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SEPTEMBER, 1954 Vol. XXV. No. 2.

PACIFIC ISLANDS Monthly

1-RR
3-NL
443

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24 SEP 1954



FAMOUS PROPELLOR NOW VALUABLE SCRAP: Diver John Johnstone, standing beside a 9-tons brass propellor which was recovered in salvage operations in Rabaul Harbour during August. This propellor—scrap value £A1,500—is from the motor ship Herstein and could once have saved the lives of 300 New Guinea residents. Herstein was bombed by the Japs and subsequently sank off Matupi in early 1942—for further details, see page 14 this issue.

—Photo by C. H. Meen.

ublished 1930.

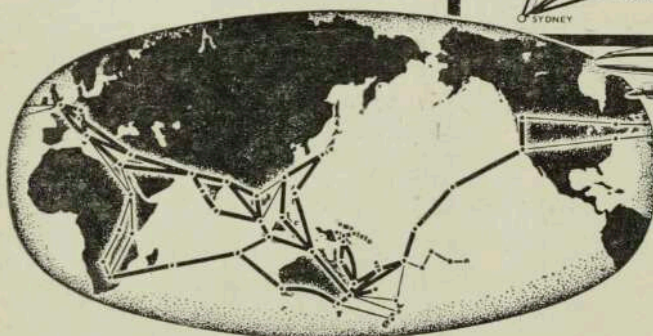
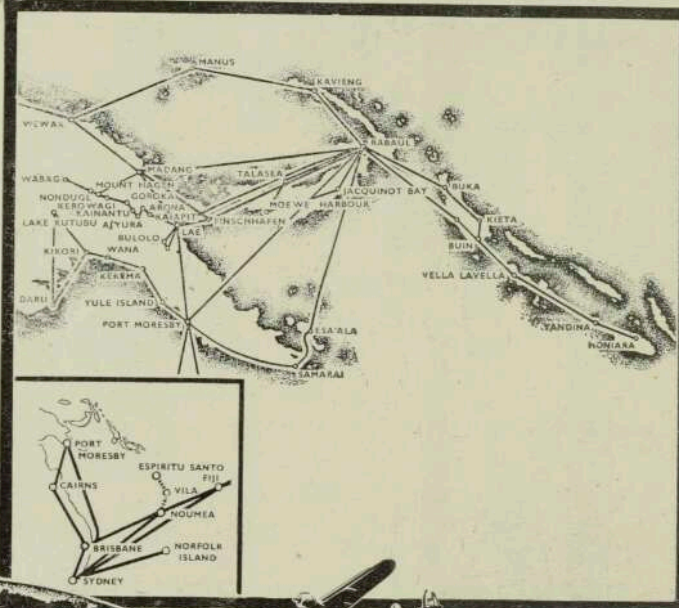
[Registered at the G.P.O., Sydney for transmission by post as a newspaper]

From Local Routes to World Wide Travel



Linking the Pacific WITH AUSTRALIA AND THE WORLD

34 years of flying experience are at your command when you fly QANTAS—to 26 countries in 5 continents. You enjoy warm Australian hospitality and exacting standards of passenger service on nearly 68,000 miles of air routes.



Over 50 ports of call in the S.W. Pacific and now linked with Australia and the World by QANTAS—Australia's Overseas Airline. From Australia fast, frequent Services radiate to Europe, U.S.A. and Canada, the Orient and South Africa. Both First Class and Tourist Travel are available to most ports of call on the Qantas network of air services.

*Qantas Empire Airways Limited
in association with B.O.A.C. and TEAL*

QANTAS

AUSTRALIA'S OVERSEAS AIRLINE

PACIFIC ISLANDS MONTHLY—SEPTEMBER, 1954

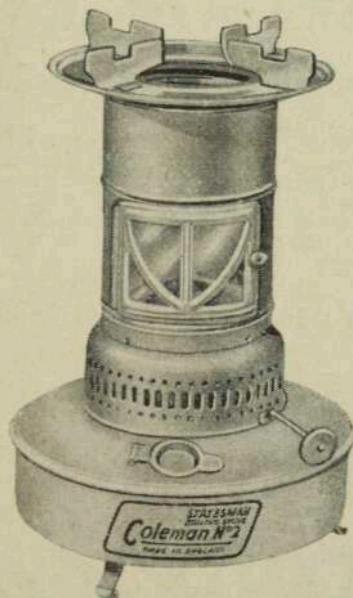
Coleman

BOILING STOVES

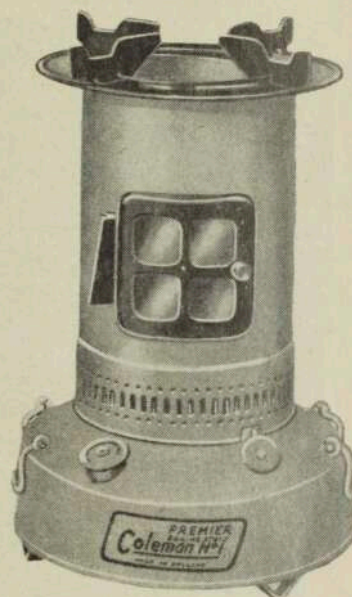
WILL BURN 10 HOURS ON ONE FILLING

"Coleman" is your guarantee of complete satisfaction, backed by established Service Depots throughout the Pacific Islands

Coleman – the best of their kind



MADE IN
ENGLAND



COLEMAN NO. 1 "PREMIER"

has cream sprayed tank . . . porcelain enamelled flue . . . brass window frame . . . large central air-draught . . . a tank capacity of 3 pints and an easily regulated blue flame. Height $13\frac{3}{4}$ in., diameter 9 in., weight $5\frac{3}{4}$ lb.

COLEMAN NO. 2 "STATESMAN"

has cream sprayed tank . . . aluminium sprayed flue . . . central air-draught burner with side lighting hole . . . easily regulated blue flame and a tank capacity of $2\frac{1}{4}$ pints. Height 12 in., diameter 8 in., weight $3\frac{1}{4}$ lb.

Representatives for Pacific Islands

54a PITT STREET
SYDNEY

ROBERT GILLESPIE PTY LTD

PEARCE & CO. LTD.
SUVA
FOR FIJI ISLANDS

This is the Set you've WANTED !

CRAMMOND'S
NEW IMPROVED MODEL
DRY BATTERY OPERATED **RADIOGRAM**

COMPLETE WITH BATTERIES AND AERIAL EQUIPMENT

LOOK AT THE PRICE —

All models specially reduced. Prices range from

£59-12-6

YES! It's Portable

Carry it wherever you go.

YES! It's BANDSPREAD
TRIPLE WAVE OR DUAL WAVE

**YES! It's a Spring Motor and
Magnetic Pick-up**

YES! 5, 6, or 7 Valves

YES! It's Guaranteed

12 Months Guarantee With All Models



EASY TERMS AVAILABLE

You'll thrill when you hear your favourite recording reproduced with clarity of tone equal to the live performance. It's light to carry, convenient in size. The CRAMMOND Portable Radiogram is dust-proof, too. Take it where you wish and the performance of either set or record player will astound you with its quality. You'll thrill, too, with the beautifully finished cabinet in best quality patterned leatherette.

DON'T DELAY—Send away To-day

Send us your enquiry or place your order now. Remember, it's a reduced price with this NEW CRAMMOND MODEL. Priced from £59/12/6. You all know the CRAMMOND and you know that when you buy a CRAMMOND you can buy with CONFIDENCE.

CRAMMOND
MANUFACTURING CO. PTY. LTD.
No. 8-10 Queen Street, Brisbane. *Radio*

Shipping Time-Tables

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 about September 17.

MV Malekula sails from Sydney for Samarai, Rabaul, Kavieng, Manus, Wewak, Alexishafen, Madang, Lae, Samarai and return to Sydney. Next sailing about October 30.

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

MV's Soochow, Shansi and Sinkiang, each 3,000 tons, provide regular service between Sydney and Papua-New Guinea ports: Sinkiang now provides a fast service Sydney-Brisbane-Port Moresby and return by same route. Soochow and Shansi will continue Sydney - Brisbane - Moresby - Samarai - Lae - Madang - Kavieng - Rabaul and return, with calls at Melbourne as required.

Next Sydney sailing, Soochow: Sept. 17.
Next Sydney sailing, Sinkiang: Sept. 28.
Next Sydney sailing, Shansi: Oct. 9.

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

N. Zealand-Fiji-Samoa-Tonga

Motor vessels Tofua and Matua, from New Zealand, serve Suva (Fiji), Nukunono and Vavau (Tonga), Niue Is., Pago Pago (American Samoa), Apia (Western Samoa). Tofua leaves Auckland for any of all above ports at approx. five weeks intervals. Matua calls at Wellington and

Australia - New Zealand - Canada - USA

Sailings of Orient Line Passenger Ships, 1954-55.

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

Lyttelton (NZ), Lautoka (Fiji) and supplements Tofua's schedule in Islands, calling at ports as directed by owners.

Tofua's next voyages scheduled to leave Auckland September 28 and November 13.

Matua will leave Auckland October 19 and November 17.

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.

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 Agents 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 Norfolk Is.-New Hebrides Ports-BSI ports-Bougainville-Rabaul-Samarai-Sydney.

Sailing from Sydney about Sept. 25.

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.

Sailing dates:—
From Sydney, Northbound—Caledonien: November 23, April 11; Tahitien: January 7, May 24.

From Papeete, southbound—Tahitien: December 14, April 30; Caledonien: October 31, March 18.

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

New Guinea Australia Line

Regular Service from MELBOURNE, SYDNEY AND BRISBANE TO PORT MORESBY, SAMARAI, LAE, MADANG, KAVIENG, AND RABAU

“SOOCHOW”

“SHANSI”

“SINKIANG”

Agents for PAPUA:
STEAMSHIPS TRADING CO. LTD.

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

General Agents:

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

6 BRIDGE ST., SYDNEY

Telephones: BW 2731 BU 6313 (Freight only)

Cable Address: “YUILL”

Sydney-S. Africa-UK-Pacific Ports-Sydney

A service by Shaw Savill, with their new all-passenger liner Southern Cross, will commence from the UK early in 1955. Calls on maiden voyage will be made at West Indies ports, Panama, Papeete (Tahiti), Suva, Auckland, Sydney, Australian ports, South African ports, Canary Islands, UK.

Four round trips per year will be made and direction of service will alternate (i.e. the second voyage from UK will go South Africa about); about 1,200 one-class passengers will be carried. Single, two-berth and multi-berth cabins are available. Fares Sydney-UK are from £115 Stg.; Suva-UK, via Panama, from £105 Stg.; via the Cape, from £132 Stg.; Papeete-UK, via Panama, from £100 Stg.; via Cape, £151 Stg.

Tentative sailing dates for maiden voyage:

Papeete, April 22-23, 1955.
Suva, April 28, 1955.
Auckland, May 2-3, 1955.
Sydney, May 6-9, 1955.

N. America-Fiji-Hebrides, etc

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

Suggested sailing dates for the M

Thorsisle are as follows:
San Francisco (Southbound) .. Sept.
Papeete Oct.
Nukualofa Oct.
Apia Oct.
Suva Oct.
Lautoka (Vatia) Oct.
Noumea Oct.
Lae Nov.
San Francisco (Inbound) .. Nov.

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

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 — NEW GUINEA

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 Bailande.

PORT VILA—Comptoirs Francais des
Nouvelles Hebrides.

LAE—Burns Philp (New Guinea) Ltd.
SYDNEY—Birt & Co. (Pty.) Ltd.

Airways Time-Table

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

Linking the

Pacific Islands with Europe, West Indies,

New Zealand,

Australia and South Africa

The new Shaw Savill Tourist Class Liner
S. S. SOUTHERN CROSS



For full particulars apply:

Fiji

Any Branch or Agency of
Burns Philp (South Sea)
Co. Ltd.,
Head Office:
Suva.
Cable address:
Burnsouth.

Tahiti

Etablissements Donald
Tahiti, Papeete
Cable address:
Donald — Papeete.

BY QANTAS EMPIRE AIRWAYS
(Super Constellation Service)*

NORTHWARDS

Tues., Wed. and Sat.—Sydney-Nadi (Fiji)-Canton Is. - Honolulu - San Francisco - Vancouver — with every alternate Wednesday service (September 1, 15, 29) terminating at San Francisco.

SOUTHWARDS

Mon., Wed. and alt. Fri.—Vancouver-San Francisco - Honolulu - Canton Is. - Nadi (Fiji)-Sydney. Second alt. Fri. (Sept. 3, 17) service commences at San Francisco thence same route to Sydney.

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, Thursdays and Saturdays (Skymasters)

Depart:

Arrive:

Sydney, 7.30 pm Brisbane, 10.15 pm
Brisbane, 11.40 pm Moresby, 6.30 am
(Wed., Fri., Sun.)
Moresby, 7.30 am Lae, 8.45 am
Connecting services north of Lae by O.C.3 to Bulolo and Wau on Wednesdays.

Sundays and alternate Wednesdays
(Sept. 1, 15, 29, etc.)
(Sandringhams)

Depart:

Arrive:

Sydney, 7.30 pm Brisbane, 10.50 pm
Brisbane, 12.20 am Cairns, 6.35 am
(Mon. and Alt. Thur.)
Cairns, 8.05 am Moresby, 11.55 am
(Night stop)
Moresby,* 8.30 am Samarai, 10.30 am
(Tue.)
Samarai, 11.00 am Esa'ala, 11.40 am
(Alt. weeks)
Esa'ala, 11.55 am Rabaul, 2.55 pm
The alt. Wednesday Sandringham from Sydney terminates at Port Moresby.
* 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, Wednesdays and Fridays
(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 services from Wau by Drover. Arrives Lae 9.30 am Saturday.

Thursdays (Sandringham)

Depart:

Arrive:

Rabaul, 5.30 am Samarai, 8.45 am

LONDON - SUVA

FIJI DIRECT SERVICE
VIA
PANAMA

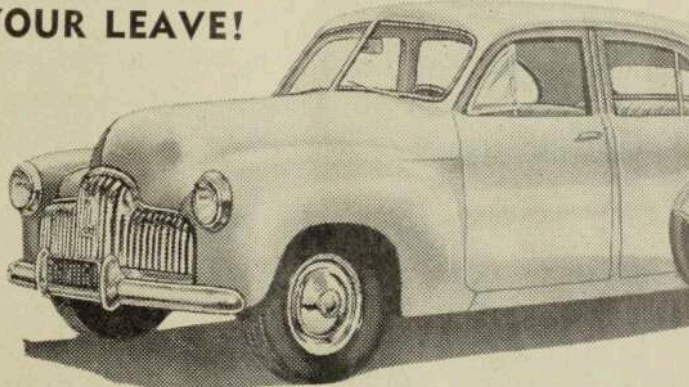
For Sailings and Further Particulars Apply To:—

BETHELL, GWYN & CO. LTD., BURNS PHILP (SOUTH SEA)
138 LEADENHALL ST., CO. LTD.,
LONDON, E.C.3. SUVA, FIJI

MAKE THE MOST OF YOUR LEAVE!

Own your OWN CAR!

Yes, for the full duration of your stay and we'll buy it back when you leave!



SELECT FROM OVER 100 NEW AND USED CARS!

Own your own car to come and go as you please, where you please, when you please. Write and tell us the type of car you'd like and we'll have a good new or used model lined up for your arrival. Most of our used cars are covered by a mechanical guarantee and all by an N.R.M.A. Certificate. We can save you £'s! A 1/3 deposit is all we ask — with 6% interest on new cars — and we buy back even though the purchase price is not fully paid up. Tell us what you need — we do the rest! It's cheaper than a hire car and you can select the car of your choice — not some high mileage "hack".

Many hundreds of clients have been satisfied by our "Special Island Arrangement"—so write for particulars now to Sales Manager

BROADWAY MOTORS (N.S.W.) Pty. Ltd.
184-200 BROADWAY, SYDNEY, N.S.W., AUSTRALIA.

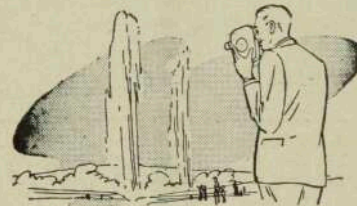
There's so much to do in **NEW ZEALAND**

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 spec-
tacular big-game waters . . . climbing in the towering
Southern Alps . . . deer shooting in virgin forest . . .
slaloming on perfect ski runs . . . swimming and boat-
ing in fascinating fiordlands!



flyng gives you so much more time

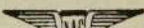
Air travel will save you days in which to play, let
you see so much more of this scenic wonderland.
And it's so much more comfortable.



NAC



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

NEW ZEALAND NATIONAL  AIRWAYS CORPORATION

Samarai, 9.15 am Moresby, 11.15 am
Moresby, 12.15 pm Cairns, 3.40 pm
(Night stop)
Cairns, 8.30 am Brisbane, 2.15 pm
(Fri.)
Brisbane, 3.45 pm Sydney, 7.05 pm
Alt. Saturdays (Sept. 4, 18, etc.)
(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

3. N. Guinea Internal Services

Operated by Qantas

LAE—HOLLANDIA (Dutch New Guinea)
(DC3)

Alternate Wednesdays (Sept. 8, 12, etc.)
Departs Lae 10.30 am, calls at Madang
and Wewak, and arrives at Hollandia
3.0 pm. Every alt. Thursday (Sept. 9,
23, etc.), depart Hollandia at 9 am,
and, with calls at Wewak and Madang,
arrives Lae at 2.50 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 (Sept. 3,
17, Oct. 1, 15, 29, etc.).

RABAU—MOEWE HARBOUR
(Sandringham)

Alt. Wed.—Rabaul-Jacquinet Bay-Moewe
Harbour-Talasea-Rabaul Sept. 1, 15, 29,
Oct. 13, 27, etc.

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

NEW BRITAIN—BOUGAINVILLE
(Sandringham)

Alt. Wed.—Rabaul - -Buka - Kieta - Buin
Sept. 8, 22, Oct. 6, 20, etc.
Alt. Wed. (same day) Buin-Kieta-Buka-
Rabaul.

**LAE—MADANG—WEWAK—MANUS—
KAVIENG—RABAU 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, Wewak,
Madang, Lae arr. 4.50 pm.

CENTRAL HIGHLANDS
(DC3)

Fridays.—Lae (8.30 am) to Wabag, calling
at any of: Nabzab, Kalapit, 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 30
minutes.

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.

NEW GUINEA—NEW BRITAIN
(DC3)

Fridays.—Depart Lae 12 noon, Finschhafen
1.0 pm, arrive Rabaul 3.10 pm.
Saturdays.—Depart Rabaul 9.0 am, Madang
12.25 pm, arrive Lae 1.30 pm.

SERVICES BY MANDATED AIRLINES

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

Scheduled Flights with DC3 Aircraft

Mon.: Depart Lae at 7.30 am for Goroka,
Madang, Wewak, Madang, Rabaul —
remaining overnight.

Tues.: Depart Rabaul at 6.30 am for

Madang, Wewak, Madang, Goroka, Lae.
Depart Lae 7.30 am for Goroka, Wau,
Port Moresby, Wau, Goroka, Lae.
Thurs.: Depart Lae at 7.30 am for
Goroka, Wau, Port Moresby, Wau,
Goroka, Lae.
Fri.: Depart Lae at 7 am for Madang,
Wewak, Momote, Kavieng, Rabaul —
remaining overnight.
Sat.: Depart Rabaul at 7 am for Kavieng
Momote, Wewak, Madang, Goroka, Lae.

RE-PO

The Easy
**AUTO
POLISH**



★
**CLEANS
& POLISHES
IN ONE
OPERATION!**

SR3-31
FOR THAT MIRROR-LIKE FINISH

Ensures a fine lustrous finish
and imparts a lasting fresh-
ness.

Removes Road Stains.

Prevents Staining.

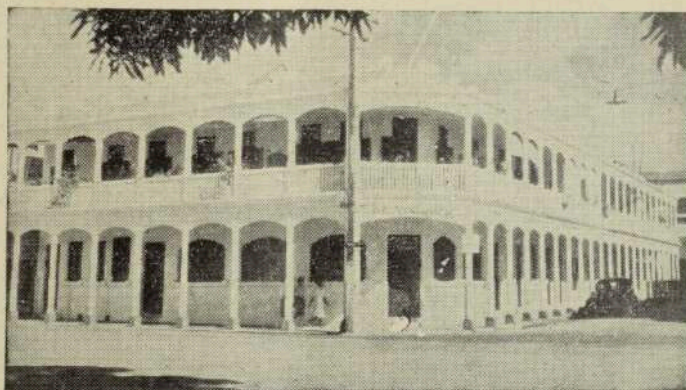
Easily and quickly applied.

Spartan Paints Pty. Ltd.

Cnr. Kavanagh and Ireland Streets,
South Melbourne, Victoria,
Australia.

THE GARRICK HOTEL

SUVA, FIJI



This well-known Hotel is centrally situated in Suva's main
business quarter :: Modern accommodation provides comfort
in all climatic conditions :: Only the best of Beers, Spirits and
Wines is served.

Telephone: 80.

VINCE COSTELLO, Proprietor.



Could YOU Start Again After a Fire?

No one can tell when a fire will start, but could you start your business again after a fire had destroyed it?

You could if you were covered with insurance policies that are adequate in amount and wide enough to cover all contingencies.

Has anyone really checked over your insurances of late—really brought them up-to-date—or have they just been renewed from year to year?

If they haven't been checked over let us do it for you.

It's a service without obligation.

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Box 104 P.O. Port Moresby

Agents in all Main Towns

Insurances effected at Lloyds of London

4. Aust.-Dutch N. Guinea

By KLM Royal Dutch Airlines.

A weekly service with Constellation between Sydney and Amsterdam with call at Biak, DNG, and Manila Philippines.

DC3 aircraft link Biak with Hollandi Sorong, Merauke and Tannah Merah.

5. N. Guinea-Solomons

By Qantas with DC3

Mon. (Sept. 13, 20, 27, Oct. 11, 18, 25, etc.)
Lae (dep. 6 am) — Finschhafen —
Rabaul — Buka — Vellalavella —
Yandina — Honiara, BSI (arriving 4.15 pm).

Tue. (Sept. 14, 21, 28, Oct. 12, 19, 26, 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 depart Saigo October 11 for Darwin-Brisbane Noumea and return. September flight cancelled.

Australian agents: Messageries Maritime

7. Sydney-Lord Howe Is.

By Ansett Flying-boat Service, with Sandringhams

Eight services per month, return same day.

8. Sydney-Norfolk Is.

By Qantas, with Skymasters

Alternate Thursdays (Sept. 9, 23, Oct. 7, 21, etc.), returning same day.

9. Sydney-New Hebrides

By Qantas with Sandringham

Flying Boats—Weekly

Depart:	Arrive:
Syd., Wed. 8.30 pm	Brisbane, 11.50 pm
Bris., Thu. 1.20 am	Noumea, 8.00 am
Noumea, 9.30 am	Vila, 12.05 pm
Vila, 1.20 pm	Santo, 2.35 pm
	(Night stop)
Santo, Fri. 6.00 am	Vila, 7.15 am
Vila, 7.45 am	Noumea, 10.25 am
Noumea, 1.00 pm†	Sydney, 8.40 pm

* Every second service night stops at Noumea to allow connection with Noumea Suva service—see below, Table 10.

† Alternate Friday, Sept. 3, 17, Oct. 1, 15, 29, etc. (Service allows connection at Noumea with Sydney-New Hebrides Service—see above.)

10. Sydney-Noumea-Suva

By Qantas with Sandringham

Flying Boats—Fortnightly

Depart:	Arrive:
Noumea, 11.25 am	Suva, 5.55 pm
Alt. Fri.*	(Night stop)
Suva, 8.00 am Alt.	Noumea, 12.30 pm
Sat.†	

* Alt. Fri. Sept. 10, 24, etc. † Alt. Sat. Sept. 11, 25, etc.

(Service allows connection at Noumea with Sydney-New Hebrides Service—see above.)

11. Auckland-Norfolk Is.

By NZ National Airways, with DC3's

Single service each Sunday and return with double service alt. Sundays as follows: 2 services June 20, July 4, 18, etc., but double services each Sunday from Sept. 30 to Feb. 27, 1955.

12. Sydney-Auckland

Tasman E. Airways, with DC6 Aircraft
Tue., Thur., Fri.: Dep. Sydney 9.00 am,
arr. Auckland 4.15 pm. Sun. only' Dep.
Sydney 12.30 am, arr. Auckland 7.45
am. Thu., Fri., Sun.: Dep. Auckland
11.00 am, arr. Sydney 2.45 pm.
Mon. only dep. Auckland 8.00 am
arr. Sydney 11.45 am.

13. Sydney-Christchurch

Tasman E. Airways, with DC6's
Dep. Sydney 12.30 am and arr. Christ-
church 7.40 am Tuesday and Saturday.
Dep. Christchurch 11.00 am, arr. Sydney
2.40 pm Wednesday and Saturday.

14. Melbourne-Christchurch

Tasman E. Airways, with DC6's
Tues.—Dep. Melb., midnight; arr. Ch'ch.,
8 am next day.
Tues.—Dep. Ch'ch., 10 am; arr. Melb., 2.30
pm.

15. New Zealand-Fiji

Tasman Empire Airways, Ltd.,
with DC6's
Dep. Auckland every Wed. and Sat.
return to Auckland every Wed. and Sun.
Dep. Auckland: Wed. 10.15 am; Sat. 2.00
pm. Arr. Nadi: Wed. 3.30 pm; Sat.
7.15 pm.
Dep. Nadi: Wed. 5.00 pm; Sun. 2.00 pm.
Arr. Auckland: Wed. 10.25 pm; Sun.
7.25 pm.

16. Fiji-Tahiti

Tasman E. Airways Ltd., with Solents.
Services will depart Suva for Apia,
Aitutaki, Papeete and return fortnightly
or more frequently if required.
Dep. Suva (Mon.) 9.00 am, cross Inter-
national Date Line; arr. Apia (Sun.)
1.55 pm; dep. Apia (Mon.) 2.00 am;

arr. Aitutaki 7.30 am; dep. Aitutaki
8.30 am; arr. Papeete 1.00 pm. Re-
turn flight dep. Papeete 7.30 am on
Thursdays.

Next flights, northbound, September 13, 27,
etc.
Next flights, southbound, September 16,
30, etc.

17. Fiji-Tonga

Tasman E. Airways with Solents
Dep. Suva September 11, 24.
Depart Arrive
Suva, 6.30 am Nukualofa, 9.50 am
Nukualofa, 2.45 pm Suva, 4.35 pm

18. Micronesia

Civilian services, based on Guam, using
2-engined amphibious Catalinas, run regu-
larly to Koror (Palau), Yap (West
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and Saipan (Marianas). Details from
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19. Fiji Internal Airways

By Fiji Airways, with 3-engined Drovers
Suva-Nadi: 3 flights on Wed., Thur.

2 flights on Mon., Fri., Sat.,
Sun.

1 flight on Tues.

Nadi-Suva: 3 flights on Wed.

2 flights on Mon., Thur., Fri.,
Sat and Sun.

1 flight on Tues.

Suva - Taveuni - Labasa - Savusavu -

Taveuni-Suva: Tues., Fri.

Suva - Nadi - Labasa - Suva:—Thur.

Suva - Labasa - Savusavu - Labasa -

Suva:—Wed., Sat.

Suva - Labasa - Suva:—Tues., Thur.

Suva - Labasa:—Saturday

Labasa - Nadi - Suva:—Sunday.

Suva - Taveuni - Suva:—Wed.

Suva - Savusavu - Suva:—Saturday.

¶ Pago Pago residents have re-
ceived word that Johnny, daughter
of the late Robert Dean Frisbie, is
working with the American civil ad-
ministration in Japan.

¶ A daughter was born to Mr. and
Mrs. Len Baker, of Inverell, NSW,
on July 28. Mr. Baker is the son
of Mr. F. S. Baker, formerly of the
Fiji Prisons Dept.

¶ Mr. Howard Hayden, former
Director of Education in Fiji, has
been appointed Director of Funda-
mental Education Training and Re-
search Centre with the United
Nations in South Korea.

¶ Mr. A. R. Smith, Comptroller of
Customs, Fiji, has been appointed
Chairman of the Crown Land Cor-
poration set up in Bermuda to ad-
minister certain land and property
vested in the Colonial Government
there.

¶ An engagement of interest to
people in Tonga and Samoa was an-
nounced recently in Sydney between
Miss Sheilagh Heenan of Nukualofa,
only daughter of the late G. E.
Heenan and Mrs. Heenan, and Mr.
Royston Marker, managing director
of Australian Sales Corporation
Ltd., Auckland. Mr. Marker is well
known in the Islands through his
business visits in recent years. The
couple are to be married in Auck-
land on November 9, and will spend
their honeymoon at Tonga and
Samoa.

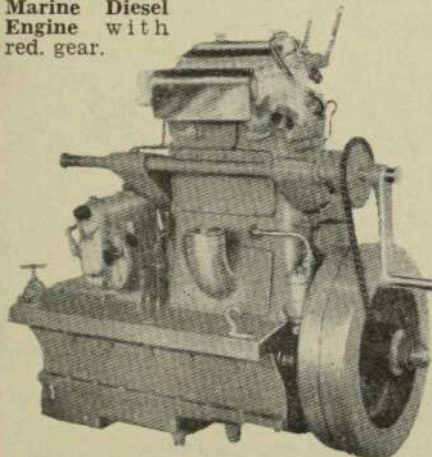
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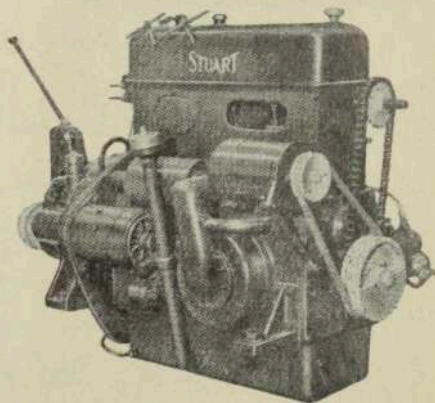
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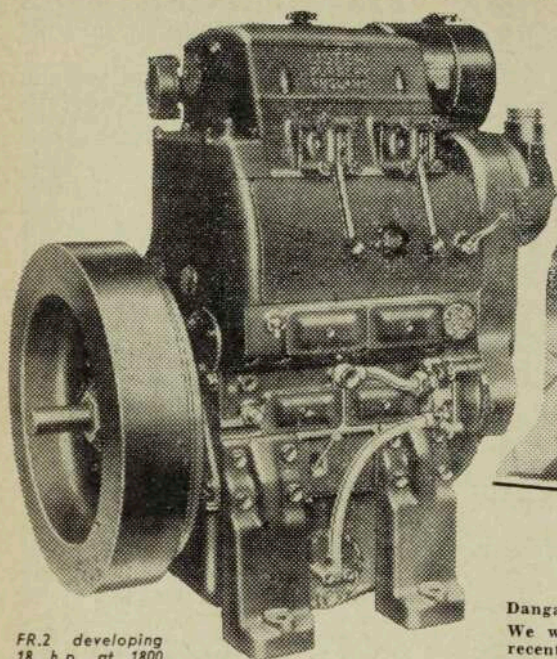
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INDEX TO ADVERTISERS

A. & R. Ltd.	26	Hellaby Ltd.	127
A. & N.Z. Bank . . .	39	Holbrooks Ltd. . . .	137
A.M.L. & F.	32	Holman Bros.	62
Achun Co.	47, 133	Hygeia Co.	58
Agents Wanted . . .	129	Hystest Co.	30
Akta-Vite	145	Is. Industries	141
Aluminium Ltd. . . .	49	Is. Transport	107
All Saints' Coll. . . .	159	Jackson, B. W.	118
Amalg. Dairies	136	Johnson's Wax	150
Armstrong, Sp.	11	Kasper Refrig.	95
Arnott, Wm.	128	Kennedy, Capt.	110
Aspaxadrene	29	Kerr Bros.	42
Aspro	87	Kerry, M. Pty.	135
Assoc. Tr. Jnls. . . .	47	Ketch for Sale	102
A/Asian, Sales	45	Kiwi Polish	134
Bank of NSW	115	Kodak Ltd.	113
Bank of NZ	98	Kopsen & Co.	108
Barnes Milling	154	Lillis & Co.	52
Bethell, Gwyn	5	MacRobertson	144
Blackwood	104	Magnecord Pty.	69
Blaxland-Rae	107	Marfleet & Weight Ltd.	102
Blundell Spence	132	McIlraith's Ltd.	24
Borthwicks Ltd. . . .	49	Mendaco	93
Bowmer, R. C.	30	Millers Ltd.	142
Brasso	66	M. H. Ltd.	22, 143
Braybon Bros	70	Morgan Vernex	56
Breckwoldt	90, 148	Mungo Scott	133
Breden, W. S.	99	N. & R.	71, 109
Breekveldt, G.	109	Needham & Co.	159
British Paints	76	NG Aust. Line	3
Broadway Motors . . .	5	Nile Products	60
Brunton & Co.	46	Nirex	56
Bunge Pty.	70	Nixoderm	73
Bunting, A. H.	118	NZNAC	6
B.P. 31, 85, 87, 112		O'Doherty, A.	101
Cadbury-Fry	116	Oliver Britstand	28
Camera Dstbrs.	122	P. I. Line	4
Carpenter (Fiji)	125	P-NG Handbook	23
Caine's Studios	125	Papuan Prints	113
Charmosan	129	Parke, Davis	126
Classified	158	Parker Pens	61
Cole, Ed.	34	Penfold, W. C.	119
Colgate 86, 138, 156		Pres. Colleges	38
Colman & Co.	117	Qld. Insurance	37
Colonial Meat	36	Qld. Milling	34
Colyer W's'n. 72, 145		Quirk's Co.	92
Cooke Bros.	53	Ransomes Co.	114
Crammond Co.	2	Reed, W. E. 97, 151	
Cystex	61	Refrig. Inst. Co.	134
Dangar, G. & M.	10	Riverstone Co.	96
Darling, J. Ltd.	93	Rohu, Sil	65
Davison Paint	124	Rolleiflex	66
Donald Ltd.	98	Seppelt & Sons	88
Donovan, A.	105	Seward Ltd.	135
Douglass, W. C.	51	Shaw Savill	4
Dunlop Rubber	65	Shell Co.	55
Electrolux	152	Sleepmakers Pty.	89
Ellams Co.	33	Smith, Rees	122
Erskine Stamps	57	S.M.P. Co.	74
Et. Donald	50	Spartan Co.	7, 67
Eveready	99	Spruso Co.	26
Everyday Co.	139	S.T.C. Ltd.	130
Farrer, Wm.	142	Stewarts-Lloyds	62
Ford Sherington	103	Sthn. Pac. Ins.	49
Fraser, D. & Co.	130	Stinsons, Fiji	145
Frigate Rum	41	Sullivan Ltd.	58
Gardner Eng.	106	Tait, W. S.	38
Garrett, D. M.	160	Taylor & Co.	69
Garrick Hotel	7	Thornycroft Co.	9
Gibson Battle	97	Tilley Lamps	63
Gilbey, W. & A.	54	Tillock & Co.	40
Gillespie Bros.	73	Tongan Photos	149
Gillespie, R. I.	35	Tooheys Ltd.	68
50, 94, 121, 155		Tooth & Co.	105
Gillette Ltd.	75	Turners Supply	94
Gordon's Gin	126	Tusculum	153
Gordon Vale	149	Tyneside Eng.	43
Grahame Books	54	Typewriter Eff.	41
Grant & Co.	37	United Radio	53
G.P.H. (Suva)	12	Vacuum Oil Co.	140
Grove Ltd. 46, 114		Ventura	117, 160
Hanbury, W.	147	Vi-Stim	139
Handl Works	123	Vincent's APC	25
Hardie Tyres	42	Wakefield, C. C.	131
Harvey Trinder	8	Warnock Bros.	90
Halvorsen, B.	101	Westfield Meats	44
Halvorsen Sons	111	Wills, Ltd.	120
Hardman & Hall	110	Wood, R. H.	106
Hart's Agencies	74	Wrigley's	57
Hastings Diesels	64	Wunderlich Co.	59
Hawleys Ltd.	100	Yorkshire Ins.	89
H. & R.	27		

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IN THIS ISSUE:

Editorial: New Guinea Progress Is Shackled by Canberra ..	13
Scandal of Rabaul's Abandoned Civilians ..	14
Lae Drome Temporarily Closed To Skymasters ..	15
Cheaper Saigon Rice "Prohibited" In P-NG ..	15
Fiji Airways Drove Down On Reef ..	16
Foreign Labour Not Wanted In N. Caledonia ..	16
Australian Tariff Board To Meet In Moresby ..	17
South Pacific Commission Meets In October ..	17
New Governor For French Oceania ..	17
Editors' Mailbag ..	18
Is This the End Of Kenaf? ..	19
Huge Flying Boats May Be Used On Pacific Routes ..	19
Dutch Indonesian Union Ended Do You Remember? Extracts From PIM of 20 Years Ago ..	20
BSI Govt. Withdraws and Asks Private Enterprise to Try Luck With Ilu Farm ..	21
New Stage in Waria Syndicate Claim ..	23
Territories' Talk Talk ..	24
Oil and Yaqona for Fiji Servicemen ..	25
Telefomin Murders—Parents Demand Inquiry ..	29
Fijians Unplaced at Empire Games ..	30

Value of the South Pacific Commission ..	31
Port Moresby's Overcrowded Hotels ..	32
Liberals Have Undone Good Work of Labour—Says Labour ..	33
The Luxury of Running <i>Maui Pomare</i> ..	38
Emperor-Loloma Interest in Fiji Manganese ..	39
Fiji Development Fund. Grows—and Grows ..	42
Let Canberra Dispense Mercy, Says Canberra ..	43
Giant Toads Handicap Rhino Beetle Eradication ..	46
More Islanders Seek Their Fortunes in NZ ..	49
Madang Road Link With Nth. Coast ..	50
For Pacific Radio Amateurs ..	53
Bomb Disposal Unit Leaves BSIP ..	58
Politicians and Newspapers Interpret the Cooks Is. for NZ Taxpayers ..	59
Changes in the Pattern of Islands ..	65
Notes Made Here and There in the Cooks ..	73
MAGAZINE: Tropicalities, 77; A Tale of Two Ships, 79; Charley Goes Home, 80; This Month's New Reading ..	84
News of the Smallships ..	97
What J. K. McCarthy Did in 1942 ..	115

Work Starts on Lae's £200,000 Hospital ..	11
Current News Items From P-NG Correspondents ..	11
OBITUARY: Charles Beckett; Bishop Vesters; Captain E. E. Kettle; Madame Leonie Bouzer; Felix Grand; Captain D. C. Macdonald; Mrs. J. Tariau; Teariki Tiki; Bro. Thomas de Villeneuve; Bro. Enogat; J. G. Davis; The Rev. A. Rowley; Frederick Wallin ..	130-13
Yankee Up the Sepik ..	13
Enterprise of NG Gets Under Way in Sepik Oil Search ..	13
P-NG Planters Meet to Discuss Their Problems ..	13
Tonga to Have Licensed Hotel ..	13
Lower Prices for Cocoa, Coffee ..	14
Natives Die After NAB Injections ..	14
There Were Two Richard E. Vernons ..	14
Crocodile Shooting in BSIP ..	14
Highlands Foodstuffs—Interesting Developments in NG ..	14
Fiji Lost Against Maoris, But Liked It ..	14
Memorial Gates for Rabaul ..	15
New Hospital for Honiara ..	15
Cygnat Crayfish Venture Still Harbour-Bound ..	15
No Light on <i>Monique</i> Mystery ..	15
LMS Under NZ Microscope ..	15
Oranges for NZ from Half World Away ..	15
Commercial, Markets, Etc. ..	16

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SEPTEMBER, 1954

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New Guinea Progress is Shackled by Canberra

Despatch From
Port Moresby
by R. W. Robson.

THE future of these Territories
was affected by the announce-
ments from Canberra on August
that (a) in addition to the annual
grant of some £6 million, Australia
this year will give Papua-New
Guinea another £2 million, to which
can be added a further £500,000 (in-
creased value of exports in 1954);
and (b) a plan for allocation of
land to non-natives has been
approved.

The promise of so much new
money has almost staggered the
community.

Already, most classes are wallow-
ing in money. Before the war, Papua
got an occasional £40,000 grant in
a year, while New Guinea mostly
lived comfortably on its revenues
from copra and gold. Since the
war, the two Territories have had
between £30 and £40 millions as
free gifts from Australia; plus some
£10 millions in War Damage Com-
pensation; plus substantial revenues
from copra, gold and rubber; plus
£10 millions spent by the oil com-
panies in their search. So much
money has been pouring in from
Canberra that expenditure has been
way behind grants—the various
ending machinery just couldn't
cope with it all. Nonetheless, in the
general economy, there is far more
money than enough for all.

The Administration chiefs now
are cracking the whips—the De-
partments must not only produce
plans for absorbing this huge addi-

tional gift to the best advantage,
but they are asked to do something
more difficult—namely, to see that
the money is spent effectively be-
fore June 30, 1955.

But—what is "effectively?"

MOST thoughtful people agree
heartily with the comments of
Papua's MLC, Mr. E. A. James.
He urges that, in planning ex-
penditure for the benefit of the
Territories, the order of priority
should be:

1. Roads.
2. Agricultural experiments and
Research.
3. Health services.
4. Education.

Leaving aside the vociferous
group whose preoccupation with
native welfare obstructs and dis-
torts their view of the future, most
people will agree that the only thing
which can justify Australia's huge
and continuing expenditure here is
the rapid development of New
Guinea's natural resources. This will
serve a three-fold purpose—namely,
the creation of a stronger defence
barrier against Southeast Asia;
improvement of native living
standards; and, above all, the
firmer occupation by Australia of
this vast, empty land against the
day when the Orient's hungriest
and most overcrowded nation, Japan,
will seek again to take over. Even
while she still possessed Manchuria,
Korea and Formosa, Japan had de-

cided that the possession also of
empty New Guinea was vital to her
future. Since then, she has lost
Manchuria, Korea and Formosa.

Roads and bridges should go in
the forefront of any developmental
plan—they are wanted in every
section of P-NG. A lead in agri-
culture is also essential; but that
pre-supposes the availability of land.
And this is where we part company
with Mr. James.

LAND in quantities sufficient to
justify a big development plan,
worthy of Australia's staggering
grants, is not being made available
in Papua and New Guinea. And it
is not likely to be available while
the policy just announced by the
Australian Minister calls the tune
and shapes the Administration's
activities.

Land is the biggest subject here,
and can be adequately dealt with
only in an article longer than this.
For this commentary, it is enough
to say here that—

- The Australian Territories Min-
ister (or the Government of which
he is the mouthpiece) has in the
past year muddled the P-NG lands
policy and discouraged the de-
velopmental impulse in P-NG in a
way that is deploable.

- The system announced by the
Minister on August 24 will not and
cannot meet the present, let alone
the future needs of the Territories.
According to the bulletin officially
published here yesterday, the follow-
ing is the Minister's statement:

In Parliament to-day the Minister for
Territories (Mr. Hasluck) said the basic
land policy for the Territory was un-
changed. He said only the Administration

could acquire land from the natives, and it would be acquired only if the natives were willing to sell it, and if it was not considered essential for their present or future needs. Mr. Hasluck said, however, that the procedure for allocating land would now be changed. The Government would now decide in advance what land should be made available to land-seekers, and it would then advertise for applications. He said this procedure was fairer to land-seekers than the old procedure, where a man picked out the area he wanted. Mr. Hasluck added that there was really no shortage of land in the Territory.

• The kind of development that New Guinea needs (to keep out the Asiatics and assist in the protection of Australia) must be closely integrated with settlement by Europeans of all lands not required by natives; and the selection and disposal of such lands calls for co-operation between official and non-official Europeans, and not for the set-up outlined by Mr. Hasluck.

THE Minister's recent statement on land is interpreted to mean that (a) the search for land; (b) assessment of its agricultural value; (c) its purchase from the natives; and (d) its sale on long lease to Europeans, will be strictly a matter for the Administration. If that is so—if this is what Mr. Hasluck has hatched in nine months' cogitation—then he (but not the country!) deserves all the troubles that such a system inevitably will bring.

The Minister's plan has two fundamental errors. Space does not permit of discussion of them, here. Baldly, they are (1) the search for, and agricultural valuation of, land should not be left to young Administration officials, no matter how brilliant they may be; (2) "disposal of lands by tender" should be only a small part of the disposal technique, because it is vital to the welfare of the natives, and the future economy of the country, that the right type of man be settled upon these spare lands.

"The highest tender" should be the last, not the first consideration. Before any new settler is accepted, a Board dominated by the most experienced men of the Administration should screen the tenderer, and have the absolute right to reject the applicant, without giving any reason. The natives, the Missions, the Administration and the established settlers are entitled to that measure of protection against the introduction of square pegs into holes that specifically demand certain other angles.

Why cannot these Canberra Czars make use of the system developed by young Ian Downs, Eastern Highlands DC, which appears to have been working quite successfully until it was squashed flat by the incomprehensible Canberra ukase of last October? By this method, no obstacle was placed in the way of suitable Europeans going out and locating spare land, for settlement; but no man was allowed to settle

until the District officials had carefully examined native land needs in that area; the price to be paid; and the suitability of the man in relation to both land use and his probable relationship with the natives.

Definite and satisfactory progress was made in Eastern Highlands under that plan. They are a happy and enterprising community in the Highlands. Someone, not long ago, asked Ian Downs: "If you had freedom to chuck out some of the Europeans in this District, whom would you chuck out?" He thought for a while and then said: "Not one of them!"

That is indicative of the feeling between District Commissioners and non-official Europeans in most of these places. Brigadier Cleland knows he can trust his DC's, and does trust them, with very happy results. Why cannot these people in Canberra follow that line in the vitally important matter of controlling and shaping European settlement?

PAPUA-NEW GUINEA to-day is literally bursting with money and the spirit of enterprise—it has to be seen to be believed. The relationship between Administration and all communities generally is excellent.

Contrary to popular belief (which includes the Canberra Czars) the good class of non-official Europeans here (and they outnumber all other Europeans) have long since accepted the ukase that native welfare must stay in the forefront of Administration policy; and, wherever they are given a chance, they co-operate with the DDS men in this policy. That co-operation is beyond price. There never was any serious exploitation of natives; and there is not the slightest possibility of it now, while the whole set-up is under the jealous scrutiny of missionaries, Trust Council peripatetics and starry-eyed planners.

I said 20 years ago—and I repeat it to-day more emphatically than ever—that the Administration's soundest policy is to enlist the co-operation of the worthwhile non-officials—not only in the development of the country, but also in the education and training of natives, and in lifting their standard of life. If employers, in return for certain privileges and trust, were obliged to impose a measure of technical and social instruction upon their native employees, the Administration would have a native uplift factor quicker in operation, and more effective, than all the official and Mission education machinery combined.

ALL the Dual Territory wants from Canberra are abundant funds, encouragement of enterprise, a realistic policy based on defence—defence of the natives against exploitation, and defence of both New Guinea and Australia against Southeast Asia—

and unfettered implementation of Australian policy by the chiefs of the P-NG administrative service, than which there is none better in the world.

Canberra has given all the things quite generously, except the last. For some reason that no man here can understand—whether ignorance, conceit, mule-headed bureaucratic stupidity, or fear of the funny people of the Trustship Council—Canberra will not leave the Administration with untied hands, free to act on its own responsibility within a defined framework. And this land matter is a good example of it.

If this new land policy means what it seems to mean, and is then implemented, all sorts of undesirable European settlers may be introduced—bad for industry, for the settled Europeans, and for the natives. Wherever one goes here one finds experienced young men of the servicemen type literally crying aloud for land. When they learn that they must compete, as tenderers, with any rich man, beggarman or thief who wants to try his luck in a Territory he may never before have seen, their disgust and disappointment were very great.

I do not know what is behind all—but it does seem, at the moment, that another obstacle has been created by a Canberra that never has learned that the secret of real progress and success here is to keep its meddlesome nose out of the activities of the Administration. *Provide the money and the police, leave the job to the Administration and his District Commissioners and Departmental heads—and the Australian achievement then here. Papua-New Guinea really would astonish the world.*

Our Cover Picture Scandal of Rabaul's Abandoned Civilians

THE motor-vessel *Herstein*, from which was recently salvaged the propeller shown on our cover this month, was the centre feature in one of the greatest scandals in the Pacific war.

The vessel arrived in Rabaul somewhere about mid-January 1942, and was ordered to remain to load copra. By this time the writing was clearly on the wall for the 300 or so European and civilian men who were there. Nominally, the defence of Rabaul was in the hands of the Army garrison which had been stationed there for a couple of years, at certain civil defence plans had been made, but when it came the point, chaos prevailed and finally, when invasion was imminent, each man was told to shift for himself.

When it was seen that neither
(Continued column 1, next page)

Lae Drome Closed Temporarily To Skymasters

THE airport at Lae, NG, was closed to Skymasters until further notice on September 2 because prolonged rain had made it slippery for heavy aircraft. The airport will probably be closed until the end of the "wet" season at Lae—sometime in October. Skymasters from Sydney will temporarily turn around at Port Moresby and DC3's will be used to ferry passengers between Lae and Moresby to make the connection. The Skymasters will now leave Moresby to return to Sydney at 8.30 a.m. (instead of about 1 p.m.), arriving Sydney about 7.30 p.m. Lae has been receiving torrential rains in recent weeks, while over on New Britain they have had 4 months' drought.

Rabaul Suffers Unpleasant Conditions

RABAUL, Sept. 2. Conditions in Rabaul are exceedingly unpleasant. There has been no rain for 4 months. Tanks are empty, gardens are dying. There is thick dust everywhere, and lorries

(From previous page)

The Military authorities nor Canberra had made any plans for the protection of the civilians abandoned in Rabaul, the then Government Secretary, Mr. H. H. Page, who was at that time Acting Administrator, radioed Canberra, on at least two occasions, begging that the large *Herstein* be utilised to ferry away South the civilian population. Permission was refused. A few days later, on January 23, the Japs landed in Rabaul, the garrison was overwhelmed in a matter of hours and in the next few weeks about 100 civilians were rounded up and taken prisoner by the Japs (hundreds of soldiers were also taken prisoner). These—civilians and military—were shipped away from Rabaul to Japan in the following one on the *Montevideo Maru*. She was bombed and sank with all hands. There were no survivors. During the invasion of Rabaul, *Herstein* was bombed by the Japs, on fire, and subsequently sank. In the years since 1942 there have been numerous demands for inquiry into the scandal of the abandoned civilians at Rabaul. The answer has always been stony silence. Why Mr. Page's request was not granted we will probably never know now—but some guilty men in Canberra have the deaths of hundreds of New Guinea's finest men on their conscience.

now are carting water from Administration wells near Toboi and from the wells at the coconut-crushing mill. Fortunately, this water seems good and in abundant supply. There have been deluges of rain lately at Lae, and over the Trobriands-Samarai area, but there is not here one sign yet that the clouds are drifting this way.—R.W.R.

Cheaper Saigon Rice "Prohibited" in P-NG

THE first post-war shipment of Saigon rice to New Guinea was, in early September, being held in Rabaul as a "prohibited import." Sydney shippers had been advised to ship no more until further notice. This first shipment of Saigon rice was £3 per ton cheaper than Australian rice; it was expected that subsequent shipments would be from £5 to £8 per ton cheaper.

Since the beginning of the Pacific war, all rice supplied to Papua and New Guinea has been Australian rice. Before the war, it all came from Indo-China and other parts of the East, and was about one-eighth the price it is to-day.

The Department of Territories in Sydney does not know why Saigon

rice should have become a prohibited import; they said that they would "have to refer the matter to Canberra."

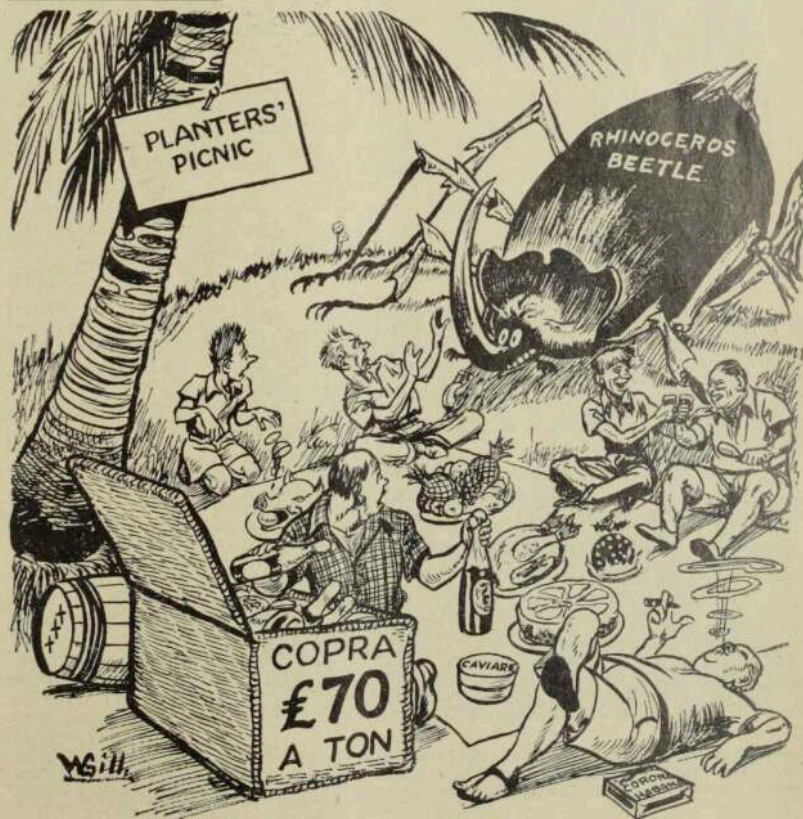
The following official statement was received from Moresby on September 14:

Present policy Territory rice requirements provided only from Australia but matter currently under consideration. Australian rice is brown, of specified nutritional value whereas we understand Saigon rice is white, which would require the issue of additional supplementary foods to meet nutritional standard of native rations. See Gazette No. 14 of 1952.

