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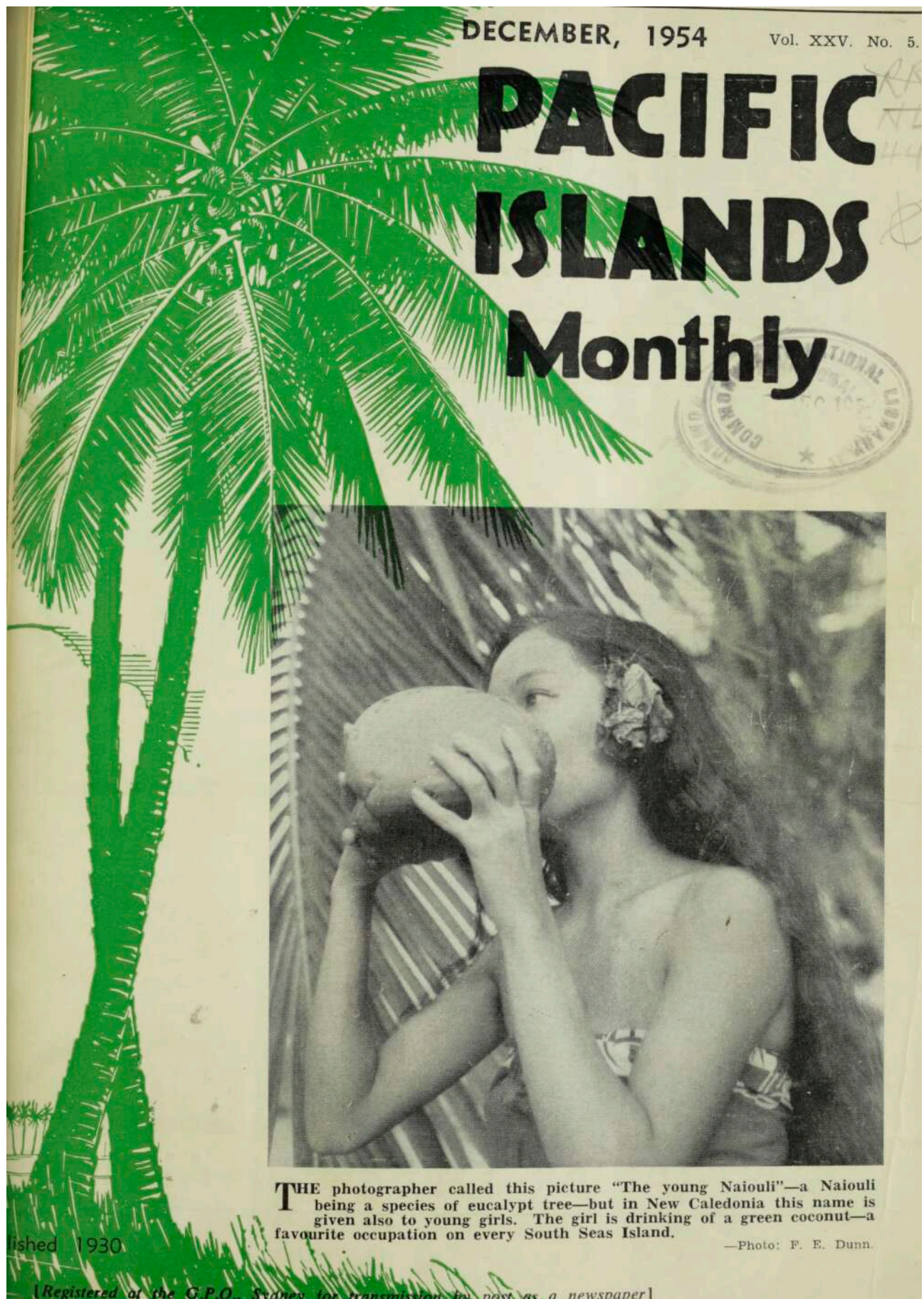
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DECEMBER, 1954 Vol. XXV. No. 5.

PACIFIC ISLANDS Monthly



THE photographer called this picture "The young Naiouli"—a Naiouli being a species of eucalypt tree—but in New Caledonia this name is given also to young girls. The girl is drinking of a green coconut—a favourite occupation on every South Seas Island.

—Photo: F. E. Dunn.

Published 1930

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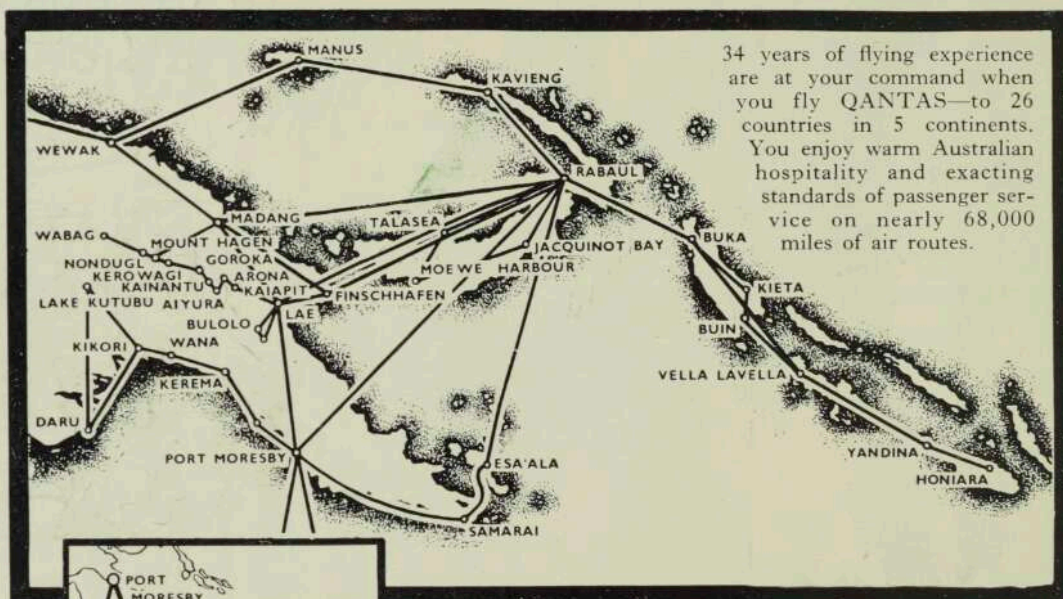
From Local Routes to World Wide Travel

P20

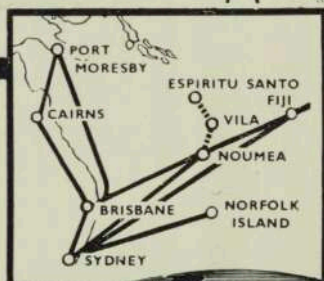


Linking the Pacific

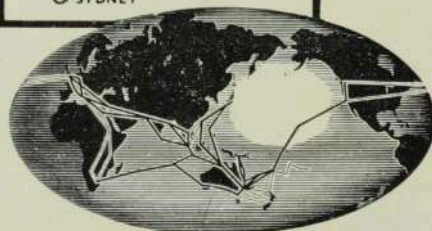
With AUSTRALIA AND THE WORLD



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 South-West 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 overseas network of air services.



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

QANTAS

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Coleman

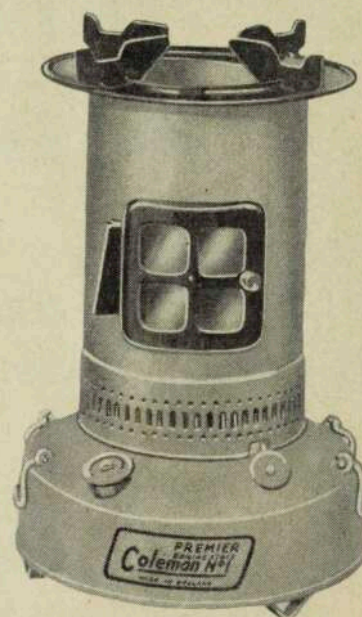
BOILING STOVES

WILL BURN 10 HOURS ON ONE FILLING

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

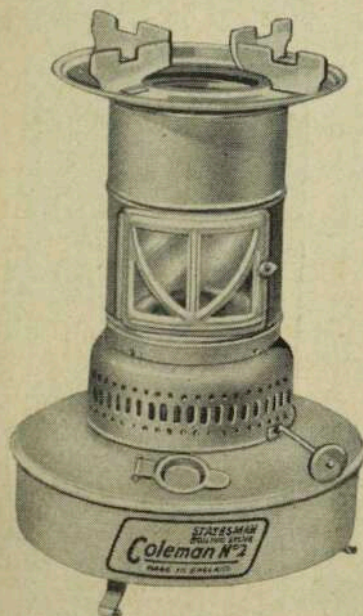
Coleman – the best of their kind

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

PACIFIC ISLANDS MONTHLY—DECEMBER, 1954

i

Mobilgas

The only Gasoline

DOUBLE POWERED

with

**1 Mobil Power
Compound**

**2 Highest
Anti-Knock**

*Mobilgas with Mobil Power Compound gives these benefits
to every motorist.*

UP TO 25% MORE ENGINE POWER.

