.

FIJI LAUNCH IN TROUBLE:—Bound for Suva in March the USS Co.'s freighter *Waihemo* sighted a launch, apparently adrift, in the vicinity of Vatulele. Next morning the derelict was reported to the Suva Harbourmaster who lost no time in requesting the RNZAF to take a look. A Sunderland and the Search and Rescue launch despatched, soon located the launch *Waiheik* 20 miles WNW of Vatulele. Manned by four Fiians and two Indians, the craft had been out fishing when the motor broke down. She was towed to Cuvu by the RNZAF and later returned under her own power to Navua, where she is owned by Mr. Alan Harrison, of the Navua Hotel.

GILBERTS SEARCH:—The GEIC Government vessel *Te Matapula* was, early February, reported engaged in a search for a surf-boat, missing from Tabiteuea with two men aboard. Eventual results of the search are not known.

BACK TO WORK:—*A'oniu*, Tongan Copra Board's 80-ton ketch, overhaul completed, returned to the group in April, calling en route with supplies at Raoul Island, Kermadecs, from Auckland.

THAT MAINA LIGHT:—The long-awaited Maina Islet light, Aitutaki, Cook Is., came into operation in April. As now established, it is something of a mystery as to what exactly were the intentions of the designer. Clearly what was wanted was a light that would cover if not all waters to seaward, at least all sectors from somewhat east of south, through west, to somewhat eastward of the main landing—so that vessels approaching from Rarotonga, from the Northern Group, or leaving for Rarotonga from the Arutunga landing, would have the advantage of the light. The lamp installed is a standard type of ship's mast-head light, covering only about 225 degrees of arc, which obviously does not fill the above requirements. An all-round light mounted on top of the islet where it would not be obscured, or otherwise satisfactorily sited, would have been far more useful, and seemingly no more costly. The present light is said to be about

Modern Diesel Steel Ships

MOTOR TRAWLERS.—Two sister ships built 1951. 82 ft. 6 in. o/a x 72 ft. w/l length, 19 ft. beam, 9 ft. draft, fitted with 200 H.P. 330 R.P.M. Industrie diesel. Hold capacity: 1,700 cub. ft., cork insulated. Complete with fishing gear. £29,000 N.Z. for the two.

STEEL TRAWLER.—Built 1949, 55 ft. length, 15 ft. beam, 6 ft. 6 in. draft, powered six cylinders 132 H.P. Kelvin, echo-sounder (giving clear picture of depth and seabed), radio transmitter, good crew accommodation, interconnected water and fuel tanks to allow trimming, cork insulated hold 1,200 cub. ft. Really well maintained and in perfect condition. Price: £16,000 N.Z.

MODERN MOTOR COASTERS.—B.V. North Atlantic built 1949, 158 ft. length, 26 ft. beam, 10 ft. 6 in. draft loaded, 6 ft. ballast draft, 540 tons deadweight, capacity 27,000 cub. ft., 2 hatches, electric ventilation. Main engine 6 cylinder 450 H.P. Benz diesel, equipped radio-telephone, direction finder and echo-sounder.

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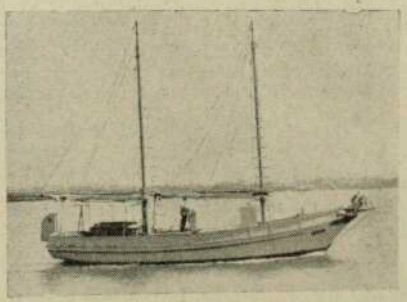
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52 feet above sea-level, and gives two one-second flashes separated by one second, the cycle repeated every 15 seconds.

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RAROTONGA D/F:—Incapable of taking bearings of vessels using the smallships' frequencies, but useful to larger deep-water craft, the re-siting of aerials for a direction-finding shore station at Rarotonga, Cook Is., was completed in April. The position is given as 21 degs. 11 mins. 45 secs. South, 159 degs. 48 mins. 03 secs. west. Bearings will be given upon request on 500 kc/s.

TINA TWO:—It is reported from the New Hebrides that the 112-ft refrigerated Fairmile vessel *Tina Two* went on Dentrecasteau Reef, Banks Group, on February 17 and became a total loss. The ship was owned by Barrier Reef Enterprises Pty., of North Queensland.