STAFF OF PIM

AS a result of a re-arrangement of "Pacific Islands Monthly" staff, Mr. J. P. Shortall, who has been our representative in Auckland and Polynesia for the past couple of years, will join the head office staff in Sydney in September. Mr. Shortall, however, will pay fairly frequent visits to Auckland and the Central Pacific. Mr. J. D. Whitcombe, of 7 Philomel Crescent, Bayswater, Auckland (or care of PO Box 5179, Wellesley Street Post Office, Auckland) will act in future as Auckland representative of the PIM. He has been, in recent years, a regular contributor to the magazine.

Uninvited Guest:



FOREIGN LABOUR NOT WANTED IN N. CAL.

NOUMEA, Aug. 12.
AT a general meeting of the commercial employees' union in Noumea in August, it was decided to protest against the introduction of foreign labour.

The resolution followed an announcement that an officer of the French Army in Saigon would visit the Colony with the object of placing Indo-Chinese now fleeing the Vietnam.

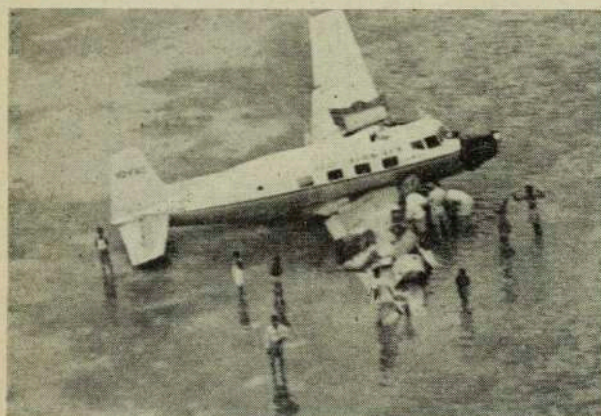
There are already 5,000 potential trouble-makers in New Caledonia—the Indo-Chinese indentured labour that was freed. Introduction of any more would swamp the Europeans.

(Editorial Note: Only last year a plan was proposed whereby Fijian-Indians would go to work in New Caledonia. Various officials from Fiji investigated the scheme but nothing came of it. Since then there has been a slump in the Caledonian nickel and chrome market).

New Simpson Book in October

OFF again to the New Guinea Highlands in late August was Colin Simpson, not to look over the ground for another book but this time to make a survey for a prospective documentary film in colour. He expects to be in New Guinea about a month.

Mr. Simpson's third *Adam*—this time *Adam In Plumes*—will be published in October, and promises to be as interesting a production as its predecessors. It will have about a dozen illustrations in full colour, most of them featuring the New Guinea Highlanders about whom the book is written.



The Drover, partly submerged on the reef; engineers and a salvage team are working on the plane which was brought to land on a barge.—Fiji Public Relations Office Photo.

Fiji Airways Drover on Reef

A Fiji Airways Drover aircraft, flying between Savusavu and Nausori, on August 28, made a forced landing on a coral reef about four miles off Bau, on S-E Viti Levu. Neither the pilot nor the seven passengers were injured.

FEW details of the accident have been officially released. Captain Fred Ladd made a remarkable landing, and after moving along the reef for a short distance, the wheels of the plane appeared to encounter a bump or a hole in the coral. The result was a damaged propeller.

Works Department equipment was sent from Suva early the next day, and the Drover was brought ashore after being partly submerged by the sea on the reef. It was immediately removed to Nausori Airport.

A formal inquiry will be held. Pending findings, all that can be done is to comment on the pilot's skill in getting the Drover down in what, to the uninitiated, seems to be an impossible landing-place.

On April 26, Captain Ladd was pilot of a Fiji Airways de Havilland Rapide which crashed and was burned when making a forced landing at Labasa. Everybody aboard escaped without serious injury, largely due to the swift action of Captain Ladd in getting the passengers out before the fire took charge.

The findings of the inquiry into the April crash have not yet been made public. Many local residents maintain that Fiji Airways is forced to do too much with the planes and equipment available. The Drover involved in the reef-landing is one of two second-hand planes bought after the loss of a Rapide at Labasa.

With the damage to the Drover it seems unlikely that Fiji Airways will be able to maintain indefinitely a Nadi Airport-Suva shuttle service that will eliminate the angry complaints of overseas travellers who unwittingly get caught and expensively delayed at the Nadi bottleneck on their way to Suva. (When TEAL changed over from Solent flying-boats to DC6 land-planes, all passengers between Suva and New Zealand had to go through Nadi, which is about 150 miles by road from the capital). It will be surprising if there is not reinforcement of the local demand for an up-to-date bus service to cope with air passengers,

mails and freight between the international airport and Suva.

There is no night flying on Fiji internal air services, and hold-ups are inevitable, at times. When, sometimes happens, there is no accommodation available at Nadi the alternatives for Suva-bound overnight travellers is either a trip to Lautoka or a £10 taxi journey to Suva. And that, as many people have pointed out, eliminates the saving of tourist-class travel from New Zealand or Australia to Fiji.—Fiji Correspondent.

Beavers to Replace Drovers in P-N

QANTAS announced in New Guinea, on August 18, that it expected to take delivery of four Beaver aircraft by the end of the year.

They will replace the Drovers which were found unsuitable for light aircraft work in the Territory after modifications had been made to them. There is only one Drover there now.

The Beaver has a cruising speed of 135 mph and a ceiling of 19,000 feet. It can be fitted with skis or floats.

Although single-engined, it has a high margin of safety. Engineers will be given special maintenance training for these planes.

Drover aircraft, which were manufactured in Australia, are an all-metal, three-engined plane. Originally supplied in NG, they were fast, with a high rate of climb. Two serious accidents occurred in the Territory in the early part of the service there—one plane plunged into the sea off Lae and was never recovered. The pilot and his half-dozen passengers were killed.

The propeller came off another Drover between Wewak and Manus and the three men on board were rescued—one of them badly injured—after an uncomfortable time in a rubber raft. All Drovers—those in Australia as well as those in PNG—were grounded for some time after the latter accident, and modifications were made to the propellers.

We understand that De Havilland has now ceased manufacturing Drovers.

Mr. R. W. Robson, editor and publisher of the "Pacific Islands Monthly," visited Papua and New Guinea in Aug.-Sept. He will leave Sydney again, for New Caledonia and Fiji, in mid-October.

Relief for Rubber Producers?

AUSTRALIAN TARIFF BOARD TO MEET IN MORESBY

Members of the Australian Tariff Board will visit Port Moresby in November to conduct part of its forthcoming inquiry on the need, or otherwise, for assistance to the Papuan rubber industry.

TH PAC. COMMISSION MEETS IN OCT.

Sir Brian Freeston About to Retire

THE South Pacific Commission will commence its 1954 Session at headquarters in Anse Vata, Noumea, on or about October 11, and the sittings probably will continue for two weeks.

The Commissioners now meet only about once a year—most of the commission's practical work is done by the Research Council, through the Secretary-General as the co-ordinating authority. The Commissioners are primarily concerned with finance, and the implementation of those of the Research Council's recommendations which they have approved.

Probably, the Commission will consider preliminary arrangements for the Third South Pacific Conference. The Conference is held every three years—and the first was in Fiji and the second in Noumea. There is a feeling in some quarters that the third should be held in New Guinea.

At the first Conference in Suva, in 1950, Mr. Colin Simpson made a plea that a Conference should be held in the Highlands of New Guinea. The idea then was not seriously regarded; but now, as a result of the remarkably rapid growth of Eastern Highlands, and amenities at Goroka, the plan may be worth serious consideration.

The Commission, at this Session, must also deal with the important matter of filling the post of Secretary-General. Sir Brian Freeston, KCMG, former Governor of Fiji, who took over in Noumea after the departure of Mr. W. D. Forsyth, is due for retirement this year, and probably will depart for England in November. All countries and interests agree that Sir Brian and Lady Freeston have done a remarkably good job in Noumea, and their places will be hard to fill.

THE inquiry will open in Melbourne on September 27; in Sydney on October 18, and in Brisbane on November 9.

In making the announcement that part of the inquiry would be conducted "on the spot" in Moresby, the Minister for Territories said that hearing would be merely supplementary of the Board's hearings in Australia and it was desirable therefore, that planters should present their main initial evidence in Melbourne on September 27.

The Board will inquire into:

Whether, having regard to the Commonwealth's responsibility for the development of its Territories, the production of crude rubber and rubber latex in the Territory of Papua-New Guinea and the importation of those products of the Territory into the Commonwealth of Australia, should be accorded assistance and if so found, the extent of such assistance. (Referred under Section 15 of the Tariff Board Act, 1921-1953).

This is the first time that the Board has met outside Australia. Members will remain a week in the Territory and will visit plantations to gain first-hand knowledge of the Papuan industry. They will also visit Wau and Bulolo in connection with a recent Tariff Inquiry on P-NG timbers and plywood.

The Tariff Board inquiry is the culmination of about two years' work by the Papuan Planters' Assn., and comes at the end of frustrating delay and red-tape entanglements.

One of the preliminary difficulties was to get GATT (the international instrumentality which controls trade and tariffs and to which Australia is a party) to agree to waiving the 2d per pound duty now paid on Papuan rubber entering Australia. This permission was granted at the end of last year. It has taken another year for the matter to come before the Australian authorities. It is likely to be another six months before the planters benefit from any remission of duty—should the Board find that way. Meantime, many planters are receiving less than cost of production for their rubber. (See report of Planters' Assn. elsewhere this issue).

The Department of Territories is supporting the planters' claim. It is understood that opposition to any remission of duty will come from Australian rubber manufacturers who would like to see remission of

New Governor for Fr. Oceania

GOVERNOR PETITBON of French Oceania has been appointed Governor of Dhibouti.

The news came as a surprise in Tahiti. The Governor has only recently returned from vacation in France to what most people thought would be a full, second term of two years.

Governor Petitbon has been the most popular governor of French Oceania for many years and his departure will be regretted.

He will be succeeded by M. Niger Toby, about whom no details are available.

THE BARNES CASE A Correction

THE Sydney office of the Messageries Maritimes Shipping Company informs us that there was an inaccuracy in our issues of June, July and August in regard to the action by their company in Papeete, Tahiti, against Captain Barnes following his incorrect report about the SS *Tahitien*.

We stated that the damage claimed by the Company from Barnes was 1,000,000 francs, and that this had been reduced to one franc by the Court.

MM's Sydney office states that 1,000,000 francs was never claimed; and that the amount, right from the beginning was only one franc—as a symbolic indemnity for the Company. At the present rate of exchange, one franc is worth about 1½d. in Australian currency.

all duty on rubber whatever its source.

Rubber is one of the few P-NG products which are subject to export tax at source and to import duty on reaching Australia.

(P-NG Export Duty begins when the value of rubber is over 2/6 per pound; duty is then payable at the rate of 1d. per lb. for every 6d. per pound rise in the price. Present price about 2/-).

In Australian Eyes

This is what some Australian newspapers said about the inquiry and the reasons for it:

A Tariff Board inquiry which may involve the whole tax system of Papua and New Guinea will open in Melbourne on September 27. . . . The rubber planters, who are free from income tax, have sought exemption from the 1d a lb export duty.

Export duty is one of the few sources of revenue for the Administration. Its removal would force a modified form of income tax.

Australian newspapers have a genius for getting the cart before the horse in all P-NG affairs.

THE EDITORS' MAILBAG

Here's How!

This came in an envelope with a New Hebrides postmark—no other clue to the writer's identity:

"Customs searchers in Sydney have been finding startling quantities of American cigarettes on ships in the harbour—and even the *Malaita* hasn't escaped. Would you like to know how they got onto the *Malaita*?"

"They arrive via Tahiti. The Chinese in Tahiti are able to get very large quantities of cigarettes from USA. When the Messageries Maritimes and other ships come along, bound westwards, they send the cigarettes to Vila and Santo, in the New Hebrides. There they are smuggled aboard any vessel bound for the profitable black market in Sydney—maritime workers in both

New Hebrides and Australian ports are deep in the racket."

'Alofa' from New York

A hearty "Alofa" came to this office in June from Mrs. Mary Croudace, of Western Samoa, and Miss Jess Aland, of the staff of the UNO Secretary-General—both wartime friends of the PIM. They met on Anzac Day in New York, at an Anzac ceremony atop the RCA Building in Fifth Avenue. They adjourned afterwards to a fraternity club in West 56th St., where they found some attractive murals depicting Fiji scenes. During the war, this was the Fiji Club, where Mr. James A. Farrell used to entertain Australian and New Zealand airmen on leave from Canada. Mr. Farrell, now a New York attorney, was there;

and, per medium of the ladies at the PIM, sends hearty greetings to old friends "down under."

Whence Came the Lily?

"I read in the March PIM your references to the life of Mr. Markham, of BSI," writes Captain C. Haug, of Darmstadt, Germany. "Mrs. Fehr, widow of my old friend Fehr, of Iwi Plantation, Bougainville, knew Markham, in the old days. I think some of your data are wrong. You say that Markham bought the *Lily* from Jack London. If Markham did not go to Ongtor Java until 1912 he could not have met Jack London, because Jack was in Sydney in 1907, and his yacht then was the *Snark*, not the *Lily*. Where did Markham get the *Lily*?"

His Schmidts Were Mixed

"When writing to you recently, I referred to 'Karkar' Schmidt, of New Guinea," says Captain C. Haug, in another note from Germany. "That was a mistake. I was referring to Schmidt Burgk, another old-time who was with me in New Guinea in 1908 or 1909. I mixed the name because I had been reading Rittlinger's book, *Southsea*, in which he refers to 'Karkar.' Rittlinger was a guest on 'Karkar' Schmidt plantation, Palmamal, which my old friend Max Richter originally started for the New Guinea Company."

"I always was interested in 'Karkar,' as I was one of the first to try and recruit labour on the Island, and Lesson Island, in 1907. The natives gave us a bad reception, and we had to run for the boats, while the second mate and I covered the retreat. I did not want to use guns, because I had promised Governor Hahl not to use fire-arms except in case of necessity, and I did not want to spoil future recruiting chances. I got some boys from Lesson, but never one from Karkar. "Rittlinger says that 'Karkar' Schmidt used to go about with his Winchester always in readiness; but later on, the natives became quite peaceful."

Louis Becke's Books

A European correspondent expresses lively interest in the book of Louis Becke, Australian author who died in Sydney about 1913. Most of Becke's books dealt with Pacific Islands subjects and, at one time, they were very popular. Our correspondent would like to obtain a complete set of Louis Becke's books; and, if anyone has a set to dispose of, please write to the editor of this journal.

That Plimsol Mark

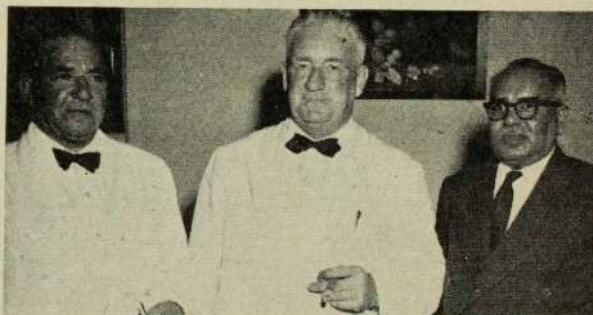
The suggestion in a recent PIM article that some ships running in the Gilbert and Ellice Islands are

(Continued on Page 137)

Fostering Fiji-New Zealand Trade



Top: Members of the NZ Trade Delegation which visited Fiji and Tonga in late July were entertained at a buffet dinner given by the Suva Indian Chamber of Commerce. Seen in the picture above are Mr. T. G. Thompkins, the leader (in white); Dr. N. V. Rajkumar (Indian Commissioner), Mr. Shankar Pratap (right); Mr. K. B. Singh and Hon. Ratu E. Cakobau (near window). (—Photo by Liberty Studios.)



Lower photo shows, from left to right: Mr. W. G. Johnson, managing director of W. R. Carpenter & Co. (Fiji), Ltd., agents for the NZ Government in Fiji; Mr. T. G. Thompkins, president of the

NZ Manufacturers' Federation and leader of the Delegation to Fiji; Ratanji Narsey, president of the Suva Indian Chamber of Commerce.—Photo, Fiji Public Relations.

Oil Search in N. Caledonia

AUSTRALIAN drillers are searching for oil at Gouraro, not far from Bourail, the second largest town on New Caledonia, and now the largest agricultural centre in the colony.

The drilling site, chosen near the sea, provides good indications of the presence of oil. Four wells will be sunk, each to a depth of nearly 1,000 feet.

The technician in charge, M. Pomeyrol, has stated that if oil was not found by drilling, geophysicists would be engaged to make investigations.

Fijians' Mascot



Young Lionel Baker, 21 months, had a proud moment when he was carried onto the football-field by giant Apakuki Tuitavua, captain of the Fijian Rugby team which played in Australia this winter. The incident took place at Tamworth, NSW. Young Lionel lives at Nverell—he is the son of Len Baker, and grandson of F. S. Baker, late of the Fiji Prisons Department.

Official Attitude to P-NG Experiment

Is This the End of Kenaf?

After a fanfare of publicity regarding the intention of the Australian Government to encourage the development of the Kenaf industry in Papua (as a protection for the Australian users of cornsacks and woolpacks against the rapacities of the jute monopolists) there has been a complete silence.

PPRIVATE enterprise in Papua proved that the production of Kenaf fibre was practicable—and then waited to see what protection was to be given.

Finally, the editor of the PIM wrote and asked the Minister for Territories whether there was to be protection. The Minister replied that the people concerned had never asked for protection; and, if they wanted it, "there was a well-defined procedure involved." The Minister's letter continues.

"The Government has given considerable encouragement to the establishment of the kenaf industry in Papua and New Guinea, including—

- (a) investigations into kenaf developments overseas by three different Administration officers;
- (b) the provision to the private interests concerned, of seed and use of agricultural machinery;
- (c) assistance in obtaining lower shipping freight rates on kenaf fibre;
- (d) exemption from import duty on equipment and materials brought into the Territory for the purpose of producing kenaf;
- (e) special recruitment of agricultural staff for allocation to kenaf experimental work and provision of facilities for them;
- (f) extensive planting of kenaf for experiments, trials and seed production and the bringing out of an American fibre expert on two occasions for advice;
- (g) the making available of land in the Oro Bay-Dobodura area and provision of road, bridge and wharf facilities for agricultural development generally in the area.

"Assistance of this nature will continue to be given as the need arises."

Therefore, it may be taken as probable that that is the end of the Kenaf experiment in Papua. It was commenced under official encouragement; carried on in the belief that if it was practicable, Australia would protect it—how otherwise could it survive against the product of India, where labour is so cheap, and production overwhelming!

It would be interesting to know how much Australian money the woolly-thinking Czars of Canberra wasted on this experiment—woolly-thinking, because they seem to be constitutionally incapable of logical thinking. How did they imagine Kenaf production could be established without marketing assistance, once it was shown that production was practicable?

Huge Flying-Boats May Be Used On Pacific Routes

IN spite of recent events in Pacific aviation, it is possible that that region has not seen the last of flying-boats.

It is believed that BOAC is considering a new trans-Pacific service with giant turbo-jet Princess class flying-boats, capable of carrying 200 and with a range of 5,000 miles.

The route that BOAC has in mind would be from the UK across the Atlantic to Bermuda, then to Mexico, Central Pacific islands to Auckland and Sydney. The Pacific part of the route would be much the same as that surveyed by Captain P. G. Taylor (now Sir Gordon Taylor) for the RAF during the war. It is understood that Papeete would be a port of call.

Disagreement Over Nadi's 3rd Runway

IT is believed that there is a high-level dispute between Australia on the one hand, and Britain and New Zealand on the other, on the question of a third run-way for Nadi, Fiji's international air-port.

The third run-way at Nadi has occupied the minds of British Commonwealth air experts for several years. The only public announcement that was made after the July meeting of the South Pacific Air Transport Council in Melbourne in July was that "no finality had been reached."

It is believed that Australia wants to build the third run-way, at a cost of £A500,000; but that NZ and the UK claim that 2,000 ft hills 10 miles from the airport would make the approach to it dangerous.

ERRATA

Page 61, this issue—The cultivable land in the Cook Group amounts to 25,976 acres, of which 5,576 acres were idle in March, 1953. The figures given on this page refer only to Aitutaki.

Page 114—The photograph shown is of Mandalay, now in Samoan waters.

Dutch-Indonesia Union Ended

S-E Asia Position Becomes More Dangerous

ALTHOUGH popular newspapers have been headlining "End of Dutch-Indonesian Union", there was nothing new in this for PIM readers. At frequent intervals, over several years, we have pointed out that the so-called Union was a Union in name only. It never functioned.

It was agreed to in 1949, as part of an attempt by the Dutch to save something from the wreck of their East Indies Empire, brought about when the Anglo-American Planners, and UNO, abandoned the Dutch after World War II.

Under UNO pressure, the Dutch agreed to the constitution of an independent Indonesia. It was to be a Federation based on the republican form of government; and the Federation was to be linked to the Dutch Crown in this Union.

But the Indonesians never played ball. The gang of semi-literate political adventurers which seized power in Java after the war, and called themselves a "republican government," gradually extended their hold over the whole of the Indies; and there never has been anything resembling a general election. The Indonesian "government's" main concern has been to hold onto power and, whenever public discontent became active, to cause a distraction by shrieking to the world that it was determined at all costs to take Western New Guinea from the Netherlands. Indonesia's move to end the "Union" had the same purpose.

All this has been going on for years. Year by year, Indonesia has deteriorated, politically, economically and socially. The so-called Government has lost the support of both Moslem parties and now is kept in power by the Communists, who have grown steadily in strength over the past five years, and apparently are in close contact with the growing Communist power in Southeast Asia.

Again and again, we have pointed out that this Red penetration is of vital concern to Australia and all countries in the South Pacific, because Indonesia presents Southeast Asia with a readymade bridge to the South Pacific. Indonesia, at any time, will collapse and fall under the power of the Communists—probably when Red China's armies enter Malaya.

AGAINST this background, it is easy for any intelligent person to assess for himself the significance of these very recent events:

France — herself embarrassed greatly by Red influence within her government—has abandoned to the Reds the northern half of Vietnam, the most important area in Indo-China.

To stop further advances by the Chinese Reds, America has been trying to promote a South East Asia Defence Pact. Britain, Australia, New Zealand, Pakistan, Siam, Philippines and France have joined or stand in support; but India and Burma have not; and India and Indonesia are now trying to set up an Asian-African Pact to defy the Western Powers, and to induce American-dominated Philippines to join it.

Australia at last has stated, in forthright fashion, that it does not approve of Indonesia's demands for West New Guinea; that it will resist Indonesia's effort to bring the matter before the UNO Assembly in September; and that it is working amicably with the Dutch in the

rapid development of Dutch New Guinea.

The Dutch now are constructing a chain of airstrips along the north-west and northern coasts of West New Guinea, right up to Holland and close to the Australian New Guinea border. These are closely linked with air aid sea defence plans.

It is clear from several events that Nehru, Prime Minister of India, is increasingly hostile to the Western Powers who are trying to protect their interests in and around Southeast Asia and that India, more and more, is looking towards Africa, where there are big settlements of Indians.

Unesco Fellowship Award

MR. P. HENDERSON, the Cook Islands Officer for Further Education, has been awarded Unesco Fellowship in Fundamental Education. This will consist of an intensive 9 months' course in Mysore, India, expected to commence in September of this year. On the completion of the course, Mr. Henderson will return to Rarotonga.

Do You Remember ?

From PIM of
20 Years ago.

MOST of our news 20 years ago seemed to be about New Guinea, Papua and Western Samoa—with Fiji trailing the field. Perhaps this was because Fiji was supposed to have fewer problems than the other Groups. Most of the news concerning Fiji said that that Colony was "fortunate" or "prosperous."

The following are extracts from our issue of September, 1934:

We reported that: "A mysterious disease called, variously, 'Chinese tick', 'bush tick' and 'Japanese River Fever' has appeared in the Morobe goldfields area of New Guinea and is causing alarm. The symptoms of the disease are like those of typhoid and the disease itself is almost invariably fatal." (The same disease — Scrub typhus — caused much trouble among Allied troops in P-NG during the early days of the Pacific war, but little is heard of it to-day. It is caused by a minute tick).

The finances of the Mandated Territory of New Guinea, to June 30, 1934, showed a surplus of £26,000. In 1934 that was news.

The BP steamer "Montoro", which in August had appeared to be hopelessly wrecked near Finschhafen in New Guinea, was in dock in Sydney undergoing repairs.

Over 270 Chinese coolies had arrived in Western Samoa from Hongkong for plantation work. They were to be paid the rate of 1/9 per day. The ship on

which they had come repatriated 4 time-expired labourers.

We reported that "Gundoa" a 25-ton yacht, had reached Suva from Sydney after a very rough voyage via Norfolk Is. On board were Mrs. G. Vine, owner, Captain L. Kingdon, described as well known in the Islands; Mr. C. Belfrage, a London journalist; and an engineer. Mr. Belfrage subsequently wrote a book based on his experiences ("Away from All") in which he did not mince words about either Mrs. Vine or the Captain.

Philippines copra was so cheap in Europe, English crushers could pay the 10 per cent. tax imposed on it and still find it good value compared with copra from other sources.

Normally, the whole 300,000 tons of annual production in the Philippines was taken by the U.S., but a new processing tax in the States (to protect domestic producers of vegetable oils) had diverted tens of thousands of tons of it to the European market—to the dismay of Pacific Islands planters.

General Ramsay McNicol took over duties as Administrator of the Mandated Territory of New Guinea on September 12. He succeeded Brigadier-General T. Griffiths.

The Norddeutscher Lloyd Co., of Bremen announced that, for the first time since World War I, it would engage in a passenger and freight service between Sydney and Hongkong via New Guinea ports. The company had purchased two 7,000-tons ships, "Merkur" and "Neptun" for the service.

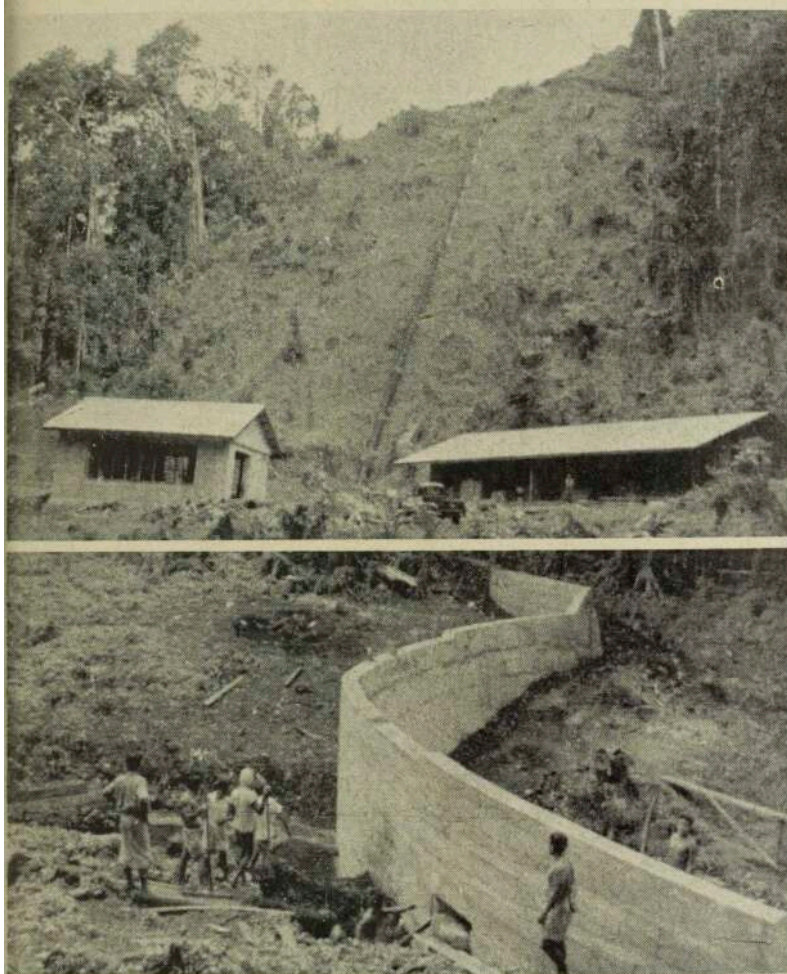
Sir Hugh Ragg, of Suva, Fiji, has relinquished two positions he has held since the end of the war—those of Chairman of the Fiji Rehabilitation Board and Chairman of the Committee of Management of the Fiji Servicemen's After-Care Fund. Mr. A. H. Marlow will replace Sir Hugh as chairman of the Rehabilitation Board and Mr. A. D. Keys is to be chairman of the After-Care Fund Committee.

BSIP Government Withdraws and—

PRIVATE ENTERPRISE ASKED TO TRY ITS LUCK

The great Ilu farm experiment in BSIP—which was said to have influenced the choice of Honiara, rather than Old Tulagi, as capital—is over. Ilu is to be sold.

More Power for Apia



Western Samoa's new hydro-electric station, which will generate 1,000 kilowatts to meet Apia's increasing requirements, is nearing completion and should be in full operation by the end of this year.

Two dams which will harness the main and western branches of the upper Vaisigano River are nearly completed, and the pipeline to the powerhouse at Alaoa has already been laid. Anchored to the cliff-face by huge concrete blocks, this pipeline will plunge water 280 feet to the powerhouse, gathering sufficient momentum to spin the turbines. Water will be stored in ponds 465 feet above the

powerhouse, giving the water added momentum.

The project is in the hands of the Public Works Department and the complete hydro-electric station will cost approximately £NZ250,000.

Photos show, top: The powerhouse (left) and staff accommodation at Alaoa, with the pipeline anchored to the cliff-face rising sheer behind the building. Lower, the auxiliary dam which will harness the western branch of the Vaisigano River at Avele, photographed when nearing completion in July.

—Photos by Jack Thornton.

ILU farm is about 17 miles out of Honiara. It was developed during the war by the Americans who used it as a vegetable farm. After the war it was acquired by the Government, which, fired with the thought of turning the reluctant Guadalcanal natives into farmers, decided that Ilu was the place where they would be shown how.

It is doubtful if one native has become a peasant farmer as a result of the existence of Ilu; the farm has, on the other hand, been a considerable embarrassment to the Government. Initially rice was tried out there but for various reasons was unsuccessful; at another time it was to supply Honiara with vegetables; latterly it has been a livestock station.

Lack of money, lack of staff and inability to coax practical men there from Australia and New Zealand have contributed most to the failure of Ilu. Yet the country has every appearance of fertility—it is not unlike the country on the dry zone of Fiji and probably would be admirable for sugar-cane, amongst other things. As PIM has pointed out before, it is a thousand pities that Fiji-Indians are not permitted to lease areas of this country.

The ominous thought is that Guadalcanal would probably support a million or so Japs or Chinese, and at present it produces nothing but a little copra and timber.

Tenders for Ilu will close with the Chief Secretary, Western Pacific High Commission at Honiara on October 31, 1954.

The property consists of various farm buildings, including European quarters, labour lines, stockyards, tractors, farm equipment, and tools, pigs, horses and 134 head of cattle, (two pure-bred Hereford Bulls and 2 pure-bred Zebu bulls are imported), as well as 1,000 acres of flat alluvial-plain Crown land of which 200 acres are improved. It is roaded, fenced, drained and watered and would be available on a 99-years lease.

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WARIA SYNDICATE

New Stage in Huge Claim Over NG Goldfields

THE announcement in August that the Waria Syndicate (a pre-1914 German concern which had received certain mining concessions in New Guinea, and which now is appealing to the New Guinea Administration and threatening a further appeal to the United Nations) had "got the first leg in" has puzzled most people interested in New Guinea mining.

They do not know what it means. It was understood that all German assets in New Guinea were liquidated 10 years ago through the Expropriation Board, and no one has explained how or why the Waria Syndicate escaped.

The Waria Syndicate was the creation of Heinrich Rudolph Wahlen, a well-known German merchant and planter, prominent in German New Guinea until 1914. The Syndicate was given mining concessions over a large area of the New Guinea mainland, apparently including the Morobe Goldfield, discovered and developed after World War I.

In some way, the interests of the syndicate became divided between German, Swedish and American interests; and it would appear that it was the Swedish and American interests which lodged some sort of claim—apparently involving title and compensation—in 1953. The claims were lodged by three people named Warberg, and one named Speigleberg—all Americans. Their claim represented 10 per cent. of the original concession; and another person named Erfass, a Swede, lodged a similar claim, in respect of 75 per cent. of the original concession.

The Registrar of Titles in Port Moresby (Mr. R. P. McCubbery) decided in 1953 that the Warbergs and Speigleberg were members of the partnership of M. M. Warberg & Co., whose interests were expropriated; and, in regard to the Erfass claim (which Erfass said he got by transfer from Wahlen), he ruled that under the provisions of the German Civil Code it was impossible for Wahlen to have sold his interest in the way that Erfass claimed. The net result was that he decided that the claimants could have no share in any mining interests in the Morobe goldfield.

After that, both sets of interests made formal objection to the ruling given by the Registrar of Titles. A claim now has been lodged directly on behalf of the Waria Syndicate itself, through Mr. Wahlen (now 75

Football in Western Samoa



Western Samoa's winning senior football team for the 1954 season which ended recently: Captain of Ulalia team receives the cup from the High Commissioner, Mr. G. R. Powles.

—Photo by Edwards Studios.

years old, and a resident of Hamburg). This is now before the Registrar.

The latter heard the application early in August, and has adjourned the hearing to enable the Syndicate to submit evidence about the original composition of the Syndicate and also the changes that occurred in the Syndicate. The Registrar expressed the following opinions:

The evidence at this stage disclosed that some sort of right was created by the agreement between Dr. Solf (on behalf of the Imperial German Government) and Mr. Wahlen (on behalf of the Syndicate) in July, 1914 (just before the outbreak of World War I).

The right so created was in existence in January 10, 1920, and it appears that it was still in existence when the first New Guinea Mining Ordinance came into force in 1922.

The matter was adjourned indefinitely, pending the submission of evidence regarding the history and position of the Syndicate.

In a letter to the editor of the PIM, Mr. Wahlen says that the Syndicate is seeking compensation for the gold taken out of the area of its concessions, and recognition of what it claims is its existing rights over the area. He says also that if its claims are not accepted by the Australian authority in New Guinea, it will carry them to UNO. He has made some interesting comments on the history of the Waria Syndicate, but they are now *sub judice*.

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TERRITORIES TALK-TALK

By Tolala

The Difficulties of Voters

FRANCHISE in P-NG appears to be fraught with difficulties—according to a report in the *South Pacific Post*. An error is reported in an electoral poster displayed in Rabaul, concerning the closing date for enrolment; other reports complained of delay in the arrival of electoral papers due to bad flying weather.

So altogether there is a somewhat unhappy feeling about the whole thing. If the franchise is to work out satisfactorily, Bureaucracy must take a realistic view of the situation and use initiative—if that is possible. Distances, flying weather conditions and such must be allowed for. . . . Or does it really matter?

Premature Talk Over

Native Hangings

There has been more than a little talk over petitioning the Powers

That Be against the hanging of the Telefomin natives concerned in the massacre there last year.

The parents of the murdered officials, missions' representatives and many others have all had much to say in the Australian Press and to me this all appears to be a bit premature, for the death sentences have not yet been confirmed and, from past experience, I should be very surprised if they are not commuted.

Justice in NG has always been tempered with mercy, where native murderers of Europeans have been concerned (some people have thought too much so) and statistics from the Supreme Court of the Territory show that a great majority of death sentences have been commuted to varying terms of imprisonment.

Surely the time for the hue and cry for commutation of the sentences is after confirmation.

The one outstanding example of the death sentence being carried out in the face of political and a section of public opinion, was that passed

on the one and only European executed in TNG, about 1935. He was found guilty on three or four counts of the wilful murder of primitive natives in the Sepik area whilst recruiting. The execution took place in Rabaul and the nervous member of that dawn party near the prison compound appeared to be the principal actor in the grim tragedy. He seemed much calmer than I felt, anyway.

When native executions did take place in TNG they were usually carried out in the area where the crime was committed.

The Waria Syndicate and Reparations

The hearing in Moresby of the German-American-Swedish Syndicate's claim for mining rights in 5,000 square miles of Morobe County opened on August 16 before the Lands Titles Commissioner. According to a report in the *South Pacific Post*, "A Government who lost war was responsible for reparations . . . individuals of that Government who owned property in the appropriated lands were entitled to keep that property. German individuals were allowed to retain their property despite the fact that their Government had lost the war."

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... The Government who won the war could sell land owned by people on the losing side. ..."

This is the first time I have heard of Germans in NG, after War I, and following the Versailles Peace Treaty, having been allowed to "retain their property." All ex-enemy nationals were "prescribed" and their property expropriated and agreements terminated.

An appeals board was set up and a number of appeals upheld, one reason being that the one-time perfectly good German citizens had become, as a result of the changed post-war map of Europe, citizens of Poland, Czechoslovakia and so on. One case, which I remember, was that of a one-time high government official being allowed to retain his property, as his birth-place was in the new Poland.

It was really a sorry business in many instances to deprive these pioneer settlers of their hard-won assets in that far-flung German colony, and the Territory lost a lot of experienced planters as a result. But that was not the worst of it: Each ex-enemy national received a receipt for the assets taken over by the Australian Government to be presented to the German Government from whom they could receive payment.

Germany was credited in the Reparations Fund, through the International Bank, on a gold basis, but the German Government paid out to its own nationals, on the receipts presented, in the existing inflated German currency. I heard of many cases where the German owners of valuable plantations had received from their own Government compensation which enabled them only to have "a really good dinner" or buy themselves a suit and a pair of shoes!

Little wonder there were harsh feelings amongst old German NG planters. Most of them, I think, realised that their own Government was to blame.

But with regard to the Syndicate's claim: I remember hearing of a shipment of mining machinery consigned to the Waria Syndicate (or some such name) being sunk or captured at the outbreak of War I somewhere around Africa.

And now—? Well, it's up to the legal eagles to prove or disprove titles, agreements or what have you in a country which has been badly scarred, so far as titles are concerned, in two world wars.

Native Secondary School Education

The Moresby District Advisory Council appears somewhat apprehensive concerning the housing of native students in Australia in hostels "where there was little supervision and they were left open to the influence of characters who could do them a lot of harm." ... Surely it was self-evident that such



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doubtful liberties would be accorded native students when it was decided to send them to Australia and that, I take it, was one of the main reasons for opposing such a step by persons who fully realised the unpleasant possibilities attendant on the return of these students.

Officialdom must take a realistic view of the situation if it desires to obviate future social complications.

Secondary schooling for natives should be given in the Territory and nowhere else. If, as reported by the Minister for the Navy in the House of Representatives, the Australian Government can spend £15,400 for an officers' mess building on Manus, £13,000 for the o/c's residence, £3,000 for a swimming pool and a £239,000 building programme for cottages, surely finance could be found for the establishment of a secondary school in the Territory.

The Low Islands

Mention of the Mortlock (not Mortlake) and Tasman Islands (Aug. PIM, p. 130) conjures up nostalgic memories of those two typical tropical examples of Atoll Groups. Both are the answer to the prayer of anyone desiring South Sea isolation, and both were originally owned by Queen Emma, who transferred one of them—the Mortlocks—to one

of her staff—an Englishman named Highley, who died there.

His widow married again and as Mrs. Calder opened up Toboroi plantation near Kieta, on Bougainville. She met a tragic death in the Mortlocks—result of a dynamite accident. Little wonder these islands are

hard to find. As well as being low-lying, Mortlocks' position the charts 20 years ago was about ten miles out. In the old German days the *Sumatra* called at the islands every three months and before War II, WRC vessels kept somewhat similar schedule.

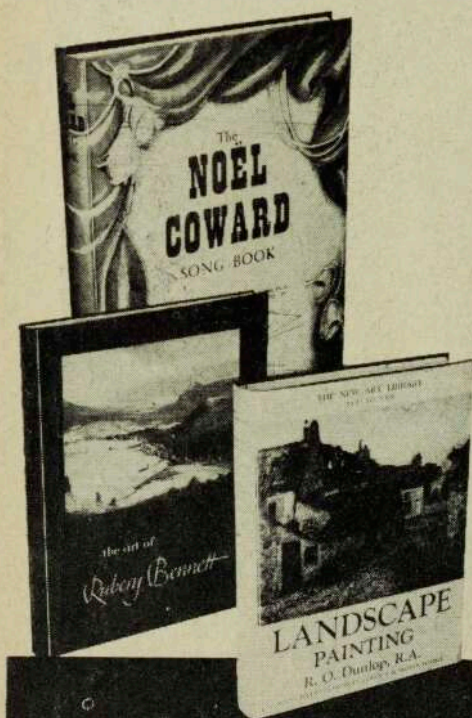
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Population figures must be on the increase if the figure of 437 is correct for the two groups. In 1939 the Mortlocks had only 166 heads to be counted and Tasman 101.

Visiting Vip's

Some people are looking for the reason of the recent visits to P-NG of top-line diplomats from Australia, Indian, USA and German ambassadors have all been up having a look-see. Apparently after first-hand information of a land which is well in the lime-light now and may be more so later on.

The Important Month of September

The month of September has been a historic month for New Britain. In 1914 the AN & MEF landed at Kabakaul and the engagement on the Bitapaka Road (not far from the present war memorial) took place with the German defenders, which was Australia's first blooding in War I. On September 12 the famous proclamation was read in Rabaul and translated into Pidgin-English (I think it was by that old sea-dog Capt. Strasburg) and ended with "No more um Kaiser. God save um King!"

On September 13, 1945, the Aussies came again and took over from the Japs.

Raluanas and Village Councils

A report from Rabaul states that there was some argument at the July meeting of the local TAC when Mr. Don Barrett, MLC, moved that unwilling Tolai natives should be forced into the village council set-up.

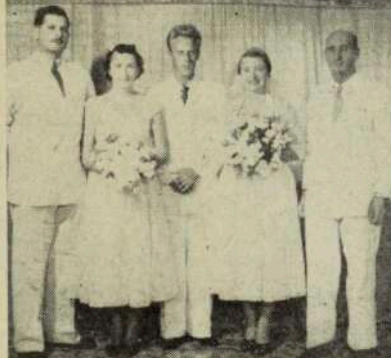
The motion was defeated. Administration Official J. J. Murphy said the "people referred to" had a "perfect right to exercise their rights under constitutional law in opposing going into a council if they so wish." And presumably, that is the official attitude in the matter.

No names of villages were mentioned but without very much trouble one could assume the debate referred to the Raluana "incident," which was to have been determined when the Administrator returned from leave last April.

There has been a grim silence for some time on this subject, which might indicate officialdom is trying to forget the whole thing. Time will prove whether such tactics are wise.

Tension has always been high between Popis and Talatalas (RC's and Methodists to the uninitiated) in the Tolai country ever since I can remember—more's the pity. There was an outburst of sectarianism recently when a native truck driver crashed into some decorated arches at Vunadadir, erected for the celebrations of the Feast of the Assumption. RC Mission natives

Recent Rabaul Weddings



Mr. and Mrs. A. C. Ewing (centre) who were married at the Church of England, Rabaul, on August 3. With them are Mr. J. J. Murphy and Miss Margo Edge.

At Church of England, Rabaul, on August 21, Miss Pamela Martin was married to Mr. Schukking. Shown, left to right, Mr. F. Mollinger, Miss Lois Gibson, groom and bride and Mr. Jack Esson.

At Methodist Church, Rabaul, on August 20, Miss Nancy Wan was married to Mr. W. K. Seeto. Shown, left to right, T. S. Seeto, groom and bride, Miss Elsa Lui. Behind: The Rev. Mr. Wimpey, who officiated.

—Photos by C. H. Meen.

who are alleged to have said that it was a Methodist "plot," attacked the driver, as well as the local priest who went to his assistance. The donnybrook was broken up by Rabaul Medical Officer, Dr. Saave, who said that the Father was "taking most of the punishment."

Fortunately, injuries were slight, but it's a sad state of affairs when

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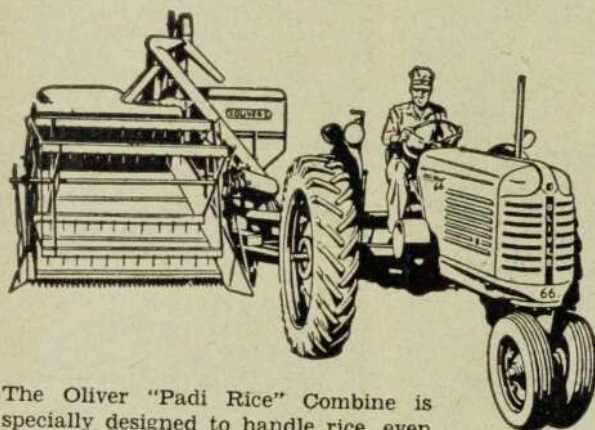
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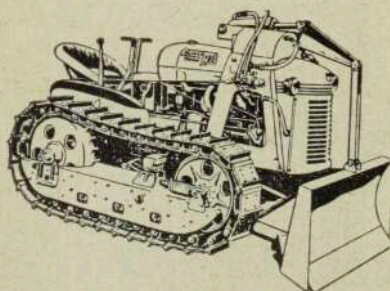
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religious fervour runs so high. Anyway, the driver claimed later that he, too, was a Roman Catholic.

* * *

Bits and Pieces: Tariff Board inquiry into exemption of import duty for P-NG rubber producers opened in Melbourne on September 1. Here's wishing them luck... Passed away in Sydney on August 8, E. (Nip) Burke, popular pre-war identity in Rabaul. He was a happy bloke... Ben Costello, son of the late Ben of Gire Gire, in the news recently when he crashed his plane in NSW and his companions escaped injury and the plane was undamaged. Passed to his rest in Melbourne August 30 Bishop Gerard Vestey OBE, who for sixteen years was Vicar Apostolic at Vunapope and retired in 1937. He will always be remembered for the good organisation he carried out during the 19 eruption at Rabaul. A very fine gentleman.

OIL AND YAQONA FOR FIJIAN SERVICEMEN

Lady Garvey's Gift Fund Grows

"FIJIAN oil," the oil that is specially prepared to rub into the skin after bathing (and which some people maintain is essential for Fijian well-being as a protection against chills caused by wet clothing, etc.), is being sent to Fijian servicemen fighting in Malaya.

The oil is being sent by the Servicemen's gift fund, organised by Lady Garvey, wife of the Governor and is being packed in sealed and labelled tins by the CSR company.

The fund is also providing yaqona (kava), sports equipment, magazines and newspapers, and cakes. All work is voluntary and there are no overheads.

Nearly £5,300 has so far been raised by the fund. More is expected as a result of the Suva Queen Competition. The leading contestant, Meresiana Liwalala (Police and Prisons Department Queen), has raised nearly £800. The other finalists are Miss Satawati Singh (India Chamber of Commerce), Adi Teravini (Fiji Rugby Union), Miss Jennifer Goodsir (Defence Club) and Miss Fanny Seeto (Chinese Community), representing the Commerce, Sports, Social and Art sections respectively.

Since April, 1953, over £2,500 has been spent by the fund on parcels sent to Malaya by plane. But with the end of the Hastings airlift between Singapore and Nadi, all gift parcels will now probably have to be consigned by ship via Australia, adding to the cost of delivery.

It is estimated that the fund's expenditure works out at under £1 per annum for each man on active service.

Telefomin Murders

INQUIRY DEMANDED BY PARENTS

ON their arrival in Port Moresby in August, Mr. and Mrs. E. H. Harris, parents of Patrol-Officer Geoffrey Harris, who was murdered near Telefomin, New Guinea, last November, demanded a public inquiry into the events leading up to the tragedy.

Mr. and Mrs. Harris were on their way to visit their son's grave at Wewak.

Mrs. Harris said that she would "never forgive" the Administration for what they did to her son; nor would she forgive the Minister and those Territory officials who had said that the murders of Harris and Patrol-Officer Gerald Szarka (who was killed at the same time) were partly their own fault because they had split up, instead of patrolling together.

She said that her son had been left in the bush for 10 hours to bleed to death.

Mr. Harris said that the parents of Szarka were equally bitter about his death. Mr. Szarka had told him that he had letters from his son in which he had said that "patrolmen" who had been in the area before had interfered with native women, and that Mr. Szarka, Sr., believed that this was the cause of the murders.

In an interview with a Sydney newspaper in August, Mrs. Szarka, the mother of Gerald Szarka, said that her son had "lived and died a saint" and that the murders would not have happened if it had not been for faulty administration. She said she had letters from her son in which he had said that many natives in the area were without food and had been kept in prison too long so that they could not grow crops for their families.

(See comment on page 35 this issue).

Tongan Hostel in Auckland

PRINCE Tungi, Premier of Tonga, and Mr. Havea Tui'haateiho, deputy-Premier and Minister of Works, visited Auckland in August to discuss the building of a student's hostel on Queen Salote's Auckland property, "Atalanga." The hostel will accommodate 24 boys and 24 girls of senior secondary-school age. It will be largely financed by a bequest made last year by the late Jules Joseph Verhaege, former long-time resident of Tonga, who died in Auckland.

Reid-Colardeau Wedding

A charming photograph of Mr. and Mrs. Raymond Colardeau and two small attendants after their marriage on July 31 at the Catholic Church, Vila, New Hebrides.

The bride was Miss Yvette Reid, eldest daughter of Mr. E. Reid. Mr. Colardeau recently returned from France to join his family in the Hebrides where they have planting interests.

—Photo by Fung Kuel.



Equipment for servicing flying-boats is now being provided in Lae, N.G. A slipway is being constructed at the sea end of the Lae air-strip; and when the flying-boats are thus removed from the water, facilities are available by which they can be pulled into the workshops adjoining the air-strip.

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No Fijians Placed At Empire Games

FIJIAN athletes at the Empire games in Vancouver spent most of their time trying to get warm. They did not win any events but were one of the most popular teams at the games.

Seventeen-year-old Sainiana Sorowale, the first Fijian woman athlete to compete outside Fiji, was monopolised by Press photographers and the whole team appeared on Television shows.

In a "warm-up" throw, discus thrower Mesulame Rakuro recorded 148 ft, but ultimately finished eighth in a field of 14. Both javelin throwers beat the record set at the 1950 games held in Auckland, but failed to reach the final six at Vancouver.

Fiji's scratch team in the 4 by 110 relay (Rakuro, Elo, Sadulu and Eustace) was beaten in its heat by Canada, Nigeria and Australia, who also took the first three places in the final.

A picture theatre which was established at Rotuma some time ago by Mr. F. A. Garrett, formerly on the staff of Morris Hedstrom and Co. in Suva, was completely destroyed by fire in July. The projection equipment and seats were saved.

Corrie & Co. in Apia

THE well-known firm of Corrie & Co., Suva, has extended its business to Apia, Western Samoa.

Mr. Dick Jessup, formerly of Samoan Affairs Department (but on the staff of a government office in Hamilton, NZ, for the past six years), returned to Apia to manage the branch office in August.

Commander J. A. Evans, manager of the Commonwealth Shipping Board's Rabaul office, who has been winding up the Board's affairs there, leaves for England on 10th to leave this month. He expects to return early in 1955, and probably will fill the position of Harbour master in one of the Territory ports.

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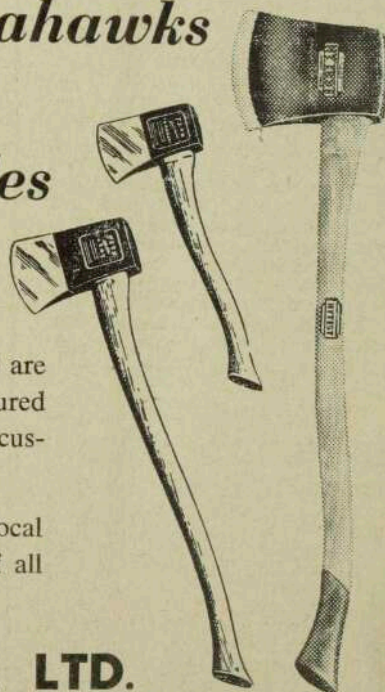
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VALUE OF THE SOUTH PACIFIC COMMISSION

Interesting Survey by Experienced Commissioner

IN more than one editorial note, we have suggested that the countries which provide the money for the South Pacific Commission, and the Islands countries for which it is maintained, are not getting full value because there is something lacking in the machinery by which accepted Commission recommendations are given effect to, on the legislative level, by the six member Governments—Australia, France, New Zealand, United Kingdom, United States, Netherlands.

Following is a letter written to the Editor by Mr. C. G. R. McKay, who is a New Zealand member of the Commission, and who probably is New Zealand's wisest and most experienced Islands administrator. We agree entirely with Mr. McKay's summary; but we still should like to know what actually has been done by the Governments of the six nations, directly and officially, to implement the recommendations of the Commission.

AN editorial note in your July issue asks "The SPC: What Really is being Accomplished?"—as indeed it should. As an old Islands resident myself, a search for practical results has been my main preoccupation since I was appointed a member of the Commission.

A booklet of 20 pages was published recently, entitled: *The South Pacific Commission—What it has done.* It was widely distributed.

In an endeavour to find what more the Commission can do, I repeatedly ask for criticisms from those it serves—i.e., people and authorities of the Pacific Islands. The following, from the New Zealand administered islands, are a fair average of their comments:

"Most helpful" . . . "Western Samoa benefits from the many other more general Commission projects" . . . "Impressed by the calibre of the Commission's staff" . . . "The experts engaged must be good enough" . . . "The Literature Bureau is a valuable service" . . . "Publicity side is poor" . . . "Good value for the expenditure on the Commission" . . . "Satisfying that the Commission is confining its attention to the more urgent problems" . . . "Spirit of endeavour apparent at its headquarters" . . . "Mountains of paper" . . . "The activities of the Commission appear to us to be very satisfactory."

Many Islands residents know of the assistance given by Pieris on copra; Urquhart on cocoa; of the joint full-scale attack being made on the rhinoceros beetle; of advice given on Co-operatives to 16 of the 18 Pacific administrations; of research into filariasis, malaria, diet

and nutrition; of specialist visits arranged to advise on leprosy and eye diseases; of assistance to community development undertakings in several groups; of the Literature Bureau in Sydney equipped to fill the vast and dangerous vacuum of good reading material; of the steady outflow of technical advice in printed papers. One of them makes constructive suggestions to remedy the unbalance of costly social services without corresponding economic development; another begins, "Malaria is a thoroughly preventable disease."