CHECKS PRE-IGNITION PING.

CORRECTS SPARK PLUG MISFIRING

ELIMINATES STALLING COMBATS GUM.

QUICKER STARTING, FASTER WARM-UP

*There's a Tune-up
in Every Tankful*



DECEMBER, 1954—PACIFIC ISLANDS MONTHLY

Shipping Time-Tables

Sydney-Papua-N. Guinea

(There was a complete tie-up of Islands ships, due to wharf strike, in November, see page 17.)

MV Bulolo, modern liner, sails about every six weeks: Sydney-Brisbane-Moresby-Marai - Lae - Madang - Manus - Rabaul - Marai-Moresby-Brisbane-Sydney.

Next sailing about January 7. MV Malekula sails from Sydney for Marai, Rabaul, Kavieng, Manus, Wewak, Exishafen, Madang, Lae, Samarai and return to Sydney. Next sailing about December 17.

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

MV's Soochow, Shansi and Sinkiang, of 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 same route. Soochow and Shansi will continue Sydney - Brisbane - Moresby - Marai - Lae - Madang - Kavieng - Rabaul and return, with calls at Melbourne as required.

Next Sydney sailing, Soochow: Jan. 21. Next Sydney sailing, Sinkiang: Jan. 7. Next Sydney sailing, Shansi: Jan. 7. Details from New Guinea Australia Line S. Yuill & Co., Ltd., agents, 6 Bridge Street, Sydney.

Zealand-Fiji-Samoa-Tonga

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

Australia - New Zealand - Canada - USA

Sailings of Orient Line Passenger Ships, 1954-55.

		ORONSAY	ORCADES	ORSOVA	Orion	ORONSAY
		1954	1954/5	1955	1955	1955
SYDNEY	depart	19 Nov.	17 Dec.	28 Jan.	25 Mar.	15 July
AUCKLAND	arr/dep	22 Nov.	20 Dec.	31 Jan.	29 Mar.	18 July
SUVA	arr/dep	25 Nov.	23 Dec.	3 Feb.	2 Apl.	21 July
HONOLULU	arr/dep	30 Nov.	28 Dec.	8 Feb.	8 Apl.	26 July
VANCOUVER	arrive	6 Dec.	3 Jan.	14 Feb.	14 Apl.	1 Aug.
	depart	7 Dec.	4 Jan.	15 Feb.	15 Apl.	2 Aug.
SAN FRANCISCO	arr	9 Dec.	6 Jan.	17 Feb.	18 Apl.	4 Aug.
	depart	10 Dec.	7 Jan.	18 Feb.	19 Apl.	5 Aug.
HONOLULU	arr/dep	14 Dec.	11 Jan.	22 Feb.	24 Apl.	9 Aug.
SUVA	arr/dep	21 Dec.	18 Jan.	1 Mar.	2 May	16 Aug.
AUCKLAND	arr/dep	24 Dec.	21 Jan.	4 Mar.	5 May	19 Aug.
SYDNEY	arrive	27 Dec.	24 Jan.	7 Mar.	9 May	22 Aug.

The liners Orsova and Orcaades will each make an additional Pacific crossing in 1955. Orsova will leave Sydney for London on June 3 and will call at: Auckland, Suva, Honolulu, Vancouver, San Francisco, Los Angeles, Panama, Colon, Trinidad, Cherbourg. She will reach London on July 13. Orcaades will sail from London on August 22 bound for Sydney via the same route. She will arrive on October 1.

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

Tofua's next voyages scheduled to leave Auckland December 7 and January 4. Matua will leave Auckland December 23 and January 22.

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 January 29. 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

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”

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 — Tahitien: January 7, May 24, 1955. Caledonien: April 11, August 23, 1955.

From Papeete, Southbound—December 14, 1954, April 30, 1955. Caledonien: March 18, July 30, 1955.

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

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: West Indies ports, Panama, Papeete (Tahiti), Suva, Auckland, Sydney, Australian ports, South African ports, Canal Islands, UK.

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

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.

SUVA—Morris Hedstrom Ltd.

PORT VILA—Comptoirs Français des
Nouvelles Hebrides.

APIA—Morris Hedstrom Ltd.

NOUMEA—Etablissements Ballande.

LAE—Burns Philp (New Guinea) Ltd.

SYDNEY—Birt & Co. (Pty.) Ltd.

N. America-Fiji-Hebrides, etc.

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

Suggested sailing dates for the Thorsisle are as follows:

San Francisco (Southbound) ..	Jan
Papeete	Jan
Apia	Jan
Nukualofa	Jan
Suva	Jan
Lautoka (Vatia)	Feb
Noumea	Feb
Lae	Feb
San Francisco (Inbound) ..	Mar

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

**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
Burns Philp (South Sea)
Co. Ltd.,
Head Office:
Suva.
Cable address:
Burnsouth.

Tahiti

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

The one class tourist liner "Southern Cross" on the maiden voyage calls at Papeete (23rd April, 1955) and Suva (28th April, 1955), thence to England via New Zealand, Australia and South Africa. On the second voyage calls at Suva (1st November, 1955) and Papeete (5th November, 1955), en route to England via Panama, Curacao and Trinidad; thereafter two eastbound and two westbound voyages each year form this vessel's round-the-world itinerary.

Dates subject to alteration without notice.

Minimum Fares:

To England from Suva via Panama	£105 stg.
via South Africa	£132 stg.
From Tahiti via Panama	£100 stg.
via South Africa	£151 stg.

Airways Time-Tables

TRANS-PACIFIC SERVICES

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

BY PAN-AMERICAN AIRWAYS
With Strato Clippers, using Sleeperettes and Berths*
es., Fri. and Sun.*—Sydney-Nadi (Fiji)-Canton Is. - Honolulu - S. Francisco - Seattle - Portland.
es., Thur.* and Sat.—Return via same route.

Additional departure days which will operate from October 3 till March 31, 1955.
ues. and Fri.—Auckland - Nadi (Fiji).
Thurs. and Mon.—Nadi (Fiji) - Auckland, connecting with Strato Clipper at Nadi.

BY QANTAS EMPIRE AIRWAYS
(Super Constellation Service)
NORTHWARDS
d.* and Sat.* Sydney - Nadi (Fiji) - Canton Is. - Honolulu - San Francisco—with every Saturday service and alt. Wednesday service extending to Vancouver.

SOUTHWARDS
a.* and Fri.*—San Francisco-Honolulu-Canton Is.-Nadi (Fiji)-Sydney. Monday service and alt. Friday service commences from Vancouver.
EAL DC6 services between Auckland Nadi connect at Nadi Wednesdays and Fridays northward; Wednesdays and day southwards.

BY CANADIAN PACIFIC AIRLINES
(CPAL)
(With Super DC-6B Aircraft)*
ry 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: Sydney, 8.00 pm
Arrive: Brisbane, 10.45 pm

Brisbane, 11.45 pm
Moresby, 6.35 am (Wed., Fri., Sun.)
Lae, 9.10 am
Connecting services north of Lae by D.C.3 to Bulolo and Wau on Wednesdays.
* DC3 operating Moresby-Lae sector.

Sundays (Sandringhams)

Depart: Sydney, 7.30 pm
Brisbane, 12.20 am (Mon.)
Cairns, 8.05 am
Moresby, 8.30 am (Tue.)
Arrive: Brisbane, 10.50 pm
Cairns, 6.35 am
Moresby, 11.55 am (Night stop)
Samarai, 10.30 am

LONDON - SUVA

FIJI DIRECT SERVICE

VIA PANAMA

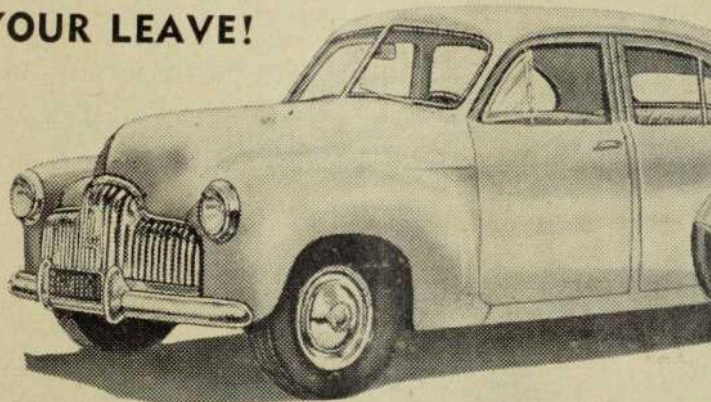
For Sailings and Further Particulars Apply To:—

BETHELL, GWYN & CO. LTD., BURNS PHILP (SOUTH SEA) CO. LTD.,
138 LEADENHALL ST., 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. Practically all 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.