NEW SHIP FOR HEBRIDES SERVICE:—The *Polynesie* is a new ship of the Messageries Maritimes line which is being fitted out in France for the Sydney-Noumea-Vila run. This time next year she is to replace the *Polynesien*, well known to travellers to and from New Caledonia and the New Hebrides since before the war.

The new ship, of about 4,000 tons, with a length of about 330 feet, will be able to carry 2,400 tons fully loaded, as well as 36 passengers. Powered with diesel engines, she will have an average speed of 15 knots, enabling her to cover the Sydney-Noumea run in three days. She is being fitted out with gyro compass, radar, etc.

A reliable, up-to-date service such as the *Polynesie* is expected to provide should help to put New Caledonia back on the tourist map.

NEO HEBRIDAIS IN DOCK:—Mr. Jean Hagen's *Neo Hebridais II* entered Cockatoo Dock, Sydney, early in April for a routine survey. She will be back in service at the end of May.

The ship has a tonnage of 1,266 gross and 726 nett, and has been running a regular cargo service between Sydney and Noumea since April, 1953, when she replaced the of American Samoa, relieving former on the run for many years.

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News of Cruising Yachts

● **WHITE HART**, an attractive looking 48 ft motor sailer owned by Tony and Bridget Reeves of British Columbia, is likely to be seen in the Islands. The owners are engaged in salmon fishing at present and as soon as funds are up to requirements, the vessel will be headed south-west for New Zealand—via ports.

● Lee and Ann Gregg in NOVIA, which was in French Oceania waters last year, have now arrived at Honolulu—after a punishing passage from Hilo where the 34 ft ketch had lingered for some time. After enjoying, for a time, the luxuries of the Ala Wai yacht basin, Honolulu's well-provided yacht terminal, and the installation of a new auxiliary, the Greggs may head back to Hawaii Island for some more coastal exploration.

● Ronald Johnson, who disposed of his yacht PAMPERO at Honiara and returned to Sydney some time ago, is understood to have sailed by passenger ship for Hongkong in March. He will probably purchase another yacht or trading craft there and resume his voyaging in no particular direction. If someone should fancy the craft and purchase her from him—well and good!

● PAGAN, in which Bill Weld cruised down through the Islands a couple of years ago to enter the trans-Tasman Race from Auckland, was reported in Hobart early this year and likely to head for New Zealand.

● SORENGANA—wrongly given last month as SORENGAMA, a sizeable Baltic ketch owned by Captain Scott Elliot, of Plymouth, is apparently to remain in the Solomons as a trading vessel. This 80-ton craft made calls only at the Marquesas, Suwarrow and Samoa in her run from Panama to Honiara.

● TERN II, continuing her voyage from England to Auckland, cleared Papeete, March 22, for Moorea and Bora Bora. After an uneventful voyage, the 39 ft yawl,

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carrying Lieut. B. C. Pester, RNZN, and his companion, Peter Fox, reached Auckland at the end of April.

• MANDALAY, from the Atlantic Coast of the States, with owner Rockefeller in command, sailed from Papeete March 23—having been in that port since October 15 last. Anthony Richardson, of Davenport, Iowa, signed off before departure and travelled to New Zealand by air, returning to the States via Europe. His place was taken in MANDALAY by Jack Grant, who had arrived in Tahiti in the yacht VENTURER of the Pacific Coast. VENTURER was last reported in Honolulu. MANDALAY, according to Richardson, would head westward as far as the New Hebrides, calling at Moorea, Bora Bora, probably Samoa and Fiji enroute, then turn north-east for Honolulu about next hurricane season.

• Suva Yacht Club, most active and best equipped in the Islands area south of the Line, opened its 1954 season late March under the Patronage of His Excellency the Governor with a full programme of racing. Added interest was provided by participation on the part of men from HMCS ONTARIO which happened to be in port at the time. ONTARIO, also present at last season's opening, had then won a trophy.

• Yachtsmen cruising between New Zealand and Polynesia this winter—and there seem likely to be a few—will have an added safety aid if they care to avail themselves of it. NZGV MAUI POMARE was to be equipped with a ZC-I R/T set early May, capable of operating on 2182/2162 kc/s. Radio Officer Windsor reported that he would be ready and willing to maintain daily contact with radio-equipped yachts in the area of the MAUI POMARE'S orbit — Auckland-Cook Islands. The MAUI POMARE does not maintain a watch on these frequencies, so a prior arrangement is called for. Watch will, of course, also be kept on any other nominated frequency as required.