They may know that the Commission, of its own initiative, has reduced its meetings in order to spend less time on discussion and provide more for output.

The 40-odd delegates who met in Noumea last year, representing not officialdom but Islands people, examined the work of the Commission and commended both its results and the sincerity of the Governments who established it.

All this costs money; but the cost is very small compared with what each of the Governments spends on its Territories in other ways. In no country does the annual cost reach threepence per head, and most of the Territories pay nothing.

The key answer to your questioning, and mine, is that the constitu-

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tion of the Commission makes advisory. Within this realistic limitation there is a qualified staff working devotedly and producing the best technical advice that can be found. None of it lies hidden in Government files; it is all published and widely distributed.

Here is a recent judgment from a responsible Islands authority: "There is no doubt but that the Commission is carrying out work of great value to the Pacific, the only limiting factor being the various communities' ability to digest and apply their findings and advice."

I am, etc.,

C. G. R. McKAY

Whangarei, NZ,
 August 5, 1954.

Moresby's Overcrowded Hotels

TRAVELLERS—and they are many—who complain about the shortage of hotel accommodation in Port Moresby may take comfort in the official assurance that building operations now in serious contemplation may give the Hotel Papua another 20 rooms, to be followed by some additions to the Hotel Moresby. Burns Philp interests plan to fill the street gap between Hotel Papua and the next door buildings with a new structure mostly for hotel purposes.

The other big concern (Steamships Trading Co. Ltd.) says that its new hotel, on the corner opposite Hotel Papua, will begin to take shape as soon as the construction of the freezer—part of the establishment planned there by STC—is completed.

Meanwhile, Hotel Papua uses Hotel Moresby as an "overflow" and travellers who think they have reserved in the "Top Hotel," are find themselves placed in the "Lower Hotel," express frequent discontent. Two in a room, or shake downs, or "sorry—booked right out" is now part of daily routine in Moresby's hotel business as in Australia; but travellers who once knew the comforts and pleasures of well organised travel do not take kindly to it.

By contrast, I have had excellent hotel accommodation in Lae (Mr. Flo Stewart) and Goroka (Mr. Ellen Pitt)—two hotels run by women of pre-war experience, who really do strive to meet the need of the ever-increasing travellers.—F

On September 14, Qantas Empire Airways will introduce a new first-class service across the Pacific to be known as the "Connoisseur." This service will be in addition to the two services operated at present—"Connoisseur" departures will be every Tuesday from Sydney, and every Wednesday from San Francisco. Passengers will be limited to 39.

How Cock-eyed Can You Get?

Liberals Have Undone Good Work of Labour in P-NG (Says Labour)

The article that follows was published in the Brisbane "Courier Mail" in late August. It is written by Jack Schmella, State secretary of the Australian Labour Party. The article follows the hysteria that has gripped certain sections of the Australian public since two patrol officers were murdered at Telefomin, NG, in November.

THE Labor Party is concerned about New Guinea, and fears that this most important territory is not receiving the expert administrative attention and legislative consideration it deserves.

During the Chifley Government's term, Labour took enterprising and positive action designed to further the development of New Guinea.

Following that Government's defeat, many of Labour's projects and proposals went by the board.

This happened although they were considered by world leaders as being most humanitarian and progressive in outlook.

Under the Chifley Government's direction there was a marked improvement.

The Administrator of Papua and New Guinea, Colonel J. K. Murray, a man of high academic and technical qualifications, built up a remarkable record of achievement which attracted admiration and attention throughout the world.

But he was replaced by the Menzies-Fadden Government by an Administrator whose chief claim to fame was apparently the fact that he had been a political organiser for the Liberal Party.

It should never be forgotten that

the responsibilities of governing the Territories of Papua and New Guinea are of our own choosing, and therefore we must always accept the responsibility which we have taken upon ourselves.

New Guinea is a vast, practically undeveloped island right at our front door and from the very important defence aspect, if from no other, it is essential that the Government should give New Guinea the attention it deserves.

THE fact that we have not fulfilled our obligations is shown by circumstances surrounding the sentencing to death of 34 natives for the murder of two Australian patrol officers in New Guinea.

These 34 natives, mentally back in the Stone Age, were sentenced to death by Mr. Justice Gore following the Telefomin trouble.

No one can in any way condone attacks on officers of the law in New Guinea but the plain fact is that these primitive natives, perhaps, would not have the slightest idea as to what their trial would be all about.

The Labour Party is opposed to capital punishment at all times. In no case is it more opposed than in circumstances such as those mentioned. (Over)

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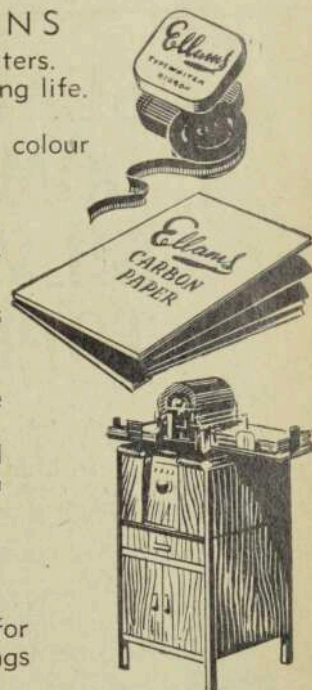
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It is granted that the Commonwealth Government has to enforce a proper respect for our laws, and every reasonable citizen must agree with this wholeheartedly.

But it is the Government's responsibility also to ensure that the primitive men of Telefomin did not decide to kill Government officers because of any actions of Government servants, because of administrative failure by its Ministers, or because of bias in its policies.

The New Guinea committee of the Australian Labour Party has carefully considered all aspects of these tragedies, and has affirmed its belief that the causes of the tragedies can be found in the prior history of the area. . . (It would like to know) whether certain actions, or lack of appropriate action, on the part of the officers responsible for the area, contributed to the anger of the natives, who know so little of white men and their ways, and who have been in contact with whites for only a few years at most. . .

The opinion is reiterated that only by an open public inquiry will the facts of this matter be established. The committee believes that the only way the Federal Executive Council can be properly advised of all the circumstances is by holding such a public inquiry and it is not considered that reports of departmental officers will provide the complete picture.

Surely the Government, if it

possesses any humanitarianism at all, should adopt a more progressive policy in New Guinea. Why not think about the natives and their problems for a while rather than of the enormous timber tracts, mineral deposits, and possible oilfields to be exploited?

. . . From the economic aspect, New Guinea is also of great im-

portance to Australia, because of the enormous possibilities in mineral and other natural resources, and in developing the agricultural side.

Altogether, New Guinea is most significant to Australia. Labour fully realises this, and hopes that the present Government will change its attitude and do something definite towards its welfare.

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Comment:

THE article follows the usual Party political line—which if repeated loud enough and often enough will not want for believers.

To our knowledge, none of the projects introduced by the Labour Government went "by the board"—for purely political reasons, anyhow. Some of the violent socialistic ideas introduced by Minister Eddie Ward in 1945-46 were well-watered down or abandoned as impractical by the end of his reign in 1949. In the closing years of the Edwardian era, as everyone knows, Ward was so busy presenting himself before Royal Commissions, etc., that he had little time to devote to the personal supervision of his Department or his policy.

The Menzies Government has carried on the policy as it found it in 1949—more is the pity. It would have been better all round for the Territory if it had made the changes it was believed it would make—or Labour unions in Australia apparently think it has made. We would like from Mr. Schmella a list of the projects he believes have been abandoned by the present Government. And the "enormous timber tracts, mineral deposits and possible oilfields" were all well taken care of before the Chifley Government was voted out of office.

The hysteria behind the Telefomin Affair seems to stem from a belief that the natives committed the dual murders in revenge for ill-treatment at the hands of Administration officers who were in the area before Harris and Szarka got there. (See article elsewhere this issue). We do not know which officials were in Telefomin before Harris and Szarka, or on what the belief is based—although there are indications that it is founded on letters to the patrol-officers' parents.

These hints have gone so far and have been repeated so often now, that the sensible thing would be to hold a public inquiry; it is unlikely that the NG Administration would lose anything by it, whereas they have already lost something at the hands of public mischief-makers.

All the hints and semi-accusations that have seen the light of print in Australia are based on the premise that the "simple, primitive natives" could not possibly have murdered anyone unless some European had provoked them.

As everyone who has ever lived in the outports in P-NG knows, this is far from correct. It is true that some Europeans have been murdered by natives because of the conduct of others of their kind; but these cases have been far outnumbered by those where natives have killed for no reason that holds good in our own society. Primitive natives are frequently unpredictable, and men who know P-NG never forget that fact and govern their acts and conduct accordingly.

It could be that Harris and Szarka were insufficiently trained

for the job that was required of them—in which event the Department of District Services must take some blame for their deaths. But it could be equally true that they were simply unfortunate in meeting one of the hazards that District Services men must expect to meet in carrying out their duty.

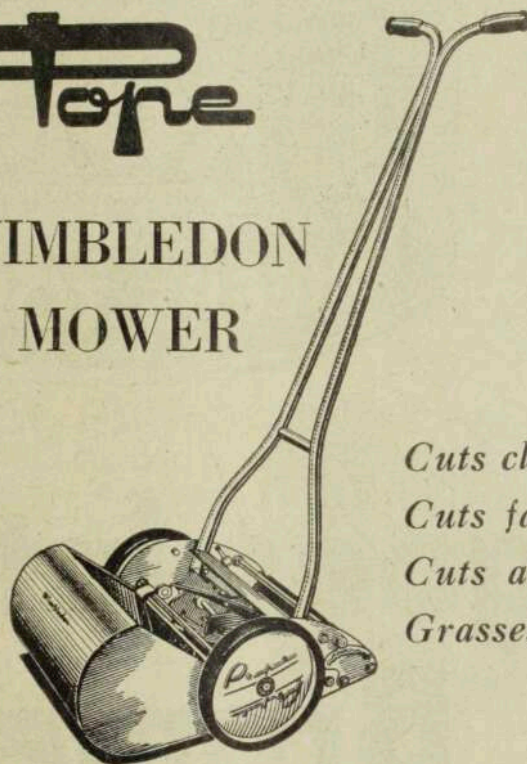
Like a lone voice crying in the wilderness has been one letter to an Australian newspaper. Signed "Patrol Officer," the letter says that evidence showed that the murders had been deliberately planned for five years and therefore could not be dismissed as the sudden whim of frightened natives; that a life for a life was the rule in this primitive community, and that the people concerned would expect this penalty

to be exacted. The murderers should be hanged, he said—otherwise all of the Telefomin people would simply believe that the Administration was composed of a set of weaklings.

Although we do not necessarily agree with him in all respects, there is a great deal of realism and sense in his remarks.

Weights and measures in Fiji are likely to be a little less casual in future if the advice of a Technical Officer of the Weights and Measures Office in New Zealand is implemented. Mr. H. Schofield, OBE, DFC, FIM, visited Suva in July at the invitation of the Fiji Government to advise on laws governing weights and measures in the Colony.

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East and West Meet



The Governor of Eastern Samoa, Mr. Richard B. Lowe (in centre holding cigar), and the High Commissioner of Western Samoa, Mr. G. R. Powles, with Judge Morrow (right, front row), after the traditional Kava ceremony of welcome when Mr. Powles visited Pago Pago in August as guest of the Governor. Also in the picture are Samoan officials and members of the Governor's staff. A taupo—one of the village dergins who play a picturesque part in the Samoan Kava ceremony—stands between their Excellencies.
—Photo by Jack Thornton.

throw of 161 ft 3 ins. was 11ft ahead of the second competitor.

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Still Critical of Fiji's Anti-TB Campaign

Letter to the Editor

CRITICS of the state of affairs in Fiji's War Memorial ten-year campaign against tuberculosis are not all impressed by the bland contentment of a correspondent (July PIM), that all is well.

The correspondent, apparently aware of only one side in the controversy, presumably missed the point that when the last official statement—which he quotes—was published in the local press, the Government statement issued in April, 1949, on which the whole war memorial appeal was based, was reprinted beside it.

It might be pointed out to the apologist who wrote to the PIM, that not one of the main points of criticism of the campaign in terms of the original statement has yet been satisfactorily answered.

I am, etc.,

FIJIAN WELLWISHER.

Suva, Fiji,
August 11, 1954.

Officer Cadet P. R. Manuelli, of Rotuma, who is at the Royal Military Academy, Sandhurst, recently won the javelin event at the Pentangular Athletics Match at Brussels. His

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Cook Is. Shipping Costs:

The Luxury of Running the Maui Pomare

THE NZ Government ship *Maui Pomare* cost the NZ taxpayers another £40,000 this year; will probably cost £80,000 next year; but may remain on the Cook Islands service another 10 years.

The Island Territories Department's annual report for the year ended March 31, 1954, shows that *Maui Pomare's* run to the Cooks lost £40,965 as compared with £41,256 the previous year. Noting that "with a ship of this age the annual survey and overhaul costs tend to increase year by year"—the vessel is in her 28th year of service—the report says that, while it does not pay to uplift less than 1,000 cases of fruit at an outer island, from a humane point of view it must be remembered that every case of fruit exported means about £1 in circulation in that island.

The report does not say, as it might, that a worthwhile inter-island shipping service could be encouraged and a quicker turn-round

given to the *Maui Pomare* in the islands by terminating the vessel's run from NZ at Rarotonga and by allowing local craft to run the fruit in there from the outports. There are several organisations ready to place a suitable vessel on the inter-island run if the back-cargoes from

the outer islands were offering. It should be feasible if there were adequate cool store available Rarotonga. However, it is believed that the planned cool store will soon be wholly inadequate storage of the increasing fruit from the outer islands.

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Islands Visitors to London



Above: Mrs. Lucy Brodie, well-known resident of New Guinea, who has had long holiday—partly a working holiday—in the UK. This photograph was taken as she was leaving to attend a Buckingham Palace Garden party a few weeks ago.

Below: Miss Jeannette Cresswell, daughter of Mr. and Mrs. A. H. Cresswell, well-known residents of New Britain. Miss Cresswell is photographed in the Hartnell gown in which she was presented to the Queen at Buckingham Palace in July.

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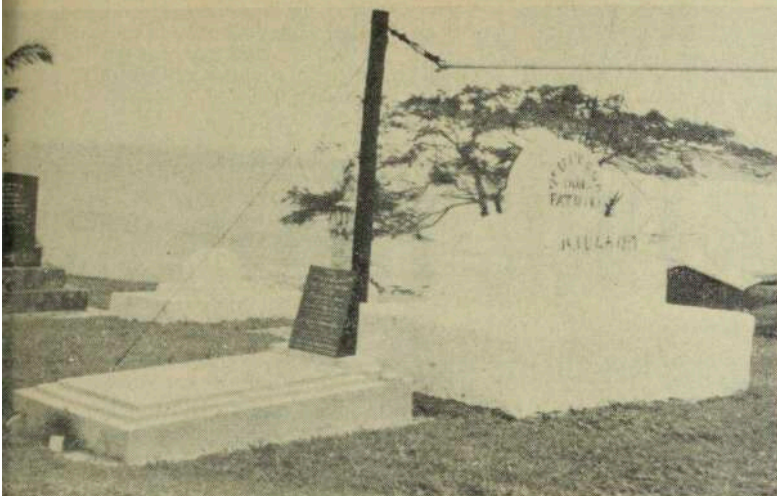
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Resident Commissioner's Resting Place



The grave of Mr. C. H. W. Larsen (left foreground) looks out over the sea from the Village, administrative headquarters of Niue Island. Mr. Larsen was murdered August, 1953, by three of the Islanders who are at present serving life sentences. The headstone on the grave was erected by his colleagues on Niue. Mr. Larsen's grave is next to that of the Chief of Patuiki (seen right), one of the last of the Niuean paramount chiefs who died in 1887.

—Photo by Jack Thornton.

Mr. Krishna Poonan, F. Com. A. (Eng.), FLSA (Eng.), of the Fiji Public Works Department, has passed the finals of his professional

Secretaryship Examination in England, and has been elected an Associate of the incorporated body of Secretaries and Executives.

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Fiji Development Fund Grows—and Grows

IF collections and withdrawals from the Fijian Development Fund (made up of compulsory deductions from the price received from each ton of copra produced by Fijians) proceed at the present pace there should be half a million in the Fund by June 30, 1955.

FIGURES just released show that £133,411 was added to the Fund in the year ending June 30, 1954. Only £19,639 was withdrawn in the period. There were, in addition to the compulsory "cess", about £725 in what are called "voluntary contributions."

The fund at June 30, was £383,444—about £120,000 more than at the corresponding period last year.

Largest contribution in the year just ended was from Cakaudrove Province, with £46,000; Lau was second with £35,000.

The fund is designed to provide permanent improvements for the Fijian community—village water-supplies, health and education services, etc. It was felt that if all the money that Fijians are getting

for their copra were left in their hands, much of it would be frittered away on non-essentials.

¶ There is much regret expressed throughout the New Guinea Highlands at the decision of Mr. Ray Harris to "fold up" his TAL (Territories Airlines Ltd) and accept the important post of Chief Examiner

of Airmen in the Department of Civil Aviation in P-N.G. Mr. Harris, a very competent pilot, has operated four Dragons in and around the Highlands for some time, and has given magnificent—as well as winning and cheerful—service to various isolated communities. It was understood that TAL aircraft and equipment will be sold.

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If Quality of Mercy Must Be Strained:

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The prerogative of mercy in the case of a criminal convicted by the Papua and New Guinea Court, will in future be exercised by the Governor-General of Australia.

PREVIOUSLY the power of mercy has rested in the hands of the Administrator of the Territory. This and several other minor amendments to the Papua and New Guinea Act were introduced in the Australian Parliament in August.

In introducing the amendment concerning mercy ("a pardon, free or conditional, or a remission or commutation of sentence. . .") the Minister for Territories, Mr. Paul Hasluck, said that it "was quite inappropriate for an official to be required to exercise such powers in regard to a sentence of death. Only at the highest level should such authority be exercised."

Mr. Hasluck made haste to assure the House that the introduction of this amendment, at this time, had no relation to recent events—and that the present Bill had been in draft form for many months.

The "recent events" to which the Minister refers are, of course, the uncalculated-for clamor in Australia that the Telefomin murderers, sentenced to death recently in Newak by Mr. Justice Gore, should not hang.

If what the Minister says is correct, then the timing of the Bill is unfortunate as it merely raises in the minds of sensation-hungry Australians the idea of last-minute legislation to save 30-odd natives from this "official" who it is inferred, could rush off and hang them out of hand.

Australians, by and large, know nothing of native psychology or how British justice is taken to them, and the whole Telefomin affair, as we have pointed out previously, is one that could safely have been left in the hands of experienced Administration officials.

It has been claimed on numerous occasions that it is unfitting that the man at the head of an important Territory like PNG—the man Mr. Hasluck refers to as "an official"—should be called an Administrator, when the men at the head of much less important neighbouring territories are "Governors" or "High Commissioners," entitled to be addressed as "His Excellency" and taking precedence over Administrators.

As amendments to the P-NG Act were on the agenda, attention to this absurd situation would have been in order.

OTHER amendments to the Act proposed by Mr. Hasluck in August were:

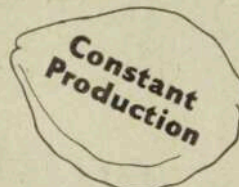
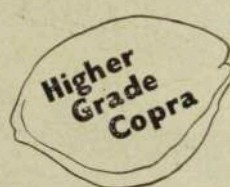
- The title of Chief Judge of the Supreme Court of the Territory to be changed to Chief Justice, and accompanied by a provision to appoint the present Chief Judge, Mr. Justice Phillips, as Chief Justice with continuity of office.

- All references to Native Village Councils in the principal Act to be replaced by the words "Native Local Government Councils," because, in practice, the majority of Councils established have not been set up in relation to individual villages but have been formed to represent several groups of villages.

- An official member of the Legislative Council to be enabled to resign his seat—there previously has been no provision for this.

- The Governor-General to be able to withhold assent from any part of an ordinance—instead, as at present, being able to give or withhold assent from any ordinance only in its entirety.

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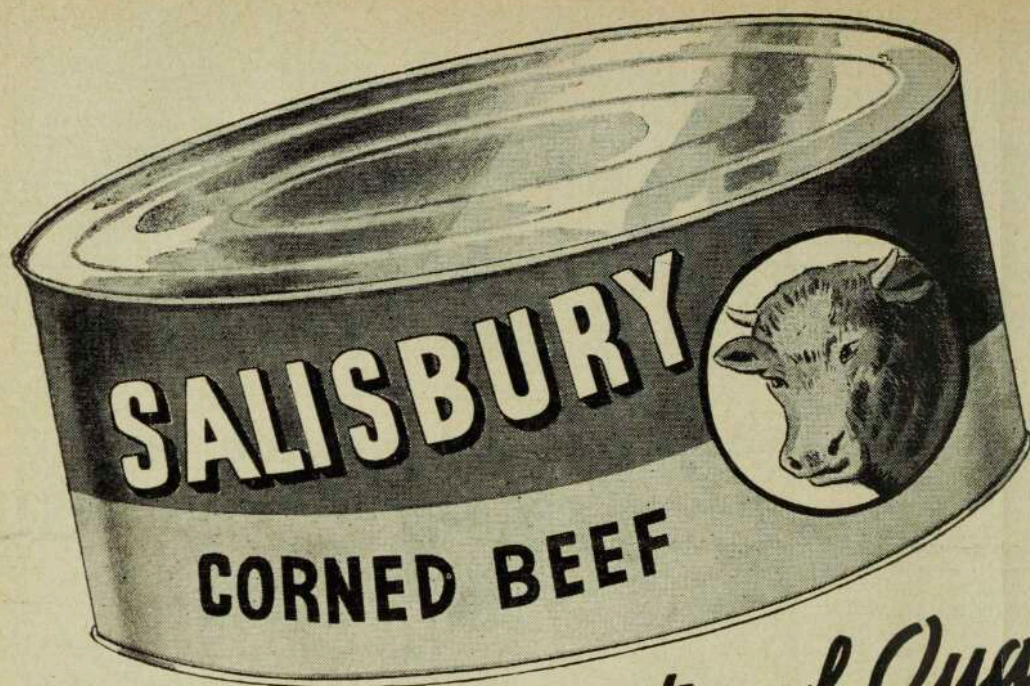
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Fish Stories . . .

Attorney-General William Hedman relates the popular belief that only the



Japanese are catching fish in Eastern Samoan waters as he stands beside his 200 lb black Marlin. Although no giant among marlins, it was landed in half an hour on a very light line.

It could test the strength of any man—but, says Mr. Tom Harris, of Santo, New Hebrides, this large Groper, centre, was caught by a Miss Sophie Tung on a single halyard. Given weight, 869 lbs.

The giant murene eel (right), supported for the photograph by a still doubtful native, for years terrorised would-be trochus fishermen on the barrier reef off La Foa, New Caledonia. Two Lifou



(Loyalty Islands) men recently appeared, however, and, disregarding local tales of the eel's viciousness, went after it. Well over six feet in length, the murene died hard; two heavy harpoons in the head enabled the natives to pull the creature from its hole, but an axe was needed to kill it.

With the menace removed, both natives proceeded to collect their reward—nearly 15 bags of trochus shell.

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Toads Will Handicap Rhino Eradication

THE giant toad, introduced to Fiji to clean up pests in the cane fields, is unpopular now because it will not eat Rhinoceros beetle grubs—and does eat some of the other predators which will.

The toad, says an August release from the Fiji Department of Agriculture, is likely to prove a severe handicap to the introduction of many useful predators largely because they feed on ground beetles of the carabid family. Toads themselves are not interested in either adult rhinoceros beetles or grubs.

All of which goes to show that if you upset the balance of nature by the introduction to a country of any new form of life you will almost certainly, in the long run, get some very unexpected results.

Giant toads were introduced to some of the New Guinea islands just before the war, and now, particularly in New Britain, exist in untold thousands.

In Fiji, as one generation succeeded another, the toads got smaller until these days they are just about

normal toad size. In the New Guinea islands they are still giant—many of them about the size of young pups. Apart from being hideous, their corpses strew the roads and the smell of toad roasting in the next day's sun is one of the lingering memories of New Britain.

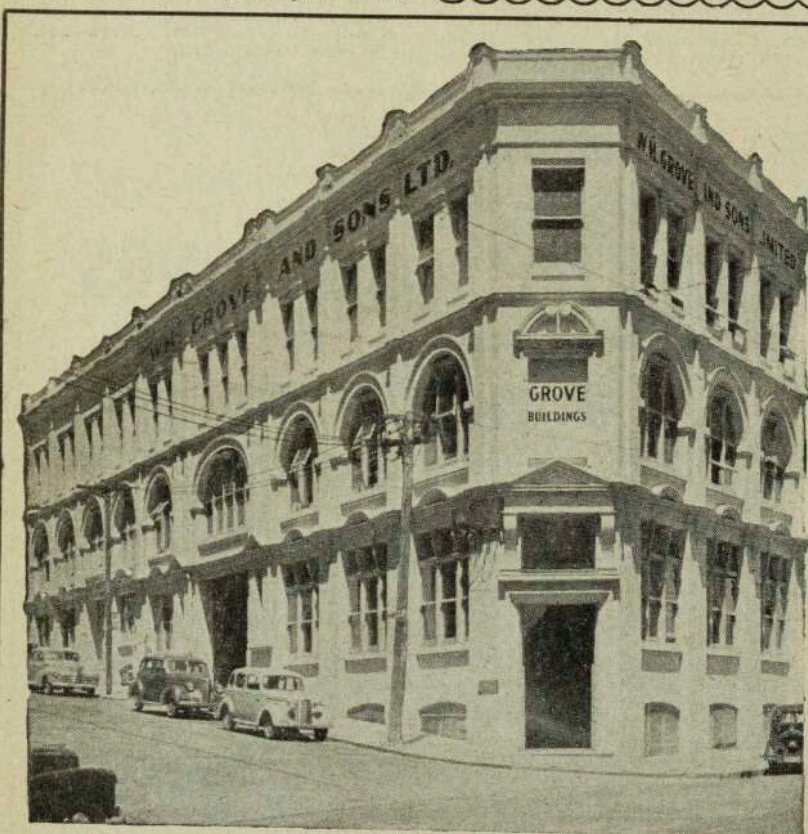
But what is more to the point, they seem to have made no impression on the pests of local coconuts and cocoa.

The Assistant Colonial Secretary (Administration) of Fiji, Mr. J. V. Sykes, has been transferred to Cyprus as Deputy Colonial Secretary. Mr. Sykes began his Colonial Service career in 1938, when he went to Fiji as a Cadet. He held several positions in the Secretariat from 1944 till early 1953, when he was appointed Assistant Colonial Secretary. For his work in arranging the recent Royal visit to Fiji he was made a Commander of the Royal Victorian Order.

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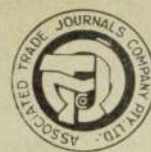
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Returning Home from NZ



These travellers returned to Samoa from New Zealand recently (left to right): Miss Aniva Johnston homeward bound after 16 months in New Zealand; Rev. Father Nikolao Tupesina, SM, after 18 months as a parish priest in New Zealand, returning to duties in Samoa; Mr. F. Taumoepeau, Tongan Medical Practitioner, returned to work after holidaying in Sydney; Mr. R. H. Jessup, after six years in a Government department at Hamilton, NZ, returned to Apia as manager for a new branch of the Suva firm, Corrie & Co. He was formerly an employee of W. Samoa Government.



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Sailing North



Heading north for the Islands from Auckland, NZ, recently, were: Mrs. P. Brahne, with Audrey and Linda, returning to Apia, where Mr. Brahne is accountant for Burns Philp.

Mr. E. W. Turner, a director of Turners & Growers, Ltd., Auckland, who paid a routine business visit to Fiji in August, accompanied by Mrs. Turner.



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Rafter angle	12
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More Islanders Seek Fortunes in NZ

ABOUT 5,000 Samoans, Niueans, and Cook Islanders now live in New Zealand—most of them in the two big cities of Auckland and Wellington.

These figures were released in the report of the Island Territories Department tabled in the House of Representatives in Wellington in August.

The majority are Samoans—Samoa having the highest population of NZ's island territories. Most are young people, although many families have also settled.

Official reasons for the migration are social problems in their home lands (such as population pressure and land shortage) and the greater opportunities for educational and economic advancement in New Zealand.

Noting the accommodation difficulties experienced by Islanders in New Zealand, the report states that there is "a steady though not vocal resistance" to accepting them into the better homes and boarding houses.

Though the report does not say so, it is felt in New Zealand by those who know the Islanders, that this is due to excessive publicity

given to every case of crime amongst Islanders in the country. A survey would probably show that the percentage of crime amongst them is actually no greater, or even less, than the percentage of crime amongst the remainder of the population. Thus, to maintain a good name, Islanders are called on to maintain more than just average good behaviour. Almost all Islander crime is associated with liquor.

One other reason why Islanders are not welcome in boarding houses and blocks of flats is because of their custom of having frequent noisy parties. The strum of the Island guitar and the sound of voices singing, might be welcome enough on one night per week, but never on six or seven. Thus, even the most tender-hearted landlady shies at the sight of a guitar in the luggage of a respectable looking young Islander—and the seeker for accommodation departs wrongly imagining that it was prejudice which closed the door.

Mr. J. H. Luxford, Mayor of Auckland, and a former chief judge in Western Samoa for six years, at a public function in August appealed for a more friendly and understanding attitude on the part of the European population. It was natural that they should look towards New Zealand as a land of opportunity, he said, and it was a mistake to imagine that Islanders were natural farmers. They were not. In the old days, agricultural work was per-

formed by slaves. The people were naturally adapted to the arts and crafts. Given a chance, they could play an equal part with the European in all walks of life in New Zealand.



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Another N. Guinea Road Madang Link with North Coast

A NEW road linking Madang and the potentially rich Idium river area on the north coast of New Guinea will soon be completed. A great deal of the credit is due to Mr. Tom Ellis, ADO Madang, who has taken personal interest and responsibility in building roads in the District.

At present, under construction by trained native carpenters under European supervision, are three new bridges over branches of the Murmass river. They will be 200 ft, 55 ft, and 50 ft, respectively. When these are completed it will be possible to travel by car from Madang right up to Serang, and thence to the Idium river.

On August 18, Mr. Ellis drove his International utility from the Murmass river—near Mr. John Cox's camp at Modu—to the Idium river, which is 61 miles from Madang. This was the first time the journey had been made by a conventional vehicle. He crossed the Murmass and Sumerang rivers by bamboo raft but found bridges over the other

seven. They included one Bailey bridge, three of reinforced concrete and steel, and three built of Kwila bearers with airstrip matting for decking, and concrete abutments.

The journey took approximately one day, with stops to hold "Court" at various native villages en route. On the return journey Mr. Ellis

reached the Murmass river at 3 p.m. on August 20.

The first section of the road from the Murmass onwards past Mr. To Huxley's station at Bagildek, is rather loose earth and gritty formation. But from the Dell river onwards the road has been built by local natives and is in good condition.

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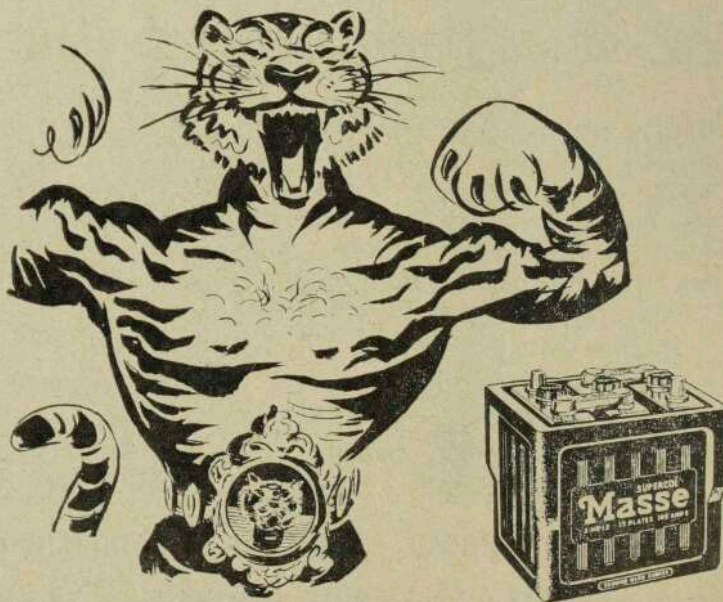
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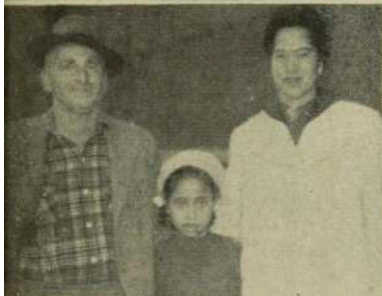


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Cook Islanders in NZ



Recent arrivals in Auckland, NZ, from the Cook Is. included (top to bottom): Mrs. L. Raynes, with Moeroa and Igatupuna, who will attend school at Auckland.

Miss N. Ruta and Miss T. Matthew who will work in New Zealand.

Mr. Roy Lidgard, of a well-known Auckland boat-building firm, returned from surveying the Union Co. lighters. With him is little Vaine Atini and Miss Kimi Tiria.

Miss Emily Hoff who was met on her arrival at Auckland by Mrs. John and Mrs. Henry (right).

The Rev. A. Lowden has resigned from the Yarraville Presbyterian Church, Melbourne, to become a missionary in the New Hebrides.

"SNOOKER GANG" HOOLIGANS IN SUVA

FIVE Fijians charged on four counts of assault appeared in the Suva Court mid-July. They were Taito Roba (sentenced to 15 months' gaol), Manasa Naulu (fined £5), Isimeli Nadiri (two years' gaol) and Sovita Turaga and Yabaki Vola who were acquitted because of insufficient identification. The police prosecutor said there were undoubtedly others involved in the crimes in question, but it was difficult to identify all who were involved.

The most premeditated of the

assaults involved the setting of a decoy by the gang. One lay on the road, pretending to be injured while the others hid. Three men, including two Indians, came along in a car, stopped to help the apparently injured man, and were set upon by the Fijians who were in hiding.

Assaults such as this have been put down to the activities of the "Snooker Gang," although it was not disclosed that the offenders in Court were members of it. The gang consists of a group of Fijian hooligans who operate from an up-town kava saloon and they have made Suva residents cautious about walking along quiet or poorly lit streets.



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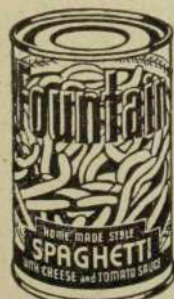
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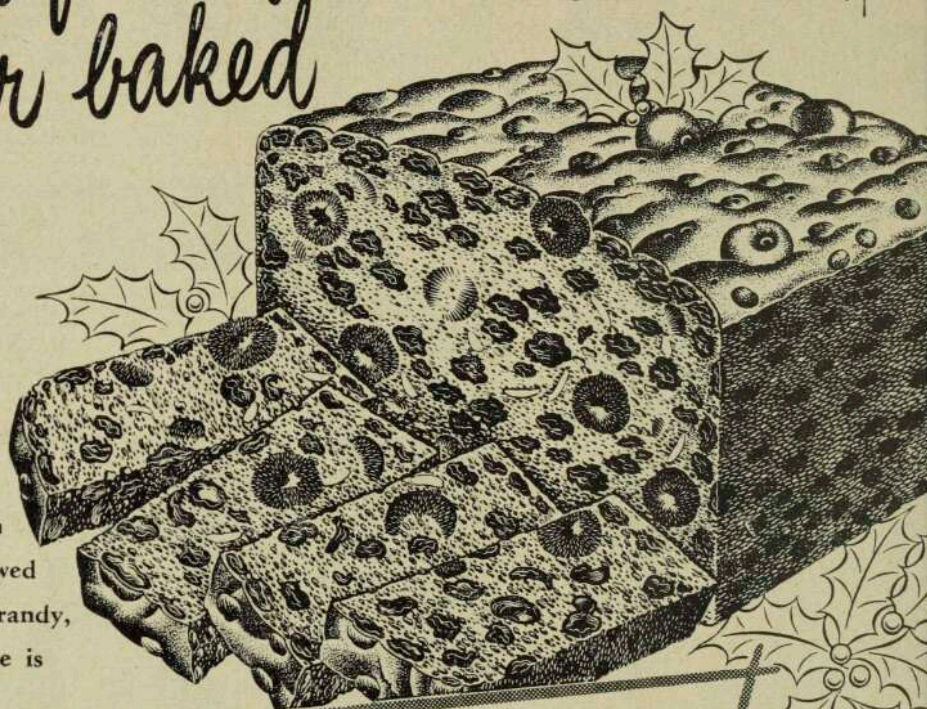




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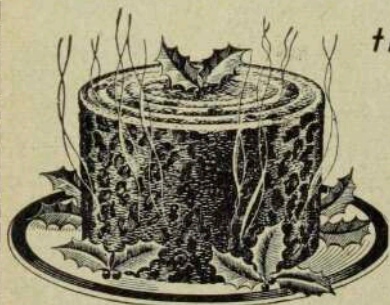


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The heart of communications in Rarotonga. The receiver building and operating rooms are at centre. White arrow on right marks the QTH of Doug, ZK-1-AB, a much heard CW call.

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FROM Canton Island comes news that there are currently four active stations—KB6AO, 6AQ, 6AY, and 6 BA. However Fred, 6AY, is reported leaving the Island soon, for Honolulu again.

Biggest news from the sand spit is that these stations—and other American Island stations—now have permission to work 8-metres, this apparently coming into force late July last, since when 6AY and 6 BA have been heard on that band. These two are active all bands, CW and phone. The other two stations are on 14 mc/s phone. The removal of the American 80-metre ban should considerably boost activities on this band in the Islands.

To add to the Pitcairn confusion we now have word from SM8BJO, a Swedish mobile, that he was assured, during a recent commercial contact with the Island that no Hams are active from VR6 and none have been active in recent months. VR6AY is still hoping, however, to come on some day when repaired gear is available.

Some ZL phone stations were heard remarking in mid-August that a ZM7 had been heard. We have no confirmation but assume that ZM6AS may have made a Tokelau excursion. He has been heard under the home call 3.5/7/14 mc/s bands.

(LATER. A last minute message from Stan-VR2AS, sheds some light on the August Tokelau activities. It seems that Barry-VR2BZ and Ron-ZM6AR were both in action. As crew members of a routine NZAF Sunderland flight from Apia Barry took along a ZC-1 and worked about 25 contacts on both 40/20 metres, including a happy ZL's between August 15 and 18. The rig would not tune up on phone. It was apparently ZM7B—as Stan gives Ron's as ZM7A. No details of Ron's contacts. Stan says Barry will repeat the performance on next flight, normally in about November. He will then use 20/40/80 phone and CW and will look mainly for L/VK contacts.)

Roland out on Rapa keeps the FO8AD all-sign in evidence. He will be sadly missed if he returns to Papeete at the end of the year, as was forecast.

We hear that there are at present at least six Hams in RNZN vessels or shore

stations, any of whom are likely to be heard from time to time during Island cruises. Petty Officer M. J. Hagg, ZL-1-AIT, was very active during the recent cruise of "Black Prince" to Fiji, Tonga and the Cooks. Others are Petty Officer Fraser of "Hawea", Chief Radio Electrician Mulgrew of "Black Prince", Leading Telegraphist P. Smith of "Tui", and Chief Electrician P. Mulgren of "Black Prince". At HMNZS "Irirangi, naval shore radio station at Waiouru in the centre of the North Island there is Petty Officer Telegraphist G. Luscombe. All of these men are liable to be transferred from vessel to vessel.

July QST carries an interesting story on the Clipperton Island Ham expedition of April this year, during which 1108 contacts were made with overseas Hams during the less than 3 days stay on the Island.

The expedition, which was financed by the Halli Crafters Company and donations from Hams, met with an inordinate amount of ill luck and excitement. It

was the brain-child of Robert Denniston, W-O-NWX, and permission to visit the island was obtained from the Tahiti and Paris authorities through the good offices of F9AA.

A twin-diesel motor yacht named "Sea Rider" was chartered as the first vehicle of transport, XE-1-H assisting in obtaining permission from the Mexican authorities for the expedition to kick off from Acapulco after bringing their equipment by land from the States. Even so, a lot of Customs difficulties occurred.

"Sea Rider" finally got away — but when still a long way from Clipperton, the navigator tripped over some gear on deck while taking a sight and smashed his sextant, so it was decided to turn back.

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Oro II" was then chartered. This was possibly the same yacht as cruised through the Pacific about 1947, visiting Papeete, Suva and other places.

Off again, the yacht was in sight of Clipperton when the engine broke down—the sails, which were in very sick condition, had earlier been blown out. Overnight the yacht drifted out of sight of the island again, in a strong set. Then the Mexican Navy was called to assist, and they sent three patrol craft, one of which, promptly locating the yacht, towed her up to Clipperton. A landing was made and the Ham team of several operators got busy.

Meanwhile engine spares were brought from Mexico by another of the naval craft. Repairs were effected and all ended happily, though overseas Hams would undoubtedly have liked a few more weeks of activity on the part of FO8AJ.

What seems to be required by the DX men is a permanent mobile yacht-station which can be engaged full-time in setting up shop briefly at the rare locations.

Bob Roberts, G2RO, a Colonial Adviser of Broadcasting, seems to have been appearing on the air in various Colonies in recent months under local call-signs. He was scheduled to appear from VR2. Crystal frequencies are given as 7030/14060 kc/s as primaries and 7008/14016 as secondaries.

The call-block KG6RA-RZ is reserved for Ham stations on Iwo Jima, Kapin-gamarangi, Rota and Guam, according to a recent announcement.

Though unreported locally, CE-O-AC on Easter Island, seems to have come to life. July QST shows him active on 14 mc/s

phone. CE-O-AD has also been recently heard on 14008 kc/s.

Chas. Freeman, ex VR2CD/ZL4FH/-ZL3AL/ZL-1-BI, who is now VE7ASL, was to commence a mobile tour of the States in August, to last for about three months, after which he will take off for Hawaii and other Island ports.

The following New Guinea alterations

are notified: VK9AB postal address P.O. Box 38, Port Moresby; VK9GB has shifted from Rabaul to Lae, still c/o OTC; VK9K has shifted from Port Moresby to c/o The Residency, Rabaul. R. C. Fawke formerly VK9FK, is now VK5FK, and ex VK9GM is now VK2JM.

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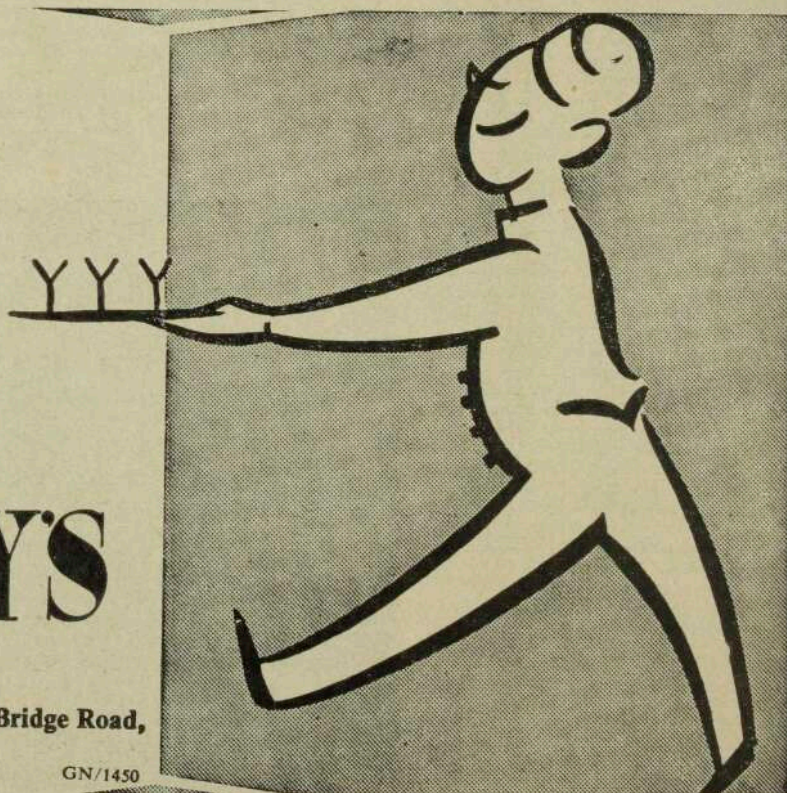
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Travellers to NZ



These people were recently in New Zealand from Polynesia:

(Top to Bottom) Mr. Magauli, Mr. F. Iaimalo and Miss L. Fagaloa from W. amoa; Mrs. Tela, Mrs. Ete, Mr. Tupu, Mr. Lusi, and Mr. L. Jessop from W. amoa; Mr. and Mrs. Garth Hocking, returning from visiting relations of Mrs. Hocking in Fiji, were met by Mr. P. Faybin at Auckland; The Williams family and (right) Miss Holland, all from W. amoa.

Miss A. E. Storck has been appointed Nursing Superintendent of the Fiji Medical Department. She has been acting in the position for some time. Born in Fiji, Miss Storck was appointed a Sister at the Lauvoka Hospital in 1936, and in the next nine years held a number of senior posts in various hospitals in the Colony. In 1945 she was granted a bursary for study in New Zealand and on her return to Fiji in 1946 became Principal of the Central Nursing School, Suva.

Kapingamarangi Studies

SSPONSORED by the Pacific Science Board, and associated with the South Pacific Commission's "Project-E"—Economic Development of Coral Atolls—a team of scientists from the US was to visit Kapingamarangi atoll in June.

Kapingamarangi, Polynesian outlier of Micronesia, and the island from which the Japanese launched their initial air attacks on New Guinea, is the Australian Mandated Territory's nearest neighbour to the north.

The late Dr. Peter Buck, Director of Bishop Museum, Honolulu, accom-

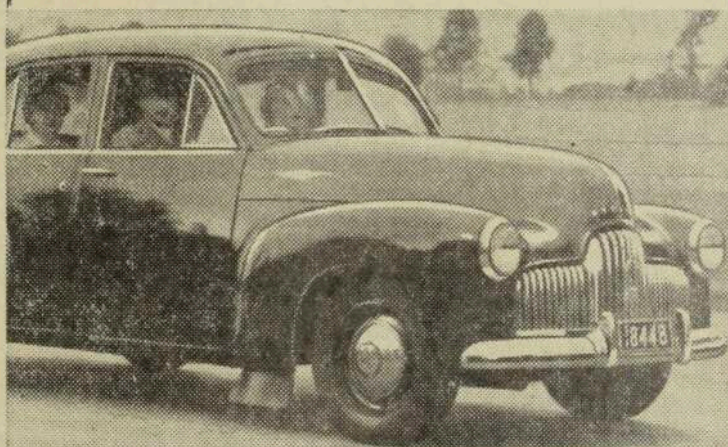
panied by Dr. Kenneth P. Emory, studied its material culture and ethnology in 1947. Another visit was made by scientists in 1950 to study public health problems.

The present team includes a geologist, a marine zoologist, land exologist, ichthyologist, alologist and geographer. Funds are being provided by the US Office of Naval Research.

Similar studies have been made on Arno in the Southern Marshalls, Onotoa in the Southern Gilberts, Raroia in the Tuamotu, and Ifaluk in the Carolines since 1950. Results are being published by the Board in the Atoll Research Bulletin, 27 issues having appeared covering the earlier work.

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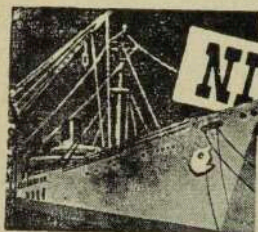
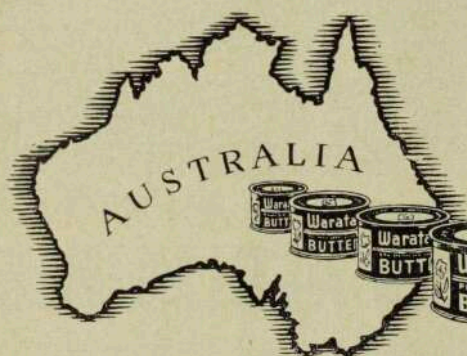
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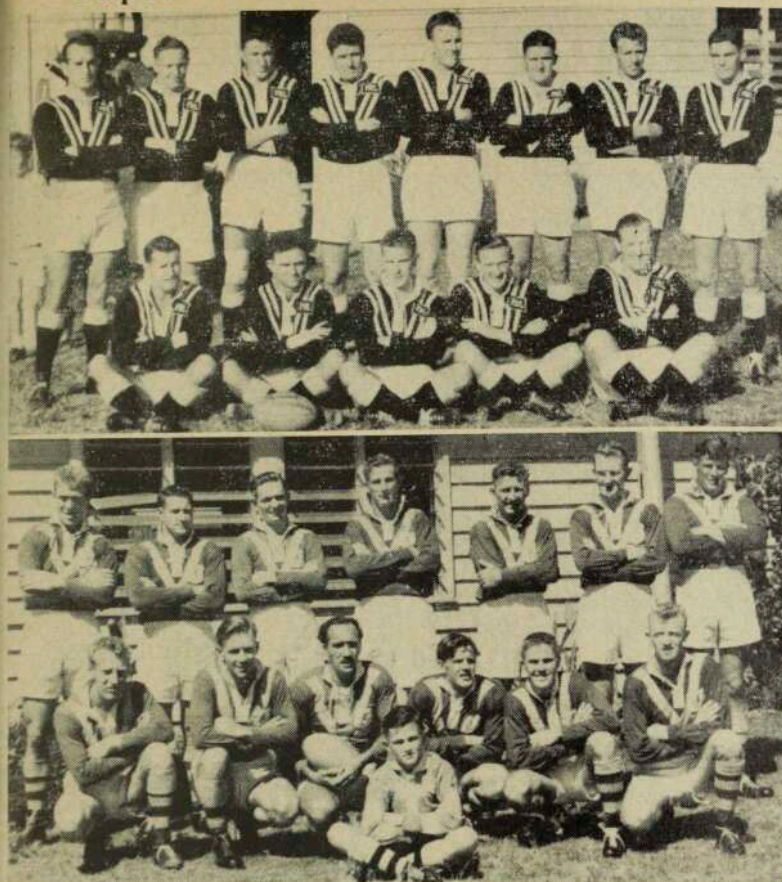


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Papua Atones for its June Defeat



At top: the Papuan 1st-grade team of Rugby League footballers were defeated in Port Moresby in June when the New Guinea representatives played them there. But they turned the tables on their rivals when they played them again in Rabaul

on August 1. Papua defeated New Guinea 34-18.

The lower photograph shows the New Guinea Second team who defeated their opposite Papuan numbers on the same day in Rabaul by 25 to nil.

—Photos by C. H. Meen.

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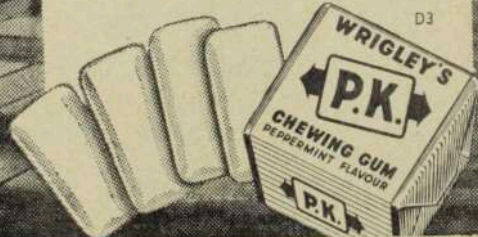
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Task Ended for Bomb Disposals Unit in BSIP

AFTER four years in the BSIP, the men of the Second Australian Bomb Disposal Unit will soon leave for Australia.

Since April, the Unit has been operating in the Western Solomons and has disposed of more than 2,600 bombs, 590 shells, 670 mortar bombs, and 40 grenades and flares. Most of these were dumped, and included fifty 2,000 lb HE bombs, one 1,000 lb HE bomb, 177 81mm, 25 lb. mortar bombs, and five 100 lb incendiaries.

During the last 12 months approximately 1,000 tons of ordnance have been blown, dumped or rendered safe. Most of it had deteriorated after ten years in dumps and was often extremely dangerous to handle.

A survey of ordnance on Choiseul, the Shortland Islands and the Treasury Islands was undertaken during June and July. By the end of July, and with the aid of two surf-boats hired from the Trade Scheme at Gizo, all the ordnance collected at Munda was dumped.

BOMBS IN RABAUL

NATIVES in Rabaul who have been banging bottles on the nose of a live 15 lb mortar bomb possibly owe their lives to an Australian Bomb Disposals Unit operating in the area.

The unit found the bomb, with its nose sticking out of the ground, near Rabaul basketball field. Broken bottles were strewn around it.

Sergeant Harry Krohn, a disposals expert, said that another direct hit on the nose would have exploded the bomb, "blowing them all to glory." The safety cap in the

bomb was hanging only by a rust thread.

The unit detonated more than 1 bombs in the Rabaul area during August, many of them near the large Vunapope Catholic Mission.

¶ Mrs. A. M. Stoneham, of Cairns Qld., had a short holiday with her son John and his wife at Samar.

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Politicians and Newspapers Interpret The Cook Is. for NZ Taxpayers

Minister Webb, the last of the NZ official excursionists to visit the Cook Islands, has returned to the Dominion saying that his visit (it lasted about a week) was an "outstanding success"; two Auckland newspapers have devoted 40 feet of space to the Group since May; and many New Zealanders have discovered the Cooks for the first time.

IT was a group of Rarotonga Island Councillors who started the ball rolling in mid-May when their letters to New Zealand newspapers about taxation made headlines. But it seems that the great official "look-see" is just about over, and that the newspapers and the people will, once more, forget about their Islands territory.

No official statement on the findings of the Minister of Island Territories and his investigating team had been released up to late August, but the two Auckland papers, in a series of frequently conflicting articles, barely mentioned what must be the two most important problems:—land ownership and its effects on the development of the islands; and emigration by the pick of the young people.

Remarkable, and surely unjust, was the sharp criticism of the permanent European population—the only people currently paying their taxes—said to have been referred to by the Resident Commissioner collectively as "the beach Europeans," during the August meeting of the Legislative Council.

The Minister seems to have made himself clear to these same beach Europeans, in what has been described as a stormy one-hour meeting with the Rarotonga Chamber of Commerce. Mr. Webb would not discuss water supplies, roads, shipping or income tax, and members, after the meeting, reported that they had been treated as "nothing but a group of malcontents."

Here are the comments of some members after this meeting:

A: "The meeting was a waste of time. We are no further ahead than before."