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



flying gives you so much more time

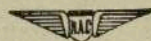
Air travel will save you days in which to play, let
you see so much more of this scenic wonderland.
And it's so much more comfortable.



NAC

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

NEW ZEALAND NATIONAL



AIRWAYS CORPORATION

Samarai, 11.00 am Esa'ala, 11.40 am
(Alt. weeks)
Esa'ala, 11.55 am Rabaul, 2.55 pm
When Esa'ala is omitted, arrival Rabaul
2.00 pm.

SOUTHWARDS

Sundays, Wednesdays and Fridays
(Skymaster)*

Depart: Arrive:
Lae, 5.45 am Moresby, 7.05 am
Moresby, 8.30 am Brisbane, 3.05 pm
Brisbane, 4.30 pm Sydney, 7.15 pm
Connecting services from Wau by Drover.
Arrives Lae 9.35 am Saturday.

* DC3 operating Lae-Moresby sector.

Alt. Thursdays (Sandringham)
(Dec. 16, 30, etc.)

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

Brisbane, 3.45 pm Sydney, 7.05 pm
Alt. Thursdays (Nov. 25, Dec. 9, etc.)
(Sandringham)

Rabaul, 5.30 am Samarai, 8.45 am
Samarai, 9.15 am Moresby, 11.15 am
Passengers wait in Moresby until alt.
(Nov. 27, Dec. 11, etc.) then:

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

—HOLLANDIA (Dutch New Guinea)
(DC3)

Alternate Wed. (Nov. 17, Dec. 1, etc.)
Departs Lae 10.30 am, calls at Madang
and Wewak, and arrives at Hollandia
8.0 pm. Every alt. Thursday (Nov. 18,
Dec. 2, etc.), depart Hollandia at 9 am,
and, with calls at Wewak and Madang,
arrives Lae at 2.40 pm.

LAE-MANUS (DC3)

Every Wednesday.
Lae, 10.45 am: Finschhafen, Rabaul,
Kavieng, arr. Manus 5.45 pm.
Departs Saturdays (dep. 8 am), via
Kavieng, Rabaul and Finschhafen; arr.
Lae, 2.55 pm.

MORESBY-DARU (Sandringham)

Yule Is., Kerema, Wana (optional),
Tikori, L. Kutubu.—Every alternate
Friday, returning same day (Nov. 12,
6, Dec. 10, 24, etc.).

RABAU-MOEWE HARBOUR

(Sandringham)

Wed.—Rabaul-Jacquimot Bay-Moeve
Harbour—Talasca—Rabaul Nov. 10, 24,
Dec. 8, 22, etc.

B.—The direction of operation changes
each service, i.e., each alternate
service operates Rabaul-Talasca-Moeve
Harbour-Jacquimot Bay-Rabaul.

NEW BRITAIN-BOUGAINVILLE

(Sandringham)

Wed.—Rabaul—Buka—Kieta—Buin
Nov. 3, 17, Dec. 1, 15, etc.

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

LAE-MADANG-WEWAK-MANUS-

KAVIENG-RABAU SERVICE

(DC3)

Thur. Dep. Lae 6.30 am, Madang
arr. 7.35 am Wewak, Manus Is.,
Kavieng, Rabaul arr. 3.40 pm.
Only Dep. Rabaul 8.00 am direct
Madang, arr. 10.50 am, Wewak,
Madang, Lae arr. 4.35 pm.

CENTRAL HIGHLANDS

(DC3)

Days—Lae (8.30 am) to Wabamunda,

calling at any of: Nadzab, Kainantu,
Goroka, Nondugi, Banz, Minj, Mt.
Hagen, Baiyer R., Wabag, Wabamunda.
Return to Lae arriving 6 pm.

LOWER HIGHLANDS

(Drover)

Fridays.—Lae (7.30 am) to Gusap, calling
at any of: Nadzab, Kalapit, Arona,
Kainantu. Return to Lae arriving
10.30 am.

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. 1.00 pm. Direct to Lae in 35
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 10 am, Madang
1.25 pm, arrive Lae 2.30 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.

4. Aust.-Dutch N. Guinea

By KLM Royal Dutch Airlines.

A weekly service with Constellations

between Sydney and Amsterdam with a
call at Biak, DNG, and Manila,
Philippines.

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

5. N. Guinea-Solomons

By Qantas with DC3

Mon. (Dec. 20, 27, Jan. 3, 10, 17, etc.),
Lae (dep. 6 am) — Finschhafen —
Rabaul — Buka — Vellalavella —
Yandina — Honiara, BSI (arriving 5.25
pm).

Tuesday (December 21, 28, January 4, 11,
etc.), Honiara (dep. 7 am) — Yandina
— Vellalavella — Buka — Rabaul —
Finschhafen — Lae (arriving 3.50 pm).

6. Indo-China-Brisbane-N. Caledonia

By Air France, Monthly.

Constellation aircraft depart Saigon
December 13 for Darwin-Brisbane-
Nooumea and return. Depart Nooumea,
December 16.

Australian agents: Messageries Maritimes.

7. Sydney-Lord Howe Is.

By Ansett Flying-boat Service, with
Sandringham

Twice weekly services, operating mainly
on Tuesday and Saturday, return same
day.

8. Sydney-Norfolk Is.

By Qantas, with Skymasters

Alternate Thursdays (December 16, 30,
etc.), returning same day.

9. Sydney-New Hebrides

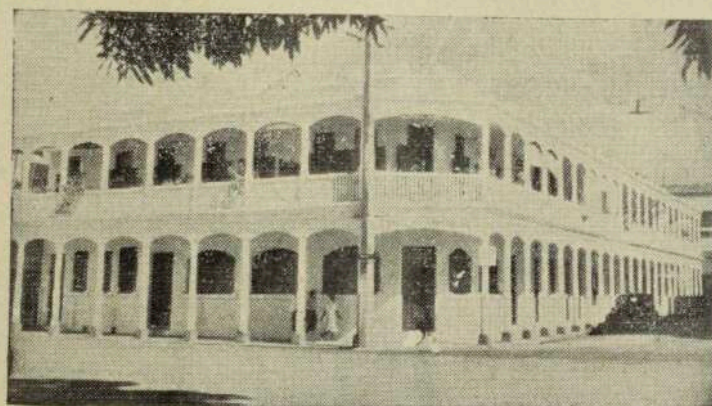
By Qantas with Sandringham

Flying Boats—Weekly

Depart:	Arrive:
Syd., Wed. 8.30 pm	Brisbane, 11.50 pm
Bris., Thu. 1.20 am	Nooumea, 8.00 am
Nooumea, 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	Nooumea, 10.25 am*
Nooumea, 1.00 pm†	Sydney, 8.40 pm

THE GARRICK HOTEL

SUVA, FIJI

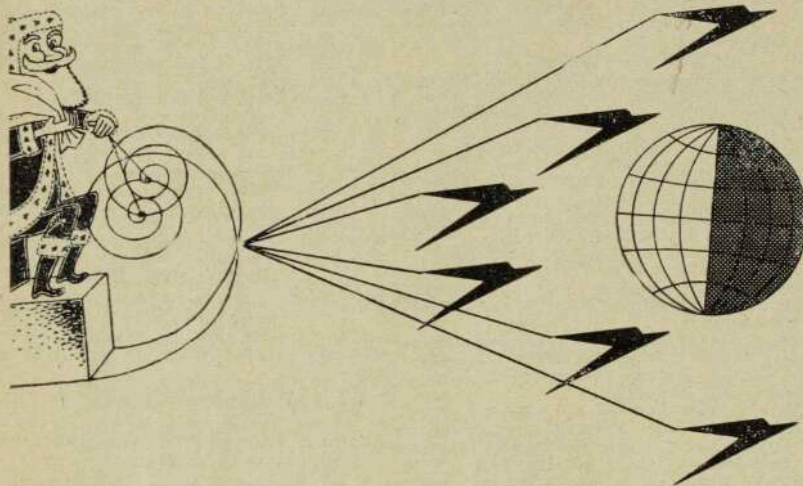


This well-known Hotel is centrally situated in Suva's main business
quarter :: Modern accommodation provides comfort in all climatic
conditions :: Only the best of Beers, Spirits and Wines is served.

Telephone: 80.

VINCE COSTELLO, Proprietor.

TO ALL WHO FLY B.O.A.C. . .



Men of business, men of action,

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Noumea to allow connection with Noum
Suva service—see below, Table 10.
† Alternate Friday, Dec. 10, 24,
alternate Saturdays (Dec. 18, Jan. 1) pl
departs Noumea 2 pm, arriving Syd
9.40 pm.

10. Sydney-Noumea-Suva

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

* Alt. Fri. Dec. 17, 31, Jan. 14, 28,
† Alt. Sat. Dec. 18, Jan. 1, 15, etc.
(Service allows connection at Nou
with Sydney-New Hebrides Service—
above.)