• On March 18, the lone French yachtsman, Marcel Bardiaux, sailed

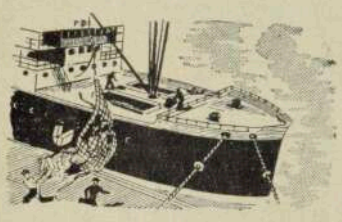


Les 4 Vents and Anna Elizabeth at Rarotonga.

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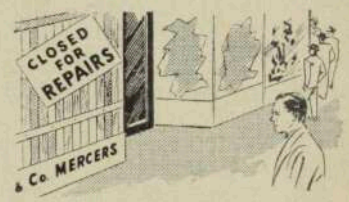


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LES 4 VENTS into Avarua harbour, Rarotonga, from Papeete.

M. Bardiaux arrived in Tahiti in May, 1953, after a solo trip from France to South Africa and round Cape Horn into the Pacific.

In 1951 he made a record small-boat crossing of the Atlantic in 28 days from Dakar to Rio de Janeiro. He sailed his 28-ft sloop south of Tierra del Fuego through the La Maire straits, taking advantage of a nine knot following current. Unfortunately, a south-west gale sprang up, meeting the current and causing huge confused seas. LES 4 VENTS capsized, but the freak seas righted her again although she came up minus most of her canvas. Eventually Bardiaux reached Valparaiso, and sailed from Coquimbo, higher up the coast, across 4,885 miles of Pacific to Tahiti.

In Papeete he became friendly with a party of New Zealand "yachties" who invited him to visit them in Auckland. He is now on his way to see his Kiwi friends. From Auckland his proposed route is to New Caledonia, then through the East Indies to Singapore, across the Indian Ocean to Madagascar and round the Cape of Good Hope. He will then cross the Atlantic again to Buenos Aires, head north to New York and recross the "pond" to France.

● Two days before Bardiaux reached Rarotonga, the Dutch sloop, ANNA ELIZABETH was seen beating round Rarotonga's coasts waiting for an opportunity to enter Avarua harbour. Skipper-owner Ernst Lamberty is well-known in Papeete and the Marquesas and visited the Cooks two years previously. His present crew consists of two Frenchmen, a Tahitian, and a seagoing cat.

They plan to visit Auckland in company with LES 4 VENTS and return to Papeete via Brisbane and Port Moresby.

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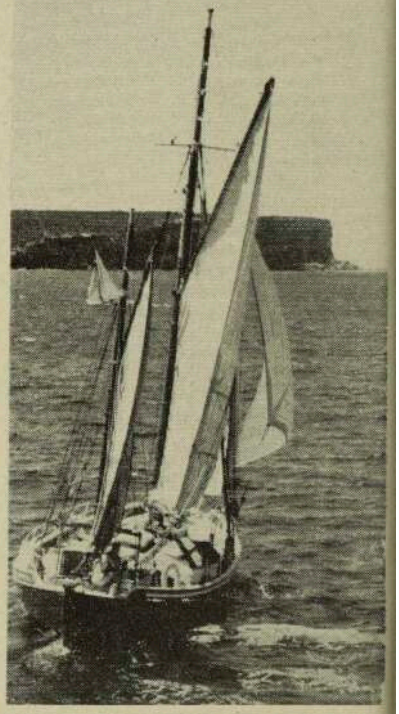
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Kathleen Gillett (better known as plain Kathleen) leaving Sydney for her journey to New Guinea. Now owned by Mr. Jack Thurston, who uses her as a floating office off his several plantations in the New Britain area. One of the only two genuine Colin Archer ketches believed to be in southern waters, she was built by Charles Larson, the Australian builder, for Jack Earle, the noted journalist and artist who took her twice round the world.

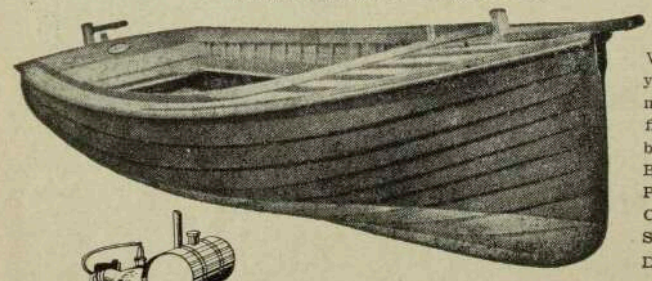
Mr. Reg Cookson, a philatelist, was the intermediate owner. He lived aboard the ketch in Sailors' Bay, Sydney, for some time before he sold to Mr. Thurston.