B: "The Minister did not want to hear about the water situation and has no interest in the Cook Islands."

C: "The Commission had all the answers worked out before they got here and are out to whitewash the Administration."

D: "The Minister was quite correct in dismissing subjects that were up for discussion by LegCo. He did show marked interest in a banana-replanting suggestion."

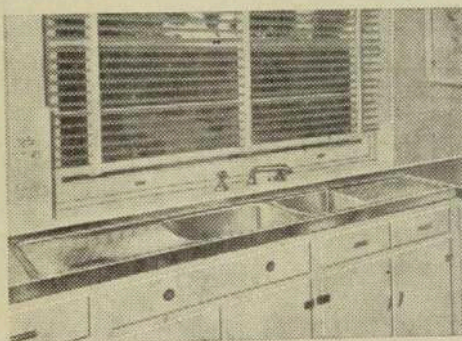
E: "The Minister is an astute man who has a valuable adviser in Mr. Jack Wright, who is familiar with local conditions. He was quite right in refusing to discuss matters already on remit for LegCo."

UNFORTUNATELY, the Administration has been insulated for so long from any outside criticism, that local critics have come to be viewed with extreme disfavour, however fair and reasonable their criticism may be. Now,

if the Minister's visit has no other effect it probably will have succeeded in widening the gap between "beach Europeans" and Administration.

NZ correspondents who travelled with the Commission, were asked to handle their stories "in a certain way." One at least refused to do this. What the "way" was, or whether it had any effect on their writings, is not known, but it could have influenced one paper's report on the citrus industry.

The correspondent found that this had the whole-hearted co-operation of the Maori population. It has—so long as the Department of Agriculture does the work and advances the capital. But to suggest that the citrus industry would survive without the constant supervision of the Department is very

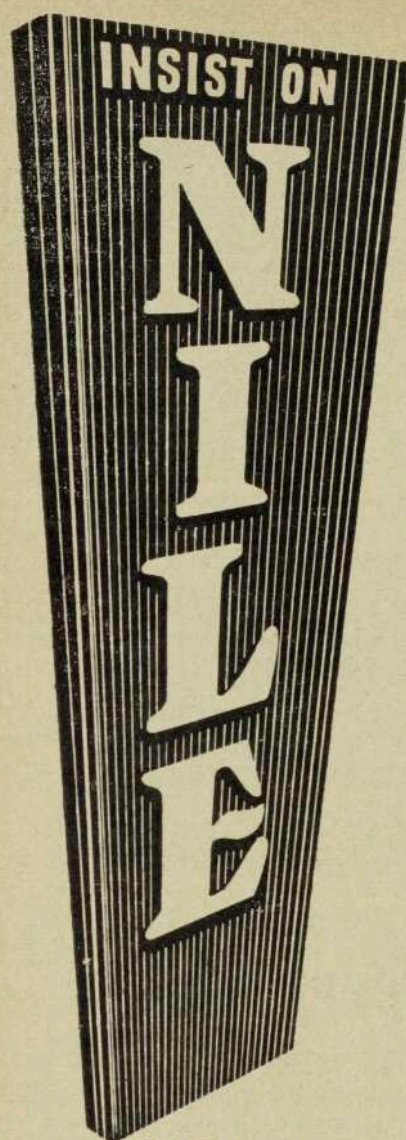


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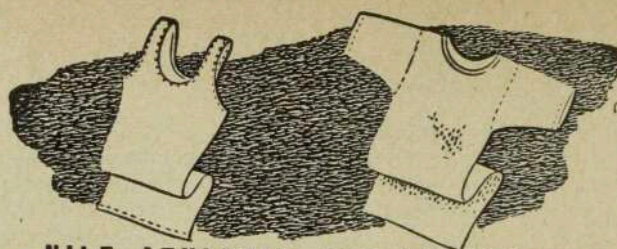
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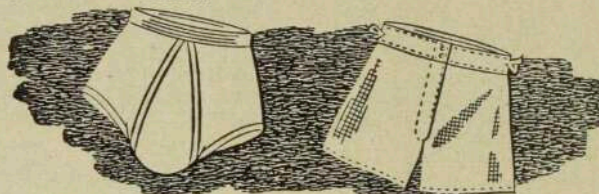
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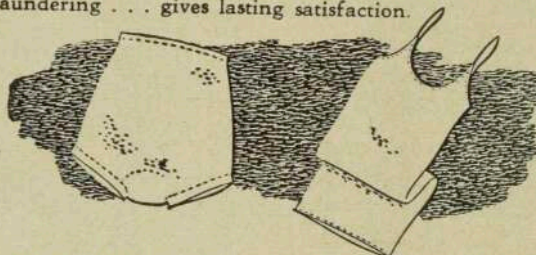
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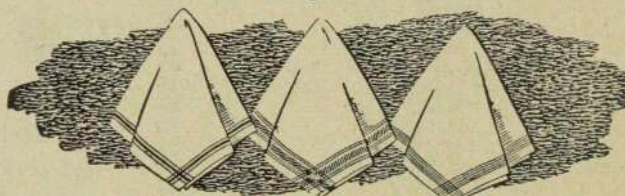
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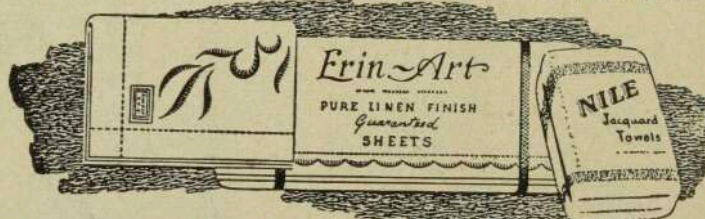
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far from the truth, as everyone in the islands knows.

How different the fruit industry in the Cooks would be if the unthinkable happened—that is, land titles were freed so that a few European planters could lease land and develop citrus plantations on the same financial terms as are offered to the Maoris. Over-night, hundreds of acres of idle land would be brought into cultivation, and hundreds of local people would, very happily, find themselves in receipt of a regular pay-cheque as employees of the European orchardists.

But that, of course, is exploitation, however financially well-off it might make the local people. That appears to be the attitude to-day everywhere in the Pacific, from New Guinea to Tahiti: If the local people do not want to develop their land then certainly no one else is going to be permitted to do so.

This view seems to be reaching its ultimate absurdity in the suggestion from the Cooks that the islands are already over-populated, though great areas of rich land are overgrown with weeds. The cultivable land there is 3,946 acres, and the population 2,500.

No one would suggest that the standard of living in Rarotonga was lower 100 years ago than it is to-day—yet the population then was very much higher as the remains of old villages in the mountains clearly indicate.

ON his return, Mr. Webb said that the Cooks' financial dependence on New Zealand could not be regarded as a liability but as part of the responsibilities of the "haves" to the "have nots." He said the mission was "an outstanding success." He was sure it would enhance mutual confidence.

Consideration would be given, he said, to appointing a member of Parliament to look after Cook Islands affairs in New Zealand and to attend annual meetings of the Legislative Council. This appointment would not affect in any way the workings of the existing system of local government. He admitted that there was probably a weakness in the existing public relations in the group. Measures would be taken to improve this situation and make the people more aware of the aims of the Government and the administration, to avoid misunderstandings.

Nothing would be done to hurry the transition from the old to new ways of life. If the people wished to retain the Ariki system much the same could be done as was being done in Western Samoa.

The Government was not wedded to the New Zealand system of taxation for the group. If the Legislative Council could put forward some other system more suited to local requirements, it would be acceptable. The people had said that they were ready and willing

to contribute towards their own support. He had warned the Legislative Council of the dangers of pressing for too much political independence before achieving a greater measure of economic independence. He was satisfied that the people would probably never desire complete self-government.

What was certain was that a lot of the Rarotonga heat in regard

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to taxation—on the part of a small but influential Maori minority—had dwindled. There was even said to be some shame over the spirited correspondence between these people and the Government.

Al Fresco Billiards



Snooker, Tongan style. The roof is caving in, three of the four walls are no more, but the games go on in this ramshackle billiard "saloon" at Nukualofa.

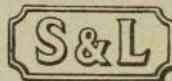
—Photo by Jack Thornton.

IF the 40 feet of interesting and sometimes provocative news clippings reach the Cooks they should produce at least 40 pounds weight of letters to the respective editors from angry "beach Europeans" and an over-sensitive Administration.

But unless the letters are published, news from the Cooks for the next decade will revert to the

rare three lines on a tidal wave visiting yacht, or hurricane, and the New Zealand taxpayer, forgetting all about the Group, will pay up whatever the cost.

¶ Mr. E. M. Derrick, Scout Commissioner for training in Victoria has gone to Fiji to help in training native Scout leaders.



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NATURE NOTES

Conducted by Raimanu

SEAGULLS and Terns: Your "Tropicalities" item of March last, "Hard Living," moves me to say a few words about the sea birds seen in the Pacific, seagulls and terns.

The visitor to your Auckland office had the good story about the seagulls which were flying on one wing around the Japanese fishing boats off Samoa, because they were carrying their lunch under the other one! It won't hurt a good story if I mention that there are no seagulls in Samoa, only terns.

For that matter, there are only terns in most parts of the South Pacific. The Australian silver gull reaches New Caledonia and the Loyalty Islands. Australians travelling to Fiji on the Qantas flying-boats used to get their last glimpse of these birds when they came down at Noumea. In Fiji and groups to the east you won't find any gulls, but you will find plenty of terns.

What's the difference, anyhow, the ordinary man will ask?

There is the difference in build which you will notice if you take a good look at them. The gull is characteristically more dumpy, with short neck, robust body, short tail and fairly heavy bill. The terns, generally speaking, are more slender and graceful. Their wings are usually long and tapering, and their tails longer than those of the gulls, in some cases very long, and usually more or less forked.

Then watch them in flight. You will not see terns soaring, but you will see the gulls, though they do it at a greater height than the petrels and shearwaters, which usually skim the surface of the ocean. The characteristic flight of the terns is rather jerky.

Which of the terns might be seen around the Japanese fishing boats in Samoan waters? It is risky for me to answer, because I haven't been to Samoa, and those who have written about the islands are not agreed. I feel certain that along the reefs and near the shores there would be numbers of crested terns. These birds do not flock, as a rule, but may be seen in ones and twos, or small groups, when fish are plentiful in reef waters.

They swoop from no great height and make a small splash as they take the fish from the surface. Because of their colour—white, grey and black—they are most likely to be mistaken for seagulls.

Away from settlement you might come across the Black-Naped Tern, a beautiful bird almost pure white, but with a narrow black line across the nape. Samoa has representatives, too, I believe, of the White Tern, which is all white except for its feet, bill and eyes, which are black.

Other terns not likely to be taken

for seagulls because of their generally darker colouring, but those seen around Samoa may be the Sooty Tern and the White-Capped Noddy.

Then there is the Common Noddy, which I mention separately because it nests in large colonies, building either on the ground or in bushes or low trees. Records of such colonies are wanted, if any reader cares to send them in. Both noddies are alike in general appearance, that is, with a dark body, brown or grey, depending on the light in which you see it, and a white crown. They fly low over the water and are likely to be found inside reef waters and over the open sea.

Let us hope that the new fishing

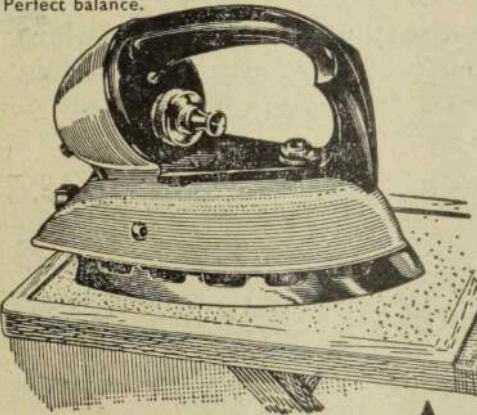
operations around Samoa are not going to mean less fish for the terns! But then, from what we hear, the fish being caught there are the big ones, which are more likely to eat a tern, if they can get one, than to be eaten by one.

The International Plant Convention, which Australia ratified in 1952, has been extended to Papua and New Guinea, Norfolk Island and Nauru. Contracting governments to the Convention undertake to effectively prevent the introduction and spread of pests and diseases of plants and plant products, and to promote control measures. They also co-operate with the Food and Agriculture Organisation of the United Nations.

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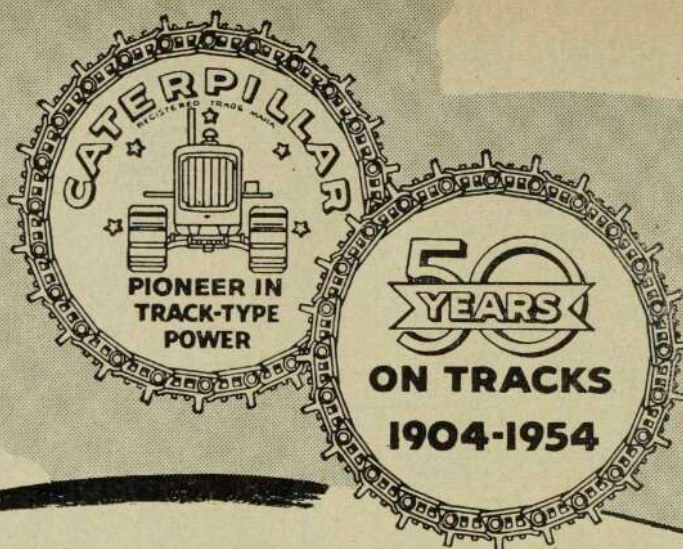
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Gilberts Revisited:

Changes in the Pattern of Islands

The author, Dr. D. W. Hoodless, formerly principal of Suva Medical School, and now living in retirement in Fiji, spent some months last year in relieving duty in the Gilbert Islands.

SIR ARTHUR GRIMBLE'S recently published book, *Pattern of Islands* gives a delightful picture of the glamour and romance of the Gilbert Islands as they existed some thirty years ago, but the Second World War and the Native Co-operative Trade Scheme have caused a complete change.

For two whole years, during 1942-3, Japanese naval and military forces occupied the Gilbert Islands with their main units on Tarawa and Rongerik, while their planes and destroyers paid frequent visits to the other fourteen islands in order to take as prisoners the European coast-watchers, and to ensure that the natives or missionaries were not in radio contact with the outside.

On Betio, the most westerly of the islets of Tarawa, there still remain the long lines of rusty wrecked

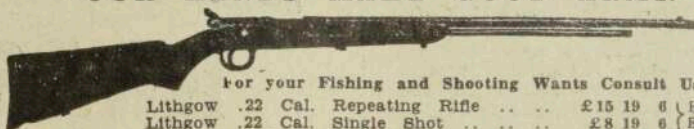
American landing-craft and motor vehicles as sole material evidence of the Japanese invasion, but the effects of the war on the natives themselves have been far-reaching.

The system of forced labour and rigid discipline of the Japanese forces during 1942-3, was succeeded during 1944-5 by the free and easy manner and ready money of the American Marines and soldiers. The Japanese destroyed



The huge meeting house (or maneaba) on one of the islets of Tarawa.

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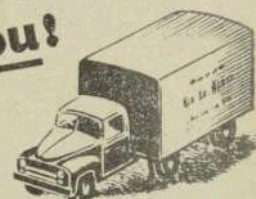
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much European property, and ruthlessly cut down groves of coconut palms to make air-strips, or used the coconut tree trunks as gun emplacements. The Americans, regardless of cost, carefully chartered each of the principal lagoons, put down many pilotage beacons, and improved existing roads, and paid all labourers with good USA dollars.

With the return to peaceful conditions and British Administration early in 1946, the Gilbertese might have found themselves hopelessly befogged and puzzled, but fortunately the high price of copra has helped to offset the complications caused by the war, and outwardly the islanders appear now to have returned to their former easy life, although they are perhaps a little less courteous even to one another.

A three months' voyage among the Gilbert Islands during April-May-June of 1953 allowed visits to many islands—in fact Beru was visited five times, Abaiang four times and each of the other islands at least twice. Long conversations with eight of the native medical practitioners and an equal number of the native hospital dressers showed that the health of the natives and the sanitation of the villages were being carefully controlled again.

The Gilbertese are small, dark-skinned and robust. They are ex-

pert in their outrigger canoes and fishing expeditions. As children, they seem to spend half their life in the sea, and the sloping sandy beaches are their playgrounds for there are no village greens.

The surrounding seas abound with marine life of all description: whales, schools of porpoises, shark, huge sting-rays, turtles, tuna, etc. are frequently seen while sailing between the islands—and inside the



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lagoon myriads of shoals of tiny fish form scintillating pictures in the shallow waters at the anchorages.

Mosquitoes and flies are the chief pests on shore, but the natives do not seem to find them very irksome. The absence of pure fresh water in unlimited quantity, and the scarcity of any kind of fresh green vegetables make the duties of a European housewife difficult. Well-water is hard and brackish, but the natives seem to be able to use it freely and to thrive on their apparently limited diet.

Normally their teeth are excellent, and although they often appear to be rough and unwashed, their general standard of health is high.

AS they lie between 3°N and 3°S, the Gilbert Islands are not visited by hurricanes, and the climate, although hot is not unhealthy. Occasionally fairly strong easterly winds will blow for several days on end, and during the wet season, westerly winds are a danger to shipping for nearly all the normal anchorages are unsafe in a "west-erly".

The flimsily-built houses and the huge high-pitched roofed meeting-houses are clear evidence that winds of hurricane strength are unknown.

In the Gilberts the words "winter" and "summer" have no meaning for June 21 is the first day of summer on Aranuka, just north of the equator and the same day is the first day of "winter" on Nonouti only forty miles away but south of the equator. It is therefore more reasonable to divide the year into the dry and wet seasons, but even these names are misleading for it may rain every day for a week or two in the so-called dry season, and vice-versa.

During long periods of drought in the central Gilberts, the coconuts become shrivelled and the output of copra is greatly diminished.

The specialised form of native co-operative trade store in the Gilberts which has developed during the last two decades has ousted all European trade stores. There were not many of these European storekeepers but they were picturesque and their stores were the centre of daily gossip and entertainment, and the present native trade store makes a poor substitute.

The principal hardship in these islands is the lack of transport and communications. Now the island copra-shed often remains full to the roof with extra copra piled up outside it, waiting week after week for transport to Tarawa for shipment by one of the Bank steamers to England. Formerly a Burns Philp steamer or a Carpenter steamer paid regular and frequent visits to many of the island anchorages, and free trade was the order of the day.

At present the Gilbertese native copra growers receive less than half the price paid for copra in Fiji or

Samoa. The balance of the price paid by the UK Ministry of Food is credited to the Gilbert and Ellice Government and utilised in several extremely complicated processes for social and administrative services.

In Fiji, Samoa and Tonga the communal system among the natives has been highly developed and rank according to family descent is important. Chiefly rank in accordance with native tradition often takes precedence over any special rank due to Government appointment in the Civil Service, and on ceremonial occasions, e.g., wedding feasts, chiefly rank is rigidly observed.

By contrast, in the Gilberts there is straight-out democracy and all are of equal rank, with the exception of the very few remaining members of the families of the

former high chiefs in Butaritari and Abemama. Here in these atoll islets there is an ancient and efficient form of self-government under which the ordinary affairs of the island are conducted by their own native officials with little or no help from the occasional visit of a European Administrative or Medical Officer.

Nowadays the native magistrate, chief headman (kowbure), medical practitioner, postmaster, and native scribe give a full measure of self-government in secular affairs, and alongside of these officials there are the native pastors and teachers appointed by one of the Missions.

Each village has a *maneaba* or meeting-house, a huge native building with a very high roof and open sides, used for council meetings,

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SEPTEMBER, 1954 - PACIFIC ISLANDS MONTHLY

land dances and various kinds of gatherings or festivities. Each family has its own portion of the floor as a "reserved seat" in the *maneaba*, but when European visitors are present these ancient rights are readily suspended.

A casual observer would say that the usual dietary is extremely restricted and consists of nothing but fish, coconuts and "babai"—the latter being a giant form of taro.

In addition, imported foodstuffs (flour, biscuits, tinned meats, etc.) are available at the trade stores, and pawpaw, pandanus and bread-fruit trees grow everywhere. On most islands, bananas can be grown with some success, so that if a Gilbertese housewife goes to a little trouble, she can prepare a well-balanced diet for herself and family.

Perhaps the chief difficulty is in infant feeding, but this has been largely overcome by the training of native nurses by both Government and the Missions, so that mothers can receive advice.

There are no cows or goats in the Gilberts but good supplies of tinned milk in powder form have been made available for free distribution if necessary.

Although the native house is cool and breezy to live in it has two main drawbacks—it lacks privacy and it is useless for fresh water catchment. Lack of privacy is a personal matter and if necessary can be overcome by partitions and screens, but lack

of rain-water tanks is a great hardship, and the only means of obtaining supplies of rain water is by using the concrete tanks adjoining churches or the very few buildings with iron roofs.

The Gilbert and Ellice Colony has three ports of entry: *Tarawa* in the Gilberts, *Funafuti* in the Ellice Group, and *Ocean Island* with its phosphate diggings.

The upheaval caused by the Second World War has once more brought into



A typical road, bordered by breadfruit trees, on Little Makin.

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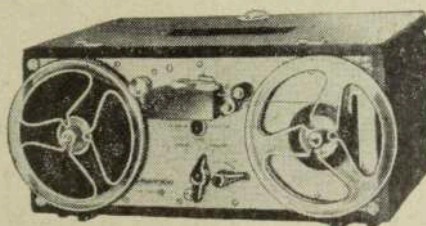
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prominence the vexed question of the selection of one or other island as the capital of the colony, and after seven years of indecision it has been finally agreed that the capital shall be again on Tarawa. On June 2, 1953, the new King George V school was officially opened on one of the southern islets of Tarawa; and it is officially stated that the new hospital buildings in ferro-concrete will be erected during 1953-4 close to the new school.

This has been received with deep satisfaction by the natives and Europeans alike, for it cannot be denied that there has been undue delay in re-organising both the medical and education departments of the Colony since the war.

The Gilbert and Ellice Colony, under the control of the Resident Commissioner assisted by European and Gilbertese officers, is without any executive council, legislative or even an advisory council, and the residents (native or European) are therefore without the usual means of ventilating hardship or grievance—whether real or imaginary.

Colonial Office regulations, if too rigidly applied, can cause absurd results—e.g., a native medical practitioner who had received no salary for three months owing to lack of communications from Tarawa, and who was without any relations on that particular island, was compelled

to spend most of the day in his fishing canoe out in the lagoon in order to provide the necessary food for himself and family. The appointment of some form of advisory council to assist the Resident Commissioner is long overdue.

These curious islands contain so much and yet they lack so much.

They are extremely interesting yet having seen one you have seen all. Returning to Fiji with its glorious hills, valleys and rivers and communications and contacts with the outside world, there are perhaps three things that stand out in memories of the Gilbert Islands: the magnificent sunset seen at Tarawa.



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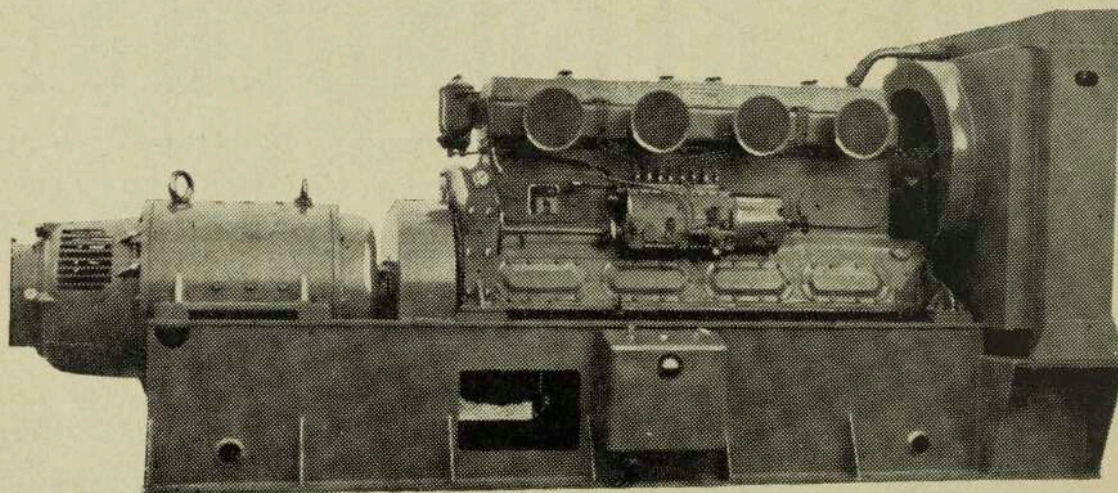
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the fleet of canoes catching flying-fish at sundown off the reef at Tamana, and a wonderful solo dance by a girl on Little Makin Island.

The sunset at Tarawa was a wonderful mosaic of gold and purple; one of those sunsets that can never be forgotten. The fleet of canoes at Tamana was truly picturesque—heavy storm clouds overhead and a slowly-fading sunset formed a sombre background for a fleet of twenty canoes each containing one or two natives with huge palm-leaf torches emitting showers of sparks and masses of smoke. With a sudden movement the scoop net would flash and in a single sweep of the arm a flying-fish was transferred from the sea to the canoe.

Up and down along the six-mile coast the canoes were sailing, keeping quite close to the ocean side of the reef and this would continue as long as their palm-leaf flares lasted. What a glorious way to get fresh fish for to-morrow morning's breakfast!

My third cameo of native life in the Gilberts was the solo "dance" on Little Makin.

It was at an evening concert and there had already been a number of vigorous but noisy group dances. The *maneaba* was packed to capacity when there came a sudden lull, and everyone became quiet. A young woman in native dress stepped forward and then stood still as a statue with outstretched arms. Quietly the drumming started, and we were watching the famous bird dance.

With quick but only slight movements of the head and wrists we saw an imitation of a sea-bird patiently standing in shallow water and searching the water ahead. Everyone—native and European alike—was spell-bound for there was not a sound except the monotonous low beating of the drum while that girl remained almost immobile, with staring eyes fixed, as were, on some distant point of the horizon.

Lutherans' Big Building Programme

FIVE American and two Canadian lay workers arrived at Lae, New Guinea, on July 6, to help the Lutheran Mission's building programme.

They will help build the new, 500-bed TB hospital at Finschhafen which will be financed by the Administration and staffed, under tentative arrangements, by the Mission.

They will also help in the erection of a modern theological seminary at Vasutieng, near Dregerhafen, and a girls' school at Finschhafen. They will remain for two years, working under the supervision of Mr. Douglas Kohn, of Sydney.

New Publisher for Oceania

THE March issue of *Oceania* (just recently received) will be the last published by the Australian National Research Council which has brought this quarterly out since 1930.

In future it will be published by the University of Sydney through its Department of Anthropology. Professor A. P. Elkin will continue as editor.

The current number has its usual quota of interesting scientific papers—including a long article on Fiji-Indian kin groups, by Adrian C. Mayer.

Aust. Rugby Union Team for Tonga

BARRY WRIGHT, 18-year-old Queensland three-quarter, will captain the Australian Rugby Union team which leaves for Tonga on September 8.

Team manager is Dr. Leo Maginnity, former Sydney grade player; other players are: full-back, G. Gould; three-quarters, R. G. Bloore, K. Jefferies, B. Wright, P. Doyle, H. Meier; five-eighth, I. Colquhoun; half-back, K. Woods; forwards, I. Mann, D. Pinkstone, A. McCosker, B. McMullen, G. Shehadie, R. Tuckerman, T. Atherton, K. Harris, K. Davis, R. Bradford, A. Fisher.

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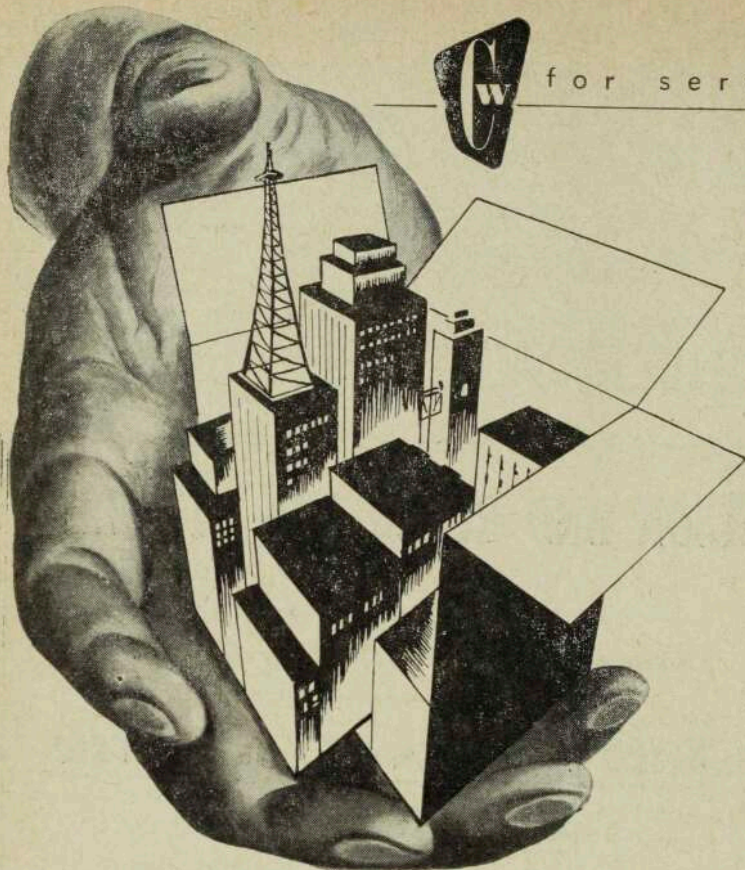
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72

SEPTEMBER, 1954—PACIFIC ISLANDS MONTHLY

Notes Made Here and There in the Cooks

By James P.
Shortall

Here—from the outside looking in—are a few practical suggestions as to how the Cook Islanders can improve their lot and beat what they imagine are the “wicked traders”:

[HAVE been told that the Cook Islanders are sadly lacking in Maori leadership; and that traders in the outer islands are paying only £32 per ton for copra, although the MOF price in Auckland is over £70 and getting it there certainly costs less than £20 per ton. The statements are correct—but it is also correct to say that nothing whatever is standing in the way of the people forming co-operatives, and shipping their copra directly to Auckland whenever direct-shipment space is available in the *Maui Pomare*; or to operate their own inter-island shipping if they feel that they would benefit.

If there were dependable men at the helm who could be trusted, the people must benefit by such co-operatives, although their history in the past has not been impressive.

Recently the Administration advertised for co-operative officers in another attempt to help the people to help themselves—and see that the local leaders of such movements

do not help *themselves* to the profits.

Apart from copra, there are two other items that could be profitably handled by co-operatives: One is the Mangaian coffee for which the traders there are currently offering only 1/- to 2/- per pound, shelled but not hulled. Sent to New Zealand by parcel post that would be worth at least 5/- per pound. But no one has the gumption to send it.

Then, at Aitutaki, the mango trees are loaded with fruit in season. Mango chutney sells in New Zealand at fantastic prices and is even imported from England. What is to stop such chutney, made under proper supervision, being manufactured with the simplest of equipment and shipped in large containers, for repacking in Auckland?

When an outsider comes along with an idea like that, the local price operators bump up the price of raw materials and the new enterprise is quickly killed—but the people could exploit these and other things

themselves with very little capital outlay.

There is every reason to believe that a profitable sun-dried or smoked fish industry could be developed by the Aitutaki or Palmerston people, for export to other islands, especially to Rarotonga, where there is a keen demand and an acute shortage of fish.

But at the moment no one cares.

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Leadership in this direction is totally lacking.

RA SHOWS HOW IT IS DONE

RESIDENT Agent Thorby, out on Atiu Island, is demonstrating just what these islands are capable of producing. To step ashore at Atiu is to step into a new world of hope and enthusiasm and this must have its good effect in the long run. (Photos pages 91 and 93).

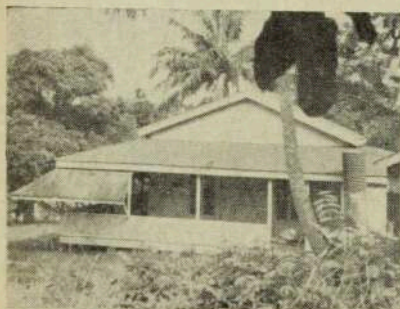
There, every kind of tropical produce is being given a trial on an

experimental farm which is a credit to the RA and his very small staff of Maoris who have been infected with some of Thorby's own enthusiasm.

Not all the crops have an export value. Some, like the various varieties of yams, are intended to determine the best types or to demonstrate to the people that, at little effort, many alternative food-stuffs could be developed for local use. But some, like ginger, coffee and peanuts, all of which are thriving, may have a considerable ex-

port or inter-island trade value. Thorby has also introduced pedigree ducks, fowls and turkeys and supplying settings of eggs at a price to people throughout the Group whom he knows will use them in improving the local poultry strains.

Bee-keeping is being developed with introduced bees kept in proper hives. A nice little export trade. Rarotonga has also been established in axe handles, which, under Thorby's supervision, the local boys can turn out profitably at 7/- (cor



The Ngatangia Community Centre, Rarotonga, where an effort is being made to preserve the best of the old Maori culture and to educate to-day's Cook Islanders to fit themselves into the world of to-day.

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ared with the imported handle, which lasts no longer and costs anything up to 18/6).

Atiu is one of the four Fruit Scheme islands and, at present, has 68 1-acre, 45-tree orange plots at various stages of development, the ranges being, as on all Scheme plots, the two standard varieties—late Valencia and Rarotonga Seedless.

But the main interest to the outside world is the now rapidly developing case-wood plantations, which are ultimately to provide lumber for fruit cases.

At present these, imported in "shooks", cost 6/8 each for the 1½-bushel orange case, and 5/- for the 1-bushel lemon, mandarin or tangerine case, landed in Rarotonga, and are thus a major factor in the fruit economics—as well as taking up valuable shipping space in vessels bound from New Zealand to the Cooks.

The upper slopes of Atiu and Mauke are bare, fern-covered, inhospitable, with sour soils which will not readily support citrus plantations. But it has been found that Albizzia Falcata and Albizzia Lebeck, two, fast-growing softwood trees, will thrive on this land. The forestation scheme began in 1951 and up to May of this year some 2,000 trees had been planted—at first 6 feet apart, but in the light of experience gradually increased in later plantings to 10 feet.

Following tests with Cedrola odorata, it is probable that this fast grower will also be established. Some trees are already 25 feet high. Considerable work is involved in transferring each seedling from the nursery seed-bed to an individual coconut shell, in which it is eventually planted out, bursting the shell as it grows.

Every encouragement is being given to individual land owners to plant these trees. Father Floribert and 14 Catholic school boys have planted 3,800 trees on mission land, and the Government school has also done much planting. With freedom from forest fires, and blights, a thriving industry appears to be assured within a few years.

AND OF PERPETUAL NEWS BLACKOUT

It is doubtful whether any South Pacific community is as badly informed on local events as the people of the Cook Islands.

This lack of correct information and consequent spate of misinformation and conjecture, though often a lot of fun, is undoubtedly the cause of a great deal of discontent amongst the people.

No statements are issued covering the proceedings of the various islands' Council meetings, or even the proceedings of the annual Legislative Council meetings in Rarotonga—except perhaps a half-dozen

(Continued on Page 91)

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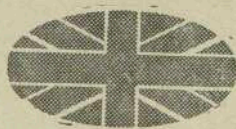


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MAGAZINE SECTION

Tropicalities

United Nations in Music-Making

SPANISH guitars are being manufactured by an Australian firm from German materials, and are for sale to New Guinea natives. A south Brisbane firm, Dandy Drum Co., has already sent 100 guitars to Rabaul and has orders for another 100. To give the instruments a better tone, spruce, imported from Germany, is being used in the fronts or "bellies."

Profitable? On a comparative basis perhaps not. But it is certainly enterprising.

The two Cliftons

NEWSMEN arriving back in New Zealand after accompanying a Parliamentary commission of inquiry to the Cooks in August, reported an unfortunate coincidence. The mission, headed by Territories Minister Clifton Webb, was investigating complaints regarding taxation, amongst other things.

At Rarotonga, the main township was plastered with posters: "It's that man again! Clifton Webb in—'For Heaven's Sake!'" Then there was a follow-up line explaining that the big film was about a "fallen angel who'd refused to pay his income tax!" They're still wondering whether it was just a coincidence.

Palms Don't Make This Island

WHEN a Qantas aircraft touched down at Canton Island before dawn one morning in early August, a passenger hurried off into the surrounding darkness—a man with a mission.

He was R. H. Allen, of Auckland, son of the late Captain E. F. Allen, who in pre-war days had shipping and plantation interests in that area. R.H. was looking for a particular coconut palm, about the only one on Canton—if it still survives.

Early in 1914, Mr. Allen and his father planted 450 palms on Canton. Five years later they returned to find only two survivors. We have a photo taken in 1938 showing at least those two—so Mr. Allen may have been lucky, though he had information that one was cut down during the recent war.

Geographical Shift for Tonga

TONGANS crowded into Nukualofa on August 18, to see the 900 tourists from the Orient liner *Orion*, which spent the day there.

But Australian newspapers described Nukualofa as "the centre in the Fiji Group!"

If He Wants it He Can Have it

REVELL, a 24-year-old Solomon Islands native seaman, working on BP's *Mulima*, received a spate of Australian newspaper publicity a month or so ago when he won £6,000 in the NSW State lottery. (It was stated that at the current BSI bride-price, this was sufficient to buy 150 wives).

The newspapers reported Revell as returning home promptly to look-over the most beautiful girls (if any) on his island. Then the BSIP Government stepped in and put £5,000 of his money in trust until his seaman's contract expires in 12 months' time.

Frustrated, but still grinning, Revell returned to Sydney with a bankbook worth £1,000 and went on a big buying spree. He was last seen spending £25 a day on dresses, hats, beads, compacts, etc.

His stroke of luck will make Revell one of the most eligible bachelors in the Solomon Islands.

American Who Believes in Pidgin

FOLLOWING is some background on Dr. Robert Hall, the American linguist from Cornell University, who has intrigued New Guinea residents by championing much-discussed (and much-abused) Pidgin, and had written a book about it before he had ever seen a Pidgin-speaking native.

The information herewith was published in the quarterly bulletin of the Anthropological Society of Hawaii:

Dr. Robert Hall stopped briefly in Honolulu in February, accompanied by his family. Hall is author of "Leave Your Language Alone", one of the few

Tongan Children Dress Up for School Parade



Some of the children who attended the Wesleyan Church Primary School's Fancy Dress Parade at Nukualofa, Tonga, on July 23. From left to right they are

(1) the little girl who won the competition. Her costume, including umbrella and shoes, was made entirely of coloured pandanus fibre; (2) two boys with

costumes made entirely of coconut fibre with coconut decorations; (3) Maoris; (4) Biblical costumes depicting Esau and Jacob; (5) Red Indians.—Photos by Hettig.

popular works on modern linguistic theory and techniques.

His study of Melanesian Pidgin is well-known. He has also written on Haitian and other creole languages, and has made a study of Takitaki, a language of South America. In addition he is a specialist in Romance languages.

Dr. Hall is working under the arrangements of a Guggenheim Foundation award which will enable him to continue his study of Melanesian Pidgin. He plans to go to New Guinea, New Britain, the Solomons, and perhaps to New Caledonia and the interior of Australia. On the way back to Cornell, the Halls hope to spend some time in Honolulu, where the doctor will turn his linguistic ear to Hawaii's Pidgin.

Mrs. Hall, a graduate in social work, has been made a visiting professor on the faculty of the University of Adelaide in South Australia. The Halls will, therefore, call Adelaide their headquarters, and the three children will enrol in school there for the term of their father's field work.

The Heart of the Matter

THERE was a recent reference in PIM to that alleged kingly dish of the Pacific, millionaire's salad, made from the heart of the coconut tree.

I had heard of this item in civilisation, years prior to settling in Polynesia, and looked forward keenly to the time when I might sample it. In the CI, palms are not frequently cut down, unless a hut is being built, and timber required for the upper frame (coconut-wood rots if damp).

But at last, the opportunity came; there was the recumbent *nu*, and my boys extracted the cylindrical lumb of ambrosia with somewhat bored expressions, and it was sliced and plated for me.

What did it taste like? Nothing Polynesian, believe me! It reminded me of a forbidden (and not at all Roman-orgy) eatable of my infancy. My mother had an old-fashioned English prejudice against the "chewy" butts of our home-grown garden lettuces, which she imagined to contain laudanum—well, *her* mother had said they did.

I, in contradiction of this peril, loved the butts and ate every one I could get hold of.

Memory went back 20 years when I tasted the alleged Millionaire's Salad of Polynesia. Again I was masticating forbidden lettuce-butts!

It's time someone told the truth about the item, and here it is. Now let the "Blue Lagoon" school of Hollywood thought turn and rend me!—EDWIN GOLD.

Who Grew the Guavas?

A READER of the Australian *Post* is still wondering how a plantation of guavas came to be near Aitape, northern NG, where he served during the war.

Diggers who were in that region will remember that until they

reached Aitape, fresh fruit had been very scarce—nothing but paw-paws, green coconuts and a peculiar acidulous fruit they knew as five-fingers.

Not so at Aitape, however. For there, right next to the camp, was a well laid-out, although overgrown orchard of laden red and yellow guava trees.

Troops consumed the fruit with delight when they were first sighted but they soon began to pall.

What puzzled the troops then was the identity of the person or persons who planted the orchard in such a remote place. Natives showed no enthusiasm for the fruit and the nearest market could only have been Australia.

Perhaps some resident of the Aitape district knows the answer—although the fact that they were there probably proves only that someone liked guava-jelly. They grow like weeds in the tropics, and in Fiji are regarded as a pest.

Fresh Flowers for R.L.S.

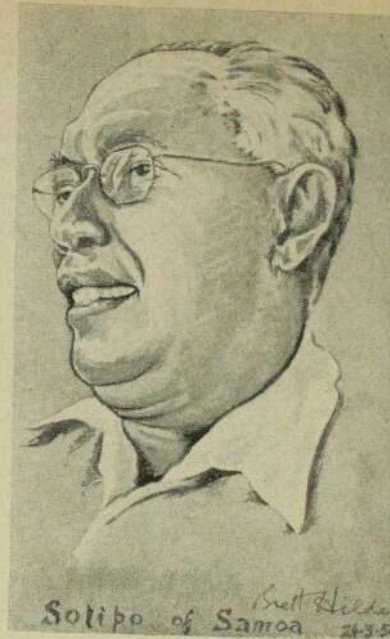
IT is time someone sang the praises of Sieni. . . Here goes:

She is a pretty, sweet-natured part-Samoan girl, aged seven; and she lives in the village across the road from Vailima, the reconstructed home of Robert Louis Stevenson, now the residence of the New Zealand High Commissioner in Apia, Western Samoa. It is a long, steep climb from the village to the great writer's tomb on Mount Vaea, and the journey to the top and back again takes about two hours—even for a sprite like Sieni—and it is usually hot going. But this little girl has taken it upon herself to keep fresh flowers on RLS's tomb, so—often with her five-years-old brother, Tolai, but sometimes alone—she makes the ascent twice weekly, with blazing red bunches of hibiscus in her hand. (PIM published a photo of Sieni some months ago).

When I first met her on the track I thought that one of the half-caste guides, who have a habit of pestering visitors, might have sent Sieni on her journey.

But I was wrong. She has been looking after RLS's resting-place for more than a year, and it is entirely a voluntary chore, undertaken because she feels that the grave is a bit lonely, and she has heard that the writer loved her people.

My own reaction when I first arrived at the tomb, lathered in sweat, was the thought: "Well, it was okay for him to want to be buried under a wide and starry sky, but I wish he had thought of a place a bit more convenient than this. And then I felt ashamed, for Sieni arrived with a new bunch of flowers for the memory of a man whose language she may never be able to appreciate.—JACK THORNTON.



FAGA TAVISI SOLIPO is a Samoan teacher of the Methodist Mission who has just returned to his native land after 5 years of very fine work in Eastern Papua. He was born in the village of Fagatogo, in Pago Bay, Eastern Samoa, in 1902. He was nearing middle-age before he decided to train as a Mission teacher, and he is now feeling the weight of his years for the type of work he has been doing in Papua.

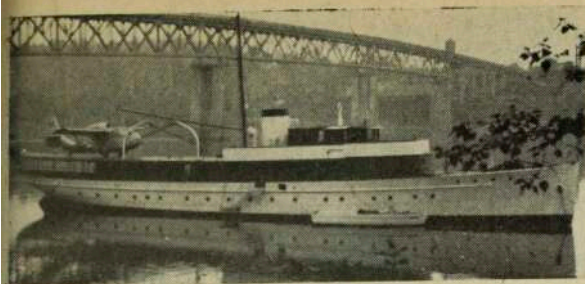
He was accompanied by his second wife, Aitofi, of Western Samoa, and three of his daughters, Talosia, Roberta and Meriko. Solipo represents the solid type of native teacher who has been of great assistance in opening up the mission fields of Melanesia since the earliest days, for it was in 1839 that the first Samoan teachers were landed in the New Hebrides, very soon after the conversion of the Samoans themselves. The work of those early teachers on Tanna, Aneityum, Futuna and Erromanga, involving discomfort, disease and sometimes death, has been overshadowed by the more publicised work of the European missionaries there.—BRETT HILDER.

One Minute Quiz

1. In spite of new drugs, there are still millions of malaria sufferers in the world—a few of them in the South West Pacific area. From what was the name derived?

2. The first wonder drug, as far as malaria was concerned, was quinine, an alkaloid derived from the bark of the cinchona tree. How did the drug and the tree get their names?

(Answers on Page 86)



Motor Yacht Caronia.

Salvaging war-junk from the islands, reefs and seas of the South Pacific has meant adventure and profit to a number of people.

A group of Americans have been working on the wreck of the *President Taylor*, and doing it in some comfort, although this ship went up on Canton Island, one of the most isolated in the Pacific.

THIS is the tale of two ships, the Motor Yacht *Caronia*, and the *SS President Taylor*. For the one it is the beginning of a new life; for the other it is the end.

Firstly, *Caronia*, a 296-tons steel hull diesel yacht which was built originally as *Conoco* for a Mr. Ross Judson, at a cost of \$750,000. She was later sold to Mr. George Machris, of Los Angeles, California, and renamed *Caronia*. During the second World War the United States Navy took over and made her a weather station in the North Atlantic. After the war she was in pretty bad shape, her walnut lounge cut up into individual compartments; her teak coated in heavy grey; half her boat deck gone; but still showing the unmistakable lines of John H. Wells design.

Following the war, William G. Cooney, of Oregon, dreamed of making *Caronia* once more a thing of beauty—and a practical ship, too. North Coast Corporation was organized and purchased *Caronia*. Four years were then spent putting her back in top yachting condition. Her interior and exterior were carefully restored. She was completely overhauled and refitted to provide a comfortable home for NORCO's

officers, their wives and children, and to serve as operational headquarters for the corporation.

Late in 1952, Cooney, Executive Vice-President of North Coast Corporation, visited Canton Island and studied the stranded hulk of the *President Taylor* to determine salvage possibilities. The ship was later acquired from the United States Maritime Administration and arrangements were made for the trip to Canton Island.

Caronia has ample space for both passengers, crew and cargo. She is 140 ft 7 in. in length overall, with a beam of 23 ft 7 in., depth 12 ft and a 10 ft draft. A twin screw vessel, powered by two 6-cylinder, 4-cycle Cooper-Bessemer diesels, she has a normal cruising speed of 12 knots.

The interior design is both luxurious and practical. There is a master stateroom the full width of the ship, below, midships, with tiled bathroom. Immediately aft of this are three smaller staterooms with tiled bathrooms for each. The stern of the ship has a double stateroom, also with bath.

Forward of the cargo compartment are the crew's quarters with accommodation for eight, together

with complete bathroom facilities. On the main deck there is a large lounge, a library complete with piano, spacious galley with built-in breakfast-dining room. Forward of the galley is another large double stateroom of knotty pine interior, also with its own bathroom. There is a laundry below, equipped with washing machine and dryer, with additional crew's quarters for three just off the laundry.

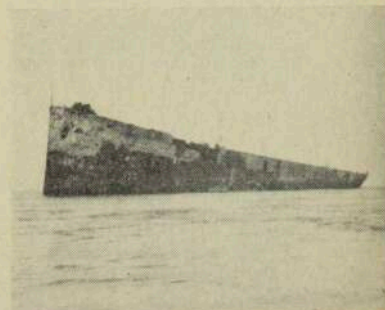
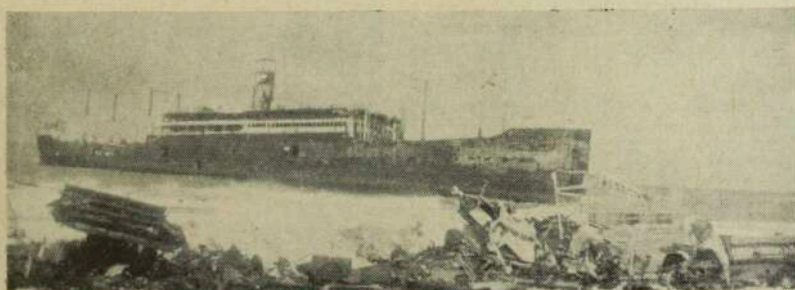
On the boat deck the pilot house is equipped with gyro-compass, direction finder, radio-telephone, magnetic compass and engine-room telephone as well as telegraph. What was formerly the captain's quarters on the boat deck have been converted into a combination stateroom and ship's office, with bathroom. Prior to departing from Portland, the ship carried a Seabee Amphibian plane on her boat deck. Due to the necessity of occupying this space with skiffs, jeeps and other cargo, the plane was disposed of. However, in addition to the skiffs and life raft, *Caronia* carries a 24-ft power launch.

From Portland we carried over 50 tons of equipment, machinery and supplies. Included were two welders, an air compressor, diving gear, pumps, hoists, marine engines, complete rigging and other equipment for handling dismantled parts of the *Taylor*. There were canned goods, a complete machine shop, and 75,000 carbon electrodes. Below the cargo compartment, the full walk-in deep freeze carried large supplies of beef, bacon, hams, etc., and the reefer, too, was amply stocked.

(Continued on Page 87)

The wreck of the "*President Taylor*" as it was in 1952 before salvage commenced. A fire of unknown origin had occurred in the wreck some time earlier. There is still much oil floating in the holds.

—Photo by J. B. Johnson.



CHARLEY, I was informed, no longer camped at the local; hadn't been seen there for over a fortnight. Someone suggested that he was infesting one of the cabins near the beach. Anyhow, he'd be fishing at this hour.

Sure enough, I found him dangling a rod over the jetty, with a bunch of other enthusiasts, mostly kids.

"Hi-ya, Charley!" I said.

Just then his rod arched sharply, and his line went screaming off the reel.

"Quick!" he hissed. "The net—I'm onto a nigger." He indicated the landing-net with a sidewise jerk of his head.

But before I could reach the net one of the onlookers grabbed it and, flopping down "in the prone position," reached over and made a wild swipe at the madly circling blackfish—knocking it off the hook, of course.

"There!" yelled the wielder of the net (a woman, I noticed with some surprise). "How often must I tell you to hold your rod up? How can you expect me to net a fish if you'll persist . . . ?" and on she rattled, pouring abuse and criticism on poor old Charley as she got on her feet again.

I eyed off this lady with no little curiosity. She had a shrill voice, a fifty-inch bust and a dewlap like a pelican. She wore her sparse sandy hair in a horse's tail.

As she scolded him, Charley slowly reeled in his line without a word; but a red tide surged up his neck and suffused his face, so that I expected, at any moment, to see him turn and wring her scrawny neck, as if she were a quail.

But nothing like that happened!

Deliberately, Charley fixed a shred of green-weed bait on his hook and waited in silence for her tirade to subside. Then, "How's the time?" he asked, addressing me in a strangled voice.

"Four thirty," I answered, glancing at my wrist.

At that, the women transferred her attention to me, turning her head as a bird does, so that her baleful glare appraised me over her shoulder blades. A single glance seemed to satisfy her as to my innocuousness. With a curl of her lip she returned to Charley.

"Talking about watches," she said, "when do I get that watch you promised me?"

"Nobody mentioned watches," protested Charley mildly. "But you'll get one, never fear, one of these days."

"One of these days," she hooted. "That's no good to me! We're going to the flicks to-night and I want to wear the watch you promised me, so you'd better make it snappy. We're having tea early, so be home in half-an-hour. I'll go get it ready now."

There was menace in her glance as she turned to go.

Charley Goes Home



"... slowly reeled in his line."

"You didn't introduce me to the lady," I said, after a while.

"Did you want me to?" asked Charley.

"No, no," I said, hastily. "Only I thought you'd let me know if you got married."

"I'm not married," said Charley, sharply. Then relapsed into brooding silence.

By Bill Gill

"Let's have a drink," I suggested, fed up with the gloom.

"I've given the grog away," Charley replied. Then, in answer to my incredulous start: "It gives you ulcers, fallen arches, blood pressure, spots before the eyes and a dozen other diseases which I've forgotten. Elspeth caught me just in time. After half a century of imbibing I was ripe for all these complaints, and more, only for her convincing me of the evils of alcohol."

He paused to let this sink in, then continued, somewhat irrelevantly.

"I was moored once, during the war, at a wharf in Milne Bay.

There was a mob of Yanks camped along the shore. One stinking hot Sunday the troops were having a snore-off and the camp appeared to be deserted. Suddenly, a top sergeant appeared, stalking along the rows of silent tents. "Ten dollars for a pint of blood," he yelled. "Roll up for the easiest ten bucks you've ever made." He walked all around the camp bawling his head off, but not a move! He might have been addressing a necropolis for all the response he got, and when he left the silence was heavier than ever.

"Suddenly he reappeared. "Ten bucks and a slug of Scotch for a pint of blood," he shouted. Before you could say 'knife' he was overwhelmed with volunteers. The somnolent tents suddenly boiled, erupted troops by the hundred, patriots all, breaking their necks to donate their life blood in a noble cause. Some of them doubled up, and one passionate pilgrim tried to donate three pints."

He gazed sombrely across the darkening waters, reflecting on the obscure moral of his yarn. Then: "Maybe one snort wouldn't hurt after all," he resumed. "Only she's

got a nose on her like a spaniel dog."