11. Auckland-Norfolk Is

By NZ National Airways, with DC3
Double services each Sunday from S
30 to Feb. 27, 1955.

12. Sydney-Auckland

Tasman E. Airways, with DC6 Aircraft

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Dep. Sydney 12.30 am, arr. Auckl
7.45 am. Mon., Wed., Thur., Sun.:
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pm.

13. Sydney-Christchurch

Tasman E. Airways, with DC6's
Dep. Sydney 12.30 am and arr. Chr
church 7.40 am Mon., Thurs., Sat.
Dep. Christchurch 11.00 am, arr. Syd
2.40 pm Tues., Thurs., Sat.

14. Melbourne-Christchurch

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

15. New Zealand-Fiji

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

16. Fiji-Tahiti

Tasman E. Airways Ltd., with Solent
Services will depart Suva for A
Aitutaki, Papeete and return fortni
or more frequently if required.
Dep. Suva (Mon.) 9.00 am, cross In
national Date Line; arr. Apia (S
1.55 pm; dep. Apia (Mon.) 2.00
arr. Aitutaki 7.30 am; dep. Aitu
8.30 am; arr. Papeete 1.00 pm.
turn flight dep. Papeete 7.30 am
Thursdays.
Next flights, eastbound, December 6,
etc.
Next flights, westbound, December 9,
etc.

17. Fiji-Tonga

Tasman E. Airways with Solents
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Depart Arrive
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Nukualofa, 2.45 pm Suva, 4.35

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 3 flights on Saturday.
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 2 flights on Tuesday and Saturday.
 3 flights on Sunday.
 4 flights on Wednesday.
 Suva-Lambasa-Suva: Tuesday and Friday.
 Suva - Lambasa - Savusavu - Lambasa - Suva: Monday, Wednesday and Saturday.
 Suva-Lambasa: Tuesday.
 Lambasa-Nadi-Suva: Wednesday.
 Suva-Savusavu-Suva: Monday, Thursday, Saturday.
 Suva - Taveuni - Lambasa - Savusavu - Taveuni - Suva: Tuesday.
 Suva - Taveuni - Savusavu - Lambasa - Taveuni - Suva: Friday.
 Suva-Taveuni-Suva: Wednesday.

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Tribute to Matron Burgess of Norfolk Island

WE are shortly to lose Matron Burgess, who has given such kindness and work to Norfolk Island. Some of us can remember the bleak barracks of a hospital as it was before she arrived 3½ years ago. We watched the tremendous enthusiasm with which she gathered willing helpers around her and tackled the clearing up, furnishing and gardening—all of which was necessary to make the place resemble a hospital.

Matron Burgess was loved by her patients, and few of us can remember a Matron who stayed with us so long.

She has given her life to nursing and we appreciate the fact that we had so much of her valuable skill and experience. Her outstanding qualifications in her profession so frequently praised by visiting doctors have been of the greatest value to Norfolk Island.

We do not forget her drive and zest which was responsible for the raising of £500 for hospital needs through the medium of a Gymkhana and socials, together with various parties run by her many supporters. In wishing Matron Burgess good health and happiness in the future, we also offer our simple thanks.—W. N. SELBY NEWBOLD.

THE 1914-1922 PERIOD IN NEW GUINEA

New Compilation by C. D. Rowley

THE principal of the Australian School of Pacific Administration, Mr. C. D. Rowley, left Sydney in November for Indo-China where, acting for one of the UNO instrumentalities, he is to make a special survey of socio-economic conditions. He will be, for some months, in eastern Siam and the mountainous regions in Laos and Cambodia—not exactly a healthy region under the present political tensions in those countries.

In recent years, Mr. Rowley has written a book entitled, *New Guinea—From Protectorate to Mandate*; but, in view of its length, it is unlikely that it will be published unless it is subsidised. It should be published, because there really is no comprehensive or reliable record of the late German and early Australian period in New Guinea—so far as records are concerned, the period from 1914 to the middle 'Twenties is almost a blank. Mr. Rowley appears, voluntarily, to have undertaken a great amount of difficult research in order to provide a really dependable history and work of reference and, if it has any funds available, the Australian Department of Territories really should ensure its publication in printed form.

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New Premises at PORT MORESBY

The Bank of New South Wales is pleased to announce the transfer of its Port Moresby Branch to new premises at the corner of Musgrave and Douglas Streets.

The new two-storied building, of colonial-type architectural design, provides a notable addition to the business centre of Port Moresby. The spacious banking chamber on the ground floor is fully equipped to meet the banking needs of Port Moresby residents and of travellers in the Territories. On the first floor, comfortable staff quarters provide the accommodation and amenities essential in a tropical climate.

While thus expressing its confidence in the future of Port Moresby, the "Wales" also looks back over its forty-four years of service to Papua and New Guinea, honouring the pioneers and proud of its long association with the people of the Territories.



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Editorial . . .

VITAL LAND SETTLEMENT POLICY AT STAKE IN N. GUINEA

AN important principle of land settlement is at stake in New Guinea. It can be summed up in this question: Should a land-seeker be allowed, as far as possible, to make his own selection of land, locality and crop; or should he submit to the direction of officials in all these matters? The original settlers in all great pioneering enterprises (Australia, New Zealand, America, and Africa) had a free choice.

While Australian Territories Minister Hasluck, who sometimes seems to be unduly concerned about native rights and UNO sensitiveness in relation to land settlement, was preoccupied with land-use plans (1951-2), one of the outstanding District Commissioners in New Guinea, Mr. J. H. Downs, developed a notable system of land settlement in the Eastern Highlands. He was not in any sense defying his Minister. He happens to be a very energetic and practical young man, with plenty of vision; he knew what his District needed; and, while awaiting Canberra's wearisome policy directives, he just naturally went ahead with such things as afforestation, road and bridge-building, training of natives, and encouragement of Europeans to establish plantations.

In the latter regard, Mr. Downs followed the principles of common sense. When a man said that he wanted land, Mr. Downs learned that he could of the man's history and background—his practical knowledge of tropical agriculture; his attitude towards natives; his ability to "stick it" through the difficult early years; and so forth. If he passed this simple screening, he was encouraged to look around for a suitable block—on the clear understanding that he could not have land until the DC considered was necessary for future native needs; that could induce the natives to sell; that he must satisfy the DC that his residence there, in close contact with the natives, would be beneficial to that particular native community.

Within two years, the new European settlement in Eastern Highlands was a model for the whole Territory. Several small, independent, European planters were established on lands of their own selection, producing crops nominally by themselves, and under conditions which promoted a spirit of goodwill and co-operation between Europeans and natives.

EVERYONE—officials and non-officials alike—praised the work done by Downs in this District. But Minister Hasluck was not impressed. Over a year ago, he stamped hard upon Downs's settlement activities, and issued a directive that all unregulated European settlement in the Dual Territory should cease forthwith.

That paralysis continued until last September. Then Minister Hasluck issued what he called his re-statement of lands policy, which apparently placed responsibility for land purchase, land assessment and land disposal completely and absolutely in the hands of a Lands Department that is without adequate staff, and of Land Boards which must dispose of lands by public tender. The success of the Downs system of land settlement was either ignored, or condemned.

The PIM, in November, described that policy as narrow, rigid, unimaginative, idealistic and unrealistic. We urged the people of New Guinea to appeal directly to the Prime Minister of Australia, so as to escape the effects of the Hasluck dictatorship. After that attack was in print, but before the PIM was in circulation in P-NG, much of what we said was endorsed by non-official members of the Legislative Council, who were criticising the Administration's failure to encourage European land settlement.

SINCE then, certain Departmental representations have been made to us. We are assured that the new policy will be administered in such a way that the best features of the Downs settlement system will be retained, while all settlement activities will be harmonised with an over-all policy encouraging private enterprise and co-ordinated with Australia's obligations in relation to the natives. This is to be achieved by giving new status and authority to the District Commissioners. The Australian Government's plans and hopes are set out in an important article on another page, entitled "Change in PNG-Administrative System."

So far, so good. This journal is not concerned with the tender feelings of Canberra czars, or the idealistic planning of high-ranking bureaucrats. What we are concerned with are the following facts:

There is enough land in P-NG to take care of all native needs for many generations, and also to allow the settlement of sufficient Europeans to directly influence native agriculture, outlook and standards of living.

It is vital to the success of European settlement that prospective settlers be carefully chosen; and that they, for their part, have reasonable liberty in selecting their own land and location, and arranging their plantations as they wish.

The numerous inquiries for P-NG land now being made should be sympathetically received. Suitable men who know P-NG conditions, and who have been waiting a long time, should be given priority. Any attempt to subject this pioneering impulse to any Canberra-conceived system of "disposal by tender," and to direct the settlers to Departmentally selected areas (a system administered by officials who think far more of systems than of in-



—A Bill Gill cartoon.

dividualistic suitability) must be resisted with all the resources at the command of the non-official population.