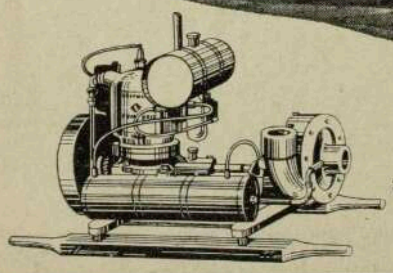
She has been remasted and fitted with a Gardner diesel.

—Photo by Dolling's Studios.

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¶ Mr. D. V. Buck, of Wilton and Bell, the Fiji Government's consultants on the schemes for new dock systems for Suva and Lautoka, arrived in Fiji in April for discussions with Government and shipping and commercial interests. Two engineers from London were taking borings for the Suva dock scheme, in April.

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Big Purchase By STC In Moresby

AT the end of April, the big Papuan corporation, Steamships Trading Co. Ltd., purchased, or a sum between £150,000 and 200,000, the large general stores of . G. Smith and Co. Ltd., in Douglas treet, Port Moresby, and of J. Vyatt Ltd., in Hunter Street.

The deal, effective as from ugust 1, includes some branch ores and bakeries in the Moresby rea. The effect of it is that the etail and general distributing busi- ess of that district (Central Papua) ow will be almost wholly in the ands of the two big corporations, urns Philp (New Guinea) Ltd. and teamships Trading Co. Ltd., and ne young, but expanding general ore of E. E. Kriewaldt Ltd. It lso gives STC a complete monopoly f the bakery business in Moresby.

uthbert's Creditors May Lose Some £11,000

THE liquidator of Cuthbert's Misima Gold Mine Ltd. (Papua) announced recently that liquida- on is now practically complete, nd there is little if anything further or creditors still claiming £11,358 ncluding Tax Dept., £845).

This is a truly astonishing end a goldmining enterprise which ne PIM, before World War II, sually referred to as "Freddie uthbert's Bonanza"—it was so ch that, for years, it regularly aid dividends close to 100 per nt. The evacuation of 1942 caused ant disintegration; and, after the ar, the operators lost the rich lode ey had been following on Misima land, and finally abandoned the hole enterprise.



★

Time-Finish

Mr. Gerry Power, of the Commonwealth Bank, who finished his tropical term and left for south in the April "Bulolo".

—Photo by Papuan Prints.

★

SPC TO MEET ONLY ONCE EACH YEAR

AUSTRALIA has announced officially that the South Pacific Commission (headquarters in Noumea) will in future meet once annually instead of twice. The Minister said this meant no change in policy—but merely that, after 7 years, the Commission was firmly established.

There may be another interpretation—see article elsewhere in this issue.

¶ Mr. Claude Israel, Suva mechant, is at present visiting Sydney and Melbourne.

Territories and War Veterans

There are not many P-NG ex-soldiers of World War I now around Brisbane; but, at the assembly-point here on Anzac Day, I noticed Syd Chance, Pearce (at one time, of Kanosia Plantation) and George Luxboore, who was an Expro Board inspector 30 years ago. Captain George is too frail now to march, and the boys missed him. Two men usually there, but missing this year, are Joe Littlechild and Charley Wurth.—*Brisbane Correspondent.*

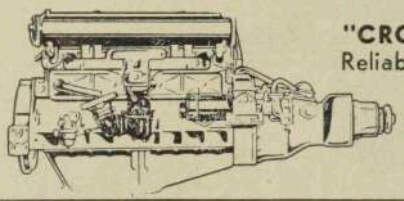
¶ Mrs. Ann Gribben, of Samarai, Papua, returned there from leave in Australia in early April.