"But haven't you heard of these chlorophyll pills?" I asked. "They'll destroy the smell of grog like magic. You can buy them anywhere."

"Then what are we waiting for?" he asked, with animation. "Let's go."



AN hour or so later he seemed more like his old self. We had bought a bottle of green tablets, and he did explain how Elspeth had met him one morning when he was suffering from a particularly savage hangover and, with "blandishments and fair words" had induced him to abandon the pub for a cabin next to hers. He discovered that their cabins had a hallway in common, and soon they were sharing meals, he supplying the tucker and she doing the cooking.

Gradually her dominance over him increased and, eventually, she weaned him completely from the booze.

"She even got me into Sam Langfords," he said, with a resentful flush on his battle-scarred old dial; and he hitched up his pants to display his long underwear.

In the course of his narrative, Elspeth had undergone a strange metamorphosis. Starting off as a "lady," she became a "lass," then a "woman," and finally a "virago."

We were brought back to earth by a seedy-looking individual who shoved a mysterious parcel under Charley's nose.

"Here's that lady's watch," he whispered hoarsely. "Only sixteen quid. You'd pay twenty for it in the shops."

"I've changed my mind," said Charley, his courage restored, and once more captain of his soul. "Let's see something cheaper, much cheaper—about ten bob, in fact."

A lot of acrimonious haggling ensued, but Charley emerged with all the honours and a "gold" watch which cost seventeen and six. True, it wasn't much of a watch to look at: the thumbscrew, when you wound it, made a row like a boiler-maker's ratchet, whilst the so-called "tick" could be heard above the hubbub of the bar-room.

"This'll make her happy," declared Charley, optimistically, as, arm-in-arm, we meandered towards his cabin. "'Twas a gold watch she wanted, and that's what she'll get."

However, his courage appeared to falter as I assisted him up the steps. "You've got those pills all right?" he whispered anxiously.

"Yes, yes," I reassured him. "A whole bottle—you'll be jake."

But, tip-toeing across the verandah, he veered of his course, and ran foul of a chair, which overturned with a resounding crash.

What followed occupied less time than it takes to describe.

A door flew open and Elspeth sprang forth like an assassin. Her mouth fell open, outraged at the sight which met her gaze.

"The pills!" hissed Charley, urgently, and they were in his hands even as he spoke.

Swiftly, he leaned over and jammed the pills, bottle and all, between her gaping jaws. Then, tossing the watch onto a table, he spun around, scurried down the steps and along the street towards the taxi rank, me after him lickety-split.

SOME four hours later, as our taxi entered the outer suburbs of Sydney, I remarked: "Those pills, by the way, were for you to eat, not her."

"Well, what d'you know!" said Charley, "I never thought of that." Then he added, after reflection: "Ah, well, maybe she didn't swallow them after all, more's the pity! There would be poetic justice in her being sick from the bottle for a change."

Charley's luck held. Next day, he managed to secure a berth on an Islands-bound steamer.

As he struggled into his bunk he urged me to go north with him: "If ever that Elspeth catches up with you," he warned, "your life won't be worth a moment's purchase. You'll be safe in the Islands but nowhere else."

Then, in a final burst of eloquence, "Why, dammit," he cried, "she might even cure you of the drink habit."



Marooned by Request

By W. H. PERCIVAL

IN the early Pacific war years the late Robert Dean Frisbie spent some months on lonely Suvarrow atoll with his brood of youngsters. While they were there, the whole area was battered by a tremendous hurricane.

Out of their adventures came another Frisbie book, which the author planned to call "Marooned By Request," but which his publishers, in their wisdom, called "Island Of Desire."

Much more recently, another adventurer was marooned by request on Suvarrow. This is his story:

MR. TOM NEALE arrived back at Rarotonga aboard the *Rannah* in early July after a stay of 21 months on lonely Suvarrow atoll. He had fulfilled a boyhood ambition—one held by thousands of city folk—to "get away from it all" and live in peace on a lonely desert island.

He lived alone with his three cats, except for the brief visit of a party of shell divers, and the infrequent appearance of visiting yachts. Supplies of flour, rice, bully beef, tea and tobacco were obtained when the *Mahurangi* put in, and he had gone well equipped with poultry so that it was not necessary to live on seabirds' eggs.

Fish and crayfish were abundant and were caught easily with rod and line, handline or spear. The small reef sharks were not difficult to scare away. Most of the palms on Anchorage island were planted after the 1942 hurricane and it was possible to reach the nuts with a long stick.

Soon after his arrival, Tom started work on a garden, making use of soil taken there by previous settlers. Pigs were running wild over the island and it was necessary to erect a fence around the plot.

The pigs had destroyed the banana plants and paw paw trees that had previously been grown there, and from his former experiences of pigs in Tahiti, Tom knew his garden would not be safe, even fenced, until he had killed off the pigs. He made a spear by fitting a French bush knife of good steel into a shaft, then he studied their movements and laid in wait for them in the lower branches of trees.

He used cut coconuts as bait and at night laid out dried palm fronds to serve as warning of their approach.

The porkers were too cunning to be caught by such an elementary booby trap, for one night he saw them approach, sniff about suspiciously, then carefully step around the "kikau." Shortly before he left,

there was only one pig left and its fate was not known. The garden flourished and produced kumera, paw-paws, bananas, shallots, tomatoes, rock and water melons.

At the time of Tom's arrival there were a large number of small native rats on anchorage island, but his cats went to work with enthusiasm and when he left no more rats were visible. There was no time to get bored on Suwarrow with the bush to be cleared, the buildings repaired, and the small flat-bottomed dinghy to be kept in good order. The hut had two rooms, four home-made easy chairs and two slat-type beds. Rainwater was caught from the roof in three tanks that held a total of more than a thousand gallons, but in spite of that, there was a drought period when the shell divers were there, and the depth of the tank water dropped to two inches. It became necessary to bathe in the lagoon and rinse down with the minimum amount of fresh water afterwards. During this time several rain squalls blotted out Motu Tou, an islet six miles away, and Turtle island only three miles away—but no rain fell on Anchorage.

In December, 1952, only a few months after his arrival, Tom experienced winds of almost hurricane force. The barometer fell to 29.70, but the roof of the hut was securely held by double wires which passed over it and were secured to three anchors buried in the ground. The palm fronds were being bent double

and snapped off by the force of the wind. As it was dangerous to remain outside, Tom nailed down the shutters and stayed indoors, listening to the wind which made "the devil of a noise" through the trees.

On a dinghy trip to Turtle Island it was found that termites had done great damage to the trees. Palms approaching the bearing stage had rotted and fallen over and very few of the others bore nuts. Throughout his stay on Suwarrow, Tom Neale enjoyed good health except for occasional bouts of filarial fever to which he is subject, and on his return to Rarotonga he looked fit and well.

Miss Janice Jackson, 21, of Sydney, left for Honiara in mid-August to work with the Secretariat of the British Solomon Islands Protectorate. She was chosen from among 60 applicants. When she was 17 she went to Tasmania and two years later sailed for England, where she knew nobody; she landed with only £17. She returned home in December, 1953, but the travel urge made her apply for the job on Guadalcanal. (Note: Things must have changed in perennially short-staffed BSIP when any job merits 60 applicants).

SOJOURN IN SAMOA

We come but for a little while
amongst you
To learn your brown-skinned
charm, your devious ways.
We go and, going, leave no trace
behind us,
And yet we will remember all our
days.

The hills like pansies in the scar
sunrise,
The sweep and crash of breakers
on the reef;
The still lagoon, cliffed in by at
ramparts,
With coral, carved in beauty
underneath;

The spears of sunlight stabbing
emerald waters,
And soaring palms, ebony and
silver-fret.
When we must go, we take your
beauty with us.
We shall remember. How can we
forget!

—BETTY MAITLAND

¶ Messrs. L. F. Nix, G. F. Grege-
son, A. E. Prince and B. W. Graha-
have been appointed directors
Papuan Apinaipi Petroleum Co.
Ltd.

PIM CROSSQUIZ NO. 55

Solution on
Page 90

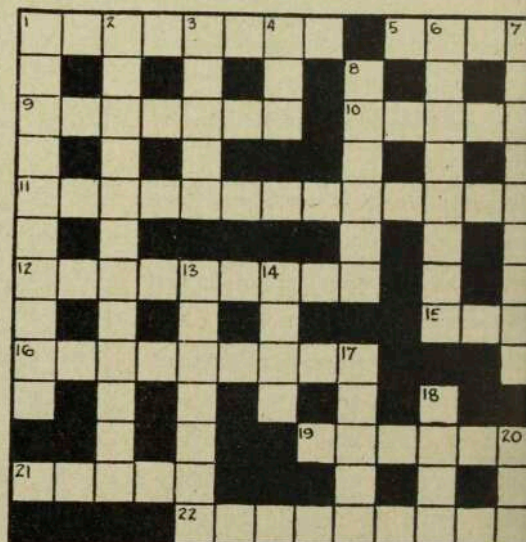
ACROSS

- 1.—For what invention is Alfred Nobel famous?
- 5.—Who was England's Prime Minister during the French Revolution?
- 9.—Of what South American Republic is Montevideo the capital?
- 10.—What was the title borne by the ancient rulers and priests of Peru?
- 11.—Who is Emperor of Abyssinia?
- 12.—Who wrote "Lorna Doone"?
- 15.—English comedian. — Fields?
- 16.—What is the name for animals that chew the cud?
- 19.—What is the name for a water bottle used on a table?
- 21.—What is an alloy of iron and carbon?
- 22.—Who is known as "the father of modern chemistry"?

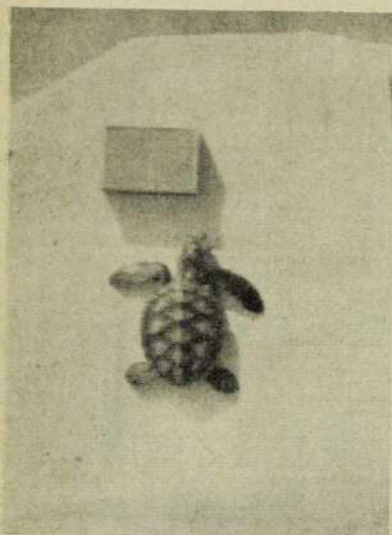
DOWN

- 1.—What is the name of the fanatical sect in Canada who burn their own houses, then, disrobe and pray?
- 2.—What British measure is equivalent to 6,080 feet?
- 3.—On what animal did Walt Disney model his first cartoon character?
- 4.—What river does the Tay Bridge span?
- 6.—What are the sharp edged cutting teeth at the front of the mammalian jaws called?
- 7.—What is the name for the tiny nodules on the tongue which enable us to perceive the flavour of things?

- 8.—In what capacity did William Keble become notorious?
- 13.—Who wrote "September in Australia"?
- 14.—Of what department of Norman is Alençon the capital?
- 17.—What is the name given to French Algerian cavalryman?
- 18.—What is the feminine form "rajah"?
- 20.—According to the well-known saying what part of the body is found in wall?

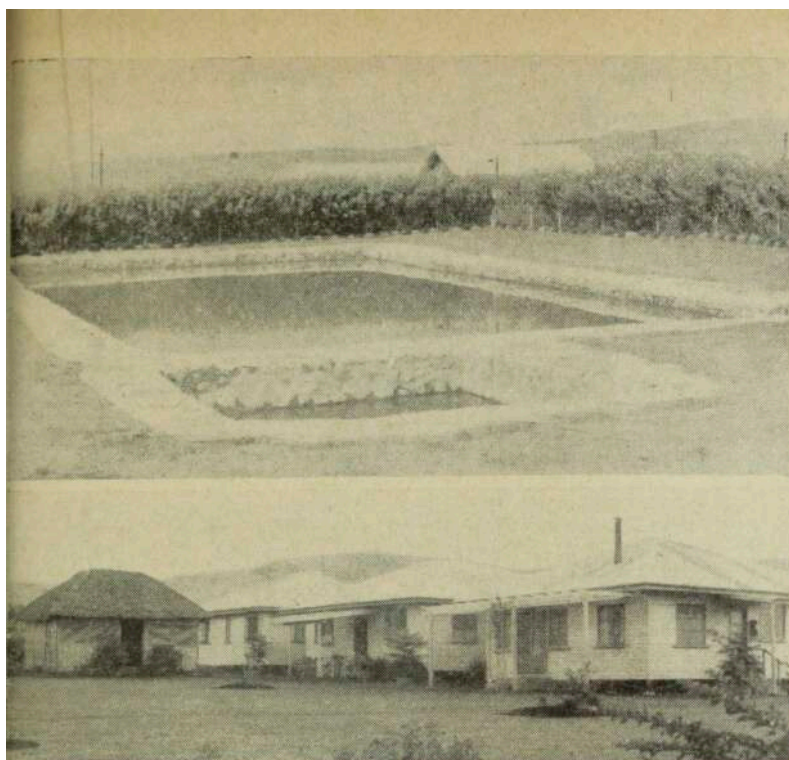


Soup? Maybe, Someday!



Soup in the making—but don't bother waiting for it, as turtles grow at the rate of about eight inches a year. And the matchbox beside it indicates the size of this six-weeks-old baby, caught at Makogai, Fiji, recently.

—Photo by Jack Thornton.



Top, the fresh-water swimming pool with paddling pool beside it. Lower, Mrs. Pitt's hotel.

—Photos by Papuan Prints.

Goroka is Growing Up

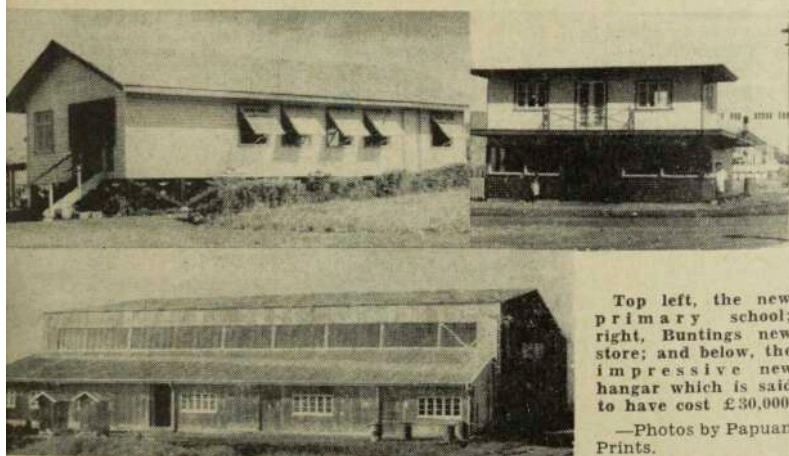
GOROKA—New Guinea's newest town, there was nothing there a few years ago—is expanding and growing in great leaps. These photographs show some of the building that has been done, most of it in the last year.

In the last 12 months, Mrs. Ellen Pitt has added to her hotel (it now has a licence). Originally the house shown in the centre was the entire establishment; now two other wings, connected by covered-ways, have

been added. It can accommodate 20 guests and Mrs. Pitt plans to build a new lounge adjacent to the present dining room.

The swimming pool and paddling-pool have been completed and a hedge has been encouraged to grow around it to keep off some of the breezes that blow down from the higher peaks.

In mid-June, the Department of Works officially handed over the hangar (shown herewith) to the De-



Top left, the new primary school; right, Buntings new store; and below, the impressive new hangar which is said to have cost £30,000.

—Photos by Papuan Prints.

partment of Civil Aviation. It is said to have cost about £30,000 as it is a pre-fabricated affair, imported from the UK and flown in to Goroka.

During June, the Bunting interests of Samarai and Lae purchased from Mr. Jim Leahy two trade stores, one of which, of modern design, will be opened as Goroka's first large European store, with a freezer.

The European school has been functioning for about two years and, in the capable charge of Miss Roach, caters for grades 1 to 5. There are 21 pupils enrolled.

Almost every type of farming and stock-raising is undertaken in the district—but coffee is king. Everyone, native or European, is interested in this crop which is looked upon as the greatest factor in the future well-being of the district. The Administration is helping the natives to get into the coffee business. You can buy native-grown coffee in Goroka for 4/- per pound—less than half the price you pay for it in Australian shops.—JOAN CARTER.

THE LAGOON BLUES

as heard by

"THAT PASSING MOSQUITO"

Like thunder, dawn, across the bay;
Like lightning comes the glow of day;

Like shafts of hope, the poets tell—
We've seen it and it is like—well!

Like fairy flutes, the song of birds;
Like long forgotten magic words;
Like notes upon a silver bell;
Like raucous shrieks from out of—
well!

Like spells, the Islands' magic charm,
Will banish all disease and harm.
The common cold has heard its knell,
Ah-tish-oo! Oh please go to—well!

Like dragons at their fearsome play,
Destruction tears its frightful way.
The skies above hurl rain pell-mell,
But more than that, it pours like—
well!

Like shutters drawn, the light of day,
Is crashed upon its sudden way.
Like curtains drawn the darkness fell.
We brightly say, "Like (censored)—
well!"

This fairy tale of modern times,
We'll gladly leave for cooler climes.
But our life there's an empty shell—
Our hearts are in this Tropic—well!

¶ Mr. J. E. Windrum, British Agent and Consul in Tonga since 1949, left Nukualofa on retirement on August 10. His successor, Mr. C. R. H. Nott, arrived in Nukualofa on the same day, to commence duties.

This Month's New Reading

(Conducted by the Assistant Editor)

THEY COME NOW IN PAIRS

WHEN you read two books within the month, one a first novel by a young American woman about the passion of some middle-aged American females for a beautiful young man; and the other, a first novel by a young Britisher about the passion of "an ageing woman" (of thirty-eight!) for another beautiful young man, it probably proves only that life is the same on either side of the Atlantic.

The action of both novels takes place in that stratum of society where people have too little to do and too much money to do it with. On the other hand, both young men in the stories come from the under-privileged masses. Both stories are concerned in part with the antics of what in blunt Colonial circles are still referred to as Pansies, which is as polite an expression as any.

This yearning of women for men young enough to be their sons is not unusual—or so I am told. It is supposed to be a mother-complex. Could be. But if these novels are a fair description of contemporary life in the Alleghanies or London it could mean also that Western Civilisation is all our Russian friends ever said it was—commencing with decadent.

First, *The Love Eaters*, by Mary Lee Settle: Centre stage, a crippled professional director of a group of amateur play-actors. Then enters the beautiful young man, Selby Dodd, long-lost son, by a former marriage, of coal baron Jim Dodd. All the ladies of the Dodd circle, including Dodd Snr.'s second wife, Marty, immediately begin to breathe heavily through their nostrils, paw the earth and manoeuvre Selby into corners and situations. Selby takes refuge in the society (we might even say arms) of the crippled drama director.

This far, clear enough; but beyond this, most of the book is a vague patchwork, more often than not seen through the hankering of a middle-aged woman. The family doctor believes it nothing more than that she has reached that unfortunate period of female middle-years when women are apt to hanker and haver. It could be that, although most of the other characters are as witless.

Not that they are badly drawn so much as being an unsympathetic, unlovable lot—who leave a sour taste in the mouth.

The whole story hangs on so small a thread, and the characters have such small reason for clattering up any book, you can wonder how it came to be written, and leave it at that. Or you can spare a moment wondering if this is a fair sample

of American life, and if so, shed a tear for the greatest champion of Western Democracy. Possibly it was on this last point that it found a publisher.

The Other Side of the Square (by Neil Macmillan) is a drawing-room drama of post-war London. One might have supposed, of course, that the Second World War would have ended that section of society which is devoted entirely to scandal and the dilettante. But evidently not. They are no more attractive than their Yankee cousins in Miss Settle's Alleghanies.

It is 38-years-old Veronica who falls in love with the gardener's 20-years-old son, Laurence. But unlike Marty, who just sweated it out, Veronica gets her man and there are many passages of passion in the flat over the garage where Laurence lives.

The story might have been given some piquancy by the fact that her husband, Charles, unknown to the lovers, aided and abetted their affair (apparently on the grounds that young Laurence could supply what he could not and thereby keep his wife happy). Might have been, but is not: Macmillan is no Guy de Maupassant.

Veronica (who believes that she loves her husband as well as young Laurence) and Charles are well-satisfied with the triangular arrangement, but Laurence, as might be expected of a gardener's son, is not. He feels obliged to confess to the husband and then to bash the ageing Charles over the skull with a poker.

The troubles of these three are not lessened by the fourth character, the feline Geoffrey, who has a gift for meddling and for good-looking young manservants.

The final episode in the drama is about as ridiculous as Mr. Macmillan can make it; but although, at times, the writing is technically crude, and the theme even more so, nonetheless the book is readable. One of these days, when the writer gets over the idea that an abnormal sex-life is life, we might even get something good from him.

(*The Love Eaters*, published by Heinemann, Australian price, 13/3; *The Other Side of the Square*, published by Seeker and Warburg, Australian price, 15/6.)

LOVE ME, LOVE MY JAP BRIDE

THE old Maestro again—this time writing about Japan with possibly the best story he has done since *Tales of the South Pacific*.

You may not admire the theme, but James A. Michener is at his best writing about fighting men, and his characters (pruned of their

American ballyhoo, of course) have the necessary relation to human beings to make his stories good entertainment value.

Sayonara will probably infuriate some people, so put it aside if you cannot go quietly along with Michener and see Japan through his eyes—a land of subtle beauty and charm. Forget the horror posters of the war years (Remember the one called, "He's Coming South"?), and think of the Japanese as kind, cultured and gentle folk.

This is a love story—of GI's and Japanese girls and the obstacles thrown in their path by an unsympathetic military authority; plus justification of the GI's attitude. For (according to Michener), the Japanese girls have something the American girls have not. As one of the characters in the book put it: "Men with wives back in the States talk about the braces on Junior's teeth and what kind of car their wife bought. But men with Japanese wives tell you one thing only—what wonderful wives they have. They're in love. It's that simple."

And so the stage is set for the love of a US air ace for a beautiful Japanese actress—and, brushing away the obstacles put in his path by his father (a four-star general) by the father of his girl-friend Eileen (a lesser general), Eileen herself and Eileen's battle-axe mother he dives in head first, to an affair that gives him more soul-soothing satisfaction than he has ever had and which irons out the crinkles in his inhibitions.

What precisely is the charm of the Japanese girls is never specifically explained and one is left with the inescapable conclusion that it consists mainly in boosting the male ego—even so far as removing his shoes at the door and scrubbing his back in the bath.

But apart from the love passages there are various excursions into Japanese life and customs which are of considerable interest. Unfortunately, one strikes a snag here, for in the past James A. has carried out so much fact-and-fiction blending that one is now apt to take everything he dishes up with a good sprinkle of salt. You remember, perhaps, the story he told in an article on Australia in the US publication *Holiday*; Australians, he said, mostly all have false teeth. In the summer surfing season at Bondi they parked their cars in long rows, with a beach-inspector to stand guard over them. As the surfers returned there was usually some confusion as they tried their various dentures for size.

Apart from the obvious drawbacks and if read entirely for entertainment, turning a cynical and blind eye to the past, you get value for your money in *Sayonara*.

(Published by Seeker and Warburg, Australian price, 13/3.)

(Continued on Page 86)

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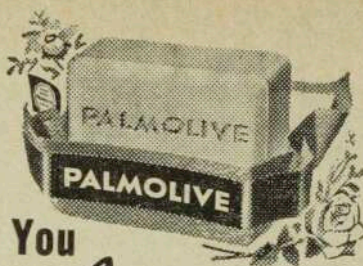
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SELLING TOILET SOAP IN AUSTRALIA**

(Continued from Page 84)

A BISHOP SPEAKS

BISHOP FULTON SHEEN has become a world-wide figure. In America, his TV session, *Life Is Worth Living*, has a viewing audience of millions. He has preached in England; and, currently in Australia, his talks are being broadcast regularly.

His oratorical powers are considerable, he has a simple philosophy expressed in everyday language which appeals to the people, and he tackles all contemporary problems, big and small. He is one of the key men of the Catholic Church's campaign against the evils of Communism.

Recently 26 of his talks have been combined in a volume called—after his TV session—*Life Is Worth Living*. More than a quarter million of the American edition were sold before publication.

Included in this selection is the Bishop's most famous talk—"Death of Stalin"—which was telecast nine days before the death was announced from Moscow on March 5, 1953. This forecasts in uncanny detail many of the events that have subsequently taken place.

The Bishop has a superb radio personality and as he is a personable man, is a valuable addition to TV. Like most radio scripts, which are prepared to be carried by the voice, they lose something of their value; but this can be the only criticism, and the present volume of selected talks will be none the less popular with Bishop Sheen fans who will want to have something of his work in permanent form; and with others who, because of location, are unable to hear a man who is recognised as an orator and as a leader of Western Democracy.

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

**Answers to One-Minute Quiz
From Page 78**

1. Although the real cause of malaria—mosquitoes—was discovered in very recent years, man has been plagued by the disease since the first bog started to ferment. The disease was always associated with bogs and swamps and their vapours. Hence "malaria"—bad air.

2. What we now know as the cinchona tree is a native of Peru. It is not certain whether the properties of the bark of this tree were known before the arrival in Peru of the Spaniards, but soon after it was found that infusions from the bark were effective in the treatment of malaria. Wife of an early Governor of Peru, the Countess of Cinchona, was cured of the fever by a tincture made from the bark—hence the name given to the tree. The local Indian name for the tree is Kina, from which was derived Quina—then quinine.

Tale of Two Ships

(Continued from Page 79)

THERE are two organisations engaged in the salvage of the *President Taylor*, North Coast Corporation, which own the *Taylor* and *Caronia*, and Taylor Salvors, organised to perform the actual labour under subcontract to North Coast Corporation. Officers of North Coast Corporation are also members of Taylor Salvors. Originally, there were 13 members of Taylor Salvors, including three directors of Norco. Recently five members of the group bought out the others, and at present the work is being carried on with the use of Gilbertese labour under the direction of the Group.

On board *Caronia* are William G. Cooney, Maurice L. Coulter, Herman C. Jacobson—officers of Norco, and members of Taylor Salvors—together with Frank Rusinas and Jeanne Booth Johnson, partners with the North Coast Group in Taylor Salvors. Also on board, and representing a very important part of the ship's complement, are Mrs. Cooney and the three small Cooney girls, Lee, Kay and Carol; and Mrs. Jacobson with her two boys, Keith and Ronnie. With them came the family French poodle, Cozette, and I brought my 13-year-old black cocker spaniel, Stormy.

ACCOUNTS vary widely as to the exact cause of the grounding of the *SS President Taylor*. However, the most reliable version, as supplied by American President Lines, former owners, is that on February 3, 1942, the *Taylor* sailed for Canton Island with a task force of approximately 1,200 men, arriving on February 13.

Due to heavy ground swells the troops were unable to disembark that day. The following day, the

destroyer escorting the *Taylor* reported submarines in the immediate vicinity and instructed the vessel to stand closer into the shore. While manoeuvring for position, the vessel touched bottom and was forced further ashore by the heavy swell.

The destroyer, which was the only other vessel there, could not offer assistance as it was trying to raise the submarine with depth-charges. The troops disembarked on February 15 and jettisoning operations

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There is no need to suffer many tropic health troubles and discomforts when 'ASPRO' tablets are here, ready to help you. 'ASPRO' is a most valuable medicine in the tropics because it has so many uses—for feverishness, the pangs of rheumatism, heat and humidity headaches, lassitude, nerve pains and nervousness, sleeplessness, colds and 'flu, 'ASPRO' is equally effective. Take two 'ASPRO' tablets with your favourite drink to overcome heat enervation.

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with

ASPRO

REG. TRADE MARK

'ASPRO' IS SWIFT, CERTAIN and SAFE for—Headache, rheumatism, all nerve pains, irritability, neuritis, lumbago, earache, sciatica, toothache, sleeplessness, feverishness, sore throat, periodic pains, colds and 'flu, "mornings after." Even a child can safely take 'ASPRO'—directions on every packet.

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CHATEAU TANUNDA BRANDY

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Serve these favourites:—

- ★ Chateau Tanunda Brandy with water or soda.
- ★ Chateau Tanunda Brandy with Ginger Ale, crushed ice and slice of lemon.
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Also Brandy Crusta, Cafe Royal and as a Liqueur.

Ask for
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A PRODUCT OF THE HOUSE OF SEPPELT



EST. 1851

were started immediately to lighten the ship. However, they were insufficient to refloat her. During the following three months, the US Navy made two unsuccessful attempts to float the *Taylor*; the vessel was abandoned.

The *Taylor* was built by New York Shipbuilding Co., launched in June, 1921, christened the *Granite State*, and was placed in Trans-Atlantic Service. She was purchased by the Dollar SS Co., renamed the *SS President Polk* and placed in the Round the World service in 1923, along with six other vessels of the same class. Subsequently, she was rebuilt by Newport News Shipbuilding Corporation, in 1929, increasing her passenger-carrying capacity. She was renamed *President Taylor* when a new and larger *President Polk* was acquired by her owners.

The *SS Granite State-President Polk-President Taylor*, a passenger/freighter, had a gross tonnage of 10,495. She is of heavy steel construction throughout, and although the majority of her woodwork was burned by a fire of unknown origin a few years ago, the steel was practically undamaged. The *Taylor* lies on the leeward side of Canton Island, and has remained intact during the long years subsequent to her grounding.

Originally, North Coast planned to remove her entire upperworks to the main deck, make all the holds watertight, and attempt to refloat the ship, towing her to market for

the purpose of scrapping by buyers. The upperworks were removed, and the various holds made intact. As a result of a recent Marine Survey, it has been confirmed that the ship can now be refloated at any time. However, she would have to be towed on her tanktops, and in her present position surveyors cannot determine the condition of a certain portion of the hull which is grounded midships. In this particular section there exists a transverse crack, and some buckling of the plates.

In view of the additional cost involved in proceeding with refloating operations and resurvey, without ultimate guarantee of insurance coverage for the tow to market, it has now been decided to completely dismantle the ship here at Canton Island. Cutting operations have commenced on a full-scale basis.

At the end of July, 1954, the *Taylor* silhouette was rapidly diminishing.

There remains no upperworks, although her massive anchor winch is preserved intact on the bow for the purpose of assisting in towing the vessel closer inshore after she had been cut to the waterline, so that underwater portions may also be salvaged. This anchor winch, originally powered by steam, has been reconditioned, and powered by a gasoline engine, and is in excellent working condition.

After cutting the vessel almost to the waterline, it is planned to make

use of the work which was spent in readying the hull for refloating, by actually floating the remaining part of the ship and moving her as far inshore as possible to enable the salvage of the entire ship, particularly the massive cast iron machinery in her boiler rooms and engine-room, together with the valuable non-ferrous components thereof.

(Over)

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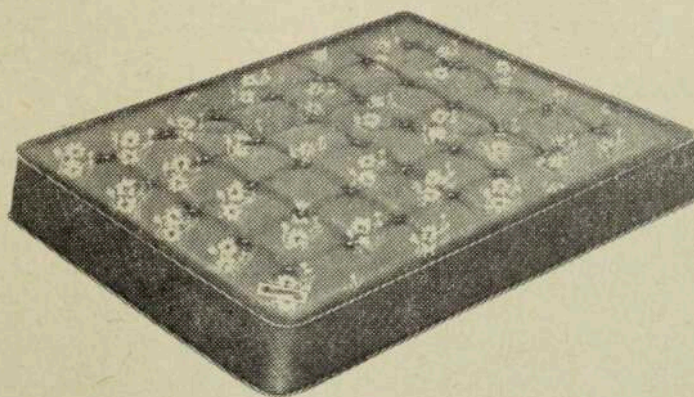
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THE SOLE AGENTS FOR PACIFIC ISLANDS

KERR BROS. PTY. LTD.

255A GEORGE STREET, SYDNEY, N.S.W.

During the course of operations several shipments of non-ferrous metals have already been made to the Mainland, and her two huge three-bladed propellers have been removed for shipment and sale in August. Each of these propellers is composed of manganese-bronze, with each blade weighing 4,840 lbs. One spare blade, found in a cargo hold, has already been shipped and sold.

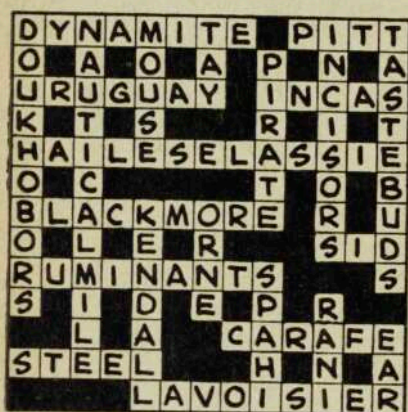
The huge scrap-pile on the dock is growing daily, with the heavy steel being cut to specification for heavy melting purposes, and rerolling. Over half of the plate is suitable for rerolling, consequently commanding a premium price.

LIFE at Canton Island has become somewhat routine for

Caronia and her occupants, and the island itself has offered interesting diversion for what there is of spare time.

Fishing and swimming are popular; so also coral hunting and diving. The children and dogs have adapted themselves quite well to island life. There is no time for any one to become bored.

**Solution to Crossquiz
From Page 82**



Warnock Bros. Limited

AUCKLAND, N.Z.

Manufacturers of well known
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Obtainable from Auckland and Island Merchants

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Here and There in the Cooks

(Continued from Page 75)

lines in the inadequate daily press sheet.

There is no newspaper in the Group but at last some broadcasting tests are taking place. Initially they are in the form of ordinary educational broadcasts but, later, talks of general public interest will also be broadcast. An Information Officer—possibly the officer in charge of Further Education (or Adult Education)—is to be appointed, in line with the practice in some other South Pacific areas.

The Further Education Department, already very active in promoting interest in local historical and world affairs and in re-establishing a sadly-lacking community spirit, would seem to be the obvious instrument for the job, especially

under its enthusiastic head, Mr. Percy Henderson.

Nothing would more stimulate local interest than actual broadcasts of Island Council and especially Legislative Council meetings from Rarotonga, as is done in Western Samoa.

SOLE SECONDARY INDUSTRY

AFTER a period of slump, Messrs. Watson and Scott's Rarotonga clothing factory came to life again in May and was fully staffed and very busily engaged in turning out a big order of clothing for a New Zealand firm. Several dozen girls and women are employed.

Upstairs, the shoe factory, with a staff of only half-a-dozen at present, is manufacturing women's shoes for the Apia market.

ISLAND'S BIGGEST INDUSTRY

THERE is evidence that intoxicating liquor was consumed in the Cook Islands prior to the arrival of Europeans. Anyway, they have been in training for a long time and the bush-beer school is now a part (a very big part) of Cook Islands life. Un-

doubtedly it is also the cause of a good deal of crime.

Last year consumption of legal liquor purchased through the Treasury on a permit system, totalled 1 gallon per head of population. But most of that 16,000 gallons was drunk by the 300-odd Europeans and a few of the higher-salaried Maoris. The "man in the bush" brewed his own.

A Customs officer estimated that the illegal liquor probably ran to 4 or 5 gallons per head of total population—say, 70,000 gallons. Some consider this a considerable under-estimation.

One cause of this high consumption, as recently pointed out in Court by Judge Kay, is the LMS Church ban on all forms of Sunday recreation—the ban extending even to Europeans as far as public sport is concerned.

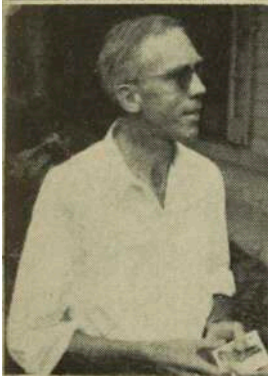
Judge Kay said that it is a great pity that these people are not doing something better, on Saturdays and Sundays than drinking liquor. As a result most criminal offences were occurring on those days.

The matter was hotly debated at an Island Council meeting in Rarotonga but the majority of Councillors flatly rejected any easing of the Sunday ban on sports. Sunday is bush-beer day.

(In the period April-June this year there were 149 convictions for offences connected with liquor. Thirteen were committed on Saturdays, 61 on week-days, and 75 on Sundays).

AND DEATH IS SO PERMANENT!

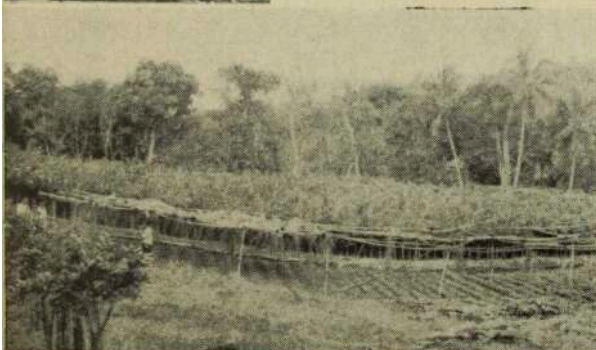
THOUGH Rarotonga has over eleven motor vehicles per mile of 21-mile encircling coastal road, the people appear to be unaware of road rules. Cyclists, especially, use either side of the road at will. Cars pass them left or right—the drivers hoping that



Left: Resident Agent Ron Thorby of Atiu.

Above: Part of his meticulously tended experimental farm.

Below: Part of the extensive citrus and case-wood nurseries.



BELOW:

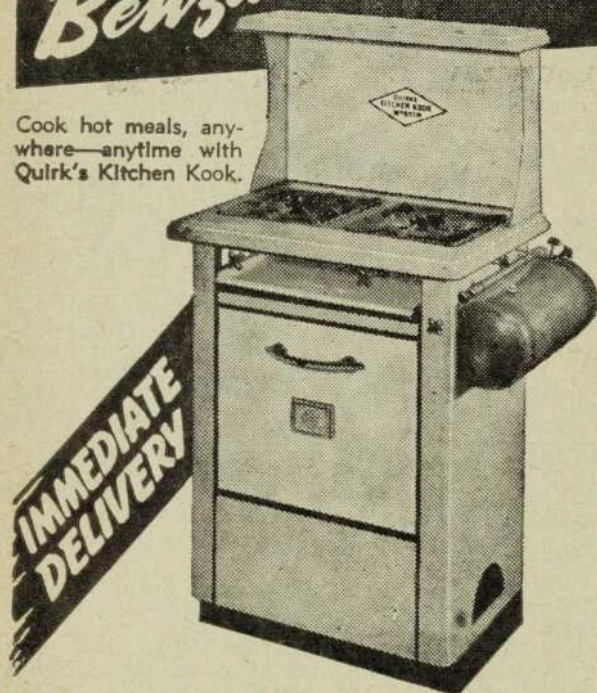
Rarotonga's small shoe factory which currently employs about eight men. These men were working on a contract for a Western Samoa retailer.



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Cook hot meals, anywhere—anytime with Quirk's Kitchen Kook.



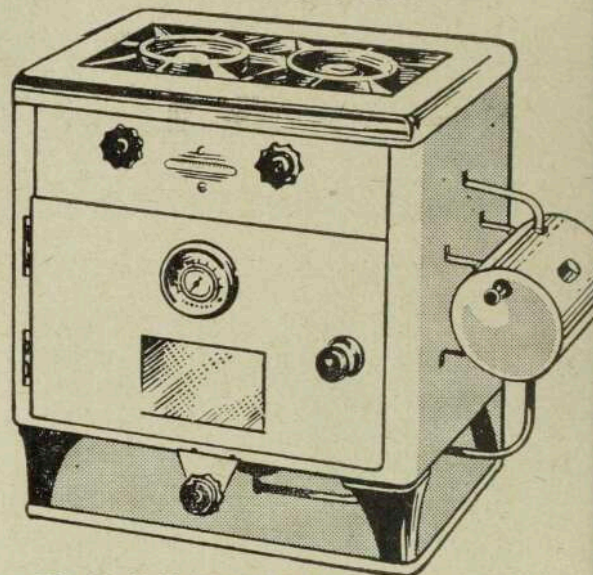
BENZINE OR KEROSENE OPERATED, AND BURNING ONLY 2% FUEL AND 98% FREE AIR, THE KITCHEN KOOK IS MORE ECONOMICAL THAN GAS OR ELECTRIC STOVES.

- Four full sized saucepans fit on two large burners.
- Sufficient room in spacious oven for a full family dinner.
- Oven temperature easily read from the temperature gauge on drop-down door.
- Needs no special extra fittings . . . complete as one unit.

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Proved in over 50 years of constant use, the Quirk's Pumpless Petrol Iron is safe, clean, economical, and far easier to use than an old-fashioned flat iron. Just fill with pure petrol, light, and away you go . . . doing two hours' ironing without interruption. Spare parts always available.

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- Steel constructed throughout, with high baked cream or green finish.
- Even temperature, heat sealing door, and heat indicator ensure perfect baking.
- Big enough to cook for four adults.
- Three adjustable self cleaning burners.
- Armour plate glass window in oven door.
- Odourless — Silent — Smokeless.
- Overall measurements; 15½in. wide; 12in. deep 16½in. high.
- Spare parts always available.
- Aluminium grilling plate FREE with each unit

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they will hold that side until passed. Road education in the schools seems to be nil.

One of the sights of Rarotonga is the extraordinary method of double-ranking on bicycles—the passenger takes his or her place squarely on the handle-bars, facing, and completely blocking the view of the

pilot, who pushes ahead quite unperturbed. Occasionally there is an additional passenger on the rear.

ALL MODERN CONVENIENCES

"A MODERN telephone system giving continuous service operates in Rarotonga," says

the 1953 Annual Report. Who ever wrote that had never seen or used the hand-cranked old blunderbusses that form the system.

I rang Mr. J. D. Campbell from Avarua one day and his voice, weak and wavering as though it had travelled ten thousand instead of ten miles, broke through the sound-



From wasteland to thriving forest: Young Albizzia trees growing on the sour, old fernlands of Atiu Island's upper slopes.

ASTHMA CURBED 1ST DAY

Don't let coughing, sneezing, wheezing attacks of Asthma and Bronchitis poison your system, sap your energy, ruin your health and weaken your heart. Mendaco, a famous new American scientific medicine, starts immediately to circulate through the blood, quickly curbing the attacks. The very first day the thick phlegm is dissolved, thus giving free, easy breathing and letting you sleep the night through in peace and comfort. Get Mendaco from your chemist or store to-day under positive guarantee to return your money if not entirely satisfied.

Good Baking begins

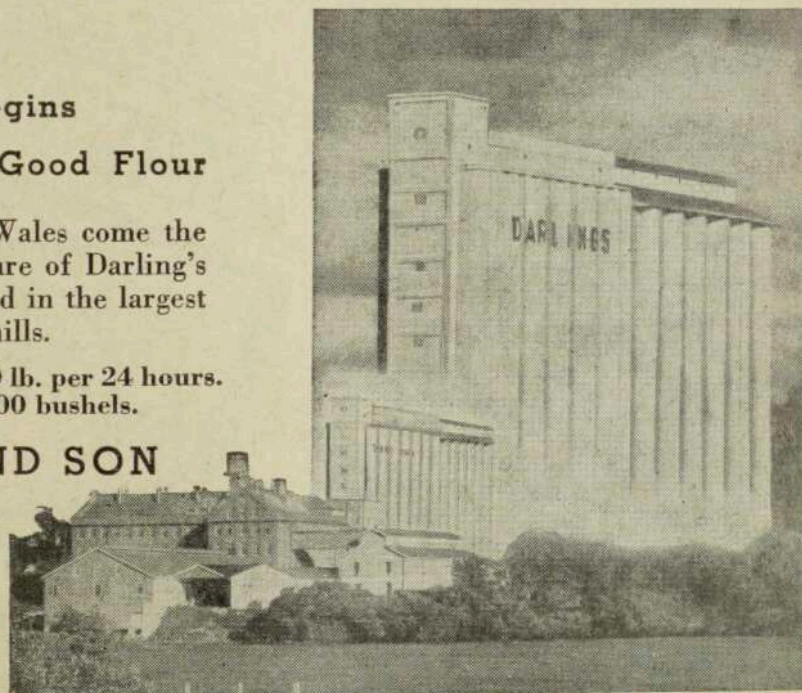
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From all parts of New South Wales come the finest wheats for the manufacture of Darling's Eclipse Flour. They are blended in the largest mill silos in the State at port mills.

Combined Flour Output: 888,000 lb. per 24 hours.
Combined Silo Capacity: 1,000,000 bushels.

JOHN DARLING AND SON
PTY. LTD.

Millers of Fine Flour



RENOWNED FOR ITS STRENGTH AND QUALITY

barrier of wet tree-limbs and dry-joints after some delay.

He was obviously very excited. "Great Heavens, you've got through!" I could just hear him shouting. There was a note of keen urgency in his voice. This was the first time it had been done in four days. I caught on, and talked fast. A connection with Titikaveka was clearly a major event.

We barely made it, before the great silence again closed down—and continued the conversation over a cup of tea at his home later in the day.

One of the old-timers of Rarotonga and one of the few remaining European plantation owners. "J.D.", as everyone calls him, in addition to being intensely interested in world affairs, is also a keen contributor to various scientific journals. He is an enthusiastic student of nature, plants, birds and fish coming within his special orbit.

Naturally, there's never a dull moment in his retirement. Following his war service with the RNZAF, he was in charge of NZNAC affairs in the Cooks until that airline withdrew 18 months ago. He is one of the keenest critics of Administration—or NZ Government—policy in the Group to-day.

EXPENSIVE ORNAMENT

NOT generally realised, even by Cook Islanders, is the fact that the attractive but now idle

Rarotonga airfield is costing the New Zealand taxpayer £4,000 per annum to maintain. Of this sum, £1,000 comes out of the Cook Islands vote, the balance from Civil Aviation Authority. Part of this goes towards maintaining several houses formerly used by airfield staff but now used by Cook Islands Admin-

istration staff. The airfield is probably the most attractively located, tidiest and greenest looking airfield in the South Pacific, and again come into use soon if Samoa Airlines plans are realised. Meanwhile it is the Rarotonga golf clubhouse and the club recently built a sn

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single east-west runway. Even if an air service is resumed it should not greatly interfere with the club's activities.

COCONUT CURRENCY

CURIOSITIES of the Cook Islands are the huge stone mound-shaped ovens, many of them long-since abandoned and crumbling in pieces, that may be seen round any village. And one of the curiosities of the bakery business on Aitutaki is the huge mound of dry coconuts that lie beside each oven that is still in operation—about even on that island.

These coconut piles are the subject of a great deal of ill-will—for, without doubt, many of the coconuts have been stolen. It is impossible for landholders to adequately police their land at night, and the stealing is said to be on an extensive scale.

A nut is valued at 3d. in local currency, and two buy a loaf of bread. On most islands coconuts are banned as a medium of trade, but for some reason not on Aitutaki.

MOST OF DRINKING WATER

MALT is generally a popular subject in these islands, but not so the Malt Report.

Back in 1948, 1,800 persons on Rarotonga signed a petition demanding an adequate supply of clean fresh water for all villages. In December, 1941, Mr. L. C. Malt, senior engineer of the New Zealand Ministry of Works, was sent to prepare a plan—which was received by the Administration the following September. Estimated cost of the plan was a mere £76,000 and the installation was to take place in stages over a period of six years. The plan involved a 4-inch water-main right round the 21-mile coastal road, with three main intakes feeding into 6-inch pipes from mountain streams, and three other subsidiary intakes from other streams. Filtration and chlorination plants were to be installed at the main intakes, and there were to be 10,000-gallon reservoirs at two points.

Then someone found that the plan made no provision whatever for the residents along the old road that parallels the coast road a mile or so inland. Many citrus plots are located there.

The present water system has been condemned frequently by the medical authorities. Stock are suffering and feeding above the main intakes, and whenever a gushet occurs in the mountain streams the water comes out of the taps like soup—even with leaves and vegetation in it. But in spite of the medical Dept. warning, no major

epidemics have yet been traced to this water.

Most residents of Rarotonga are convinced that a clean and adequate water supply could be provided at very much less than £76,000. Meanwhile the soup still flows from the taps (where there are taps) and the Malt Plan appears to have been given the green light in Wellington. The first stage, £13,000 worth, is to be implemented this financial year—unless it again is shelved pending yet another investigation.

FAR FROM HOME

NOT many people know that there is a Port Moresby in the Cook Islands.

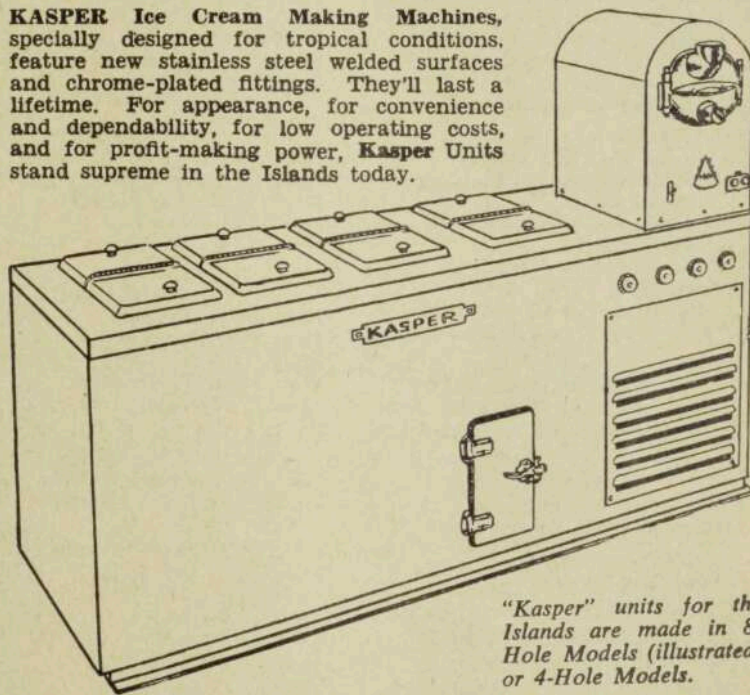
Port Moresby is a man—an aged

missionary now living on Aitutaki. His history is interesting. He was born at Port Moresby, Papua, the son of an LMS pastor, who had been sent there from the Cooks. Port Moresby of Aitutaki now heads a sect which broke away from the LMS, and has its own church at Aitutaki.

Also on Aitutaki is Mr. Ernie Jamieson, of Suva—an article of flotsam, so to speak, from the wreck of the *Alexander* which has sat on the edge of the reef these past several years. Mr. Jamieson joined her in Fiji on her ill-fated voyage. These days he has a job as a mechanic maintaining Mr. John Harrington's launches and road vehicles, and gives promise of becoming a permanent resident.

ICE-CREAM MAKING UNITS FOR THE ISLANDS

KASPER Ice Cream Making Machines, specially designed for tropical conditions, feature new stainless steel welded surfaces and chrome-plated fittings. They'll last a lifetime. For appearance, for convenience and dependability, for low operating costs, and for profit-making power, **Kasper** Units stand supreme in the Islands today.



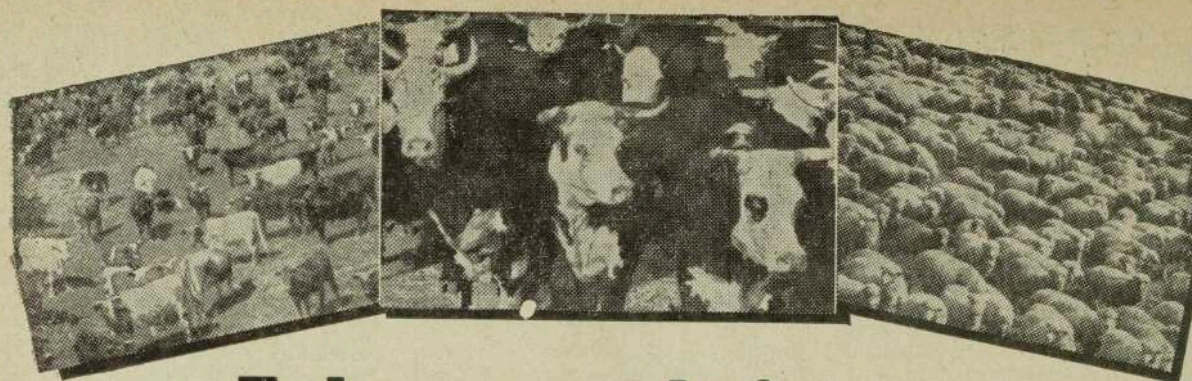
"Kasper" units for the Islands are made in 8-Hole Models (illustrated) or 4-Hole Models.

ISLANDS STOREKEEPERS AND TRADERS! Increase your sales and turnover **DURING THE WARMER MONTHS** by installing one of these modern Ice Cream Making and Dispensing Cabinets—specially insulated for the tropics and self-contained with refrigerator unit and electric motors (to suit your local power supply).

Contact us direct for full particulars

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- 16-oz. Braised Beef Steak Stew.
- 16-oz. Steak and Kidney Pudding.
- 16-oz. Sausages and Vegetables.
- 16-oz. Steak and Tomato.
- 16-oz. Irish Stew.
- 16-oz. Beef Steak Pudding.



COLD MEATS

- 12-oz. Trim (Pork and Beef).
- 12-oz. Meatloaf.
- 12-oz. Hampe.
- 12-oz. Camp Pie.
- 12-oz. Corned Beef W/C.
- 12-oz. Taper Corned Beef.
- 6-lb. Taper Corned Beef W/C.
- 6-lb. Taper Corned Beef.



CONDENSED MILK

- 14-oz. Sweetened Condensed Milk.
- 12-oz. Unsweetened Evaporated Milk.



CANNED FISH

- 8-oz. Flair Fish Cutlets.
- 12-oz. Flair Fish Cutlets.



- 16-oz. Tins Dripping.



SWEET PUDDINGS

- 12-oz. Chocolate Pudding.

TOMATO PRODUCTS

- 8-oz. Tomato Soup.
- 16-oz. Tomato Soup.
- 10-oz. Tomato Sauce.
- 13-oz. Tomato Sauce.
- 28-oz. Peeled Tomatoes.



SAUSAGES

- 16-oz. Beef Sausages.
- 16-oz. Oxford Sausages.
- 16-oz. Cambridge Sausages.
- 16-oz. Pork Sausages.
- 10-oz. Vienna Sausages.