BUT if the District Commissioners, under their new status, can shape and control land settlement, and can combine the Downs principles of European settlement with the idealistic conceptions of Minister Hasluck and his departmental planners, some of the more alarming features of the Minister's "policy" may be avoided.

But the outlook is not good. Only the DC's can save the Dual Territory from a rigid Departmentalised system of land settlement. There are 15 Districts; and in at least 11 of those Districts the needs of land settlement call for the services of District Commissioners of vision and experience. Are there a dozen such men in sight?

We sincerely hope that, hand-in-hand with Minister Hasluck's new policy of making better use of the District Commissioners, there also will go a system of making more District Commissionerships available to the younger men of the field staffs. We see more hope in that direction than in any other section of Canberra's weighty planning.

Japs' POW's Will

Receive Payment

JAPAN will pay £A5,625,000 to prisoners of 13 nations who suffered undue hardship in Japanese captivity.

This is in addition to money already allocated to prisoners who built the Burma railway.

International Red Cross will decide how much will be allocated to Australian POW.

When the payments have been made, Japan will have fully discharged her obligations under Article 16 of the Peace Treaty. Sir Norman Roberts, who negotiated on behalf of the 13 nations, said that he hoped it would "overcome ill-feeling against Japan by ex-servicemen."

Co-op. Officer for Cook Is.

AS a further result of the recent visit to the Cook Islands by Territories Minister Webb, a Registrar of Co-operatives has been appointed there. Such an appointment was "approved" nearly two years ago.

The appointee is Mr. J. L. Noakes, MBE, lately Commissioner of Co-operative Development and Registrar of Co-operative Societies in Sarawak, who has just retired from the Colonial Service. Mr. Noakes is said to be a comparatively young man and has had a distinguished and varied career in Colonial Service. He will take up his new appointment next April.

NZ Pacific Territories Get New Minister

AS a result of the November general elections in New Zealand and a re-shuffle of Cabinet posts, Mr. Thomas MacDonald now becomes Minister of Island Territories, Minister of External Affairs, and Minister of Defence.

The latter portfolio, formerly held by a separate Minister, has been added to those of Territories and External Affairs.

Mr. T. Clifton Webb's appointment as High Commissioner to the United Kingdom has been confirmed. He will leave shortly for his new post.

Mayor Corbett for Lautoka

IN November municipal elections at Lautoka, Fiji, Mr. E. Corbett was elected mayor, Cr. Allan Harvey deputy mayor. Cr. Tulsi Ram Sharma, only other candidate, was defeated.

Mr. S. Hollander and Mr. M. R. Nityanand were elected to the respective European and Indian vacancies on the town council. They defeated Messrs. J. Hodgkinson and J. Prasad who also stood for election.

Mr. C. A. Adams, retiring mayor, did not seek re-election to the council.

Do You Remember ?

*From PIM of
20 Years ago.*

IT was still a Depression Christmas, back in 1934. There were no rich planters and traders, then, 20 years ago. But there were some rich gold-miners. In PIM of December, 1934, we gave news of a dozen mining companies in Papua and New Guinea and all were doing nicely. Gold is scarcely mentioned in connection with the Territory to-day.

Here are some other items from the December issue, 1934:

Copra had risen to a c.i.f. London price of £8/15/- per ton for South Seas sun-dried; and £9/12/6 for Rabaul hot-air grade. It was the best price for 13 months.

"The struggle between Burns Philp and Co. and Norddeutscher Lloyd interests for the growing shipping trade of New Guinea had a dramatic finish. Burns Philp has purchased the two motor vessels, 'Neptun' and 'Merkur', with which the NDL proposed to establish a new service between Manila, New Guinea and Australia." ("Merkur" went onto the Singapore run; "Neptun"—with an "a" added to the end of her name—to the Sydney-NG-Far East service. "Neptuna", filled with explosives, was bombed in the first Jap raid on Darwin in 1942. Ship and crew perished).

A correspondent wrote from Samarai,

FIJIANS TO STAY IN MALAYA?

THE Fiji Infantry Battalion will probably stay in Malaya fighting terrorists for "quite a long time."

This is the opinion of Mr. Malcolm MacDonald, Commissioner General for UK in SE Asia.

News Items Appear Page 5 this Issue.

MacDonald has been visiting Australia and New Zealand for discussions with the Governments of the countries.

The Fiji Battalion went to Malaya in early 1952 for two years. The period was later extended by months. No official announcement has been made in Fiji about future movements of the battalion.

Last year a number of wives and children of Fiji servicemen were sent to Malaya to join them.

A large number of Fiji residents are opposed to the Fijians serving in Malaya. They believe that Fijians have a job to do in their own country where they are greatly outnumbered by the land-hungry Indians.

Mr. and Mrs. Alf Bailey of Rarotonga for Auckland on vacation late November. Mr. Bailey head of the Lands Department.

Papua: "... a Japanese vessel with any attempt at concealment, has visited the D'Entrecasteaux Group, and in addition to fraternising with the natives has swept the adjacent reefs of shells and informed the inhabitants that they will be back soon with a larger vessel. That an Englishman should live to see foreigners so despise the British flag as the Australian government as to utter flout our laws in this manner makes one wonder if the supremacy of the white races is not a thing of the past."

Fiji was unique in managing to have a Budget surplus of £17,718 for 1933-34 and expected in 1934-35 to at least balance its Budget. We called it "Britain's most prosperous colony".

Average price of cocoa was £29 per ton; coffee around £70 per ton; Range rice, £11/10/- per ton; Australian rice £15/10/- per ton.

Planters in Western Samoa who were producing about 1,200 tons of cocoa a year and were finding it difficult to sell felt that New Zealand should step in and give "some kind of bonus for Samoan cocoa beans".

Hard to believe, but PIM fashion writer (and we published) this: "The décolletage, reaching to the waist, in its terrifying moments when with it worn a brassiere of gold or silver lace. The effect is ravishing in the extreme and simply shrieks of sophistication."

long Session indicated as:

Samoans Discuss Method of Future Government

The first 15 days of the Western Samoan Constitutional Convention, which began in Apia on November 10, were taken up with social functions, matters of procedure and a six-days' debate on the proposed transfer of the Public Service from NZ to Samoan control.

New Guinea Cocoa Beans into Chocolate

Mr. Paul Hasluck, Australian Minister of Territories, and Mr. E. T. Fulton (regional), of Makurapau Plantation, Britain, examine one of the processes by which New Guinea cocoa beans are turned into chocolate at Mac-



Arthur's factory in Melbourne recently. The beans were from the 1,050 acre, newly developed plantation which MacArthur's have purchased in the Mark Valley near Lae, New Guinea, for 500.

A small area of cocoa is planted and in fruit, but a great deal of clearing and draining remains to be done. The company has retained the services of Mr. J. Noblett as manager. Mr. Noblett is one of the vendors.

An official inspection delegation of American Samoa from the Territory arrived in Apia early in November. In the party were: the Hon. Mr. W. N. Aspinall, Governor from Colorado, a member of the House of Representatives in Washington, DC; Dr. J. L. Taylor, Assistant for the Office of Territories; and Mr. Anthony Lausi, Deputy Commissioner from the same Territory, under the Department of the Interior.

WESTERN Samoa, at present a Trust Territory administered by New Zealand, has been given the task of designing its own administration. A working committee was set up over a year ago to draft proposals on a Constitution for the ultimate independent state of Samoa. The transfer of the Public Service is only one of numerous proposals which the present Convention is to consider. (See PIM, October).

The opening ceremony of the Convention was attended by many guests, including several observers attending on behalf of interested Governments and other bodies.

The Samoan delegates comprised the two paramount High Chiefs, Mata'afa and Tuimaleali'ifane, 41 Faipule with two other representatives from each of the Faipule districts of Western Samoa, the Samoan Members of the Legislative Assembly with the two Fautua (High Chiefs Tamasese and Malietoa), Samoan Judges and members of the Local Government Board, representatives of the Democratic party and four members of the Working Committee. The European delegation of 16 members included five members of the Legislative Assembly, seven delegates elected by European ballot, one representative each of the Apia Chamber of Commerce, the Planters' Association and the Alesia Agricultural settlement, and one member of the Working Committee.

The High Commissioner of Western Samoa (Mr. G. R. Powles) delivered the opening address and the two Fautua (Hons. Malietoa and Tamasese) were elected Joint Chairmen of the Convention. It was decided that when the subject of the future Head of State was presented for discussion, the Fautua, who were personally interested, should retire during the debate.

Later, two European and five Samoan delegates were elected to the Steering Committee which is to recommend the rules of procedure and order of business. The delegates were: Messrs. A. M. Gurau, H. W. Moors, Leutele Te'i Sateel, Gaetelai Peseta, Toom'ata Tua, Tualalelei Mauri and Va'ai Kelone.