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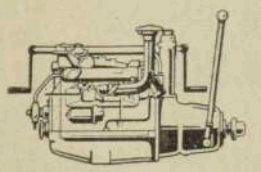
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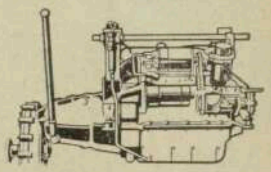
MORRIS

"VEDETTE"



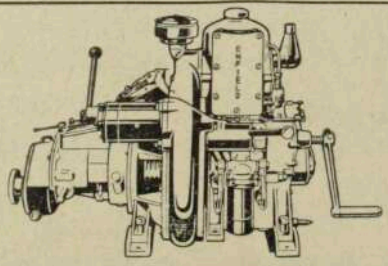
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TONGA AND SHIRLEY BAKER: 60 YEARS AGO

LIVING in retirement in Auckland are at least two people whose association with Tonga goes back a long way. One is Count Goedicke van Asten, whose writings have appeared in PIM from time to time over a period of years; and the other is Mr. J. D. Whitcombe.

PIM's representative recently called on Mr. Whitcombe at his Bayswater home and spent an interesting hour looking through a collection of old books and newspaper clippings on Tonga, dating back to last century and covering an interesting and somewhat turbulent chapter of Tongan history.

The Whitcombe family's connection with Tonga came about in this way. Mr. J. D. Whitcombe's father, C. D. Whitcombe, graduated from a clerkship at Somerset House, London, to Garibaldi's army, in Italy; and eventually he went out to Taranaki, NZ, with three brothers.

In due course, Mr. C. D. Whitcombe became Provincial Secretary and Commissioner of Crown Lands, and eventually Secretary to Sir George Grey, then Colonial Governor.

In 1885, the Union Steam Ship Company, then planning services to the Islands, sent *Janet Nicoll*, a 780-tons steamer, on a survey voyage to Tonga, Samoa, the Cook Islands and French Oceania. A faded letter dated June 20, 1885, appoints Mr. C. D. Whitcombe, JP, as special representative of *New Zealand Herald* and *Auckland News* for the voyage. His subsequent lengthy report on the voyage, the harbour facilities and trade possibilities along the route, was published in *NZ Herald* on August 6, 7 and 8, 1885, and was undoubtedly influential in the establishment of a regular shipping trade from New Zealand.

A little later, Mr. C. D. Whitcombe met in Auckland the Rev. Shirley Baker, then Premier of Tonga and head of the Wesleyan Church, who asked him to act as private tutor to the Tongan Crown Price, Taufa'ahau. This was agreed upon, and Taufa'ahau went to Auckland, to live with the Whitcombes, in 1888. Two years later, when the Prince was to return to Tonga, he insisted that the Whitcombes go with him. Mr. Baker appointed Mr. Whitcombe Principal of Tonga College, and Special Magistrate. Mr. J. D. Whitcombe was then a small boy.

The family, with the Crown Prince, arrived at Nukualofa on the

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There are two features of unusual interest about this group otograph, kindly loaned to the PIM by Mr. J. D. Whitcombe, Auckland. The first is, of course, that it contains so any people whose names are associated with the history that part of the Pacific Islands. The second is the remark-le clarity of a photograph taken no less than 61 years ago.

The group was photographed in 1893, at a picnic given on e islet of Fa Fa, 12 miles from Nukualofa, by the firm of nes, Utting and Perston—then known throughout the Islands VUP.

Only the names of the Europeans are given—the names the Tongans now are not known. For identification, the ıropeans have been divided into three rows, from left right.

Front row (sitting)—Late Mr. C. A. Whitcombe; in front him is his little daughter, Miss D. M. Whitcombe, now Mrs. ırrington Snow, of Auckland; and behind her, wearing white it, is Mr. Frank Parker.

Middle row begins with a small boy with lei around his neck—he is now Mr. J. D. Whitcombe, of Auckland, who loaned this photograph; next, a young girl, Miss Minna Reichelmann, now Mrs. J. M. Yarnton, of Takapuna, Auckland; next to her is the late Mrs. M. A. Whitcombe (holding branch); and at the end (boy in striped suit), the late Mr. H. E. Whitcombe, of Fiji.