TONGUES

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



MARGARINE

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



"RIVERMEDE" BUTTER

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

CANNED FRUITS

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



CANNED JAMS

- 12-oz. & 24-oz. Gooseberry.
- 12-oz. & 24-oz. Blackcurrant.
- 12-oz. & 24-oz. Loganberry.
- 12-oz. & 24-oz. Plum.
- 12-oz. & 24-oz. Raspberry.
- 12-oz. & 24-oz. Apple Jelly.
- 12-oz. & 24-oz. Quince.
- 24-oz. Quince Jelly.
- 12-oz. & 24-oz. Marmalade.
- 12-oz. & 24-oz. Sweet Orange.
- 12-oz. & 24-oz. Strawberry.
- 24-oz. Redcurrant Jelly.

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News of the Small-Ships

IT HAPPENED IN THIS MONTH:—The 230-ton Danish brig *Saint Thomas* was wrecked under unusual circumstances in Fiji on September 1, 1869. With Captain Thagard in command, the vessel was under charter to Wolfden & Co. of Sydney and was fully laden with cotton, cotton seed, and coconut oil when she cleared Levuka on a fine clear afternoon. In the light southerly breeze she took a first "leg" cross towards Wakaya, then came about and ran back towards Ovalau. When approaching the Ovalau coast the wind fell away light, the *Saint Thomas* failing to come about, and before anything could be done she was on the reef opposite Nasinu—sided by a strong set.

With all sail still set, she soon heeled over, but boats were lowered and all hands and the passengers, got away. Mails, luggage, and most of the cargo were saved, but the vessel was rotten and soon broke up. What remained of her, including spars, rigging, ground tackle, etc., was sold some time later on the reef for £142/10/—the cargo bringing £124. She was formerly a Danish warship.

NEW LIGHTHOUSE:—Work is proceeding at Niau atoll in the Tuamotu on the foundations of a lighthouse which the Public Works

Department of French Oceania is building there. It is expected that the light will be in operation by the end of the year.

SAVOIE DISPOSES:—Hard on the news of the loss of *Jacques del Mar* on Lord Howe Island recently, comes news that Captain Emile Savoie has sold *Colorado del Mar* (ex *Hokitika*) to Etablissements Ballande at Santo. Captain Savoie purchased this vessel in Auckland last January at the same time as he purchased the *Jacques del Mar* in Wellington. Only the *Maria del Mar* (ex *Margaret-W*) of the vessels mentioned last month, remains under Savoie ownership.

ALBERT BONNEAUD IN TROUBLE:—The attractive 240-ton inter-island trader *Albert Bonneaud*, owned by Comptoirs Francaise des Nouvelles Hebrides, came to grief early July when a heavy blow swept the New Hebrides and caused the vessel to drag onto the beach at Malekula, damaging her rudder but apparently not causing any serious hull damage. She was able to get off and in mid-August was still undergoing rudder repairs at Santo.

TINA II:—Some time ago we incorrectly stated that Captain Beim, of Santo, had purchased the Fair-

mile *C-Gull*. Actually, it was *Tina II*, which was lost on Dentre-casteau Reef, Banks Group, in a February blow, almost immediately after her arrival from Australia. The Noumea Fairmile *Philante II* has since taken a salvage party to the scene and everything of value was successfully recovered, the hull only being a total loss.

ATTACHED FOR DEBTS:—The well-known French Oceania inter-island vessel *Florence Robinson*, of 95 tons gross, was attached for debt in Papeete on July 30 and was to be auctioned with all equipment on

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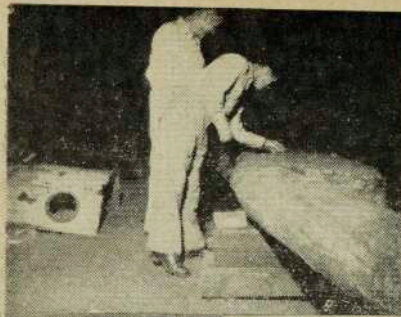
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The damaged rudder of "Vasu" (top) replaced in Suva by (lower) a new steel rudder. The job was undertaken by Millers, Ltd.

September 3. The vessel was owned by Messrs John and Sam Mervin and the claimant, for the 1,595,262

francs owing, was Madame Helene Chapman.

RADIO PANDEMONIUM:—People associated with Smallships' radio facilities in the Pacific fondly hoped, prior to the Atlantic City international radio conference of 1947, that decisions would be made there to end the existing pandemonium.

In actual fact, the situation for a Smallships' safety point of view to-day is even worse as the decisions then made are gradually put into operation. The frequency of 2 kc/s is nominally a world-wide distress channel for voice-equipped vessels, but not a single Island coast station is maintaining a continuous watch on that frequency—or,

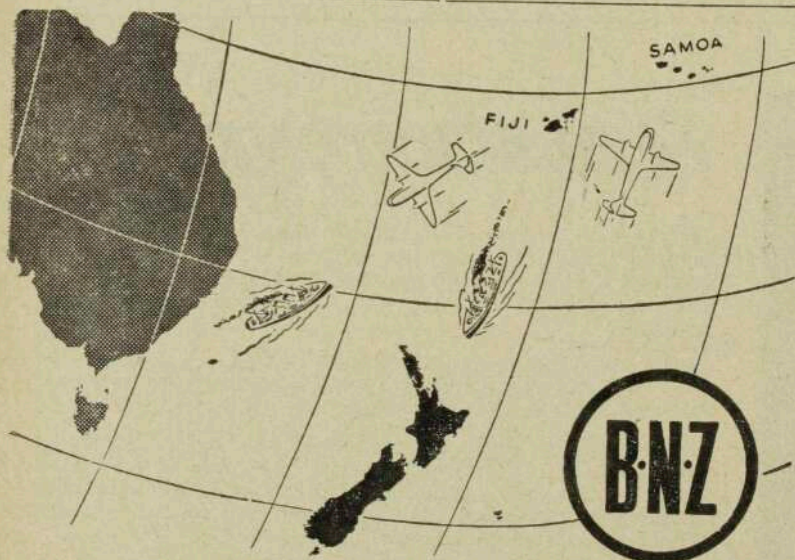
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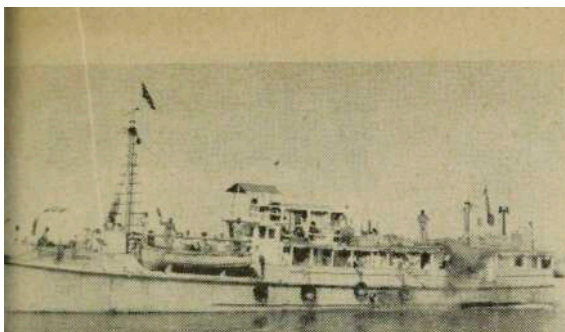
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"Tovata", ex "Purple Sea", ex SC-671—Fiji inter-island trader, as she is today. This is the vessel in which Ronald Johnson drifted from Hawaii to near Fiji some years ago. Now owned by W. R. Carpenter & Co.

at matter, on any other standardised frequency on which a small ship could raise assistance in an emergency.

The frequency of 6280 kc/s, though not constantly guarded, was until recently used by shipping in number of Island groups, including New Guinea and also on the Australian coast. The 2182 kc/s frequency, while satisfactory for short-range working, is too low a frequency for the long-distance working called for in the Islands at day-ne, so was not acceptable to all administrations.

Now we find that an even greater variety of frequencies is being brought into use. Suva is about to abandon 6280 in favour of some new frequencies. Noumea has just shifted to yet other frequencies. French Oceania uses others again. A vessel "ramping" in the South Pacific today would have to carry half a dozen transmitter crystals and have a transmitter capable of a frequency range of from 2182 kc/s (Cook Islands and Tonga) to around 8300 kc/s or higher.

Technical difficulties are involved, but, much worse, the safety factor has been substantially reduced. It

is difficult indeed to see why two frequencies—2182 kc/s and one in the 6-8 mc/s region—could not be agreed upon by all Island administrations, with other optional alternative working frequencies if desired, and at least a continuous speaker watch maintained on the two agreed frequencies by a few 24-hour stations like Port Moresby, Noumea, Suva, Rarotonga and Papeete.

NEW FAIRMILE MODELS:—We have received a copy of a new and glossy catalogue from the Fairmile Construction Company of Cobham, UK. These designers and builders of small-ships are as well known in the Pacific as they are nearer home. The prospective purchaser of anything from a tug to a pleasure launch will find the catalogue—which is illustrated with photos of the craft available—of interest. The company will also have vessels specially designed and built, if required—or modifications made to the models illustrated.

KELAUA SOLD:—The *Kelaua*, one of the last two ships owned by the Commonwealth Government in

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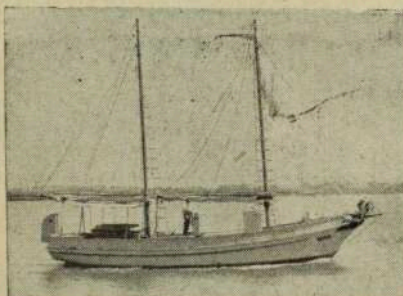
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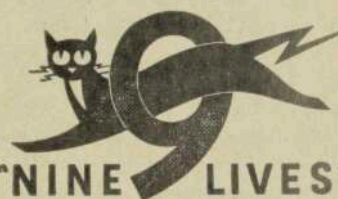
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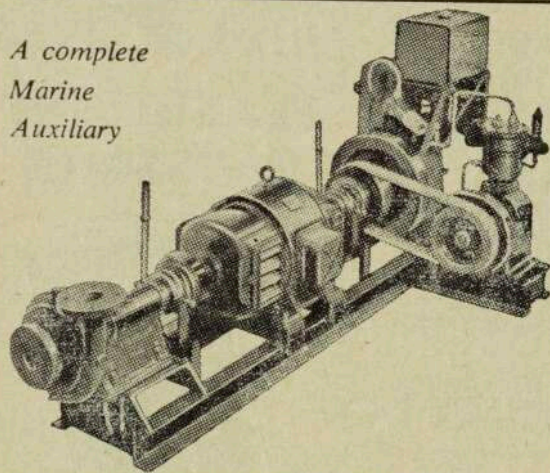
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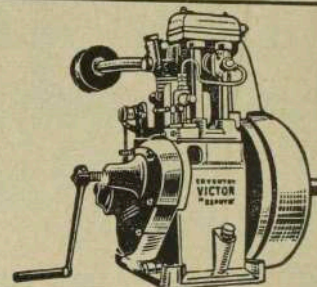
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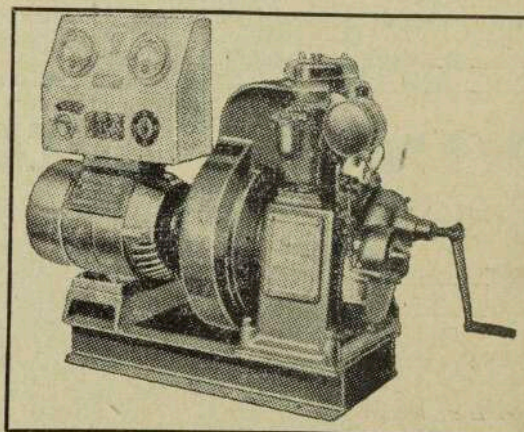


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Rabaul, Madang, Kavieng, Lae.

ew Guinea, has been sold to the Sacred Heart Mission (New Britain) Property Trust, Vunapope. She will place the under-powered *Waimana* carrying heavy timber to Rabaul and diesel oil from Lae to run the mission's workshop and saw-mill machinery.

Future plans for the *Waimana* are unknown. Originally a square-rigged three-masted sailing ship (though when used by the RAAF during the war, schooner rigged), *Waimana* is auxiliary powered by two Grey Marine engines and no longer uses sails. It is well known at an American film company,

Twentieth Century Fox, recently offered to buy the ship at a very handsome figure for the sole purpose of sailing and wrecking her, but at that time she was still on active duty. Residents of the Territory are now wondering whether they will see the clipper-bowed *Waimana* once again under full sail, finishing her days at the hands of pseudo, blood-thirsty, Hollywood pirates.

RIRA ENDS LIFE:—The once-famous topsail schooner, *Rira*, which chased Count Felix von Luckner round the Pacific in 1917, broke its moorings during a recent storm and

piled up on Westmere Reef, Auckland Harbour. For the last few years *Rira* has been just a hulk rotting in the harbour.

In November, 1916, von Luckner broke the British blockade in the Atlantic with his 1,600-ton clipper *Seeadler* (Sea Eagle) and caused havoc among Allied shipping.

In 1917, he entered the Pacific

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Left: The new slipway being built in Rabaul Harbour by J. L. Chipper & Co. When complete it will take ships of up to 300 tons. Right: the "Kelaua" and the "Waimana" at the smallships wharf, Rabaul.

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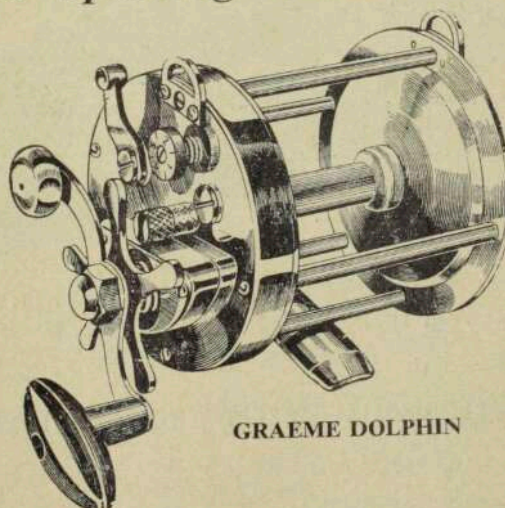
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GRAEME DOLPHIN

and in August that year Seeadler was wrecked on a coral reef in the Society Islands; von Luckner set out in a lifeboat to find another vessel. They were captured and the Count, with one of his officers, was interned on Motuihi Island, Auckland. Escaping in the camp commandant's motor boat after starting a fire in the camp, they soon captured the schooner *Moa*.

Rira, equipped with rifles and grenades set off in pursuit and eventually recaptured the elusive German. He was handed over to the authorities on the NZ ship *Iris*.

CORAL STAR SINKS:—G. V. Miller & Co.'s converted LTC *Coral Star* turned over and sank in more than 1,000 fathoms of water approximately 35 miles south of Nouna Island (near Manus, NG) on the night of July 19. Although a heavy swell was running, the weather was fine.

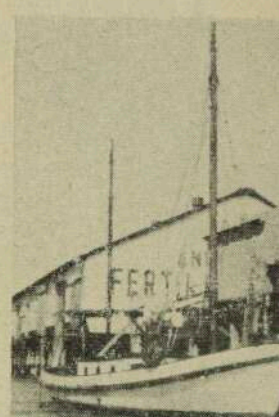
Coral Star has a European captain and engineer and a native crew. It appears that when S-E of Manus Island, at 11 p.m., she developed a slight list to port. The list rapidly increased to 30 degrees, causing the 100 tons of cargo, including mobile equipment, bulldozers and workshop machinery, to break free and rush to the port side, opening up the whole length of deck. Twenty minutes after the list was first noticed, the vessel turned over and sank immediately.

Crew and passengers, including two Europeans, manned the boats and sailed, under make-shift sail,

the 65 miles to Adriel Is. They arrived there on Wednesday, July 21. A preliminary enquiry has been held at Rabaul.

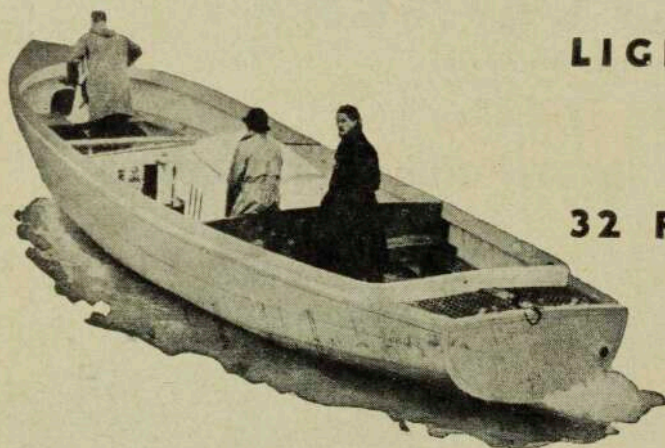
ROSALIE:—Societe des Iles Loyaute's *Rosalie* cleared Auckland on return to Noumea August 11, after an extensive refit which included replacement of a large number of bottom planks and the greater part of the totara wooden sheathing on the starboard side of

the hull as well as elsewhere. *Rosalie*, one of the standard composite American designed 11 powered lighters built in Auckland during World War II, had accommodation considerably proved by the addition of a deck house at Noumea after she purchased by her present owner. The bridge is on top of this ad deck house which accommodates master.



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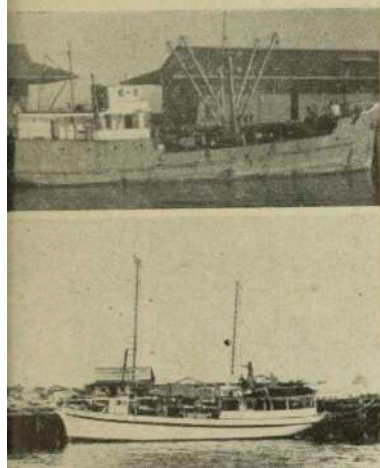
Other FAIRMILE craft—Barges, tugs, landing craft, pontoons, fishing boats, etc.

INITIAL ENQUIRIES TO HEAD OFFICE, VICTORIA

Rosalie returned almost empty, although a good deal could have been picked up in Auckland.

STITCH IN TIME:—Arriving in Suva from Apia in July, the master of Tasman Steamships' *Vasu* reported that the vessel's rudder appeared to be jamming in a sea-way. Investigations were taken in and by Millers Ltd.'s boatyard and it was found that the heavy wooden rudder was seriously sprung and it was fortunate that the rudder had not been lost, as would probably have happened in heavy weather.

The rudder, as originally supplied by the Italian-built 300-tonner, was a piece of timber 12½ inches



Upper, "*Rosalie*" returned to her birthplace for refit, including extensive re-rigging of bottom; and lower, Fiji Medical Department's busy "*Vunilwai*".

nick. It was decided to replace it with a fabricated steel rudder, the job being smartly completed and *Vasu* sailing August 1 for Tarawa. About the only small vessel at present "tramping" in the South Pacific, *Vasu* is expected to sail for the New Hebrides on her return to Suva.

HIGH AND DRY:—Californian Libby, arriving back in a village on the eastern frontier of Turkey late July after climbing part way up Mt. Ararat, claimed that he has found the remains of the original island trader—Noah's Ark. Bad weather forced him to descend but he planned to make another attempt to reach the top of the mountain which the Bible seems to place as the stranding-point of the Ark following the Flood. Allied airmen during the war reported sighting "something" that could be the Ark's remains.

SECOND THOUGHT:—United States Government has now decided to pay \$800,000 compensation to the Japanese fishermen injured by radio-active ash from the March atomic tests at Bikini. This is con-

siderably higher than the sum first offered.

BUT TOO MUCH PAINT:—Joe Kurusiga, foundation member of one of Fiji's now thriving Credit Unions, at Kalokolevu, has, with funds so raised, been able to purchase his own fishing punt—instead of paying hire on one. The new punt has been named *Kalokolevu Credit Union*!

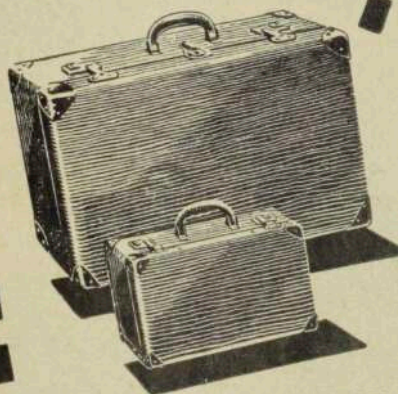
FRENCH OCEANIA RADIO SCHEDULES:—Latest news available in regard to R/T facilities in French Oceania, other than at Papeete, is as follows: Tahiti, Marquesas, FJC maintains watch on 2620 kc/s, replying on the same frequency or

alternatively on 2845 or 1755 kc/s from 0400-0530 and 1630-1800 GMT daily except Sunday (GMT).

LINE ISLANDS:—Communications in the Fanning-Washington-Christmas-Palmyra area are carried on, inter-island, on 3500 kc/s, voice and morse. Vessels equipped with that frequency may make contact initially by calling and listening between 1800-1900 GMT or at 0200 GMT. Alternatively, as Fanning is on the telegraph-cable route, a schedule may be arranged before departure from last port, when bound for the Line Islands.

OLD-TIMER REPORTS:—Mr. J. L. Russell, of Gladstone, Queens-

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nd, renewing his sub., mentions at he served years ago in the On Hong & Co. barquentine *Alexa*. He believed she was destroyed by fire the Gilberts about 1930, and wondered whether the company is still in existence.

By chance, when his letter arrived, the New Zealand Government vessel *mai Pomare* was in port at Auckland, and her master, Captain Boulton, who served as Second Officer in *Alexa* for about 2½ years, confirms that she was destroyed by fire, through spontaneous combustion, while she was loading copra at Butaritari, around 1930. She was built in Holland, was 285-tons steel vessel, with a very poor reputation for speed. Best passage, he believes, was 150 days from Sydney to Butaritari. Another time, with Mr. C. Macdonald (who died in Auckland at the beginning of August), mate, and Captain Boulton as second mate, she made a 71-day passage from Frisco to Auckland.

On Chong, a Hongkong firm with an important office in Sydney, first chartered the steamer *Brunner* and the *Loongana*—the latter eventually breaking her back when beached at Butaritari. Then came the *Alexa*, the steamer *St. George* and the *acquarie*.

The company was bought out around 1937 by R. W. Carpenter & Co., of Sydney, the *John Bolton*, a small wooden motor vessel, then quite new, being taken over in the sale.

TOVATA:—W. R. Carpenter & Co.'s *Tovata*, better remembered as the famous sub-chaser SC-671 in which Ronald Johnson drifted from Hawaii to Fiji, was in trouble in July. Negotiating the narrow Vatoa passage, the 112-tonner punched a hole in her planking in the way of the engine room when she bounced on a coral head. Slipped in Suva, the planking around the propeller shafts was also found to be badly wormed. Repairs were put in hand and the vessel was expected to resume normal operations early August.

EXPENSIVE SNOOZE:—When he fell asleep at the wheel on July 24, off Dawadawa, Milne Bay, Mr. Lancelot Wilkinson, of Bubuleta, woke to find his 36-foot diesel launch *Guguhini* in the surf and on a sand bank. Before anything could be done, big seas from the fresh south-easter had swamped the craft and hurled the owner and his nine Papuan crewmen overboard. Two of the crew were drowned in trying to get ashore and Mr. Wilkinson, in August, was in the Samarai hospital with broken ribs and lacerations.

RECORD DRIFT:—What appears to be an all-time record drift by a bottle—if no hoax was involved—was reported from Auckland in July. There Mr. Percy Myall received back a portion of a cigarette packet on which he had scrawled his name and address and tossed

overboard in a lemonade bottle from the *Monowai* two days out of Auckland, bound Sydney, in October, 1936.

The bottle was picked up on Happisburg beach, Norfolk, England, last June. It is presumed to have drifted across the southern Pacific, round the Horn, across towards south-west Africa thence

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north-west until picked up by the Gulf Stream, and so across the Atlantic again to England. The bottle may, of course, have been drifting about the English coast for years before it was actually picked up by school-master St. Pierre, who sent the card to his brother in Auckland for personal delivery.

WEATHER IN FRENCH:—A recent Notice to Mariners reports that Noumea broadcasting station on 3355/6035 kc/s now gives the forecast for that area in 0115 GMT, repeated at 0200 GMT—in the French language.

WARNING:—Another Notice is of interest to small-ships' masters who have been wise enough to equip their vessels with one of the surplus Gibson Girl automatic-distress hand-cranked emergency transmitters and other similar automatic distress transmitters. These should never be tested attached to an aerial—or even with the aerial wire left very close to the set, as there have recently been cases where false distress signals were sent which caused considerable concern and bother.

Should one of these accidentally be wound while attached to an aerial, steps should immediately be taken to inform the nearest coast station of the accidental transmission before the Search and Rescue Organisation goes into action.

The local radio inspector will always test these sets for masters upon request.

CHORE COMPLETED:—The survey vessel HMNZS *Lachlan*, Commander G. S. Ritchie, RN, continuing her survey of Samoan coastal waters, this year sounded

the main shipping track from 100-fathom line northward several miles to Apolima Strait. Last year she surveyed from the Strait of Apia Passage.

In shore work was also carried out with sounding launch between Malua light and Fasitootua. Aerial survey of the area, also undertaken.

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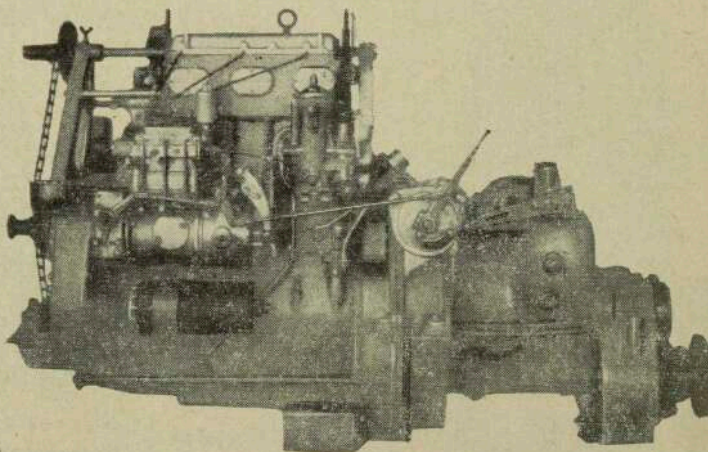
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y, would aid in the final work of preparing new charts. Due for a major refit next winter, *Lachlan* will not return until the following year. The practice has been to do survey work in Fiji-Samoa waters for short periods during the winter while weather prevents work on the big New Zealand coastal survey job.

SUVA PORT:—It is expected that the recent heavy congestion of cargo on the Suva waterfront will be relieved by the new receiving sheds which came into use in July. Though the port area is to be shifted entirely within a year or so (at considerable cost), these sheds, erected to the rear of the existing sheds, have been built as an interim measure.

NEAR MISS:—In a book just published, *The Moon Puzzle*, N. O. S. Argquist, of Copenhagen, concludes that the moon was formed from a piece of the earth gouged out of what is now the Pacific Ocean by a passing planet. The theory, which seems to have some scientific support, is that the planet struck somewhere close to what is now Tonga, in a glancing blow towards the south-east past what is now Cape Horn. The result was a tidal wave which literally washed away continents and gave the earth its present axial tilt which gives us our seasons. Till then the geographical and magnetic poles coincided. The crash caused an immediate and permanent separation of those poles.

The pieces of earth which were flung off from Tonga to Cape Horn were hurled into space to become nicely balanced between the gravitational pulls of the surrounding celestial bodies. So the Tongans may, after all, be related to the men in the moon—or something.

DAY OUT:—The French patrol ship *Tiare*, Commandant Servent in command, in Suva for drydocking in July, took a party of school children round the coast, under the tutelage of Captain Harness, Suva harbour master-pilot, to attend anniversary celebrations at Queen Victoria School, Matavatu. There Commandant Servent was received with traditional Fijian ceremonial, the school boys were ferried out to look over *Tiare*, and a good time was had by all.

Tiare departed Suva July 24 to continue her usual winter cruise to Wallis and Futuna, Tahiti, and probably other non-French groups. She will then run back to Noumea. She has a petty officer in hospital recovering from a serious operation.

FROG SURVEY:—Because the tide was unavailable for examination of the bottom of *Adi Keva*, following her recent stranding, and because the men required to carry out the survey are members of the *Adi Keva* spear-fishermen's club, no

time was lost in carrying out a frog-man survey using aqua-lungs.

This was the first occasion that this type of equipment had ever been used commercially in Suva. The frog-men were Assistant Mechanical Engineer Corbett of the PWD ship-yard, and Mr. Colin White, of Miller's Boatyard. The survey showed that no damage had been done in the stranding.

CWS RESHUFFLE:—Colony Wholesale Society of Tarawa recently had a reshuffle of skippers in its smallships fleet. Captain Stan Brown, lately of *Maureen*, resigned in Suva in July on arrival there with that vessel for survey. He is reported to be interested in the new Fiji Navy unit. Captain Vic Ward

has transferred from *Tuvalu* to *Tungaru*. Captain Gerry Douglas now commands *Tuvalu*. Captain Hay, well known in Suva, was expected to take command of *Maureen* on completion of refit. That vessel has not been slipped for two years and her hull is reported to be in bad shape with much copper missing. Of double-skinned construction, it is anticipated that replacement of planks will be a protracted job.

UNWANTED LCT:—Vacuum Oil Company has been unable to sell its Suva-based LCT *VO-1*, idle since the opening of the Vacuum oil terminal near Nadi put her out of business as a transporter of drummed oil from Suva to Lautoka.

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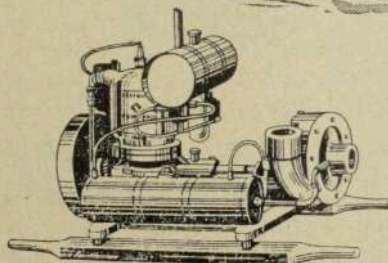
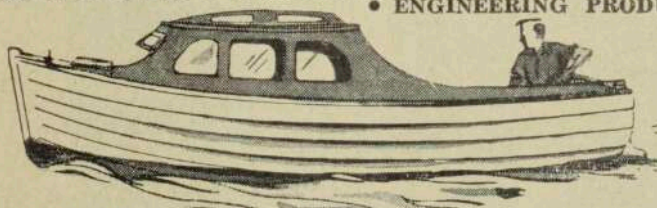
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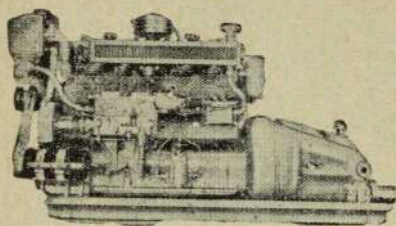
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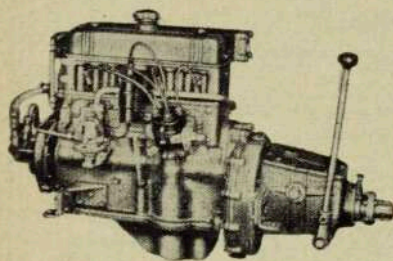
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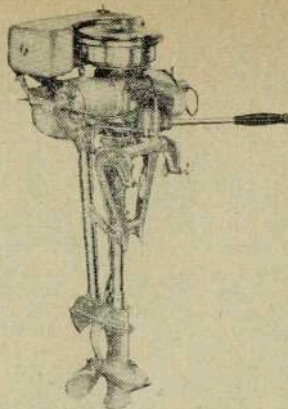


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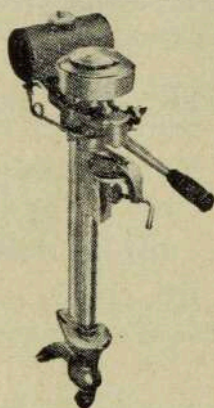
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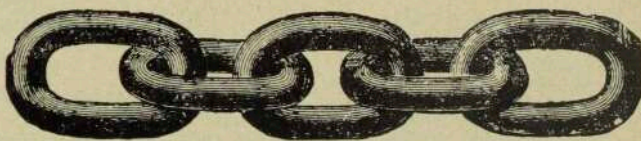
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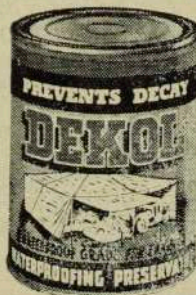
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adi. The price asked was earlier reported to be very reasonable, but a considerable amount of work would have been required on the vessel to comply with surveys due. Accidents are reported now to be ripping the LCT of useful equipment. Like other LCT's, she is powered with three 225 hp GM motors.

CARONIA CALLING:—If you've been hearing an attractive American voice calling KQM in Honolulu and signing WE-9951, that's Mrs. Anne Booth Johnson, radio operator, secretary, shareholder and director of the Portland salvage organisation based aboard the big 6-ton motor yacht *Caronia*, currently at Canton Island. Equipped with a 100-watt radio telephone, direct telephone calls can be made from Canton to Honolulu and through there to the States by *Caronia*. For ship-to-ship working Mrs. Johnson uses 2638 kc/s.

NOT BITING:—Captain "Dusty" Miller, of *Joyita*, recently transferred his fishing locale from Canton to the more profitable American Samoa area. *Joyita* is probably the only wandering free-lance fishing vessel operating south of the Line, apart from Japanese-owned craft.

NOUMEA ADDITION:—*Maid of Honour*, British-built wooden trawler, which arrived in Noumea early June for Agence Reuter, has been renamed *Lorraine*. She is reported, however, to have experienced seri-

ous engine trouble en route from Malta and may have to be re-engined before going into commission in the New Caledonia coastal trade. *Lorraine* is at present powered with a Crossley diesel. She is a vessel of 203 gross tons, 186 tons below decks, 110 nett, and measures 91.4 ft x 22 ft x 7.8 ft. Lloyds give previous owners as Mediterranean Shipbreaking and Salvage Co. Ltd., of Malta. She will replace Reuter's *Jeanne d'Arc*, lost by stranding last year.

NOT DISCOURAGED:—Mr. Lew Graham, back in Auckland after the loss of *Nukalau* in the Tasman Sea, indicated in August that he is definitely still in the shipping business. He was then investigating the 563 GT Swedish-built vessel *Falken* (ex *Lillemor*, ex *Brevik*) for sale at Stockholm. A steel vessel ("no more wooden ships, thanks!") *Falken* was built in 1946 at Moss, Norway. She measures 150 ft x 30.7 ft x 10.6 ft with a nett tonnage of 334 and is powered with an Atlas diesel.

Mr. Cecil Harrison, other active partner with Mr. Graham in Pacific shipping ventures, was in Sydney in August standing by a HDML launch which was to be delivered to a Lord Howe buyer for fishing charters as soon as fitting out was completed there.

LEHI CONTINUES, CREWLESS:—Though De Vere Frank Baker, Mormon elder, of Petaluma, Cal., and his crew, had quit the raft *Lehi*

on the high seas a few days after setting out on an attempt to drift provisionless from San Francisco to Hawaii early July, the raft itself appeared to be continuing the voyage.

On August 6, just a month after she was towed out of the Golden Gate, a fishing vessel reported passing *Lehi*, still very much afloat, 250

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miles south of Los Angeles and about 450 miles from her starting point. Owner Baker was reported trying to raise the funds to have the \$17,000 raft (which contains radio gear, cameras, and other equipment left in the rush to abandon ship) towed home. He says he is determined to make the drift, if necessary by building another raft.

Lehi, named after a Jewish priest mentioned in the Book of Nephi in the Book of Mormon, was financed by Dr. Arthur Fearon, professor of philosophy at San Francisco University. The voyage has a religious significance too involved to discuss here.

LST'S FOR SALE:—The Ministry of Transport and Civil Aviation, London, was advertising a couple of well-known LST's in mid-August. One was *HMAS Lae*, LST No. 3035, built in 1945, by Denny, of Dumbarton, engined with Rankin & Blackmore motors; and the other was *HMAS Labuan*, LST No. 3501, built and engined by Canadian Vickers in 1945. Both are well-known in the New Guinea area. They have a gross registered tonnage of 4,157, nett 2,430, and a service speed of 13 knots. At that speed they burn 8,000 lbs of fuel oil per hour. These Mk.3-type LST's are currently lying in Sydney Harbour.

FIJI NAVAL BASE:—Work is in progress at the Bay of Islands, in Suva Harbour, on the erection of

headquarters for the new Fiji Royal Naval Volunteer Reserve.

The Fiji Military Forces construction unit is at present erecting a drill hall 101 ft x 61 ft, with a two-storied lecture wing where ratings will sling their hammocks at the week-end training periods. When completed, another two-storied block will be built to house

office, storerooms, workshops accommodation for petty-off instructors and a permanent crew.

A third building, the ward room will then be erected, with officers' cabins on the top floor. Jetty will be built and a 72-ft tv diesel-powered SDML acquired New Zealand.

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AUXILIARY KETCH.—Colin Archer type, seagoing, 40 ft. x 11 ft. 6 in. x 5 ft., strongly built, 16 H.P. Lister diesel, full set sails, good condition, sleep 4. Dunlopillo berths, toilet, gas stove and grill, radio, well fitted. £4,000.

AUXILIARY.—30 ft. x 10 ft. x 4 ft. 6 in., built 1950, spotted gum and oregon topsides, 3 full Dunlopillo berths, varnished maple inside and out, toilet, 16 H.P. Lister diesel, sails new condition. £3,000.

WORKBOATS.—23 ft. x 8 ft., strongly built, 16 H.P. Lister diesel, new condition, fitted prawn trawl. £925. 10-12 H.P. Kelly Lewis diesel, good order. £450.

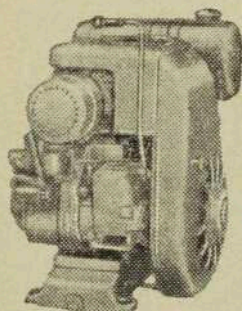
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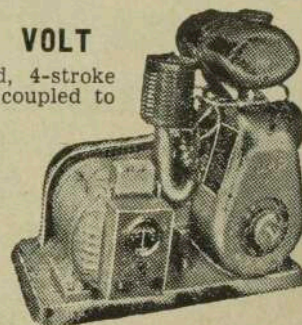
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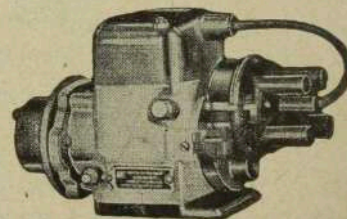
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This launch will be given the same name as the new shore station—not yet decided. Some whalers and frigates will complete the fleet.

Rising from an opening strength of 10 officers and 100 men, it is planned eventually to have 30 officers and 300 men within a few years. A limited training programme is to commence immediately, on a territorial basis, with night and week-end training only.

Lieut. S. Brown, recently master of Gilberts CWS vessels, has been appointed executive officer under Commander G. R. Woods, VRD, who will command the Reserve.

SLIPWAYS BUILDING IN P-NG: A photograph on page 101 shows the site of the new slipway in Bauabau which will be built by T. L. Slipper & Co.

In Moresby, Andrews & Roberts, boat-builders and shipwrights, will shortly commence building a slipway of small boats on the reclaimed shore at Konedobu. They plan to bring from Australia about a dozen small, powered craft which

they will hire out for pleasure purposes.

News of Cruising Yachts

● **TAHEA**, a 28-foot ketch, sailed from West Covina, near Los Angeles, May 24, on commencement of a circumnavigation. The yacht is manned by lone-hander Rolph Thorvaldson, ex-US Navy quartermaster, aged 30. The 210 feet of canvas is backed by a 14 hp auxiliary for emergencies.

LATER: The ketch **TAHEA**, 83-days non-stop out of Los Angeles, arrived at Papeete August 14. A 3-months' stop-over is planned in French Oceania waters before heading home again via Hawaii.

● Paul Blackford, writing from Aitutaki in July reported that he and his two mates would be heading KONA for

Palmerston Island early August, thence Pago Pago, Apia, Wallis, Suva, before turning south to arrive at Auckland probably about November. No firm plans beyond that. The 40 ft x 14 ft x 6.5 ft **Block Islander** is staysail-schooner rigged and also has a 27 hp 2-cylinder Kermath diesel.

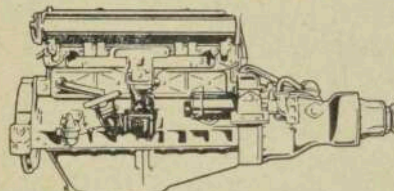
● **LADY STIRLING**, Auckland motor-sailer, which arrived at Suva some time ago and has since done some inter-island sailing, was reported for sale there in August. Principal owner of the vessel, which is a comfortable ocean cruiser, is Mrs. Manning, mother of the young skipper. With them aboard are Mr. and Mrs. Block, Danish immigrants to New Zealand, and a Dutch woman, Mrs. van der Lipp. Two Block children are also aboard. The party was reported seeking an island on which to settle.

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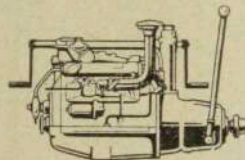
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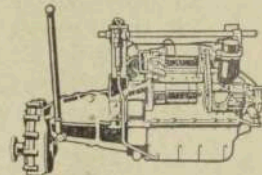


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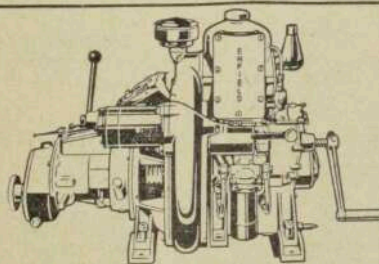
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aid to be strict teetotalers, the party
used some amusement on the water-
men when 18 bottles of spirits and six
en of beer were noted going aboard
mediately prior to departure from Suva
Kadavu.

ome hull repairs to copper sheathing
e carried out there by local shipyard.
FLAMINGO of Auckland, three days
of Cairns, arrived at Samarai July 30,
aring again August 3 for Rabaul.
mons, thence homeward by summer.
ring Auckland late last year, this
ht was last reported in Sydney and
sale. With owner Warren McCarthy
his wife is Robert Morton.

Latest to leave Europe for the
th Seas, destination New Zealand or
tralia, is 21-year-old Wolfgang Kraker

Schwarzenfeld who recently left
many in a home built twin-hulled,
al, two-masted, ketch-rigged craft.
hulls are joined by a light slatted
form. Navigator von Schwarzenfeld
s in one hull and carries his stores
the other. The hulls appear to be
about 20-feet long. The name of the
t is not yet known. She was in New-
en, England in August, from whence
course lay via France, Spain, and
ugal to the Canaries, across the
ntic and through Panama.

KERERU, little Auckland 22 ft 6 in.
ft 6 in. yacht, has been sold to
Marcel Jacquier, of Malo Island, New
rides, and will be used by the family
communication with Santo. This was
rted by owner Ray Williamson and
panions Norman Ziska and Jim Fitz-
ld when they arrived back in Auck-

land August 18 after a notable 2,500-
mile voyage in so small a yacht. KERERU
left Auckland last summer, calling at
Norfolk, Ile de Pines, Noumea, Mare,
Aneityum, Tanna, Erromango, Pentecost,
and finally Santo where an offer for the
yacht was accepted. Much bad weather
was experienced in the New Hebrides.
The crew appreciated the kindness shown
to them all along the route.

They will sail again immediately they
can locate another suitable yacht of
about 30 ft, this time for Fiji.

● BOUNTY, of Auckland, last reported
from Suva about a year ago, called at
Aneityum where the crew were employed
for a time by a timber-milling company.
From there they continued to Noumea,
arriving there late May. The crew were
there employed as paid hands aboard
the Fairmile PHILANTE II, on which Ray
Williamson, of KERERU, was employed
as skipper for a time. BOUNTY was pre-
paring to clear Noumea again in mid-
August for Brisbane where an attempt
will be made to sell her.

● LES 4 VENTS with lone-hander
Marcel Bardiaux of France, arrived at
Noumea early August after a narrow
escape from loss on Ile Fa reef in the
approaches to that port. Bardiaux,
exhausted, went to sleep at the tiller and
found himself on the reef, but luckily
got off again. It was during the night.
Bardiaux was given an enthusiastic
reception and was engaged on a series
of lectures on his cruise late in August.

● JAY, 35-ft Australian yacht cruising
the New Hebrides, has been sold at Santo.

● CAPRICE, the yacht which held the
Sydney-Noumea sailing record, is now
pulled up at Noumea and may not sail
again. Her owner died some time ago
and it is understood that the yacht is
unlikely to be sold, for sentimental
reasons.

● MANDALAY, American East Coast
yacht, was understood to be in Apia
in mid-August. No word had been re-
ceived of this yacht since she cleared
Papeete in March.

● MARINER, in mid-August was pre-
paring to clear Papeete direct for Apia.

● HO HO II, lying at Auckland's
viaduct wharf and for sale, lost her bow-
sprit when a mid-August storm caused
damage to a number of local small-craft.
Owner Birger Bryhn and his wife, now

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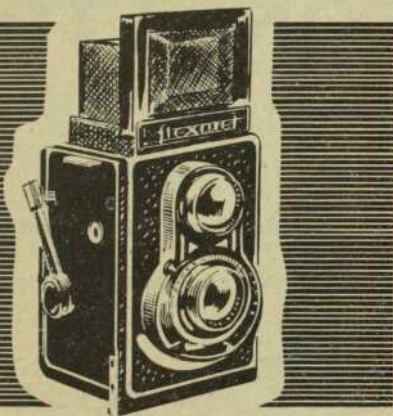
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employed ashore, hope to make Auckland their home if the sturdy Colln Archer ketch can be sold. Meanwhile they live aboard.

• VIKING, in which Steve and Brita Holmdahl cruised through the Islands last year, was reported back home at Sweden in July—first Swedish yacht, they believe, to complete a circumnavigation.

• The well-known Australian brothers, Frank and John Livingstone, have bought



Sir Claude Plowman's MORNA. As part of the purchase price they "traded-in" their old yacht KURREWA III. Terms of the recent sale were not disclosed. The Livingstone brothers intend renaming the MORNA, KURREWA IV.

• A French couple plan to travel an estimated 15,000 miles from France to Sydney in an aluminium sail boat 11 feet long.

J. De Grange and Miss Marie Frederique recently displayed their boat on the river Seine. It is said to be unsinkable because of a series of watertight compartments. Weighing only 99 lb empty, it is designed to float even if submerged by waves. An outrigger is attached to the hull giving the tiny craft stability, and an auxiliary motor is available for use in calm weather.

The couple will limit each stag their voyage to less than 300 miles. plan to sail to Italy, Greece, Turkey cross Syria by rail to Aleppo, and sail down the Euphrates River. will cross India by river and continue the voyage along the coasts of Borneo, Sumatra, Java, Bali, Celebes, Moluccas, New Guinea, and then turn south to Sydney.

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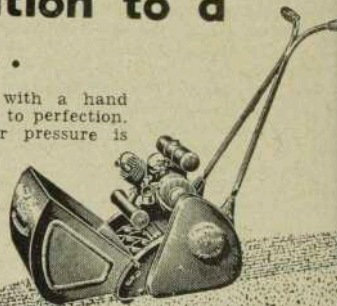
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What J. K. McCarthy Did in 1942

FRIEND of Mr. J. K. McCarthy, who recently was transferred from the position of District Commissioner in New Britain, to headquarters in Port Moresby, has often to ask if we can provide a copy of articles which appeared in the *Pacific Islands Monthly* in January and February, 1947, and which describe how J. K. McCarthy led about 240 men from the Japanese—and almost certain death—in January and February, 1942. As reminded, we have read those articles, which have been buried and forgotten in our files.

It is fitting that people in New Guinea and in Australia should be reminded of this really magnificent achievement by J. K. McCarthy.

Early 1942 was a time of incredible confusion and tragic suffering. The Japanese invasion fleet had been crashing in on top of Rabaul; completely smashed the puny defence organisation that Australia had established there; and it captured some hundreds of soldiers and sailors (practically all of whom were afterwards killed) and drove hundreds more away into the inhospitable mountains and jungles of New Britain. Many of these were afterwards captured and brutally treated by the Japs—Australia never forget the Tol massacre—and those who escaped by small boats fought in close to the South coast.

But the really big achievement was that which was planned and executed by District Officer J. K. McCarthy. He worked along the north coast of New Britain, penetrated to within a few miles of the Japanese forces in the Bainings area, and, by superhuman effort, (assisted by some fine old New Guinea hands like Rod Marsland, Mason, Frank Conroy, Captain Mel, Ken Douglas, Lincoln Bell, Roy Swanson, Frank Holland, Blue, Chris, A. P. H. Freund, and many others) succeeded in moving out, in stages, parties totalling 240 men, most of them starving and broken, and, gradually, he got them back along the coast towards Tala, where eventually they were picked up by the *Laurabada* and an Australian party from the Lutheran mission at Finschhafen.

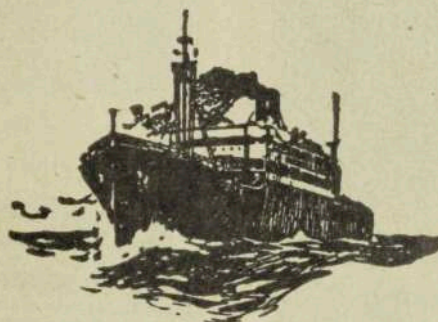
In the splendid record of how the old New Guinea hands faced up to the invasion, and fastened their hands in the flanks of the brutal Japanese, and hung on until the American and Australian forces arrived to give the invaders everything they deserved, there is no finer story than that which describes J. K. McCarthy's achievement in 1942.

High Costs on Manus Is.

THE new residence on Manus Island for the naval officer in charge, North-East Australian Area, was built by the Commonwealth Government at a cost of £13,380.

This was stated recently by the Minister for the Navy, Mr. J. Francis. An officers' mess building had cost £15,400 and a swimming pool £3,000. The Government had also authorised £239,000 for the erection of 36 cottages. Six of these have already been built.

In an effort to find the cause of the rapidly decreasing numbers of Muruts, an aboriginal British North Borneo tribe, Dr. John L. Landgraf, an American social anthropologist, will spend six months living with them. Dr. Landgraf believes the trouble is partly due to intermarriage with the Dusans, a related group more adapted to European civilisation. As disease may also be partly responsible, he will work with Dr. Ivan Polunin, of the University of Malaya, who is conducting a medical study of the tribe.



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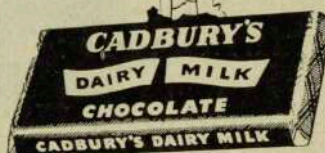
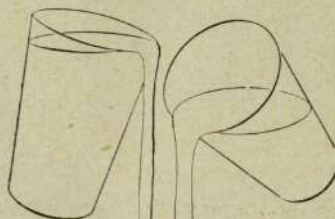
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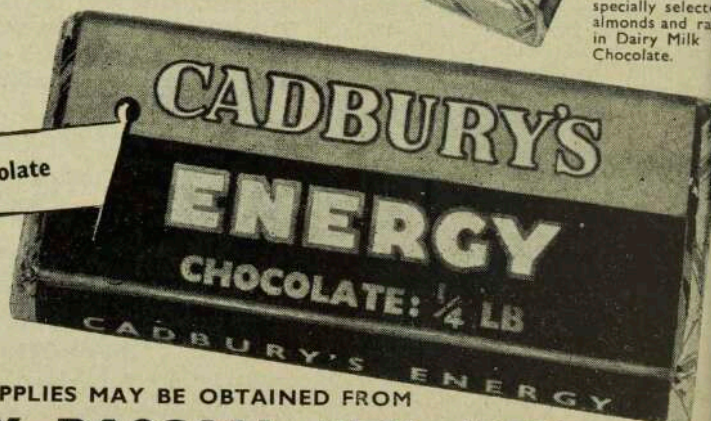
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Fiji-Samoa Wedding of Interest



Miss Denise Bartley, daughter of Mr. Charles (Kalolo) Bartley of Apia, Western Samoa, married Mr. Hartley Valentine at the Sacred Heart Cathedral, Suva, on the 24th. The bridegroom is a member of the well-known Valentine family of Fiji. The bride was given away by Mr. Bartley's cousin, Mr. Robert Narruhn, of Suva, and the reception was held at the home of Miss Angela Ludolph — Mr. Narruhn's daughter.

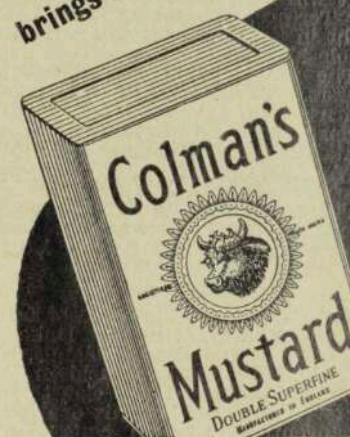
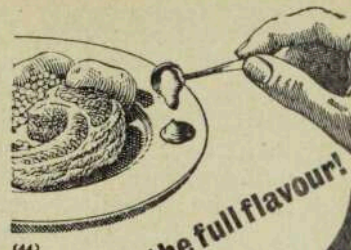
The wedding group includes, left to right, standing: Mr. D. Davenport (best man), Mr. R. Narruhn, Mrs. Bartley (mother of the bride), bridegroom and bride, Mr. and Mrs. Valentine (parents of the bridegroom), Mr. P. Slatter (groomsman), and seated are the bridesmaids, Misses Wallupe and Arita Bartley.

Civil Service Assn. in BSIP

THE newly formed BSIP Civil Service Association held its first meeting in Honiara, in August. The draft constitution and rules were adopted, and the following office-bearers were elected:

President, Mr. P. M. Smith; hon. sec., Mr. G. F. C. Dennis; hon. treasurer, Mr. P. B. Flynn; council members: Mr. G. A. Skipper, Mr. T. H. Manning, Mr. G. Oakes, Mr. F. Macindoe, Mr. J. Tamana, Mr. Guso Piko, Mr. B. Gina, and Mr. J. Angisiringi.

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WORK STARTS ON LAE'S £220,000 HOSPITAL

BEFORE this month is ended, men and materials—already assembled in Cairns—will begin to arrive in Lae, to commence the erection of a European Hospital, long promised and awaited, which will cost £220,000.

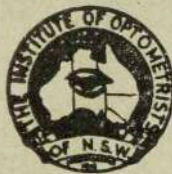
It will be placed on the edge of the Terrace, overlooking Huon Gulf, right in the town. It will serve the whole Morobe area.

The job is being carried out by Messrs. T. J. Watkins Ltd., of Cairns, who, for this purpose, have formed and registered T. J. Watkins (New Guinea) Ltd. Mr. S. A. Watkins, the man who will direct operations, has been in Lae making preliminary arrangements. Accommodation already has been provided for a large staff of European and native workmen.

An inquiry into the death of Lord Michael Fitzroy, son of the Duke of Grafton, in the Russel Islands, on July 15, 1954, has been held in the BSIP. Finding of the Court was that the deceased met his death by misadventure, through causes unknown.

¶ Sister Mary Davidson, of the Methodist Memorial Hospital, Adelaide, will leave Australia for New Guinea in about two months time to serve in an out-station clinic. Her work will be mainly medical, but she will do some evangelical work. Her sister, who is married to a missionary, is also serving in New Guinea.