Stormy petrel of the early proceedings seems to have been a European delegate, the Hon. P. L. M. Morgan. Mr. Morgan raised objections during the election of both

the Chairman and the Steering Committee. He was declared out of order both times, and on the latter occasion refused to sit down until members unanimously supported the Hon. Tamasese's ruling that he be silent. Mr. Morgan subsequently left the Convention.

Recommendations submitted to the Convention by the Steering Committee on November 15 and 16 were adopted without alteration. However, an additional clause was adopted by which the Joint Chairmen could take part in discussions and express their own opinions. First of the subjects to be discussed by delegates was the control of the Samoan Public Service.

Both the Working Committee and the Development Plan (White Paper) announced by the NZ Prime Minister in 1953 had recommended that the control of this service be transferred to the Samoan Government. Therefore, it had been generally assumed that this subject would be beyond controversy—particularly since dissension would virtually mean objection to the Samoan Government controlling its own Public Service.

A dissident group raised the question of the form of the future Samoan Government, however, and gave rise to a discussion which would last nearly six days. The High Commissioner was invited to attend and explain to delegates the various forms of Government which Samoa could adopt. Nearly every delegate rose to air his views and criticise details of the proposal. But by November 25, most had expressed general approval on behalf of their districts.

PAYE is Unpopular

THE Suva Chamber of Commerce is almost unanimously against the proposed system of Pay-as-you-earn income taxation, said the president of the Chamber (Mr. W. G. Johnson) in his 1953 annual report. The system placed the responsibility of collecting employees' Income Tax on employers. Only two influential members of the Chamber supported the proposal.

Mr. J. K. Stone, who has been for nine years in Fiji, in the service of the *Fiji Times*, completed his engagement there on November 30, and proposes to return to journalism in New Zealand. Mr. Stone is a newspaper man of unusual ability, and while acting as sub-editor of the Suva newspaper, and occasionally as editor, he also was the Fiji representative of most of the world's big news agencies and associations. Thus, for nine years, the world has seen Fiji mostly through the eyes of JKS. Mr. Stone took a keen interest in sociological matters, especially the racial problem as between Fijians and Indians, and has written copiously on the subject.

Shell Poachers, grave-diggers or baseballers:—

New Guinea Reacts Unfavourably to the Japanese

Territory folk did not care whether they ever saw a Jap again—dead or alive, said Mr. George Whittaker, president of the Papua-New Guinea Branch of the RSSAILA recently.

HOWEVER, as part of the Anglo-American plans for protecting Western civilisation against Russo-Mongolian Communism, the South Pacific countries are being asked to resume friendly relations with Japan. Our former enemies—Germany, in the West, and Japan, in the East—are being lined up with us to resist the Red bloc.

Australia, reluctantly, has accepted a new trade treaty, under which the Japanese buy Australian wool and Australia buys a lot of Japan's manufactured goods. But Australians have not forgotten Jap atrocities in New Guinea and Amboina and Burma and Borneo and, when it comes to social intercourse, the diplomats' plans have run off the rails.

A team of smiling Jap baseballers arrived to play baseball in Australian cities. Some Australians snarled; most turned their backs; no one went to the baseball games; and the tour was cancelled and the team hurriedly shipped back to Japan.

Then, at end of November, it was officially announced that Australia had granted Japan permission to send to Papua-New Guinea, for two months, via Solomon Islands, a "Mission" of 19 persons, to collect the remains of war dead, hold religious ceremonies and erect small memorial stones, no bigger than one cubic metre, at five burial places.

Mr. G. K. Whittaker, MLC, of Lae, President of the RSL, expressed the views of P-NG ex-servicemen and others and said that they knew of only a few isolated Jap burial-grounds—not enough to justify such a visit or a war-time cemetery. And they certainly did not want a Jap war memorial there, to further remind them of the Jap invasion and the atrocities which attended it. "The right place for a Jap war memorial is in Japan," said Mr. Whittaker—and most of us will agree with him. (See Comment further on.)

Meanwhile, there has been liveliness on the Japanese fishing front.

The Japanese pay lip service to the Australian-New Guinea sea-frontiers, beyond which they may not come; but with increasing frequency they are being caught taking shell or loading up with fish in New Guinea waters.

Advance With 'Itchy Fingers'

WRITING after a South Pacific tour a few weeks ago, the American journalist, Robert C. Ruark, described the way in which the Japanese have "resumed their itchy-fingered advance upon New Guinea and the other empty islands of the South Seas."

Recent events in New Guinea suggest that, if there is not soon a clarification of the international position, and if some order and discipline are not imposed upon these Japanese sea-scavengers, there may be serious trouble in relation to New Guinea.

The Japanese appear to be trying to resume their reef-scraping activities where they ceased in 1940-41. It will be remembered that the presence of shell-poachers in New Guinea and Solomon waters was constantly being reported in the 'Thirties—especially by the PIM—but that nothing much was done. Australia then had little voice; whereas Japan was a World Power, and could get away with anything.

The position is different to-day.

An interesting feature of to-day's developments is the part being taken by New Guinea civilians in capturing or chasing away the robbers. The Japanese may not enter New Guinea territorial waters, or land on non-Japanese islands, without entering through a recognised port, in a proper way; and, if they do not observe the law, European civilians, as well as officials, may place them under arrest.

Arrested by Civilians

ON November 4, seven Japanese, operating from a dory or sampan off the Fead Islands were detained by Mr. G. L. Cleveland, manager of the Fead Islands Estate, and subsequently taken to Rabaul. There they were convicted, on November 19 and fined £100 each, or eight months' imprisonment, with confiscation of their vessel and the trochus shell found in their possession. All were charged under the Commonwealth Act with poaching in Territorial waters.

About this incident our Rabaul correspondent writes:

Only a fortnight before young Ray Lacey (he is only 27) captured his Japs, Geoff Cleveland, manager of a plantation on Nuguria Island (in the Fead Group,

just inside the Territorial boundary made prisoners of seven Japanese trochus fishermen. They were one group, several, in dinghies and sampans, who disembarked from a mother ship, gather shell on a reef in full view of the plantation.

At Geoff's approach, in a pinnace, the ship (later identified as the "Eh Maru") hurriedly gathered in her boat—all except one sampan containing hapless seven—and made for the open sea.

The seven, with all the speed the inboard motor could muster, attempted to get away from the pinnace. They were easily overtaken, taken in tow, and placed



"Sakae Maru".



Mr. Ray Lacey, who captured "Sakae Maru" and the 26 Japanese on board. Both he and Cleveland said later that they had acted on their own initiative after it became clear the Administration in Rabaul would do nothing. Cleveland said he had been advised by Rabaul to return his seven Japs to their mother ship. He and Lacey acted as they did to uphold European prestige.—Photos by H. Meen.

virtual custody on a small island opposite Nuguria.

Then followed radio contact with Rabaul, ineffectual attempts by that centre to contact "HMAS Hawkesbury", the releasing of the Japs that night on the Administration's advice, and the re-boarding of them next morning by "Hawkesbury" drifting three miles away from the island group.

The next report of Japanese fishing operations came from the master of the vessel *Himau*, Captain B. C. Wickham, who had been informed by natives of the Tasman Islands (same area) that a Japanese ship, No. 86,442, had anchored off the Portlock Islands between October 1 and November 5. The natives further advised that all reefs in the area had been stripped of shell. The third incident is a remarkable one. A Jap fishing vessel, carrying about £28,000 worth of tuna reported to have been taken off the Queensland coast—apparently it into Anir Island (one of the head group, off the New Ireland coast) for rest and refreshment. The crew of 26 were mostly ashore, washing their clothes and bathing, and eating coconuts and pineapples, when they were arrested by Mr. Raymond Ernest Lacey, manager of Aramung Plantation (on Anir Island, owned by Mrs. E. Carson, of Fead Islands) and taken to Rabaul.

HEAVY PUNISHMENT

Magistrate J. R. Rigby, on December 1, fined the master of the *Ukae Maru* a total of £1,650 (£500 for ignoring port-of-entry laws, and £1,150 each in respect of 23 seamen whom he landed on Anir Island, and who are prohibited immigrants; and the 23 Jap seamen, being prohibited immigrants, were each sentenced to three months' jail. The court allowed two months for payment of the fines. This particular Jap ship does not appear to have been doing any harm beyond garden-looting—though clearly there without any right—but its presence was resented, because Jap shell-poachers have been doing a lot of damage in the Fead Islands, and the planters there have been on the alert.

How Japs Were Arrested

THIS is Mr. Lacey's own story, contained in a report to the District Commissioner in Rabaul:

On November 19, at noon, a local native reported that a strange ship was anchored near Nanum (on Anir, three miles south of Aramung Plantation).

I immediately went by native track towards Nanum, and took about 15 plantation natives with me. While walking along the track another local native on the track reported the ship and identified the crew as Japanese, and said they had come ashore.