So far as is known, everyone in the back row is dead. The row begins with the young man with his hand on his hip—he is the late Mr. Shirley Watkin. Then come: The late Miss Emlie Reichelmann (later Mrs. Chatfield); the late Miss Ella Watkin (later Mrs. J. M. Masterton); the late Mr. Campbell, who was postmaster at Nukualofa; the late Mr. Fred Watkin (wearing big hat); the late Miss Ettie Leefe, daughter of Mr. H. B. Leefe, British vice-consul (she was later Mrs. Simon Piesener); the late Mr. S. Piesener; the late Miss Greenfield; the late Rev. Egan Moulton (wearing cricket cap); a German trader, name forgotten; the late Mr. F. S. Whitcombe, of Levuka, Fiji; and, at the end of the row, the captain of the Norwegian barque "Pronto", then in port.

ry day that Shirley Baker (whose ormy history is well known, and o involved to recount here) was ing deported. Naturally, the ongan Government, now headed a Tongan, Tukuaho, refused to cept the appointment of Mr. hitcombe which had been made Baker. The Whitcombe family ent to Sydney, pending settlement the dispute. Mr. Whitcombe aimed that the appointment had en legally made, that he had been it to great cost and inconveni-ice in getting to Tonga, and that was entitled to compensation if e appointment were not con-med.

Crown Prince Taufa'ahau was in-stent that Mr. Whitecombe go to onga, and he toured the villages Tongatabu with what probably as the first "magic lantern" seen ere, collecting funds to pay the hitcombe cost from Sydney. The mily returned to Nukualofa in 92, and Mr. Whitcombe senior was pointed Government Auditor. llowing the death of King Tubou in February, 1893, and the cession to the throne of the own Prince, he became Foreign cretary, until 1890.

Young J. D. Whitcombe went to school in NZ, and afterwards was in Levuka and Rotuma; but eventually he returned to Tonga and served variously as Secretary to the Premier, Government Interpreter, Copra Inspector, and



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I very much desire to settle permanently in the tropics and will pay my own fare if necessary to any part of the Pacific. My services are available in six months' time.
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acher. He left Tonga in 1933, bout the time his father died.

Mr. J. D. Whitcombe has many ocuments and photographs con-ected with his father's and his vn work in Tonga—much of the aterial is of real historical in-rest. He has been working for some ars on a revised Tongan-English ctionary and vocabulary.

3 Handy Boats for SDA

ANNED by native crews, three 8 ft. launches—*Dani, Diara II* and *Dabarere II*—are about leave Brisbane for the lands in the service of the eventh Day Adventist missions. hey were built to the order of the DA by Mr. Norman Wright, and ey were consecrated in a special remony on April 23 by Pastor rieve. Two go to the south coast Papua, and one to the Solomons. hey are in charge of SDA's well-nown Captain Radley, who has een running little ships for the ission for 20 years.

Mr. L. Tracey, an old resident Papua and one of the executives Steamships Trading Ltd., was in risbane late in April. Mrs. Tracey as just returned from a world tour, d he flew down from Port Moresby meet her.

LECTURES IN TROPICAL MEDICINE

A COURSE of lectures in Tropical Medicine and Hygiene, framed to meet the needs of missionaries, nurses, medical assistants, planters and other non-professional persons, who anticipate living in tropical areas, will be held at the School of Public Health and Tropical Medicine, University of Sydney, from June 7 to August 6, 1954. Lectures will be at 2-3 p.m. on Mondays, Wednesdays and Fridays. No fees are payable.

Persons interested should get into touch with the Director of the School. (Telephone MW 1307).

¶ Mr. L. J. Greenberg, Secretary of the New Zealand Broadcasting Service, has been in Suva for talks on staff and administrative matters with the Fiji Broadcasting Commission. Mr. Greenberg visited a number of centres in the Colony in company with the Chairman of the Commission (Mr. R. L. Munro), and the Manager (Mr. K. G. Collins).

¶ Mr. W. J. G. Holland left Fiji in April on retirement from the post of Deputy Commissioner of Police. He had served in Fiji for 28 years and on several occasions had acted as Commissioner of Police. He intends to live in England after a short holiday in New Zealand.

Two Tongan dancers, Palu Tupou and Veiogo Fakaua, both relatives of Queen Salote, have gone to London at the invitation of the catering firm of Lyons to take part in a celebration to mark the return home of Queen Elizabeth and the Duke of Edinburgh. The two girls travelled to London by air.

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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:—

	At Main Ports	Crushers, Ex-ship Sydney
PAPUA AND NEW GUINEA		
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 May 4 was £Stg.485 (£A606/5/- approx.) c.i.f., ton, Cont. ports.