¶ Mr. J. C. Parkinson, who has been appointed Assistant Conservator of Forests, is expected to arrive in September. Mr. Parkinson comes from South Africa, where he worked for the Forestry Department for the past three years. Aged 40, he is at present engaged in the silviculture section of the Pietermaritzburg Research Institute.



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Current News Items From Our Correspondents In Papua-New Guinea

PS WANTS SHORTER WEEK, MORE PAY

The first round in an arbitration in the Territory finished at the end of August when the Administration lodged formal objection to the Public Service Association's application for a 5-days' week.

The objection meant that the dispute will now go before a Public Service Arbitrator who will be appointed shortly by the Governor-General.

The dispute will be the first heard of a Public Service Arbitrator in Papua-New Guinea and it follows lengthy efforts by the Public Service Association to have the 5-day week granted by other processes.

Objection to the application aimed that the application took no cognisance of the requirements of the community as a whole and could, if granted, have an adverse effect on the social and economic development of the Territory, imposing unreasonable burdens on the rest of the community. It would impose an added burden on the finances of the Territory, which was not warranted.

The Administration's formal objection noted that it was not satisfied that the majority of Public Service members supported the Association's claim and also said that the claim was wrong in law, in that the arbitrator had no power to amend the regulation as asked.

While the details of the Administration's objection to the 5-days' week were being announced the Public Service Association, on August 30, was making a second application to the court for an increase of one-third in both the basic wage and cost-of-living allowance paid to Territory Public Servants.

The basic wage in the Territory is a product of the mean basic wage payable in all the Australian states. For Public Servants a cost of living allowance of £198 is added, plus optical allowance.

No separate basic wage has ever been fixed for the Territory and the Association claims that an increase of one-third to the present one, as well as an increase in the cost of living, would be more in keeping with the high costs in the Territory.

MUSEUM EXPEDITION IN HIGHLANDS

An expedition from the Australian Museum, Sydney, completed its work in the Highlands at the beginning of September.

During two months the expedition collected about 800 specimens, and visited 5 main areas of the Highlands.

Some of the specimens will be returned to the Territory as part of the Territory Museum, when it finally gets started, and the Museum specimens will go towards giving Sydney Museum a chance to put on a display in some way equal to exhibits at overseas museums, which have for many years supplied Australia with their own specimens.

RABAUL—ON THE WATER CART

After several months of dry weather, dusty old Rabaul was having its usual water troubles in August.

Vehicles of all types, equipped to carry water to dry domestic tanks daily lined up at the main water tank. On occasions they were ten-deep.

The arrival of five big ships in the harbour during one week-end in August, when the dry spell was

at its peak, didn't help matters, as it added to the drain on the water supply.

IN STEPS OF CHAMPION AND KARIUS

A District Services patrol in September will go into the Upper Fly

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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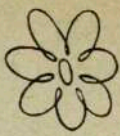
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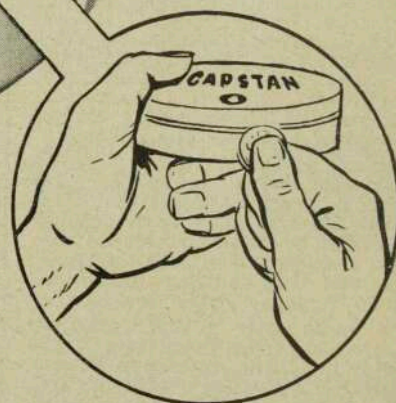
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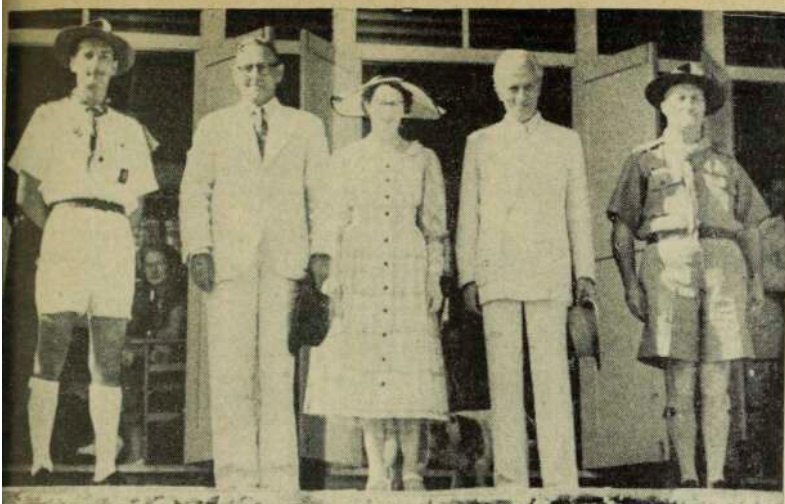
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On August 18 the Administrator of Papua and New Guinea, Brig. Cleland, opened the new Rover Den at Boroka, a suburb of Port Moresby. Cost of the fine, modern building was £1,100, the work being done by the Rover Crew themselves. From left to right in the photo are

Mr. Des Large, Brig. Cleland, Mrs. Cleland, the German Ambassador to Australia, Dr. Hess, who was visiting the Territory, and Scout Commissioner Groves.

—Photo by Papuan Prints.

over and Star Mountains area, in eastern Papua. It will be led by the ADO at Daru, Mr. J. W. Kent. will be away about 2 months.

Some of this area, which is rugged and difficult, was traversed by Champion and Karius in the late 20's, and there have been few

patrols since. A party from the Sepik district of NG escaped through the area from the Japanese in 1942.

INTEREST IN WAU

In addition to the American and German ambassadors, Wau visitors have recently included Professor M. Titiev, Professor of Anthropology at the University of Michigan, who has been working at the Australian National University, Canberra. He was accompanied by his wife and son.

Mr. F. H. Reckliff, Department of Civil Aviation photographer, also visited Wau for several days for the purpose of taking films and photographs to make up a picture-story for *Life Magazine* and also the Department's records.

While in this district, Mr. Reckliff

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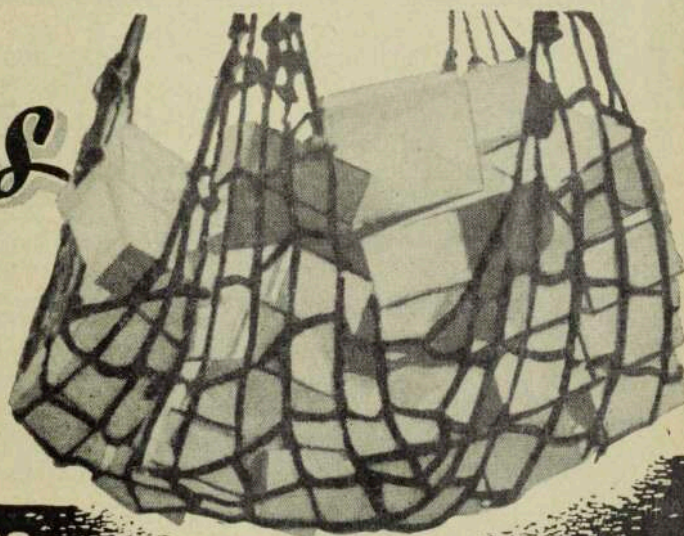
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was able to photograph airlifts of vegetables and timber, and was impressed with the special 6,000 lb lift of vegetables which is transported by DC3 to Manus Naval Base every fortnight from Wau. He also visited and made photographs of various farms and coffee plantations, as well as different aspects of the gold mining industry.

MAL PLANE CRASH

A Dragon aircraft owned by Mandated Airlines crashed and burnt out at Heyfield airstrip in the Sepik district on August 9. The aircraft was carrying a number of native passengers, and was piloted by Captain J. L. Davis; all escaped injury.

INCREASED OIL CO. ACTIVITY

The Australasian Petroleum Company is increasing its activities in its search for oil in Papua, and plans to extend its drilling areas.

APC will charter a Beaver aircraft next year, equipped with floats, and will use it for operations along the Western rivers where the Catalina cannot go. Qantas will own the aircraft.

APC intends also to take up the option on the *Hanne Sven*, the 900-ton all-steel vessel which it has been operating under charter for some months. It will engage an Australian crew and use it for transporting materials to the Gulf district.

NEW BANK PREMISES FOR MORESBY

After about 18 months, the Bank of NSW's new building in Port Moresby is nearing completion.

The new bank premises contain modern staff quarters on the second floor, and the bank foyer includes

a travel section. The building needed badly to replace the tin shed which has existed as combined baggage chamber and staff quarters since the war.

The Commonwealth Bank is progressing well on its new building opposite. The ANZ in Port

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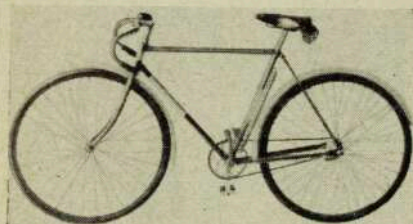
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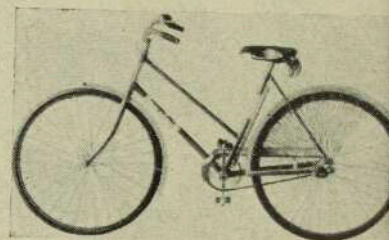
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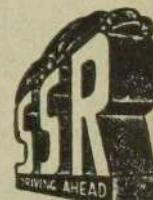


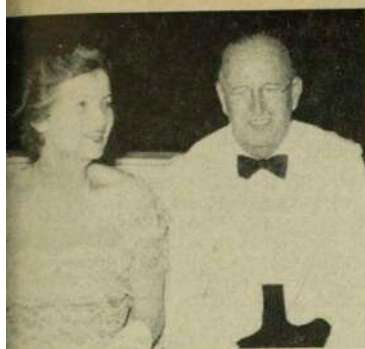
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Mrs. A. J. Peaslee, wife of the United States Ambassador, with Judge Bignold at the Hockey Ball held in the PNGVR Hall on August 13.
—Photo by Papuan Prints.

Presby has a modern new building which was opened at the end of last year.

US SURVEY OF NB

The first American vessel to take part in the proposed survey of the New Guinea islands, arrived at Rabaul on August 9 and left again to start its work a few days later. The American vessel, of about 1,000 tons, carried 24 US Army personnel and a crew of 37 Filipinos and is under the command of Captain E. Harris.

Most of the men have had experience in Japan.

The vessel will be working in New Britain waters for several months, before being joined by three other vessels.

A party of two Australian officers and 13 men from various Australian Army commands are joining the survey. (The decision to employ the Filipinos followed howls of rage in Australia when the Americans proposed to use Japanese).

WHARF WANTED

The chaotic conditions in Rabaul Harbour were emphasised one week-end in the middle of August when the large vessels were in the harbour at the same time.

They were the *Mangola*, *Citos*, *Penbank*, *Taiwan* and *Soochow*. The vessels were unloaded with the help of lighters in mid-stream but when *Taiwan* wished to come alongside for water there was a general panic as the ships were re-shuffled. Rabaul needs that new wharf.

VISITING VIP's

Probably the greatest impression was made back to Australia by the American Ambassador—Mr. A. J. Peaslee—after a short tour of Papua-New Guinea in August was that the stone-age had given away to the air-age.

He thought this was especially so in the Highlands, where he did a lot of travelling.

On the occasions he travelled in the American Navy DC3 which

brought him to New Guinea, he was not accompanied by his wife, who had to travel by private aircraft.

This procedure created interest in the Territory, for it was the result of American Navy regulations which forbid American civilians travelling in service aircraft.

It did not apply to Australian civilians apparently, for one senior DCA official travelled with Mr. Peaslee in the service aircraft.

The American Ambassador was welcomed everywhere in the Territory, where he took a genuine interest in what was going on.

Shortly after the American Ambassador concluded his tour, the German Ambassador, Dr. Walter Hess, arrived to begin his.

The PIR formed a guard-of-honour at Jackson's airport.

Dr. Hess said he was interested in seeing everything in his 17 days' visit, and the itinerary was designed to show him just that.

Dr. Walter Hess said at the end of his 2-weeks' tour on September 3, that he had been interested to find there was still an appreciation of work done by Germans in the Trust Territory. There seemed to be a special appreciation of coconut plantations started by German planters.

Dr. Hess said his tour had given him a general idea of the problems affecting the economic development of the Territory, and two of them

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appeared to be labour and la-
There was a shortage of both
some areas; however, they w
matters, he said, which needed p
found study before any adequ
comment could be made, especia
by anyone making only a fortnight
visit.

JAP URGE TO VISIT RABAUL

For the second time in a f
weeks, a Japanese fishing vessel
in at Rabaul in August. On t
first occasion, the Japanese co-
plained of damage to the hull a
asked for repairs, and incidenta
sailed away with a few hund
pounds worth of stores, which ma
Rabaul people can be forgiven
assuming were all they came for
the first place.

The trouble with the hull v
that it was a pretty old hull, a
not in very good condition for sa-
ing anywhere.

The second vessel, the *Ken
Maru*, put in because it had a s
crew member, who was later operat
on for appendicitis. The Jap ves
left him there, to call back
about 10 days.

MATCH—FIRE—3 MONTHS

A Rigo native named Obem
was sentenced to 3 months' gaol
the Port Moresby Court of Nat
Matters on August 17 for havi
carelessly started a grass fire w
a discarded match.

The native admitted throwing t
match in the grass in the Po
Moresby area after he had used
to light his cigarette.

Unfortunately for him, the f
was seen by the District Magistra
Mr. Sanson, who questioned him.

The Administration has be
worried about the incidence of gra
fires in the Territory, especially
the Port Moresby area, and t
courts have been handing o
sentences of one month to offend

MEAT

Thousands of cases of a bra
of meat loaf were tied up in t
Territory in August after the Heal
Department had made a stateme
saying that two batches were b
lieved contaminated.

The Department asked stores a
others not to use the tinned me
loaf. An executive of the firm co-
cerned flew to NG. On August
the Health Dept. declared one bat
(marked "Ex 205, brand G4")
Tom Piper corned meat loaf un-
for human consumption.

SPEED

The Territory increased its spe
limits on motor traffic on August

The limit for cars was raised fro
25 mph to 30 mph in the town area
and for trucks from 15 mph to
mph.

The speed limit for motor ca
in the Territory has been 25 m
since the war.

However, as one citizen has r
marked, the new speed limits me
that "those who have been drivin
normally at 35 mph will now dri
at 40."

NEW PREMISES FOR SCOUTS

The Administrator, Brigadier D. Cleland, who is president of the Scouts' Association, officially opened a new Rover Den at Boroko Port Moresby on August 21.

The Rovers built it themselves in 12 months at a cost of £1,100, out of the credit going to the Assistant District Commissioner of the Scouting movement, Mr. Desage, who is a contractor.

BETEL NUT LEADS TO BRAWL

An argument over the price of betel nut started a brawl among natives in Port Moresby on Sunday, August 22. Forty police eventually broke it up, several hours later, after it had involved about 200 natives. Several police were injured and a number of natives arrested and charged.

The original trouble was over the price of betel nut being sold at a stand at Koki, but this was only an excuse, and old differences flared

up in the week, an Education Department spokesman over the People's Session of 9PA took natives to task for their behaviour, saying there had been rumours that the fight would continue following week-end. He advised them to forget it, or else. . .

MISUNDERSTANDING ABOUT ELECTIONS

According to some members of the District Advisory Council, a meeting held in Port Moresby on August 22, the lack of publicity for Territory elections resulted in a great number of people not engaging as electors by the time the polls closed.

The council passed a resolution regarding the matter to the notice of the Government Secretary.

Mr. E. A. James said he realised the Administration was not responsible for making citizens understand the law, but he considered more could have been devoted to newspaper advertising.

POLICE COMMISSIONER RETURNS

The PNG Police Commissioner, Colonel J. S. Grimshaw, returned to Port Moresby on August 25, after about 9 months' leave in Australia. During his absence Superintendent Normoyle acted as Police Commissioner.

WOULD LIKE TO ENCOURAGE TOURISTS

At its August meeting, the Port Moresby Town Advisory Council received a report which included recommendations for publicising PNG generally, and Port Moresby in particular.

The report was presented by a local tourist committee set up to make recommendations on the visit of the tourist vessel *Orion* in September, and kindred subjects of publicity. The report suggested that

a Chamber of Commerce should be started in Port Moresby and that the chamber should have a tourist section which could explore ways of attracting tourists to the Territory.

The committee suggested that tourist bureaux should be set up in Australia, an information bureau could be established on the Port Moresby wharf and arrangements made with tourist agencies for more visits, by ships and aircraft.

The first annual PNGVR Ball, held in the Memorial Hall, Samarai, Papua, on July 21, was enjoyed by a large attendance of local residents. Guests of Honour were the District Commissioner and Mrs. M. J.

Healy, and although the Unit's Commanding Officer, Lt.-Col. T. W. Young, was unable to attend he was represented by Captain Lofts. Others in the official party were Lt. F. G. Hoeter, OC PI, Lt. Graham and the president of the RSL, Mr. R. J. Paul.

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TIME was when the offer of a permanent position in New Guinea was regarded as the next best thing to winning a lottery. Thousands of applications used to be received for cadet patrol-officer vacancies.

Things are different now—and the Administration is prepared to pay good money to train the kind of youngster it wants.

Applications have just closed for 67 cadetships—covering District Services, education, agriculture, forestry and medicine. Applicants must be between 18 and 24, British citizens and have passed the matriculation standard examination—with the exception of medical cadetship where the applicants must have completed the 3rd year of a medical course (the upper age limit does not apply here).

While they are training at Universities, Teachers' Training Colleges, or the School of Pacific Administration in Sydney, cadets are paid from £444 to £920 per annum, according to age.

Truly, as the Yanks say, youth never got it so easy!

Exhibits for a future Papua and New Guinea museum will be collected from Government department and residents, states the Pacific Science Association in its June information bulletin. A special committee has been appointed by the Administration to investigate

the setting up of a museum, gallery and public library, to prepare an Ordinance to govern cultural centre and recommend plans for its establishment, maintenance. Mr. C. F. Julius, Government Anthropologist, is to be as Honorary Curator of exhibits.

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Northbound Passengers on MV Bulolo



Among those sailing on the Bulolo for from Sydney, on August 3, were the wing (left to right):
 D. Standen, who was returning the Department of Works, Port Moresby, after leave; his father (right) welcomed him.
 and Mrs. R. T. Favilla, of Adelaide,

who are visiting their daughter, Mrs. D. P. Taylor, at Otamoto, near Port Moresby; their son accompanied them.
 Father Hugh Andrew and Miss Helen Roberts farewelled by friends—they are

returning to the Anglican Mission at Samarai after leave in Australia.
 Mrs. P. Phillips was farewelled by Capt. P. G. King, who was Government Stevedore at Rabaul.

Award to Fijian Soldier



Sergeant Luke Sailada (above), who recently received an immediate award of Military Medal for gallantry under fire while serving with "A" Company, 1st Battalion, Fiji Infantry Regiment, now fighting Communist terrorists in the Layang District of Johore, Malaya. The citation accompanying his award states that Sergeant Sailada was leading a patrol back to base after a five days' patrol when they were fired upon by heavily armed terrorists. Quickly firing sections to both flanks, the sergeant, at the head of his few remaining men, charged the enemy. Under accurate rifle fire he closed the terrorists, who were all killed.
 Photo by Fiji Public Relations Office.

The Dutch destroyer Piet Hein left the Helder naval base recently for New Guinea, to strengthen our landward naval forces there. She is expected at Borong, Western New Guinea, on September 30 and will remain for 18 months.

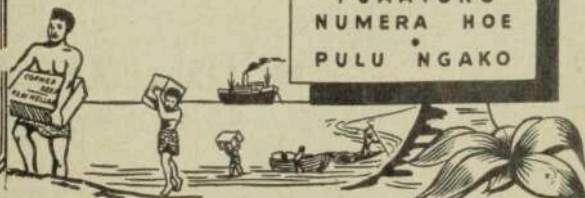
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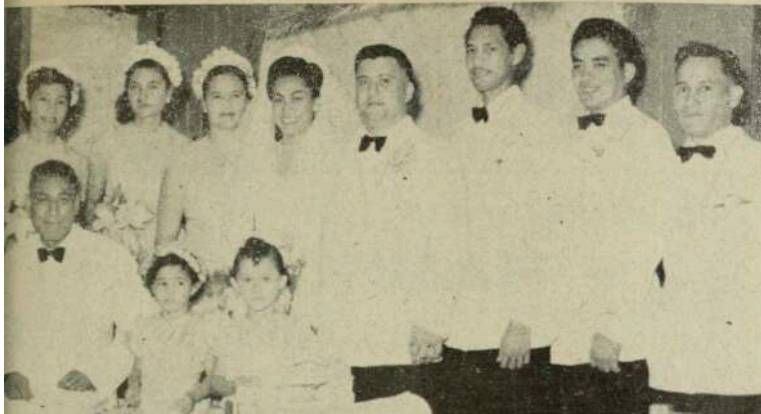
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Adora Cream Wafer	5½ lb.	x
Afternoon Tea	6½	40
Arnella Crunch	5½	x
Arno Shortbread	9½	54
Butter Oat Cake	7½	53
Cherry Ripe	6	45
Cocoanut	5½	40
Creamy Chocolate	7½	52
Custard Cream	8½	x
Delta Cream	6	40
Ginger Nut	10	62
Golden Grain	5½	40
Jatz Cracker	5	x
Lacto Malted Milk	o	48
Milk Arrowroot	5½	40
Milk Coffee	7½	43
Nice	7½	52
Orange Slice	6½	45
Orange Tea	8	58
Osborne	7½	x
Princess	5½	40
Raspberry Fruit Cream	6	40
Sao (Carton 1 ft. 5 in. cu.)	4½	32
Scotch Finger	9½	54
Shredded Wheatmeal	5	33
Spicy Fruit Roll	10½	62
Tea Cake	o	33
Thin Captain	4½	x

o Not yet available in No. 8 tins.

x Not yet available in packets.

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Peterson-Yandall Wedding



On July 8, 1954, Stephen Anthony Peterson, son of the late Mr. C. J. Peterson, known in Samoa, Fiji and Futuna, married Miss Helen Yandall in the Cathedral of the Immaculate Conception, Apia, Samoa. The bride is the daughter of Mr. and Mrs. B. F. Yandall, of Samoa and Lautoka. The ceremony was performed by Father [unclear] and about 600 people later gathered to wish the couple happiness. Seen in the photo from left to right, standing, are bridesmaids, Elaine Coffin, [unclear] Rasmussen, Barbara Williams; the bride and groom; groomsmen John Pereira (t man), Immy Ah Mu and Michael Stowers. Seated with flower girls, Mara Blake and Phoebe Curry, is the bride's father, Mr. B. F. Yandall.

Tourist Bureau—But Different



When World Travel Headquarters, of [unclear], recently opened a branch in [unclear], Tahiti, in the former American [unclear] building, some local heat was [unclear] by the sign-board which [unclear] over the entrance which read 'WORLD VISITOR'S BUREAU' (writing [unclear] to be seen in photograph). The sign [unclear] the subject of a protest by the [unclear] of the local Syndicat d'Initiative [unclear], and, pending settlement, was [unclear] down, under protest by the owners. [unclear], an official order was given that [unclear] sign could be re-erected—though now [unclear] protest of the official Tourist [unclear] au.

The Rev. Norman Cocks, secretary for Australia of the London Missionary Society, arrived in [unclear], Papua, by Sandringham [unclear] Australia late in July. He was [unclear] by the Rev. Mr. Perry, of [unclear] College.

Mr. H. A. Ragg, of Ba, has been appointed a member of the Fiji Broadcasting Commission in place of Mr. M. G. Knapman, who has left the Colony for New Zealand.

To Show Natives How to Catch Fish

MR. H. VAN PEL, a fisherman of wide experience in Atlantic, North Sea, and Indonesian fisheries, has been appointed to the staff of the South Pacific Commission at Noumea with the object of "encouraging more up-to-date methods of catching, processing and marketing fish" in the Islands.

He will work, in general, along the lines recommended by a panel of fishery experts who met in Noumea in 1952 under the Commission's auspices.

Dr. J. W. Davidson, a leading authority on South Pacific Affairs, spent a week in Fiji on his way back from Western Samoa to the Australian National University at Canberra.

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DEATHS OF ISLANDS PEOPLE

MR. CHARLES BECKETT

Residents of New Guinea, and particularly of the Morobe District, were shocked to hear of the death, on August 12, while returning from a holiday in Canada, of Mr. Charles Beckett. He was 68.

Mr. Beckett had been connected with the Territory, first through the Navy, then through AWA and latterly through Telecommunications, since World War I days. He had been in Morobe longer than anyone else, knew it intimately and was one of the District's most respected citizens.

He was a veteran of three wars—the Boer War, World War I, when he served in NG with the Navy, and World War II when he was a Coast-watcher.

After Navy service in the First World War he stayed on as a radio operator with AWA. During the Morobe gold-rush period it was he who established the first radio station at Edie Creek in 1927. After World War II service he was back in the district, and set up his radio gear in a temporary building at Lae, and when AWA was taken over by the British Commonwealth radio communications service, Telecommunications, he transferred to the new outfit.

At the time of his trip to Canada with Mr. Roy McConnon, also well-known in Morobe, he was still stationed at Lae. Mrs. Beckett—she

was his second wife—died a year or so ago.

He was in Honolulu returning from Canada by ship when he had a slight stroke; he appeared to be recovering but between Honolulu and Suva his condition deteriorated. His son, Dr. Hal Beckett, of Sydney,

flew to Suva and was with when he died.

He is survived by his son three daughters, Mrs. Inez Leslie Bulolo, Mrs. Enid Cooper, also Bulolo, and Miss Vera Beckett Sydney.

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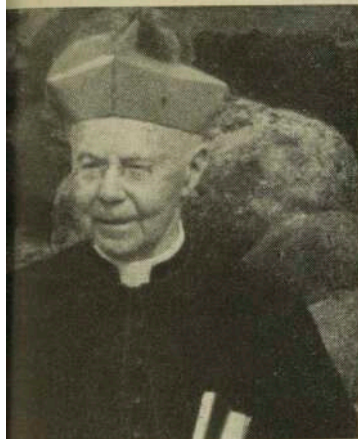
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baul, and later Assistant Bishop of the Papal Throne, died at Mary's Mount, Melbourne, on August 30, aged 78 years.

He was born in Holland, was educated in local schools and later Universities in France, Salzburg, Rome and Louvain. He worked as a missionary in the Philippine Islands



Bishop Vesters.

1-1915, and later in Brazil 1915-1920. He was then appointed Perfect Apostolic of the Celebes Mission.

He relinquished this post to become Bishop of Rabaul (Catholic Mission, Vunapope) in 1923. He was forced to resign in 1938 owing to ill-health.

Pope Pius XII then conferred on him the honour of Assistant Bishop of the Papal Throne. A gifted organiser and administrator, he played an important part in extending the work of the Mission. In 1937 Bishop Vesters was awarded the OBE for his work during the Rabaul eruption. Many old residents of New Guinea feel a deep personal loss. Last November he revisited Rabaul to mark the Golden Jubilee of his association with his former co-workers.

CAPT. E. E. KETTLE

Captain Ernest E. Kettle, well known Master of the London Missionary Society mission ships, died at his home in Hurstville, Sydney, on August 10, 1954, aged 78. Born in England, he first joined the LMS in 1911, as second officer of the mission ship *John Williams IV*, subsequently becoming first officer. He became Captain in 1915 and remained in command for 14 years until the vessel was sold in 1929. In 1935 he rejoined the Society as Master of the *John Williams V*, and, based at Suva, sailed his little ship over the Pacific Ocean, adding to his already extensive knowledge of the Islands and the people who lived on them. Of his almost unerring skill in navigation by "dead reckoning" many stories are told.

The editor of PIM was one of those who sailed in *John Williams* with Captain Kettle. Towards the end of 1941 he wrote, thus, about it: "Although I spent some of the most miserable days of my life aboard the *John Williams*, I learned to love the ship. . . She wallows and she rolls and she produces, very often, a most unholy combination

of stinks; yet she is a very gentle old lady. . . Captain Kettle has spent so many years in this most dangerous navigation—probably amongst the world's worst—that he guides his ship almost as much by instinct as by instruments. Squalls, unexpected and uncharted currents, clouds which hide the sun for days on end are his common lot. (Over)



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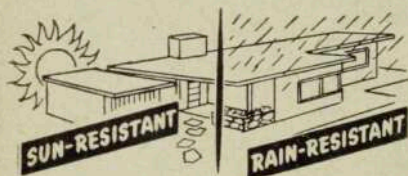
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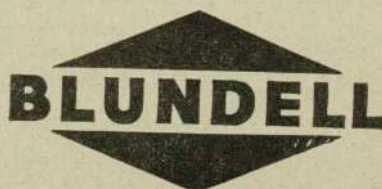


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"One night in thick weather heading for an Ellice island, we were due to pass another island miles off, by dead reckoning. I the Captain fidgeting. Presently without a word, he went out, turned the ship right around, steamed back. Next morning clear and anyone could see if the ship had continued on course the previous night, she must have climbed on top of the island she was trying to avoid."

Captain Kettle retired in 1945, although he followed with great interest the Society's activities, never visited the Islands again, is survived by a son and a daughter.

MADAME LEONIE BOUZER

Madame Bouzer, a well-known Tahiti resident, died there recently. She is survived by her daughter, Madame Leverd, and two brothers. Madame Bouzer was born in Tahiti in 1888.

M. FELIX GRAND

Monsieur Felix Grand, a known Papeete business man, died suddenly in June, aged 47, of a very well-known Tahiti family. M. Grand was a member of the Federation General Societe Sportive of French Oceania and had just turned from attending a football match at the time of his death. He leaves a wife (nee Mlle. T. Vincent) and four children, the youngest only 18 months old.

CAPT. D. C. MACDONALD

Captain Duncan Cameron Macdonald died in Auckland in early August, aged 66, after several years in retirement. He was the son of a Scottish Master Mariner, was born in New Zealand and trained in the navy.

In command of the 3-masted sailing schooner *Northern Chief* captured the 'Frisco-Auckland' cargo ship under sail in 1920 but before that, when Count von Luck escaped from Motuihe Island, Auckland, during the first World War was pursued in the *Rira* by Captain Macdonald, the cable-ship *Iris* coming on the scene and recapturing the Count. Captain Macdonald later in On Chong vessels.

MRS. J. TARIAU AND TEARIKI TIKI.

Two well known Rarotongan residents died there on the same day in early August. They were Mrs. John Tariau, of Pua, and Teariki Tiki, of Arorangi.

BROTHER THOMAS DE VILLENEUVE AND BROTHER ENOGAT

Advice was recently received from Papeete from Brother Rom Talvat, one-time rector of the Tal schools of the Brothers of Ploern that two other former teachers there recently died in France.

They were Brother Thomas Villeneuve, who served in Tahiti from 1908 to 1948, who died in November; and Brother Enogat, who arrived in Tahiti in 1908.

and was there for many years. died in June this year. Brother Thomas was 79 and other Enogat 82 at the time of their deaths. Commemorative services were held at Papeete Cathedral.

MR. J. G. ("JOE") DAVIS
Mr. Joe Davis, a resident of Fiji since 1922, died in Suva August 6. He was on the staff of the Colonial Sugar Refining Company and was in charge of the Drasa training camp for some years. He retired in 1950 but later rejoined the company's clerical staff at Lautoka mill where he was employed at the time of his death. He was an Australian, an ex-cricketer of the First World War, and an Army boxer of some note at that time. He is survived by his wife, formerly Miss Dorothy Easton, daughter of Mr. and Mrs. C. J. Easton, of Sigawe, Ba.

THE REV. AUSTIN ROWLEY
The Rev. Austin Rowley died at Papeete, in the New Hebrides, on August 14. Mr. Rowley had been in charge of the Church of England Boys' School at Vureas for many years. He recently returned there after a holiday in Australia.

MR. FREDERICK WALLIN
A well-known former Islands Manager of Burns Philp and Co., Frederick Wallin, died in Brisbane on August 19. He was 84. Mr. Wallin joined the Company in 1910 and for some years was in Queensland branches. Later he was transferred to Sydney under the name of Mr. Walter Lucas. When Mr. Lucas became Islands inspector, Mr. Wallin became Islands Manager, a position he held until his retirement at the end of 1937. He became well known to many islands residents, and he travelled extensively to the Gilbert and Ellice Islands, Solomons, New Guinea and New Hebrides. During the Second World War when the company was experiencing staff difficulties, he voluntarily returned as a shipping clerk in the Brisbane office. Mr. Wallin died some years before his retirement. There were no children of the marriage.

To Far East

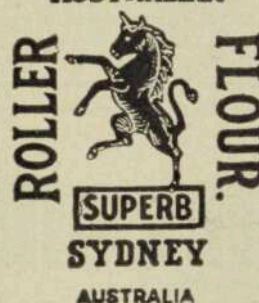
Messrs. Angus Smart, of Maprik, NG, and F. I. Patten, of Tomabatt Pltn., Tabar, New Ireland, who left on the Eastern Glory in mid-August for a trip to Hongkong and Japan. Shown with them (centre) is Mr. G. Pearce, a resident of Sydney, but well known to many NG residents.



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Yankee Sails NG River

FROM Commander Irving M. Johnson's Brigantine *Yankee*, which is on her sixth world voyage (see PIM June), Mrs. Electa Johnson sends an account of their visit to New Guinea and, in particular the *Yankee's* first trip up the Sepik river.

Although the vessel draws 12 feet they ventured over 200 miles up the river to Ambunti, travelling through country that was both beautiful and fascinating, says Mrs. Johnson. Mr. Jim Leahy, of Goroka, accompanied them on the river voyage. Although, like his famous brothers, he has walked over great areas of NG, this was his first trip up the Sepik.

Yankee experienced no serious mishap, although the trip was not entirely without incident. A submerged log bent one of the propeller blades and to straighten it again necessitated removal of the shaft—a major operation in the ship.

On the way down-stream, the 200-ton vessel, travelling at a good 8½ knots, ran hard onto a clay bank. They were lucky, however, in the size and shape of the obstruction, and the position of a strong tree on the river bank.

With a salvage cable, which *Yankee* has carried unused around the world five and a half times, two tackles and 25-man power, they managed to pull the stern around, pivoting on the shoal, and into deep

water. Much as they enjoyed the Sepik, says Mrs. Johnson, they were extremely glad not to have been stuck there for a month or so.

Most of *Yankee's* complement visited Goroka and other parts of the Highlands; some undertaking hikes with a patrol-officer. Everyone took the opportunity of seeing a tremendous Sing-Sing and pig

killing on the mountain on Chimbu.

Both the Commander and Johnson saw many changes in Guinea since their last visit years ago. They were impressed with the activity and progress apparent in their many ports of call and were also appreciative of Guinea hospitality.

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All enquiries through your Island Trader will receive our prompt attention.

OIL SEARCH AROUND SEPIK

Enterprise of NG is Under Way

LAE, AUG. 31.

THE expedition organised by the Enterprise of New Guinea, Ltd., to go up into the Sepik country and make a geological survey, as preliminary to a search for oil and valuable metals, is now moving on. Enterprise finally got its search permit a few months ago, after years of waiting.

The arrival here of the ketch *Tiare*, 53 ft long, 13 ft beam, 4½ ft draught, purchased in Cairns recently, is hourly expected. Mr. A. E. Jentsch, of Wau, representative of the Company in New Guinea, has been waiting here for a week. He will have charge of the expedition, which will consist of eight Europeans (including a patrol officer of the Sepik District) half a dozen policemen, and 100 natives. The party, of course, includes scientists. H. C. ("Shanghai") Brown will operate the *Tiare*, and Mr. McGrath will have charge of the diesel engine.

Most of the expedition's gear is ready at Angoram, well-known Sepik River port, where there is an airstrip. More will go up with the

Tiare. Angoram will be the main base, but the forward base will be somewhere near the Sepik's junction with the October River; and thence progress will be made in smaller craft, to get in somewhere close to the Dutch border.

Another vessel, about the size of the *Tiare*, has been chartered. Among the equipment are modern scientific instruments, including Geiger counters. It is likely that the survey will take six months.

RECOVERY AFTER BAD ACCIDENT

Mr. Jentsch, 60 years old, has made a remarkable recovery from the accident he met with several months ago when he, Mrs. E. J. A. Kuper and a native, in a jeep, fell some 200 feet over a precipice on

the Edie Creek Road—his internal injuries were so severe that Dr. Giblin gave him little chance. But all he has to show for it now is an eye that is slightly distorted in shape and vision. Mrs. Kuper, a young woman, suffered spinal injuries and is still in Brisbane Hospital. She is returning home soon, fairly well recovered, but with a permanent limp. The native suffered broken limbs, but recovered.

¶ After 26 years, the Rev. Sau Faupula, a Tongan Methodist minister, made his second visit to Ballarat, Vic., in July to attend the Methodist Overseas Mission Festival. He is headmaster of Tupou College, for 400 boys, in Tonga.

WRITE FOR THESE BOOKS

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

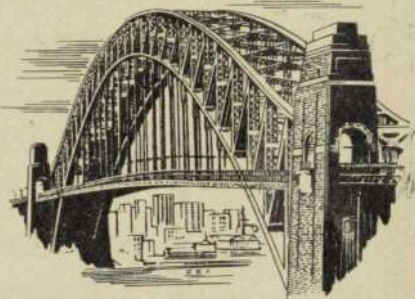
Primitive Heritage.—Writings in Anthropology collected and edited by Margaret Mead and Nicolas Calas. This work comprises: Funeral Ceremonies in Australia; Ceremonies by Natives Converted to Christianity; Precautions during Pregnancy in New Guinea; Marriage in Borneo; Aztec Human Sacrifice; Self-Mutilation;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

Fijian Way of Life (G. K. Roth).—A first hand account of the Fijians at home that will serve as a valuable source of information for inquirers. Illustrated. £1/1/-, post, 11d.

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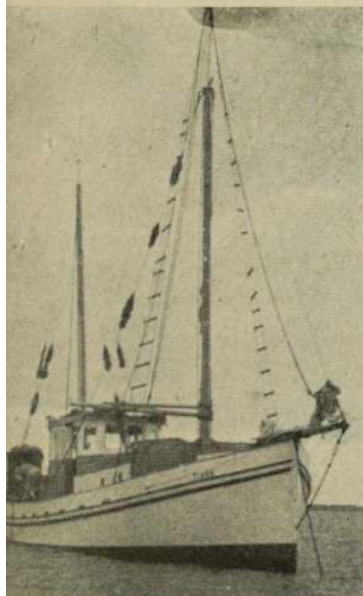
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Editor's Mailbag

(Continued from Page 18)

t sufficiently provided with life-
ing equipment, has brought this
ment from Commune Bonum:
Some years ago I took a new
vernment ship to the Gilberts.
ring my stay (a few months) I
s astounded to notice other Gov-
ment ships coming into or leav-
port carrying passengers well
excess of their boat accommoda-
n. These vessels were not com-
mended by British foreign-going
sters, who, if such circumstances
attended by loss of life, can be
de criminally liable.

However, I got used to being sur-
sed and thought no more of the
tter, until I found that I, too,
s expected to do the same. My
wer was "No".

A few weeks later, the ship was
t to Suva, well ahead of her
e for refit; and, on arrival, the
vernment very, very regretfully
pensed with my services—no
sons were given for so doing.

I am not hurt or annoyed over
matter; but I am still amusedly
prised that those things can con-
e so many years after the death
Samuel Plimsol.

Walter Carpenter as Young

Ie liked this letter, in which
an merchant Walter Maidment
Daru, Western Papua, tells of
he first met the late Sir Walter
Carpenter, the South Pacific's
erest financier:

I was a young commercial
veller (in leather) when, one
ning, Arthur Carpenter knocked
our door, and asked for me.
alter would like you to go up to
ursday Island and join him in
shelling business," said he.

And where on God's green earth
Thursday Island?" said I.

Away up north, off Cape York,"
t he.

I scratched my head, for a
ute, and then had a look at an
s. "Well, Arthur, you know how
ke getting around in boats," said
I'll take it on."

Come up to-night and see the
er," said he.

The pater" was one of the finest
I ever met—old Captain John
ton Carpenter, father of Walter
the Carpenter tribe. He ex-
ned to me the conditions up
and TI; and after I had had a
t at the Duke and Duchess of
t (I think), then visiting Aus-
ia, I sailed in the Yawatta
u, with Captain Carpenter to
me off.

oon I was in charge of a crew
British New Guinea men
puans you call them now) and
king for Walter Carpenter —
ng "Chips" we called him then.
did not then think so much of
financial ability. He would call

me into his office and put up what
I thought was some crazy proposi-
tion.

"Look, Chips," I would say, "don't
jeopardise what you now own. You
know how you have worked for
what you have—don't gamble with
it." He would argue, and I would
get out of the office.

I was closely associated with him,
for years. I built all his dinghies
for him, and his diving boots; I
did his auctioneering — I even
carried young "Ranji" around
Thursday Island. I lived with Mr.
and Mrs. Carpenter, and I
thoroughly enjoyed those years with
them. Well, he climbed high—and

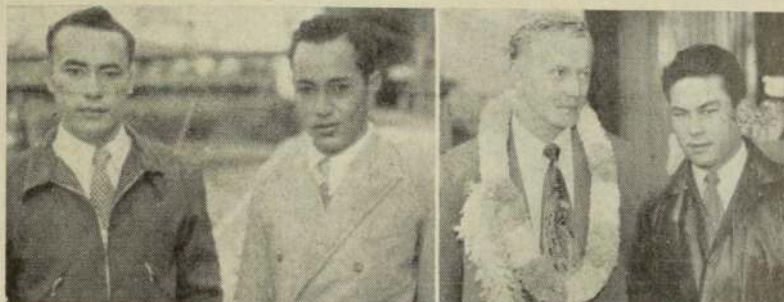
now he has passed on—I was
deeply shocked when I heard the
news. Australia has lost a man
whom it will be hard to replace.

The Answer

What is this Waria Syndicate
seeking in New Guinea anyhow?
(asked the PIM a few months ago).
It was thought that the claim was
aimed at the Morobe goldfield—but
that does not seem to be the case.
What do these American-German-
Swedish interests hope to get?

An answer came back in an en-
velope posted in Rabaul, containing
a sheet of paper, blank except for
one word, "Uranium!"

New Arrivals in NZ



Arrivals in Auckland, NZ, recently, included (left to right): Mr. Bill Wight and Mr. F. Raass from Tonga, and Mr. F. Wetzell and Mr. D. Kruse, from W. Samoa.

Holbrooks



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of course!

... but you
must also try
the

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AND A "HOST"
OF GOOD THINGS

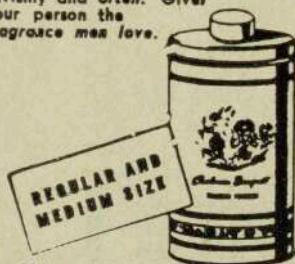
H9/4.2



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CC12/102

P-NG PLANTERS MEET TO DISCUSS THEIR PROBLEMS

Desertions :: Rubber :: Copra Marketing :: Road

The shortcomings of the Native Labour ordinance were discussed at length at the conference of the New Guinea Planter Association concluded in Rabaul in mid-August. The report of the Papuan Planters' Association, released about the same time, was concerned about the unsatisfactory price of rubber.

IN Rabaul, particular concern was expressed at the continued high rate of desertions among labourers employed under agreement, and the apparent failure of the Administration to properly police the movements of deserters, or to proceed against employers who wrongfully engaged natives already under agreement.

The conference decided to refer to all members the question of an increase in the basic monthly wage of native employees, which is at present a 15/- minimum, although few planters pay as little as this.

The conference considered that an increase to at least £1 a month was warranted, in view of the rise in cost of commodities since the present basic minimum was introduced about 1945, at the end of the war.

The conference also expressed the view that land should be acquired promptly for settlement and that an immediate survey should be made throughout the Territory by the Administration to determine what areas of agricultural land were suitable.

The conference considered that the fullest publicity should be given to the results of this survey, as settlers were needed urgently "in view of pressing world opinion in relation to vacant and undeveloped land."

Other matters discussed were the unification and improvement of copra inspection methods, and the possibility of visits to the Territory by overseas copra and cocoa experts to advise and assist growers.

The conference elected Mr. Don Barrett president for the new year.

REPORT of the Planters' Assn., Papua, states that copra and cocoa growers have enjoyed very satisfactory market prices during the year but the same cannot be said for rubber planters.

The market for rubber fell as low as 20 pence a pound f.o.b. Papuan ports and this, while difficult for all growers, was in the case of some planters, below the cost of production.

The report said that it was only in recent weeks that an upward trend has restored the price to about 24 pence, which can only be regarded as a minimum level. A price of 2/6 a pound is required to give a fair return to investors and to encourage and enable continued de-

velopment and maintenance of mature areas.

Some points from the report:

COCONUTS: Once again we are able to look forward with confidence to the immediate future of the copra industry, 3½ years still to run under the long-term UK Ministry of Food Agreement.

For the remaining period of the Agreement we expect that copra will be sold as at present, through the Copra Marketing Board and once again your Committee has pleasure in noting the most efficient service which the Copra Marketing Board has given to the copra industry.

After 1957, copra marketing arrangements cannot at present be foreseen. At this stage it does not appear likely that the UK Ministry of Food will wish to renege the contract and certainly, in the next two years, coconut planters should make arrangements for marketing after expiration of the contract and not let this vital matter to last minute negotiation.

Among considerations which merit thought of all concerned is the possibility with the assistance of the Minister of Territories, of retaining the organisational structure of the Copra Marketing Board in present, or like form, as a semi-Government instrumentality, to market copra from this country as a bulk sale negotiating with the voice of the Commonwealth Government. To achieve this it would probably be necessary for a majority of planters to agree to sell their copra through this channel.

Your Committee will seek the views of our friends, The Planters' Association of New Guinea, in this most important matter.

RUBBER: Although the low market price has created serious difficulties for rubber-growers, a pleasing feature has been the quite considerable progress in new development work. Most of the rubber estates now have new plant programmes in hand, with high grade material.

Members are to be congratulated on the marked improvement and uniformity in grading, packing and branding of Papua rubber.

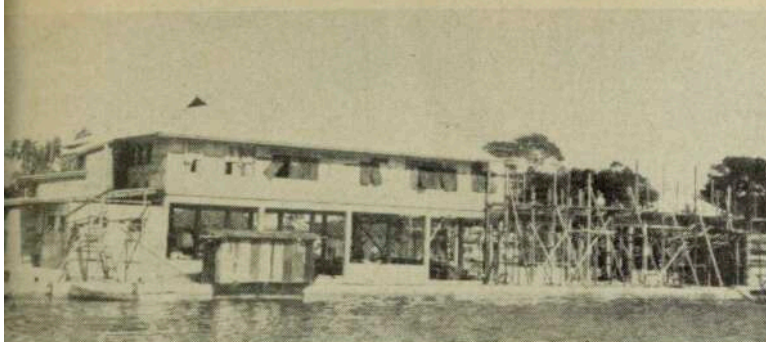
No serious pests or diseases have been reported during the year, but the most important advance has been made in control of mouldy rot by the use of Treseal and also in bark stimulation.

Rubber growers continue to feel that it is unjust that Papuan rubber should be subject to an import duty of 2d 1 lb into our parent market in the Commonwealth of Australia. We acknowledge the assistance of the Minister for Territories in arranging for a recent survey of the industry, with the purpose of bringing this matter before the Tariff Board.

We will not attempt to forecast the rubber market but recent indications are toward a slightly stronger price. This has been brought about by increased world consumption and a small increase in the price of some synthetic competitors.

The expected world surplus of natural

To Help Samoans Export Bananas



The new "Banana Scheme" building being constructed by the Public Works Department alongside the loading jetty at Apia, Western Samoa. It was expected to be completed by September. It will have administrative offices above and should facilitate the shipment of bananas to vessels loading in the lagoon.

—Photo by Jack Thornton.

ber did not eventuate last year and the present year it is expected that a world production will be consumed. the present rate of increase in consumption is maintained, there may well be a shortage of rubber. It is expected, however, that synthetic production will increase and that the price for natural rubber will be closely related to the price of synthetic general purpose rubbers. It is expected that synthetic rubbers will rise when US plants are taken over by private enterprise.

COMMUNICATIONS: The continued development of communication is perhaps the most important essential to further agricultural progress in this country.

It is pleasing to note that the Administration is doing as much as its finances permit in the extension and maintenance of roads. Progress is being made on the new road from Port Moresby to Lae and it is hoped that this will be extended through to the Hisiu Beach and the Island areas. Much maintenance has been done on the main road to the important agricultural area at Sogeri, and it is hoped that the Administration will be able to give some assistance to our members at Jawarere and in the maintenance and improvement of the last 10 miles of road from Subitana to Jawarere. Of course, the development of roads in the Abau area would open up much new planting land.

Tonga to Have Licensed Hotel

ONGA is to get its first licensed hotel. This was announced recently by Prince Tungi, elder son of Queen Salote. It will accommodate 28 guests. Tenders will shortly be called.

At the present time, boarding houses provide the only accommodation for visitors to Tonga and no drink can be bought from Government supplies only on police permit. Sale of liquor in the new hotel will probably be restricted to guests.

Miss Margaret Ahearn, daughter of Mr. and Mrs. J. H. Ahearn, of Port Moresby, was married in September to Mr. Leslie Smith.

Teaching Natives to Fish

NEW ways of stepping-up fish production in South Pacific islands will be studied by Mr. H. van Pel, who arrived in Noumea from Holland in mid-August. Mr. van Pel is the new fisheries officer to the South Pacific Commission. En route he spent several days in Sydney conferring with Commonwealth fisheries experts.

GLAND DISCOVERY RESTORES YOUTH IN 24 HOURS

Sufferers from loss of vigour, nervousness, weak body, impure blood, failing memory, and who are old and worn-out before their time will be delighted to learn of a new gland discovery by an American doctor.

This new discovery makes it possible to quickly and easily restore vigour to your glands and body, to build rich, pure blood, to strengthen your mind and memory and feel like a new man in only 8 days. In fact, this discovery, which is a home medicine in pleasant, easy-to-take tablet form, does away with gland operations and begins to build new vigour and energy in 24 hours, yet it is absolutely harmless in action.

The success of this amazing discovery, called VI-STIM, has been so great that it is now being distributed by all chemists here under a guarantee of complete satisfaction or money back. In other words, VI-STIM must make you feel full of vigour and energy and from 10 to 20 years younger, or return the empty package and get your money back.

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smell and wick char. Use Laurel also in the home for all cleaning jobs — baths, basins, tiles, linos, windows, metalware.

Lower Prices for All Cocoa and Coffee

HERE was some confusion in the Sydney cocoa market in early September. Accra (W. Africa) price, on which world cocoa prices are usually based, was quoted on September 6 as £540 (approx.) c.i.f. Continental ports. NG cocoa, which is usually quoted at £30-£60 per ton than Accra, on September 1 was £550 per ton, with no forward price. This is a fall of about £30 a last month, but still close to the old price.

The vastly reduced Accra price causes buyer resistance, and is probably explained by reports from the Gold Coast that the Accra crop is expected to exceed previous estimates. The new price is already being offered for January-March shipment at £550 (approx.) c.i.f. ton main Australian ports.

On August 24 it was officially decided that the value per ton of cocoa exported from Papua and New Guinea during September would be £550. (This is the figure on which export tax is calculated).

Government valuations for rubber and copra are as follows:—

Rubber: Grade 1, 2s per lb; Grade 2, 1s 6d per lb; Grade 3, 1/11 per lb; Bings, 1/11 per lb; scrap, 1s. 6d. per lb.

Copra: Hot-air dried, £75 per ton; Sun-dried, £74 5s. per ton; Smoke-dried, £71 10s. per ton.

INCREASED NATIVE PLANTINGS

Native plantings of cocoa in the New Guinea Peninsula area of New Guinea, which last year produced 100 tons (or 10 per cent. of the total territory output) now total around 1,000 trees yielding 1,500 tons a year at full bearing.

Most of the trees are still immature, and a big increase in production is expected within the next few years.

Native planting began in the district in 1948. The size of individual plantations now ranges from the legal minimum of 500 trees (approximately 2½ acres) to as much as 15 acres. Native producers are being encouraged to process and market their output through central factories to ensure proper processing and uniform grading. Two co-operative fermentaries are already in operation and three more will be completed shortly.

COFFEE, TOO

REPORTS in Sydney indicate that the overseas price for coffee has fallen by £100 Stg. in the three months prior to September 7. Prices for New Guinea coffee, however, were quoted on that date at 7/3 per cwt which is equal to about £800 per ton.

Samoan Cocoa Market

From Our Own Correspondent

APIA, Aug. 10.

LAST quotations received for Samoan cocoa beans were £490 Stg. per ton f.o.b. for 1st grade and £480 to £485 Stg. for second grade.

There are still fair quantities of cocoabeans coming in, though the main crop is expected towards the end of the year. Weather conditions so far have been favourable.

DIMINISHING COPRA EXPORTS

Copra production seems to be stagnant or on the decline and compares unfavourably with the production of copra in Tonga which,

with a smaller area of land and a smaller population, produces more copra than Western Samoa.

This is partly due to the ravages caused by the rhinoceros beetle, which discourage the Samoans from planting new areas in coconuts, and causes them to change over to cocoa and banana cultivation.

A new Central School and Technical Centre was opened at Labasa, Fiji, on July 17. The day school provides educational accommodation for 344 Indian boys and 68 girls of classes 6 to 8. Similar schools will soon be built at Ba and Lautoka from a grant of £64,380 provided by the UK Colonial Development and Welfare Fund.

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Clarke-Hopper Wedding

THE marriage of Miss Patricia Wiseman Clarke to Alfred Alexander Hopper took place at Inverell, NSW, on July 16.

The bride is the elder daughter of Mr. and Mrs. E. A. Clarke, and was formerly the Regional Librarian at Rabaul and, later, at Lae.

The bridegroom, of Belik Plantation, New Ireland, is the son of the late Mr. and Mrs. R. J. Hopper of Petersham.

The bride, who was given away by her father, wore a classical gown

of ivory French brocade, with an oval roulette neckline and a full trained skirt. She was attended by her sister, Miss Margaret Clarke. Mr. Elwyn Hopper of Inverell was bestman.