As we approached the bay it was necessary to proceed inland to avoid being

(Continued on Page 147)

PROSPEROUS FIJI BUDGETS FOR—

TAX CONCESSIONS AND ENCOURAGEMENT OF OVERSEAS CAPITAL

FINANCIAL announcements of considerable importance to Fiji were made at the Budget Session of the Legislative Council on November 26:

An additional £100,000 will be raised in the next year by imposing a small export tax on certain products, including 8/- per ton on sugar.

If the export tax is agreed to by Council, the basic rate of income tax will be reduced from 1/3 to 1/-.

A minimum income tax payment of £4 is proposed; and, if this is agreed to, the Residential Tax of £2, now paid by all non-Fijian males, will be abolished.

The proposal for double taxation (taxation of Company profits after they have been distributed to shareholders) has been dropped.

Special measures are announced to encourage overseas capital to go to Fiji. The Governor pointed out that there now was a great advantage in Australian companies investing in Fiji—they could pay at either Australian or Fiji rates, and the Fiji rates now were definitely lower than Australian.

A Commerce and Industries Branch of the Secretariat is being set up to assist potential investors in new undertakings in the Colony.

Income taxation rates on the first £5,000 of Companies' profits are to be reduced.

The Colony's surplus this year, as a result of continued prosperity, will be between £200,000 and £300,000, instead of a deficit of £19,000, as originally budgeted.

The estimates of Customs tax for 1954 are being exceeded by at least £400,000 and income tax by some £100,000.

The anticipated surplus will go to the Development Fund, to assist in financing Fiji's £8,000,000 Development Plan which will cover the period 1955-60.

The Government plans an expenditure of just over £5,000,000 in 1955, and some special measures are forecast to provide the necessary finance.

THE Vatukoula goldmines are passing through a phase of major development, following the discovery of rich gold at distances around 1,700 feet down, and considerable distances away from existing shafts. This will considerably prolong the goldfield's life.

The quality standard of copra and bananas produced for export is to be raised. Cocoa planting on a big scale is being encouraged.

The Sugar Stabilisation Fund soon

will reach £2,000,000; so the 35/- per ton deducted from sugar exported to Britain will be reduced to 25/-.

There now is less interest in the plan to send Fiji-Indian labourers to New Caledonia; but "the Governor has been approached privately about the possibility of supplying a thousand or more labourers to another Pacific Group."

The Governor warmly commended the efforts being made by all sections—and especially the sentiments expressed by Ratu Sir Lala Sukuna on Cession Day at Levuka—to introduce harmonious relations between all races, so as to ensure peaceful and happy progress in the Colony of Fiji.

New Airport Site For Lae

WORK is to begin on a new airport for Lae, New Guinea—"sometime after July, 1955." It will be at Malahang, which is over towards the Busu River and about three miles from the present airport.

The plan for the new airport was approved in 1948 by the Commonwealth Government, but little has been heard of it since.

It will be a four-years project, ending with the removal of all the major buildings from the Lae airport to Malahang. The present Lae aerodrome will then be closed.

Officials are not happy with Lae aerodrome where planes have only one way of take-off—over the sea.

STILL NO SKYMASTER SERVICE

It was closed to Skymasters in September this year because it had become slippery due to excessive rain.

It was re-opened by the Dept. of Civil Aviation in October, but Qantas—the only company using Skymasters—is still terminating its services with these aircraft at Port Moresby, and running a shuttle service to Lae with DC3's.

A Qantas spokesman in Sydney says that it will be April or May, 1955, before their Skymasters use Lae again.

Deck cargo aboard *Sinkiang* when she cleared Sydney for New Guinea late November included a Grumman Seabee amphibian aircraft for use by Australian Petroleum Co. Ltd. in their oil prospecting operations.

THE EDITORS' MAILBAG

NZ Orange Market

We were a little severe on growers of Australian oranges and the NZ importing authorities, thinks Mr. F. H. E. King, of Wellington, NZ, referring to our September item, "Oranges from Half the World Away."

Mr. King goes on to say that MV *Matua* makes a special trip to Melbourne each Spring to lift oranges for New Zealand and that they sell cheaper than local apples.

That is probably so—but one shipload of oranges is still a drop in the ocean of total Australian orange production. Local prices for Australian oranges have been high for several years—in fact there have been no gluts since certain people concerned with these pages got out of the orange-growing business at a stage when good quality Valencias were selling wholesale in Sydney for 4/- per case!

Is This a Rare Old Book?

Does anyone with an interest in South Pacific history know anything about a 2-volume book entitled *Rovings in the Pacific*, from 1837 to 1849, by 'a Merchant long resident at Tahiti'? It was printed in London in 1851, by Longman, Brown, Green and Longmans.

Captain G. O. Gatehouse, a well-known mariner in the Pacific, has loaned us a copy, which he found in a battered condition in a port in China, and had re-bound. He says he believes the book is the work of a Mr. E. Lucett, who went to live in Papeete between 1840 and 1850, in the days when the Pomares ruled. There is a great deal of interesting data about the then only partly-known islands of Polynesia and the Central Pacific; and a full description of events in Tahiti before and after the seizure by the French, and in Samoa before the European Powers settled in.

Another WRC Memory

"Wally Maidment's letter reminds me of my first meeting with the late Sir Walter Carpenter," writes Captain James Duncan, formerly of Rabaul.

"In 1897, I went to Thursday Island to join the pearling fleet owned by Clark, Munro and Outridge. At that time, Walter Carpenter worked in Burns Philp's store as shipping clerk; Bill Luff was in charge of the drapery; and Joe Mitchell was manager.

"A year or two later, Walter left Burns Philp to launch out for himself with a few luggers and a small store; the name over it was 'J. B. Carpenter and Son' in large letters. He and brother Bill served in the store.

"On one memorable occasion, I went in to pay an account and produced two invoices, both under £1. Walter shouted, 'Sign them both, Bill, and save stamps.' They both laughed heartily, as they always did. W. R. Carpenter & Co. has expanded a lot since those days."

Tahiti and Americans

Mr. Seymour Pond writes from the Explorers' Club (10 West 72nd Street, New York) to ask if we can give him a clue as to why the French Government in Tahiti is unfriendly to American tourist-adventurers who wander in there. (He is referring to yachtsmen and wanderers with irresponsible feet but solid bank accounts—not hoboes and beachcombers).

"Many more Americans would like to visit Tahiti," he says. "But when the news comes from various people that officials there are not so friendly as they might be, a large proportion of them change their itineraries and go instead to such places as Hawaii, or Virgin Islands or Cuba—where prices are low, the liquor good, and where the people seem really glad to have a rest-seeking painter, or writer, or plain tourist foreigner, to stay a while with them.

"Why don't these French like the Americans? We always are very happy to see French folk in the United States."

Sorry—we do not know the answer. All we know is that Tahiti's reputation for "making things tough for casual visitors" has turned away from Tahiti a great many dollars that otherwise would have found a pleasant resting place in one of the Pacific's most charming archipelagoes.

Comparative Values

In Auckland, having an old wound repaired, Captain J. D. Campbell, of Turoa, Rarotonga, writes interestingly about the training of young men for administrative work:

"Here in NZ it is surprising to find that Cook Islands natives who could not get a living wage in the Administration there are holding positions of responsibility in trade and farming, and paid the same wage as their European opposite numbers.

"The other evening I was at Auckland Town Hall and had the pleasure of seeing CI native girls receive awards in nursing, and one the special prize for outstanding work in the wards.

"I often wonder if the Australian School of Pacific Administration is a success in training men for NG and Papua, because there is not any doubt that unless trained men are sent into the Pacific, to hold the

positions of responsibility, and as an example, it is only a matter of time before some of the Communists or Fellow Travellers get and turn the natives to their way of thinking."

Words According To Needs

Through PIM, Top-Sergeant Robert T. Smith, formerly in Solomons and New Guinea, and now in Korea, and Professor Robert J. Hall, now in Australia, entered into correspondence about Pidgin English. Professor Hall was interested in the way in which GI's use Pidgin in Korea, and the Sergeant did his best to supply a list.

"I got about 80 words and phrases together," he tells us. "But when I looked over the list I sent him, I am not proud of it—most of the words either represent profanity, or they have something to do with sex—fact, half of my collection deals with the latter subject.

"I guess our troops have changed much. How was it you used to describe them in Australia—'Overpaid, over-sexed and over here'?"

Well, Where Did They Originate?

Gratefully acknowledged, a leaflet from Bishop Museum, Honolulu, describing a new exhibit there but around the question of "Where Did the Peoples of the Pacific Originate?" The exhibit is an immense mural map, representing a consensus of expert opinion concerning the migrations of prehistoric man into the Pacific.

But the leaflet does not answer the question which all of us, quite naturally, ask: Whence came they? What were the chief sources of the Pacific migrations? Does the new map support the Southeast Asia, the Kon Tiki (South American) theory?