N.G.—£520-£530 approx. per ton, in store, Sydney.

Samoa.—Sydney agents in May quoted Samoa cocoa at £S450 (£A562/6/- 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.: Increasing supplies of superior Australian nuts have caused the price of P.-N.G. nuts to ease. Price for f.a.q. in shell 1/-; kernels 1/6.

RUBBER.—Papua-New Guinea: Price based on Singapore figure which fluctuates from day to day. Quotation on May 4 was 24¾d Aust. lb. Singapore rate May 4 No. 1 grade RSS (sellers) spot 64⅛c. lb. c.i.f. (approx. 22½d Aust. lb.).

VANILLA BEANS.—Sydney quotations (by Victor Karp, Tulk & Co.): **Tahiti.**—Early season's stocks now available. White 82/6, Yellow 82/6, Green 80/-; May shipment. Price expected to ease when larger supplies come to hand.

RICE.—New season's (1954-1955) price, announced May 4, is: **P.-N.G.**—Dry brown and dressed £83 f.o.b. per ton. Other Pacific Islands, including N.Z. dependencies, £90.

PEARL SHELL.—Prices fixed between Torres Strait producers and Otto Gerdau Co. (USA) for 1954: AA/A/B grades, 85c lb. (£A850 approx. per long ton); C, 80c lb. (£A800); D, 55c lb. (£A550); E, 40c lb. (£A400); EE, 30c lb. (£A300)—all c.i.f., New York. No change from last season. **Manihiki.**—£NZ308 (£A385 approx.) c.i.f., Auckland. **Rarotonga.**—£NZ230 (£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, April 9.

Copra, c.i.f., Continental Ports, ton:—
New Hebrides .. .. 81,000 Metrop. francs (£A104/10/- approx.)
Tahiti .. .. .. 83,000 Metrop. francs (£A107 approx.)
FM Straits, May-June .. .. £Stg.71 (£A89/15/- approx.)
Philippines .. .. $185 (£A81/18/7 approx.)

Coconut Oil, c.i.f., Continental Ports, ton:—
FM Straits, May-June .. .. £Stg.112 (£A140 approx.)
Ceylon .. .. £Stg.105 (£A131/5/- approx.)

Cocoa, per 50 kilos, c.i.f., North Continental Ports:—
Accra, April-June .. .. £Stg.24 (£A600 approx. per long ton.)

ISLANDS MINING SHARES

	Aug., 1939,	April 1	May 1
FIJI			
Emperor .	b9/11	b20/3	s19/6
Loloma . .	s25/6	b26/-	b27/3
PAPUA-NEW GUINEA			
Bulolo G.D. .	b124/-	s75/-	b70/-
Mandated All.	b3/8	b6d	b6d
N.G.G. Ltd. .	b1/10	b1/11½	1/11½
Oil Search . .	s3/11	b21/7½	b23/1½
Oriomo Oil . .	b5/-	b10/11	b10/-
Papuan Apin.	b4/11	b7/3	b7/9
Placer Dev. .	b68/6	b270/-	b260/10½
Sandy Creek ..	b1/5	b6d	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: Port 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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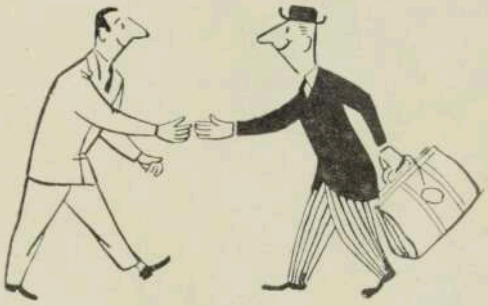
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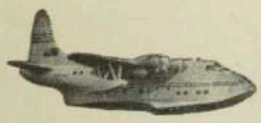
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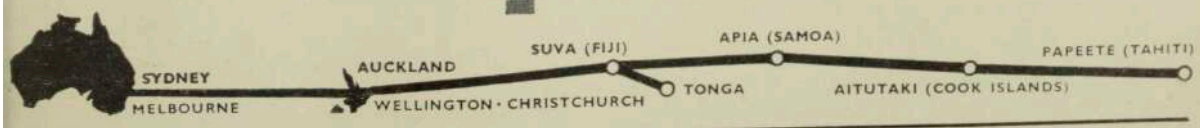
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