After the ceremony, Mr. and Mrs. Clarke entertained 80 guests at a reception. Guests included many from Sydney, Brisbane, Melbourne and New Guinea.

Mr. Robert McLeod Paterson, of Rabaul, married Miss Hilda Lillian Barkla, in Melbourne, on August 5. The couple will live in Rabaul.

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Natives Die After NAB Injections

SEVENTEEN natives of a remote village on Middle Ramu valley, NG, reported to be dead following injections of NAB given for yaws by a native Medical Assistant.

In early September an Administration patrol was on its way to the village of Faita.

The patrol includes Mr. T. E. of Madang, who will conduct a coroner's inquiry, and a pathologist, Dr. E. Craggs, of Lae. They are flying to Dumpu airstrip and then a 2-days' walk to the village, which is on the banks of the Ramu, about 4-days' walk from Madang.

First reports indicate that on August 18 the native Medical Assistant was making a routine medical patrol in the district, of which is a native, and was injecting NAB solution for yaws. The orderly had 18 months' training at an administration medical school.

He injected 24 Faita people with a solution which he made up of water from a coconut, and within an hour five of them had died.

Many of the patients began vomiting and some entered a coma. The orderly set off to walk to Madang for help, and later the Lululai of the village went off to Madang, reporting that within 5 days of the injections a total of 17 of the 24 had died.

Cause of the tragedy will not be known until the coroner reports. Meanwhile samples of the NAB powder used by the medical assistant are being sent to Port Moresby for testing.

It appears the water from the coconut could have been the cause of the tragedy as water not from a newly opened nut is incompatible with human blood. Coconut water could also have begun fermentation.

The P-NG Department of Health rules that only double distilled water be used for injections and has forbidden the use of coconut water. (In its original state with the nut, coconut water is a sterile fluid and during the war and emergencies it has been used for injections).

Mr. Harold Corrigan, who died on July 18, at Buma Mission, Malaita, BSIP, was born in New Zealand in 1895. He went to the Solomons in 1950 to establish hospitals at Roman Catholic Mission stations. His death occurred on the fourth anniversary of his arrival.

He is survived by his wife, who is remaining for the present at Buma Mission to carry on her work in the Mission schools.

HERE WERE TWO RICHARD E. VERNONS

THE mystery of Richard E. Vernon is solved. There are two Richard E. Vernons, father and son; and in photographs they resemble each other.

started in June last. We published a letter from Richard E. Vernon, of Queensland, insisting that no Patrol Officer under 25 should be allowed out on his own hunt among the more primitive Guinea natives. He sent a photograph of himself, at the Black Mine, near Wau, in 1935, which was also published.

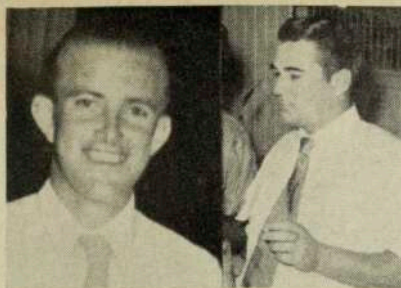
This brought a letter from Mr. B. Monfries, of Wau. He said—"I am properly—that he was 'dumb-bell'." In 1941, he enlisted in the NGVR with Richard E. Vernon, whom he knew very well; Vernon seemed like the man in the photograph; and this Vernon was killed in one of the first skirmishes the NGVR had with the Japs on the Kham Road. He is listed in Lae Directory, No. 2003; and a road in Wau is named in his honour.

At first, it looked as if there had been a hoax, and then we noted that the Queensland man who had written us had been a regular subscriber for many years. So we set the matter at rest. And here is the letter, from Mr. Richard E. Vernon, of Wau, Q.:

My son, Richard E. Vernon, was killed by the Japs in 1942, on the Kham Road. He and I were living together on the Black Cat in 1935 and 1937. I had to return to Queensland in 1938, and when I broke out I was not allowed to return, and the military would not accept my services owing to my age. The enclosed photograph shows us celebrating Christmas on the Black Cat in 1937. My son is on the right; then Les Ireland, then myself, and Bob Kydd is second from the left. My kindest regards to all the old hands."

MEMORIAL SCHOLARSHIP FUND (Q'ld Division)

Amounts previously acknowledged as at Sept. 30, 1953	£ 752 2 7
30—Interest on Bonds	3 7 3
15—Interest on Bonds	1 11 3
15—Proceeds Xmas Party — including Raffles	
from S. McCosker, and	
donation Mrs. G. Bliss	15 8 10
15—Interest on Bonds	4 13 9
31—Donation, Ian S. Kydd, Daru, Papua	2 2 0
Balance as at June 30, 1954	£ 779 5 11



Leaving Port Moresby

Two residents who recently left Port Moresby—at left, Mr. Ian Wharton who goes to England, at a farewell party given in his honour. He has been con-

ductor of the Port Moresby Choral Society for some time. Right, Mr. Don Sneddon, popular radio announcer in Port Moresby for many years, at a farewell party given by the staff of station 9PA on August 21. —Photo by Papuan Prints.

N. Guinea Goldfields Production

	From Golden Ridges	From Koranga	From Tributes	From Timber
1954	oz	oz	oz	sup. ft.
February	1,004	165	66	66,233
March	1,177	452	130	152,358
April	1,085	130	164	121,552
May	1,186	686	109	187,045
June	1,134	394	111	186,920
July	1,115	330	111	179,628

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SAMOAN MLA CHARGED

From Our Own Correspondent

APIA, August 1.—A CONSIDERABLE amount of local excitement was engendered in Western Samoa when To'omata Tua, a member of the Legislative Assembly, was charged with assaulting another Samoan and ten other Samoans were charged with "threatening" behaviour with intent to provoke breach of the peace.

When they were tried recently before the Chief Judge of the Territory, the Judge pressed the parties to settle the case out of court.

Evidently some residents of the Territory disagree with the result of the action.

It appears that the trouble arose out of an incident last April when a truck owned by a Chinese and driven by a Samoan was stoned by a group of Samoans. Later, the Chinaman's house was also stoned and it was alleged that damage amounting to £60 was done to the truck.

Well-Known Australian for Hebrides Mission

A WELL-KNOWN Australian clergyman, the Rev. Eric Owen, will shortly forsake a comfortable berth in one of Melbourne's best Presbyterian parishes for a less comfortable one at one of the stations of the Presbyterian Overseas Mission in the New Hebrides.

Mr. Owen has been called "fearlessly outspoken"—and he has been called a lot of other things, besides. He has been accused of Communist sympathies, has had the distinction of having questions asked about him in the House, and recently a fellow citizen threatened to shoot him when he helped organise a meeting protesting against the H-bomb. The Rev. Eric has not let any of this worry him unduly.

It might be interesting to see what happens when this irresistible force meets the immovable object in the grained Hebridean apathy. If he does not succumb to the stock missionary theory that all natives are exploited and all Europeans are exploiters, he might even do the Hebrides some good.

Roads and Waterworks in Fr. Oceania

WORK is at present proceeding on Tahiti on widening and sealing the coastal road between Pirae and Arue. Six concrete culverts or bridges over small streams are being constructed on the east coast and six others on the Faaa district during this year. On Moorea, Papetoai is being provided with a water supply from a waterfall some distance away. A pipe line has been laid on the seabottom across part of Opunohu Bay.

Oil Co. Manager

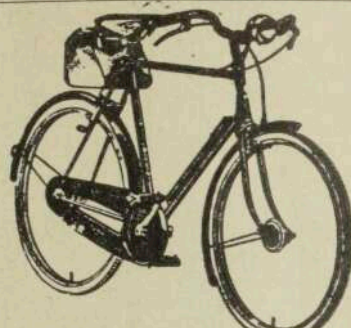


Douglas Gore-Brown, who has been appointed manager in Papua-New Guinea for the Vacuum Oil Company Pty., Ltd., succeeds Mr. C. Heavey, who has been transferred to Melbourne head office of the same Department.

Lieutenant Colonel Clive Pleasants, formerly Commander of the Fiji Military Forces, and now in command of the Northern Military District in New Zealand, visited Suva on holiday for several weeks during August.

The promotion of four Administrative Officers to be Administrative Officers Class A in the Western Pacific High Commission Service was recently announced in Honiara. They are Mr. P. A. Richardson, Mr. V. J. Andersen, Mr. F. N. M. Pusinelli, and Mr. T. R. Cowell. Mr.

P. A. Richardson is at present seconded to the Colonial Office, Mr. V. J. Andersen is District Commissioner, Malaita, Mr. F. N. M. Pusinelli is serving in the Gilbert and Ellice Islands Colony, and Mr. T. R. Cowell in the New Hebrides British Service.



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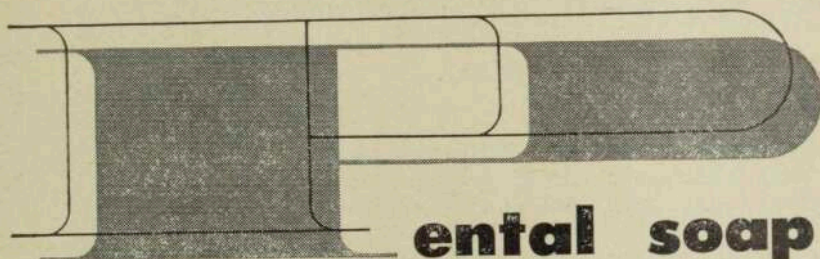
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Lucrative Crocodile Shooting in BSIP

LADIES of fashion in London may this season be wearing shoes made from Solomon Islands crocodiles.

Mr. R. A. Dethridge's crocodile shooting venture has disposed of more than 600 crocodiles this year, all of them from Ysabel and the Manning Straits. The skins are drysalted and sent to England, and the buyer reports that BSIP crocodile skins are excellent.

Most of the crocodiles are about three-quarters grown, and about 20 or 30 inches across the belly. Crocodiles 17-ft long, with belly skins nearly four feet across, have been taken.

The BSIP estuarine crocodile is equally at home in the sea or in rivers. He spends part of his time inland, going right up to the headwaters of streams, where he catches pigs in the bush.

When the schools of mullet begin to move down the rivers, the crocodile may follow them, and when the seasonal move of landcrabs down to the sea takes place, usually about October to December, the crocodile is likely to be near the saltwater, eating crab.

This year, both in Ysabel and Honiara, the crabs have already be-

gun to move down, in August. Recently a big crocodile was shot at Kia, in Ysabel, in deep water. A boy from the Lord Howe atoll jumped into the sea after it and hauled its corpse along so that the boat's crew could secure it to the dinghy. Three times the tail slipped through their hands and the fish went back into the water. Each time the Lord Howe boy dived, swam after it, and brought it back. The fourth time, just as he got it to the dinghy, the crocodile revived, and swam away from him.

Wrong Name!



In August PIM (page 31) we published this photograph, stating that it was of Mr. A. M. Andreson. It is of Mr. M. I. Harper, now a resident of Sydney but formerly a well-known resident of BSIP, where he owned famous Mandoliana Plantation. Our apologies to Messrs. Harper and Andreson.

MEETING OF NEW W. SAMOAN LEGISLATIVE ASSEMBLY

APIA, Aug. 3

THE first meeting of the Western Samoa Legislative Assembly, which was elected April, commenced on August 3. During the meeting Supplemental Estimates will be submitted and a number of legislative measures tabled. Amongst such measures the Amendment of Standing Orders of the Assembly, election of a Chairman of Committees to preside over the House is in Committee. Samoan Antiquities Bill, Labour Appropriation Bill, Ordinance Amendment Bill and Finance Bill.

The Audit Report of the Government Accounts for the financial year 1933 will be tabled during session, also the report of Public Service Commissioner and various other reports.

There will be a lengthy discussion of the report of Dr. C. E. Beeby, Education in Western Samoa and the various recommendations contained therein.

The proposal to appoint elected members of the Executive Council to Departmental associations with undersecretarial duties, highly controversial and will probably be criticised by many members.

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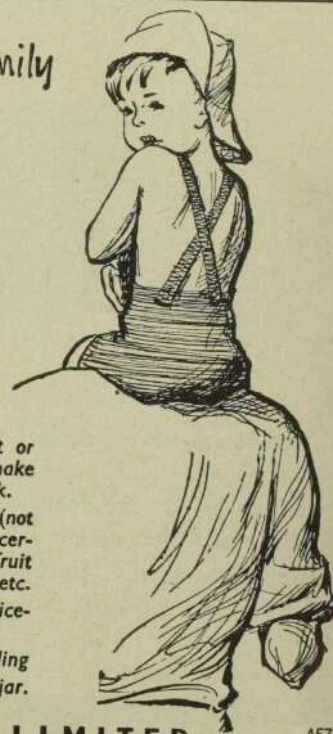


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HIGHLANDS FOODSTUFFS

Interesting Developments in New Guinea

THE feeding of the staff of the new plywood mills at Bulolo is building up new primary industries in the Morobe District.

At his big farm on the slopes at Bag (half-way between Lae and Bulolo) Mr. Mick Leahy has introduced and bred up a poultry establishment of no less than 6,000 birds; he is sending about 800 eggs weekly, and a steady supply of poultry to Bulolo.

He virtually pioneered cattle-rising in this area, and now his enterprise has come good. He maintains a large dairy herd on the acres he laid down, and he has installed milking machines; and daily supplies of milk from his herd go up the road to Bulolo. Leahy has engaged a poultry expert and a dairy expert, at large salaries; and the data he is collecting on these industries should be of great value to the Territories.

Over in Wau, Mrs. Nesbitt and Austie Ireland also are growing produce—vegetables and fruit—the Bulolo staffs. The production of citrus is an interesting development—they are sending quantities of good oranges to Bulolo.

And this is only one aspect of an important development in New Guinea. Planes arrive almost daily

now at Lae and Port Moresby loaded heavily with cabbages, potatoes, lettuces and tomatoes grown in the Highlands—vegetables of excellent quality. Similarly, planes now regularly freight Highlands produce—especially potatoes—out to Madang, where it is picked up by Navy boats and taken to feed the Service staffs at Manus.

Mr. Niel J. Macdonald has retired after nearly 27 years' service as Wharfinger in Suva. A small gathering was held on the eve of his retirement and the men with whom he had worked emphasised the high esteem in which he is held. Mr. Macdonald intends to take up farming.

Mission Printing Press Tackles Big Job

THE Melanesian Mission in the Solomons now has the Church of England prayer-book and a hymn-book in the Bogotu language.

The Mission Press at Taroaniara, which is in charge of Mr. F. R. Isom, recently completed printing the prayer-book. All type was hand-set by Mr. and Mrs. Isom—which meant handling about one million letters. An edition of 2,000 copies was printed. Melanesians helped with binding the books. In addition to the prayer-book, 2,500 copies of a hymn-book in the Bogotu language have been printed and bound.

New Bank in Rabaul



Australia and New Zealand Bank, Ltd., will open a new branch at Rabaul on September 16. Mr. T. M. Wilson (shown herewith), formerly manager of a Melbourne suburban branch, will be manager. The ANZ Bank already has branches in Port Moresby, Suva and Auckland.

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If you are to benefit most fully from life's endowments, you must be governed by certain essential principles. Your actions and attitudes alone will determine the degree of happiness you are to enjoy.

This volume is from the pen of an author well known for her many uplifting books. She here speaks not alone from a broad experience in practical affairs, but also from a rich and rare perception of the deeper things of life. The vital principles here set forth have proved a blessing to millions to whom they have been enunciated by Ellen G. White either from the public platform in many lands or through the printed page in the world's leading languages. Her message is now brought to you in this popular form.

That the vital truths as presented in this volume may lead its readers into a fuller, more abundant life is the sincere wish of the publishers.

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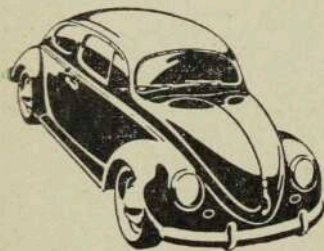
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NZ Rugby

Fiji Lost, But Liked It

From Our Own Correspondent

SUVA, Aug. 30.

I am recovering from a severe attack of Rugby football inspired by the visit of the All Blacks from New Zealand.

The Maoris went back to New Zealand to report that they had not only been killed by kindness from the Fijians they encountered at Lautoka, Vatukoula and Suva. There is no doubt that in Fijian eyes there is a special reason for Maori teams that is accorded no others.

They pretty well everything possible to entertain the visitors. In western Fijians they encountered at Lautoka, Vatukoula and Suva. There is no doubt that in Fijian eyes there is a special reason for Maori teams that is accorded no others.

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Chinese Priests for Fiji

Two Chinese priests, Rev. Fathers John Kao and John T'ang, have been appointed to the Chinese Catholic community in Fiji. They have been sent from their diocese in China, and are now studying in Rome, where they were ordained in 1950.

Rev. Father Kao will complete his studies for a Doctorate of Canon Law before leaving for Fiji in November. Father T'ang will arrive in Auckland and will stay for several months to improve his English.

Debs Presented

Debutantes Trilby White, Janet Normoyle and Marilyn Nickolas were presented to the Administrator, Brig. D. M. Cleland, and Mrs. Cleland, at the Church of England Ball, Port Moresby, on August 6.

—Photo by Papuan Prints.



Te Rangi Hiroa Finds Last Resting Place

THE NZ Maoris having worked out their differences on place of interment, the ashes of Sir Peter Buck (Te Rangi Hiroa) were finally laid to rest in August—two years 8 months after his death.

Sir Peter, a leading authority on Polynesian affairs was, at the time of his death, the director of the Bishop Museum, Honolulu. During his association with the museum he had been a member of expeditions to most of Polynesia and to Polynesian outliers in the western Pacific.

His ashes were carried to New Zealand late in 1953 and held in Parliament Buildings pending completion of the tomb at Otaki, New Plymouth. The tomb, a Maori canoe prow of modernistic design, faces north, symbolising Sir Peter's life in the Pacific Islands.

The interment, which followed a three-day ceremonial journey from Wellington, calling at Maori Pas en

route, was attended by the Governor-General, Sir Willoughby Norrie, and Lady Norrie, the Minister of Maori Affairs, Mr. Corbett, and the four Maori MP's. The memorial was unveiled by the Governor and the burial service was conducted by the Bishop of Aotearoa, the Rt. Rev. W. N. Panapa.

Miss Diwani Krishanan, of Lautoka, Fiji, left for Australia recently where she will do a three-years' nursing course at the Ballarat Hospital, Vic. She was a former student at the Natabua Indian Secondary School, Lautoka.

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US SURVEYS PAGO TUNA EXPERIMENT

THE quantity of tuna caught in Samoan waters may be subject to seasonal fluctuations

This is the opinion of an observer for the US Fish and Wildlife Service, reporting on the first months' operations of the Vanua tuna cannery at Pago Pago, American Samoa.

He says that, initially, Japanese fishing boats and American freezer ships produced about 590 tons of tuna, one-fifth albacore and the rest yellowfin. Towards late March and April, however, catches declined sharply. Only experience in years of fishing, says the observer, will determine the cause and extent of fluctuations.

The fishing fleet worked under contract to a Japanese company which sold the fish to the cannery, he said, and although a quantity of fish was frozen and shipped to California for canning, sufficient was available to give the cannery its first full-scale output. Numerous problems remain to be solved, but the feasibility of producing canned tuna in American Samoa was demonstrated. The demand for tuna combined with many obvious advantages to be found in Samoa's position, will ensure every effort being made to get the Pago Pago plant into steady production.

NO LUCK IN NTH. AUSTRALIA

Few tuna and only small quantities of live bait were found in waters north of Townsville, said P. D. Lorimer, skipper of the fishing launch *Fair Venture*, after completing a 3,000-mile survey of Queensland and New South Wales coasts.

This did not mean there was no tuna in northern waters, the survey could have been undertaken at the wrong time of the year.

Mr. Lorimer was accompanied on the 4-weeks survey by a fishery official, Mr. D. Kurth, from the Council of Scientific and Industrial Research Organisation. Mr. Kurth later joined the owner of the *Venture*, Mr. F. Fair, on a six-week survey in the Princess Charles Bay area, northern Queensland.

¶ The Postmaster-General (J. A. Marais) has returned to South Africa from leave in South Africa.

¶ Dr. V. W. T. McGusty, former Director of Medical Services in Fiji, and Mrs. McGusty are visiting Suva. They are guests at the Government House of their son-in-law, His Excellency the Governor, and their daughter, Lady Garv.

Women Remember:

Memorial Gates For Rabaul

WOMEN'S CLUBS to provide memorial gates for Rabaul's Queen Elizabeth Park will be raised by women members of the Sydney New Guinea Women's Club, the New Guinea Women's Club, the New Guinea Women's Club of Melbourne and Brisbane groups of ex-NG women in Sydney and Perth.

The gates will commemorate the New Guinea men who lost their lives during the Japanese invasion of the Territory. At present there is a permanent memorial to these men—300 of whom were lost in the *Reido Maru* sinking and others in the jungles of New Guinea and New Guinea.

The Queen Elizabeth Park in Rabaul was named last year to mark the coronation of the Queen. The double gates will be of wrought iron, hung between cement pillars. They will be approximately 10 ft. wide; in the centre filigree arch gate will appear the Royal Coat of Arms, E.I.R. In one of the cement pillars there will be a suitably inscribed metal plaque.

It is estimated that cost of the gates and their installation will be about £1,000.

The NG Women's Club of Sydney will shortly open a subscription list.

PICTURE NIGHT

The New Guinea Women's Club of Sydney will hold a picture night on Tuesday, October 12, in the Elks Club, 77 King St. Coloured films of New Guinea will be shown.

Hospital for Honiara

Honiara, BSIP, is getting a new hospital. It needed it. It was in worse condition than that of New Guinea, which has suffered recurring blasts of public opinion since the US Army vacated the islands years ago.

A collection of war-time huts—some of which have served Honiara during the post-war years—are being replaced. Construction of the much-needed new hospital should be completed by the end of October and it is hoped that it will begin full operation in early 1955.

The iron and tarred paper construction of the existing hospital is giving way to well-planned, modern buildings of concrete, lined with masonite and clad with galvanised iron. Of the two TB wards, incorporating an entirely new form of ventilation, are nearest completion and will be opened in September.

DIVER LEAVES SALVAGE COMPANY

Bottom Out of Scrap Metal

DIVER and salvage expert John Johnstone has ended his agreement with the Pacific Islands Salvage Company which was formed to recover scrap from ships sunk in Rabaul during the war.

Reason is that the scrap market has slumped and that the depth at which the ships lie in Rabaul harbour makes the work of salvage uneconomic at present prices.

Recent loss of the *Coral Star* administered the coup de grace to the company's prospects—it was carry-

ing equipment that could have been used on the wrecks.

The days of scrap-metal fortunes in the Pacific seem to be over. Japan, which is about the only country still buying scrap, can get all it wants close to home now—from Korea.

Mr. Kenneth Mills, of Auckland, has been appointed Resident Agent, Mauke, Cook Islands. His wife is a daughter of the well-known Niiturepu family of Ngatangia, Rarotonga. He is doing his final architecture at the University. He has also studied anthropology and archaeology and is interested in these aspects of the Islands. He takes up his new appointment in September.

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Cygnets Crayfish Venture Still Harbour-Bound

TRUTH has interested itself in the activities of the Cygnets Crayfish Co. Pty. Ltd. (see PIM, August) which has spent the last months skirmishing around the idea of catching crayfish in the Gulf of Papua for the dollar export trade.

With unkind humour and an ominous warning to future investors, *Truth* has traced the erratic course made by the concern since its formation in early 1953. The paper gives prominence to the fact that although the company has so far cost its investors about £100,000, without even reaching the starting grounds, it now seeks to increase the nominal capital by £50,000 and proposes to make the original company a public company.

The syndicate was originally formed by ex-NSW policeman, Jack Toyer, whom *Truth* describes as "a going type." (It has been noted also that he was Marine Superintendent for Australasian Petroleum Co. in Papua before the war.) Captain Toyer—"Old Shellback"—a relentless newspaper calls him said to have "interested initial investors with tales of New Guinea waters full of 22-lb lobsters worth £100 lb, and 24,000 acres of fine coastal cattle country crying out for development." There was an offer of £10 per week and up to £160 a month in bonuses for those lucky enough to be accepted as investors. Working partners, he is alleged to have claimed.

The money rolled in and on March 1953, Captain Toyer left Sydney for Daru in the *MV C-Gull*. Other company ships were in the area and 15 of the 23 shareholders had invested £25,000 were paid.

Then the trouble started. One ship was abandoned at Tuncurry as unseaworthy and the remainder reached Townsville where diminishing funds caused the price to be "temporarily" reduced.

Back in Sydney on December 11, 1953, the Cygnets Crayfish Co. Pty. Ltd. was incorporated, with Mrs. Toyer as governing director "during her life or until she became disqualified." Further investors were attracted by a series of advertisements and records at the Registrar-General's Department led *Truth* that the company has 38 shareholders with 45,600 shares valued at £45,600.

Assets of the company are four ships which Captain Toyer claims worth about £43,000. Investors said to dispute this, however,

NO LIGHT ON THE MONIQUE MYSTERY

Some residents of New Caledonia are disturbed at the failure of officialdom to issue a public statement of their findings following the inquiry into the disappearance of the small motorship *Monique*.

THIS vessel, of 240 tons, left the island of Mare, in the Loyalty Group, on July 31, 1953, to sail the 50 miles to Noumea, New Caledonia. She was never sighted again and 120 passengers, including 20 Europeans, lost their lives. The weather was calm at the time.

Recently, the French Merchant Marine declared the ship, and those who sailed in her, officially lost. Families of the victims may now claim damages.

Pastor Charlemagne, of the Protestant Church in New Caledonia, writing recently in his parish magazine, condemned the lack of

information that had been released to the public—and the apparent failure of officialdom to arrive at the cause of the disaster.

The pastor criticised the poor condition of many of the ships operating out of Noumea and other New Caledonian ports, and said that many wrecks had occurred in surrounding waters in the last few years. More could be expected if regulations were not enforced.

He recalled a public meeting, held after the loss of *Monique*, at which a letter, written by the captain of the ill-fated vessel some time before his last voyage, had been read. The captain had complained at the instability of the ship and said that he had decided to settle ashore.

It was well-known also, said the pastor, that the *Monique's* engineer carried a loaded pistol so that he could put a quick end to his sufferings if he were ever trapped in the overturned ship.

Pastor Charlemagne said that evidence, given at the inquiry by certain missionaries who witnessed the *Monique's* departure, should be made public.

(Shortly after the disaster (See PIM Sept., 1953) it was alleged that *Monique* was grossly overloaded when she left Mare, and had a serious list to port. Copra was said to have been stacked 4 feet above the bridge rail, and the lifeboats stacked with luggage).

their valuation being put at many thousands of pounds lower.

The main part of the expedition is still in Sydney, and directors, trying to safeguard the company from liquidation, say they need more cash immediately. On May 26, the Registrar-General's Department received notice that a special resolution had been passed to increase the capital by £50,000, and proposing to make the company a public concern.

Whether *Cygnets*, *C-Gull* and company will ever reach Daru and commence operations *Truth* doubts, although they admit that, basically, and in the light of other Australian crayfish packers' earnings in the last few years, the idea is a good one.

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SITUATION CONFUS

"THE Cook Islanders don't have a share in our Government. Representation in our Parliament is so far from their reach that, in more than a week of discussions in Rarotonga and Aitutaki, it was hardly ever raised as a subject of serious debate."

The day that that appeared in the Auckland newspaper, in one series of articles by a special correspondent who had accompanied there the recent Parliamentary commission of inquiry, it was denounced from the House of Representatives in Wellington; the petition had just been received; 180 Cook Islanders asking the Maori representative be appointed to New Zealand's Parliament directly represent the Islands.

This Year, Next Year, Sometime, Never

A MADANG native, named Usamando, was sentenced to death in the Supreme Court at Lae on August 30 for having murdered a fellow prisoner in Lae gaol.

Sentence was passed by the Chief Judge, Mr. Justice Phillips.

Usamando killed the prisoner with a knife and then escaped; he was re-arrested some hours later.

He told the Supreme Court that he had committed a murder in Lae but had not been apprehended.

In January, 1946, Usamando murdered his wife and sister-in-law; he was sent to Madang where, in October, 1951, he killed a fellow prisoner at the gaol.

He was later transferred to Lae gaol where he committed the murder for which he was charged on June 22.

Qantas Will Build High in Sydney

CONSTRUCTION of Qantas's new ultra-modern 11-storey building on the corner of Elizabeth and Hunter streets, Sydney, will begin before Christmas, 1954, and should take about two years to complete.

Built of aluminium and glass with a black and red, tooled granite street facing, the building will include a large booking hall, freight and mail handling sections, a theatre, lecture rooms, boardroom, managerial offices, staff dining, rest and lounge rooms, and a library. The basement will provide room for a car park.

About 60,000 square feet of space at present occupied by Qantas in city and suburban localities will be freed by the new building.

† Mr. C. A. G. Coleridge, Colony's new Director of Audit, arrived in Suva.

LMS UNDER NZ MICROSCOPE

THE London Missionary Society forced Cook Islanders to accept mid-Victorian standards of conduct—and thus they became “frustrated and culturally impoverished”.

It seems to be the opinion of Territories Minister Webb and the *Zealand Herald*—both having a great deal to say about the subject recently.

On the credit side, however, Mr. Webb went on record as saying that the LMS had done great work in bringing Christianity and a high moral standard to the people. If it was one fault it was conservatism, perhaps it was rather puritanical in its outlook.

The *Herald* found the LMS's attitude a barrier to cultural development and noted the unhappy effect of the Society's total ban on inebriant Sunday sport. It reported a statement by the Resident Commissioner of the Cooks who considered the LMS's influence in the political sphere “not from all respects desirable.”

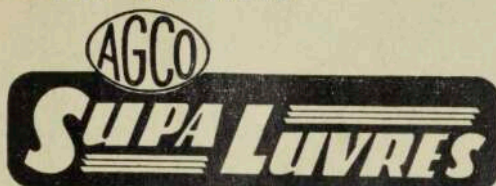
Mr. W. Murphy, head of the LMS in the Cooks, gave a contrary opinion. He considered that the taking over of the former LMS islands throughout the Group by the administration had had an adverse effect on the young people. He considers the cure for Sunday beer parties is in the hands of the police. He feels that Europeans are abusing their liquor privilege by selling liquor illegally to local people.

Enthusiastic Women Join Cook Is. Organisation

The first Rarotongan Country Women's Institute was formed at Ngatangia in March this year. With a membership of 36, the institute is entirely self-controlled and works in close co-operation with the further Education Movement. Further Institutes have since been found, one at Titikaveka and another at Matavera, and have a combined membership of 58.

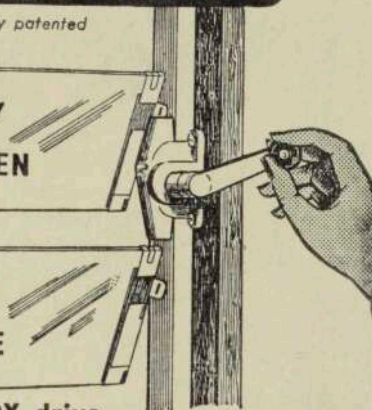
Rarotongan groups are connected with the Country Women's Institutes of New Zealand, who aided in their formation. They have already found a market for the export of local handicrafts. They were also represented, for the first time, at the recent Dominion Conference held in Wellington, NZ. The president of the Ngatangia Institute is Pa Ariki, and Mrs. Neville, formerly of the Resident Commissioner, accepted the position of secretary.

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OPPORTUNITIES IN PAPUA

P. MORESBY, Aug. 1. "THIRTY years ago, C. E. I. Poole reported very good supplies of timber, mainly hardwood around the coastal end of Hydrographers Range, on the north-east coast of Papua," said one of Port Moresby's older business men to me to-day. "As far as I know it never has been made use of. In fact, I think it will be found there is much timber, that not only valuable and well worth developing in the Northern District."

Because it is a little off the beaten tracks, the north-east coast of Papua has been neglected by big business and small settlers for too long. In climate and resources it is as good as anything in the Dual Territory. The Administration seems ready to do some developmental window-dressing could not do wrong if it produced a plan for the encouragement of worthwhile private enterprise in this Cinderella District. There are considerable areas of Crown land available there; a large and almost untapped reservoir of good labour, and, in places, a soil that strongly favours cocoa.—R.W.R.

NORFOLK IS. NOTES

From Our Own Correspondent

NORFOLK IS., August 1. The *Holmlea*, which recently arrived from New Zealand, brought petrol and a little cargo, back an unusual item on its freight list—half a ton of avocado pears. These are regularly sent by freight and quite a trade is being developed in the Dominion.

Green beans, which at this time of the year should be leaving the Island in good quantities, were badly damaged by recent gales. The weather now prevails, however, and commercial bean (seed) growers are busy planting.

The Agricultural and Horticultural Society's Costume Ball, held recently for the first time in many seasons, was a great success. Costumes were striking and colorful and the large attendance raised a substantial sum of money for the prize fund.

Mr. Dennis Holmes of the Department of Civil Aviation leaves shortly on transfer to Williamstown, and Mrs. Holmes have been in the Island for only a year and local residents will regret their departure.

Dr. H. J. Levelt, Senior Commissioner for the Netherlands in the South Pacific Commission, arrived in Sydney on August 5 for a two-week visit to Dutch New Guinea. He will attend the 13th Session of the SPC in Noumea in October. Levelt is Minister Plenipotentiary and Consul-General of the Netherlands in Sydney.

MEKEO NATIVES ARE NOW GROWING RICE

ALTHOUGH the P-NG Administration has been trying for some years to turn the Mekeo natives of Papua into rice growers, progress has only recently become apparent.

When the Administrator, Brigadier M. Cleland, returned from a recent tour of the Mekeo district he found there was no doubt that the scheme, introduced last year, had been accepted by the majority of the natives.

Under the new system, the Rural Progress Societies were replaced by Village Co-operatives which purchase and market all native-grown rice. Payment is made immediately when the crop is delivered and this spot return is providing an incentive for natives to plant increased acreages.

The natives are being encouraged to grow rice not as a village product but in extended family plots. They have the option of growing the crop entirely by hand or having the land mechanically cultivated and sown under agreement with the Department of Agriculture.

The total area cropped this year was 180 acres, resulting in at least 100 tons of rice for sale. This will give the producers a return of approximately £8,000.

The European grower, with about

180 acres under rice, expects to gross nearly £10,000.

WATER SUPPLY FOR LABASA

AN expenditure of £89,000 on a water supply for Labasa, Fiji, has been approved by the Fiji Government.

The plan involves construction of a dam at the Nasarava Springs, a reservoir at Uluibenau, and a connecting pipe-line, in the first stage of construction, followed by reticulation pipes to the more populous areas and further reservoirs at Uluivolenu and Nasekula.

Chatham Is. Wants Flying-Boat

THE New Zealand Parliament has been petitioned by 35 residents of the Chatham Islands east of New Zealand asking for a continuation of a flying-boat service to those islands.

Due to the rearrangement of TEAL services and the abandonment of the flying-boats, the Chathams summer monthly flights are to be discontinued. The Air Department cannot provide a Catalina service.

There is a possibility that a TEAL aircraft, down from the Coral Route for servicing, might make a flight once in three months after re-fit in Auckland.

Samoan Boxers in Sydney

TWO Samoan boxers, at present being trained in Sydney, are regarded by their Australian sponsor as potential world-beaters.

They are Samoan heavy-weight champion Fosi Schmidt, and the light-weight title holder, Jimmy Ripley.

Sydney newspapers reported both fighters as training in Samoa with bare fists, using gloves only in a fight. But they are training in Sydney with the gloves.

Their sponsor, Mr. Colin Mansell, who is well-known in the Pacific, says the boxers are green at present, but that after a few months tuition they will be "something out of the box."

Gurukul Arya School Elects YFC Officers

The Annual General Meeting of the Young Farmers' Club was called at the Gurukul Arya School, Saweni, Lautoka, Fiji, on August 2. The club now has 110 members.

The following officials were elected for the current year:

Patron, Mr. Zilman; vice-patron, Mr. Moti Chandra; organiser and president, Mr. B. Sukh Lal; vice-president, Mr. B. Moti Lal; secretary, Indumati Arjun; treasurer, Jai Chandra Prasad; press correspondent, Jaimati Arjun; librarian, Mahendra Kumar; general supervisor, Arjun Sahae; project leaders, Kodanda Reddy, Ram Satendra, Rahmat Ali, Vir Sahae; official recorder, Mrs. M. S. Lal.

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(c) 1 only 3 BZ Teleradio Transmitter and Receiver (AWA) in working order.

(d) 1 only Electrolux Refrigerator in fair condition.

The units will be offered in the condition as at time of sale, but they may be inspected at the Workshop of the Papua and New Guinea Copra Marketing Board, Rabaul, New Guinea, by prospective tenderers.

Each tender should be accompanied by 10 per cent. of the tender price as deposit. Tenders enclosed in a sealed envelope, marked "Tender—Custodian of Expropriated Property", should reach the Custodian of Expropriated Property, Department of Territories, Canberra, A.C.T., by 12 noon on November 1, 1954. The highest or any tender will not necessarily be accepted.

C. R. Lambert, Custodian of Expropriated Property, Canberra, A.C.T.

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DO YOU WANT a competent, industrious young married man experienced in Island trading post management and native labour overseeing for your plantation, post, holding, etc.? All driving licences; mechanical inclinations; and will go anywhere. Wife capable of all clerical and domestic duties. Welcome any proposition. Ages 30 and 25 respectively. References available. Apply: **L. P. Goodwin, 24 River-view Rd., Earlwood, N.S.W.**

REFINED LADY, early forties, seeks position in the Islands. Versatility in retail trade, hostess, receptionist, qualified seamstress. Recently had four years' experience in United States and Canada. Write to: **Mrs. Mona Hegarty, 12 Carrington Rd., Randwick, Sydney, N.S.W.**

DUTCHMAN, aged 32 years, single man, desires position on plantation anywhere in the Islands. Experience: five years on rubber plantation in Java (1½ years as manager). Particulars on request. Letters to: **T. Verbeek, C/o Bank of New South Wales, Main Office, Perth, West Australia.**

ACCOMMODATION

DR. AND MRS. H. L. ZIELE, New landers, wish to announce they opened their home, centrally situated peaceful surroundings at Double Bay Pacific Islands and Interstate guests bed and breakfast. Laundry facilities adjacent to excellent restaurants. Double Bay; 10 minutes from. Under the personal supervision of **Ziele, 37 Manning Rd., Double Sydney.** Phone: FM 2761.

FLAT AT MANLY, Sydney, Aust.—5 surf, ferry, pool, shops, overlooks M Ocean. Heads. **LUXURY** furn., carpets, refrig., hot water, 'phone, g & lawns. Accommodation: Dbl. B., 2 Day B. **IMPORTANT:** Due to difficulties experienced in arranging date of a with vacant accommodation, I am inviting applications and **ALTERNATIVE D** for after Dec. 4; also state period requ "Manly Holiday", G.P.O. Box 417, Sy

STOP, when in Sydney, at the **Fr Pension** beautifully situated in D Bay, within walking distance of Cross: 10 minutes to the city. **ENJOY** the large pleasant rooms, convenience of having both breakfast dinner, the cosmopolitan atmosphere an opportunity to speak French as as English.

WRITE or phone for reservations **Mrs. M. Laigle, 6 South Ave., D Bay, Sydney.** Telephone: FB 3549.

NORFOLK ISLAND, "Burnt Pine" Estate Agency. Cable Address: "A Norfolk Island". Properties for sale peaceful surroundings and beautiful climate of Norfolk Island. All enquiries promptly attended to.

FOR SALE

BEAUTIFUL tropic island prop in Barrier Reef. 111 acres, freehold to water mark; large, comfortable, furn 4-bedroom house, refrigerator, sewer bathroom, laundry, etc.; 16 ft. c launch, slipway and winch, 2 ding garden with tropical fruits and flowers. Price: £A9,000. Inspection by appointment only to genuine buyers. Full details from **J. H. Busst, Box 330, Tully, Q'.**

MACHINERY FOR SALE.—Steam denser 5 ft. x 8 ft., Weirs boiler pump 10 in. cylinder. Steam driven trifugal pump with engine. Worthing pressure pump. Two 110/112 volt DC generators, La-Monte general ba pump, Clark Chapman steam cargo w 7½ in. ex store Brisbane. **Steels & M Pty., Ltd., Railway Siding, Nth. Car Melbourne, Vic.** Telegrams: "Coshig".

PLANTATION FOR SALE OR LEAS A very good bearing Pacific Islands c plantation at attractive terms. For p and particulars write airmail or ca "Jay", c/- Box 3408, G.P.O., Sydney.

HOME FOR SALE.—North Shore I bungalow home, 4 bedrooms, all modern conveniences, double garage, pretty garden near station. Land 80 ft. x 313 ft. Val possession. Price: £8,500. Apply: **Ow Box 5316, G.P.O., Sydney, N.S.W.**

PERSONAL

LONELY DAYS brought to an end for men and women everywhere! Make friends the modern way by correspondence. Ladies and gentlemen on our lists, all ages, faiths, walks of life, in Aust. and Overseas. Strictly confidential. State age, etc., and write for full details, in plain sealed envelope, without obligation, to: **Milton's Friendship Club** (Regd.), Dept. 5, Box 2871, G.P.O., Sydney.

RANGES FROM HALF THE WORLD AWAY

the next season, New Zealand will import 10,000 cases of grape-fruit and 80,000 cases of oranges from Jamaica.

The importation of citrus to NZ from the West Indies has been going on for a few years now—though it reflects badly on the enterprise of citrus producers nearer NZ market.

Good oranges are grown in Norfolk Island, but shipping conditions between Norfolk and the Dominion are not such as to encourage growers to plant more.

New Zealand is, of course, so frightened of introducing fruit-fly that the importation of Australian oranges—when there is a surplus—is so hedged around by regulations that Australian growers can be bothered.

RADIO RAROTONGA GOES ON THE AIR

A new Cook Islands radio programme went on the air in July. The broadcasts are produced by the Further Education Office through co-operation of the Superintendent of Radio, Mr. Cunnold, and will be heard every Wednesday evening at 6 p.m.

They will consist of half an hour of brief talks on health, agricultural or educational subjects as well as local and world news and the latest shipping information. Musical programmes will be supplied by local artists. The Radio Rarotonga call sign is ZL1ZA, on 6180 kcs.

The reception of the first broadcast was good in the Northern Islands and was well received in Rarotonga, Aitutaki and Mauke, but interference and fading were experienced in Mangaia and Atiu. Reception at Niue was good, and a message said that the programme was much enjoyed.

Mr. Janardan Prasad, of J. Prasad Bros., Indent and Commission Agents, left Fiji on August 1 for a business tour of New Zealand.

Miss Lila Pickering, of Suva, announced her engagement in July to Mr. T. Gibbes, of Suva. Both were on vacation in New Zealand. Miss Lila is the eldest daughter of Mr. S. S. Pickering, and Mr. Gibbes is the youngest son of Mrs. W. Gibbes.

Mr. M. L. Bernacchi, Resident Commissioner, Gilbert and Ellice Islands Colony, arrived at Honiara, on August 29 to confer with the High Commissioner for the Western Pacific on Gilbert and Ellice Islands' affairs.

Mr. Bernacchi was accompanied by Mrs. Bernacchi and the Acting Treasurer of the Colony, Mr. G. P. Kester.

Mr. E. W. Smith is to return to Fiji as Quantity Surveyor in the Public Works Department. He previously served three years on contract.

Miss A. E. Storck, who has been for some time Acting Nursing Superintendent, Fiji, has now been appointed officially to that position. Miss Storck was born in Fiji and has been associated with the medical service there for twenty years.

Mr. Max Les, of Tokua Plantation, Kokopo, NG, was in Sydney early September for medical treatment.

Suva Has Some Dry Season Rain

ON August 23 and 24, Suva was deluged with more rain than it usually gets in the whole of that month.

During the two days, 8.03 inches fell although everywhere else in the Colony there was fine weather. The average rainfall for August is 7.78 inches.

Sports and social functions, including the Governor's garden-party, had to be postponed. Government House grounds were described as "like a lake."

Mr. C. W. T. Johnson has arrived in Suva, Fiji, to take up the post of Aide-de-Camp to the Governor.

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BATHURST, N.S.W.

Established 1874.

- Boarding and Day School for boys conducted by the Church of England. An approved school, registered under the Bursary Endowment Act.
- Primary course and wide variety of secondary courses (academic, commercial and agricultural/pastoral) to Leaving Certificate and Matriculation standard.
- Complete agricultural course (theoretical and practical) and good range of extra subjects (technical and cultural) available.
- Accommodation for 180 boarders. Boarders accepted from the age of seven (7).
- Modern educational facilities and living conditions of a high standard. Extensive grounds and playing fields. Excellent dietary.
- A new science laboratory and recreation hall were opened in 1953. More recent additions include fully equipped laboratory for agricultural science and biology. A new technical block to enlarge facilities for woodwork, farm mechanics and craftwork is under construction. Construction of a War Memorial Junior School is to begin during the third term of 1954.
- Coaching is given in cricket, football, tennis, swimming, lifesaving. Physical education is emphasised. Extra-curricular activities include cadets, dramatics, choral singing and verse-speaking, debating and public speaking, art and craftwork of various kinds.

For illustrated prospectus and details of courses please apply to the Headmaster, E.C.F. Evans, B.A., Dip.Ed., L.A.S.A., who may be interviewed by appointment.

VACANCIES EXIST IN CERTAIN CLASSES FOR 1955.
First term 1955 begins Tuesday, February 1.

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 the South Pacific (Papua, New Guinea, Solomons, Gilbert and Ellice, Fiji, Tonga, Samoa, Cook Islands) for the year as from January 1, 1954, is approximately £70 Sterling per ton, f.o.b., chief Territories ports. Each Governmental authority, handling and shipping the copra, makes deductions from the £70 Stg., such charges being different in each Territory. The following

are the prices now being paid, per ton, to growers in different Territories:—

PAPUA AND NEW GUINEA

	At Main Ports	Crushers, Ex-ship Sydney
Hot Air ..	£A75 0 0	£A97 0 0
FMS ..	£A74 5 0	£A97 0 0
Smoke-dried ..	£A71 10 0	£A96 0 0

FIJI

Pltn. . . .	£F70 15 6 (60 pts. & over)
FMS . . .	£F70 10 0 (45-57½ pts.)

W. SAMOA:—No details—producers expect about £NZ58 in 1954.

SOLOMON IS. AND G. AND E. COLONY:—No details—producers should receive about £A66/8/- 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 September 5 was £Stg.432/10/- (£A541 approx.) c.i.f., ton, Cont. ports.

N.G.—£550 approx. per ton, in store, Sydney.

Samoa.—Sydney agents in September quoted Samoa cocoa at £S450 (£A563/10/- approx.), f.o.b. per ton, first grade.

COFFEE.—P.-N.G. Recent overseas market decreases have brought Territories Coffee to 7/3 per lb. MANGAIA (Cook Islands).—Robusta, green, unprocessed 1/- - 2/- per lb. on plantation.

PEANUTS.—P.-N.G.:—Little change from last month. Stiff opposition from superior grade Australian nuts has made it increasingly difficult to dispose of P.-N.G. nuts. Price: Kernels 1/3 - 1/5.

RUBBER.—Papua - New Guinea: Price based on Singapore figure which fluctuates from day to day. Quotation on September 3 was 25¼d Aust. lb. Singapore rate Aug. 5 No. 1 grade RSS (sellers) spot 67¼c. lb. c.i.f. (approx. 23d Aust. lb.).

VANILLA BEANS.—Sydney quotations by (Victor Karp, Tulk & Co.): Tahiti.—Supplies still overdue owing to late curing: White 80/-, Yellow 80/-, Green 76/-.

RICE.—New season's (1954-1955) price 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 by Torres Strait producers and Otto G. Co. (USA) for 1954: AA/A/B grade 85c lb. (£A850 approx. per long ton); 80c lb. (£A800); D, 55c lb. (£A550); 40c lb. (£A400); EE, 30c lb. (£A300) all c.i.f., New York. No change from season. Manihiki.—£A380 c.i.f., Auckland.

TROCHUS SHELL.—N.G.: Market unstable in Sydney at present. R price £320. Fiji, £F170 per ton Suva.

GREEN SNAIL SHELL.—N.G., 1st £230 per ton less rejects; Spotted £80 both ex-wharf, Sydney. N.H. supplies in Sydney lately. B.S.I., 1st grade £175-£190, Spotted £80 ex-wharf.

LONDON PRICES

LONDON, July	
Copra, c.i.f., Continental Ports, t	77,000 Metrop. f
New Hebrides ..	(£A99/7/- app)
Coconut Oil, c.i.f., Continental Ports, t	(£A88/15/- app)
Philippines, July-Aug.	(£A82/7/6 app)
Coconut Oil, c.i.f., Continental Ports, t	(£A128/15/- app)
FM Straits, Aug. shipment ..	£S
Ceylon, Aug. shipment ..	£S
Cocoa, per 50 kilos, c.i.f., Nth.	(£A132/10/- app)
Continental Ports:—	
Accra ..	£S
	(£A625 approx. per long ton)

ISLANDS MINING SHA

FIJI			
	Aug. 1939	July 1	Sep
Emperor ..	b9/11	b17/9	b18
Loloma ..	s25/6	b27/-	b27
PAPUA-NEW GUINEA			
Bulolo ..	b124/-	s60/-	b57
Mandated All. b3/8	b1/-	s2/-	b27
N.G.G. Ltd. b1/10	b1/11½	b2/-	b23
Oil Search s3/11	b32/-	b10	b7
Oriomo Oil b5/-	s15/6	b25	b6d
Papuan Apin. b4/11	b7/2		
Placer Dev. b68/6	b260/-		
Sandy Creek b1/5	s6d		

EXCHANGE RATES

FIJI.—Through BANK OF NSW, BANK and BANK OF NZ. Australia on basis £100 Fiji: Buying, £A111/2/6; Se £A113. Fiji-London, basis £100 Lor B. £110/12/6; S. £112. NZ-Fiji, basis NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through BANK OF NZ. tralia on Samoa, basis £100 Sa B. £A123/12/6; S. £A124/10/9. Sa London, basis £100 London: B. £100 S. £101/10/-. Samoa-NZ, basis £100 B. £100; S. £100/10/-. Samoa-Fiji, £100 Samoa: B. £111; S. £110.

PAPUA - NG.—COMMONWEALTH B (Port Moresby, Lae, Rabaul, Kav Madang), BANK OF NSW (branches Moresby, Lae, Bulolo, Rabaul, Mac Samarai; agency: Wau) and ANZ B (Port Moresby) quote exchange Australia-Papua-NG: 10/- per £100.

BSI.—COMMONWEALTH BANK (br at Honiara) quotes exchange rate tralia-BSI: 10/- per £100.

FR. PACIFIC COLONIES.—Pacific fr most valuable of the three franc gr in French Union, are used in New C donia, New Hebrides, and Fr. Oce FRENCH BANK (Comptoir Nati D'Escompte de Paris) in Sydney qu (nominally): 145.78 Pac. fr. to £A 176.72 Pac. fr. to £Stg.; 64.70 Pac to US \$.

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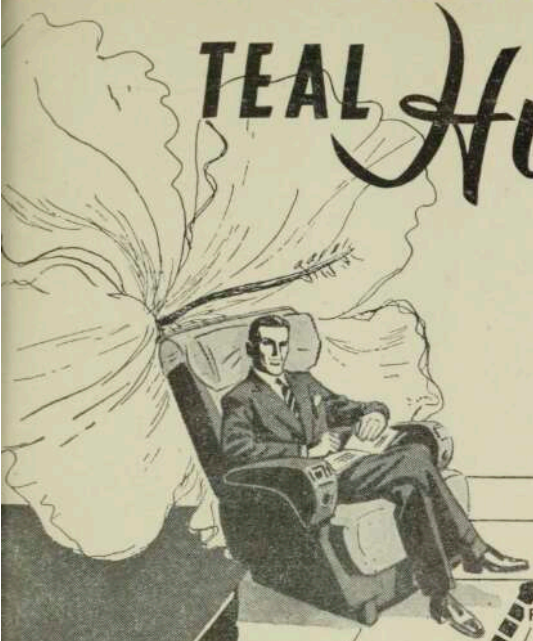
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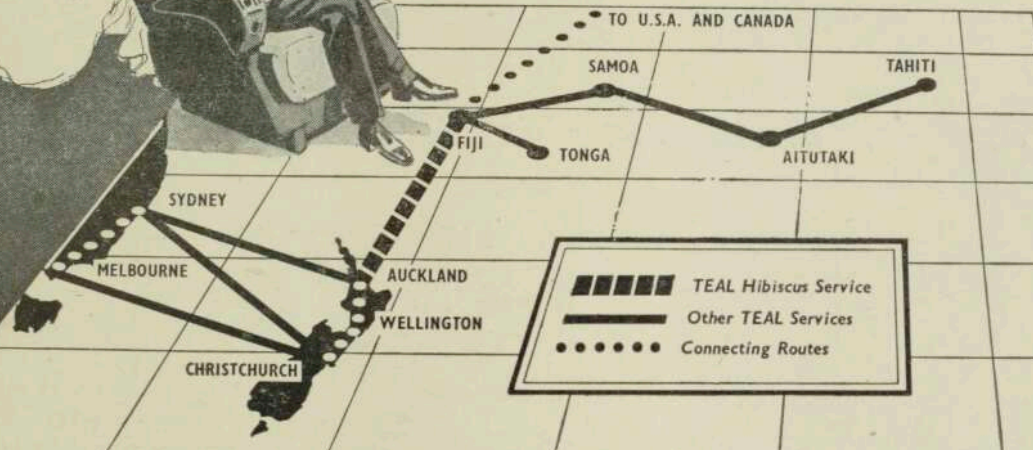
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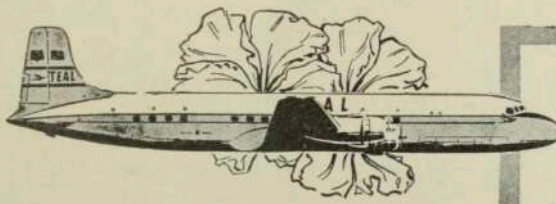
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