Plenty for All!

I see that it is proposed to bring certain New Guinea natives, who achieve the required educational standard, into the P-NG public service, "at the same pay and working conditions as Europeans" (writes a Queensland).

Australia now gives P-NG about £6,000,000 per annum; and, Australia's population is now around the 9 million mark. Why not make round figures of it—£1 per head from every man, woman and child in Australia making £9 million per annum to be given to Papua-New Guinea. The extra £3 million would serve nicely to pay all the native at European rates. It would all come back into the trade store and enrich the Europeans and Chinese traders, who are quite

reserving cases. Australia has plenty for all—why be stingy about thing like that!

Progress!

Fifty years ago, the P & O Company were under contract with the Government of India to deliver the English mail (via Brindisi) at Bombay a fortnight after leaving England; and this was done with such regularity that if they were an hour or two ahead of schedule they got a pat on the back, and if an hour or two late they published apologies and explanations.

I am led to this recollection writes Mr. R. F. Vaughan, of Sandakan, North Borneo by the fact that the PIM of March and May arrived here together on June 1. That is typical of surface mail deliveries, which have become disgracefully slow and unreliable.

When the Union Jack Meant Something

From a Pacific Islands pioneer too, although he served with the Maughn Rangers in England, Ireland, the South African War, and India, is still an active and successful plantation manager:

The pioneers I found here in the early days were built in heroic mould. They were more mighty with their hands than their pens—they did things, and didn't waste time talking about them.

To-day, we sit in comfortable chairs, and do our pioneering with our tongues. We haven't the initial fortitude to hold on to, and govern, the lands conquered by our forebears.

The result is that there now are men so low as will do us homage. We have forgotten the days when foreign vessels passing a British ship lowered their topsails in respectful salute. (And woe betide them if they didn't!)

Honour of Being First

Jack Thornton, itinerant Pacific Islands writer, quarrels gently with a correspondent who challenged Thornton's claim that a certain Ellice Islander was the first to qualify in dentistry—she said that certain man of Tarawa had done dental jobs long before Thornton's nine got busy with Thorpe's and his.

Thornton says that AMP Teleke, Ellice Islander, is in sole charge of Maafuti Hospital, where he performs all sorts of surgical operations, some almost major in character. "If some Ellice Islander has a diploma in surgery at Guy's, could he be called the first Ellice Islander to become a surgeon, or would the honour and the credit be held by AMP Teleke?" asks Thornton.

Political Diversion Sought by Screams at the Dutch

NOISE AND BLUSTER FROM INDONESIA

INDONESIAN "belligerence" and "demands" in respect of Dutch New Guinea have occupied the front pages of most newspapers for a month—first, because the Indonesians appealed to the United Nations; and, second, because the Djakarta politicians are trying to divert the attention of the populace from their collapsing politico-economic structure, by getting the mobs to howl for the "annexation of New Guinea."

All this has nothing new for PIM readers. During the past two years, we have reported regularly on—

- The steady disintegration of the administrative and economic structure built in the East Indies by the Dutch in the 350 years before they were forced out by the United Nations.

- The absurd claims of the Indonesian "government" to Western New Guinea, which is in no way related to Indonesia.

- The creeping advance of the Communists in Indonesia where, within three years, the numbers of avowed Reds have grown from 50,000 to 500,000; and the growing power of the Reds within the "government" itself. (The Soekarno administration now is kept in office only by Red votes.)

- The rapid integration of Dutch and Australian defences in New Guinea, where the two nations now openly are co-operating in the construction of airfields and the maintenance of air and naval forces.

It is most unlikely that the Indonesian forces—which are little more than a rabble—will deliberately attack the Dutch in New Guinea in an organised war, thus involving Australian forces; but both Dutch and Australian statesmen are concerned about conditions in Indonesia because the Asian Communists may presently try to advance through that confused country towards New Guinea, Australia and the South Pacific Islands.

The United Nations, as a whole, has not seriously considered Indonesia's claim to Dutch New Guinea; but opportunity was taken in November by a number of the babbling little delegations there to raise their usual clamour against Dutch and British "colonialism"; which in turn gave irresponsible newspapers (which now are in the majority) a chance to publish misleading and alarmist headings.

The now desperate Indonesian "government" may at any time try to create a diversion by encouraging some filibustering expedition to attack the Dutch in New Guinea, and Australian New Guinea thereupon

Story in Headlines

TO show how the world's press regards Indonesian developments, we quote typical headings (none in type under 1 inch in depth!) from newspapers in the 10 days up to December 7:

Annex New Guinea, Indonesian Mobs Urge.

Future of W. New Guinea Is Vital Question to Australia.

Why Australia Supports Dutch Claims.

Australia's "No" To Indonesians.

Dutch Resist New Guinea Talks.

Dutch: We'll Hit Hard to Hold New Guinea.

Dutch Fear Violence in Indonesia.

We Want No Nonsense About N. Guinea.

Tension Rises in Indonesia—New Demand on West N. Guinea.

We Must Stay Firm Over Dutch N. Guinea.

Outburst by Indonesian—Threat to Seize N. Guinea.

Australia Has No Controversy with Indonesia.

And so on, *ad nauseum, ad infinitum.*

would experience some "liveliness." But that would call for little more than police action.

The real danger lies further north, in Southeast Asia, where the Mongolian Reds are now settling solidly into their latest acquisition, Northern Vietnam, or Tonking.

NEW COMMISSIONER FOR FIJI

MR. DEVI DIYAL BHATIA has been appointed Commissioner for the Government of India in Fiji in succession to Dr. N. V. Rajkumar, who has gone to Indo-China as Deputy Secretary-General of the International Truce Supervisory Council.

Mr. Bhatia, aged 47, has held important public service posts in India. In 1947, after the partition of India, he was Under-Secretary in the Ministry of External Affairs. He is expected in Fiji in February.

Largest aircraft ever to land at Nadi Airport, Fiji, was a US Navy Globemaster, weighing over 150,000 lbs, which came south from Honolulu recently with spare parts for a Boeing C-97 aircraft, grounded there since it was damaged by fire in August. The Globemaster brought 1½ tons of spares and tools.

New Status of DC's May Solve the Land-Settlement Difficulties

CHANGE IN P-NG ADMINISTRATIVE SYSTEM

THE danger, described in plain terms in November PIM (page 21) that land settlement and development in Papua-New Guinea may be retarded and crippled by the Australian Minister's insistence on a new, complicated method of dealing with available lands, may be avoided by a somewhat revolutionary change in administrative machinery, to be given effect to immediately.

District Commissioners are to be given a new status. In the final analysis, they will be responsible for land settlement and land use in their respective Districts.

Instead of land acquisition, land assessment and land settlement becoming bogged down in the over-elaborate machinery of the Lands Department and associated Land Board, etc., the District Commissioners should now be able to keep Departmental officialdom on its toes, and see that the Australian Government's vital policies in relation to land use and European settlement really are implemented.

The trouble now is that the Administration may find itself short of suitable District Commissioners. A shortage of qualified personnel for the Lands Department already is manifest. A similar lack of men for the higher jobs would be very embarrassing.

FUNDAMENTAL CHANGES

IN the past, District Commissioners have been mostly glorified District Officers, tied to a considerable degree to their desks by routine duties, and making contact with other Departments mostly through their official head—namely, the Director of District Services and Native Affairs.

In the future, District Commissioners still will be called District Commissioners; but actually they will be sub-governors, freed from routine desk work and reporting directly to the Administrator through the Assistant Administrator.

The "Department of District Services," as such, will be abolished, and the Department now will be known as the Department of Native Affairs. The Department of the Government Secretary will be known as the Department of Civil Affairs. Officials of those Departments in the various Districts will in future handle administrative machinery much as they did under the Department of District Services, but all such matters will be classified as belonging to either Civil Affairs or Native Affairs.

The Civil Affairs Department now will be responsible for such matters as water and power and stores—hitherto the concern of the Treasury. The activities of Posts and Telegraphs, hitherto in charge of the Treasury, now becomes the responsibility of a new Department of Posts and Telegraphs.

In future, within most of the 15 Administrative Districts, there will be, as hitherto, officials of the various Departments which are represented in the field, such as Civil Affairs, Native Affairs, Agriculture, Lands, Education, Posts & Telegraphs, etc. But instead of these various departmental officials being only loosely responsible through their respective District Officers to their Departmental heads, their work will be under the direct supervision of the District Commissioner, and the latter will have the authority necessary for co-ordination of their activities within the District.

Any comments or representations which the DC has to make regarding the work of these Departmental officials will be made directly to the Departmental heads, through the Assistant Administrator.

NEW ASPECT OF LAND POLICY

THE need for such a change—that is, clarification of the duties and responsibilities of the District Commissioners as sub-governors and the direct representatives of the Administrator—has been urged in the past by critics. This reform, therefore is one of the most encouraging moves made in recent years by the Territories Department. Whatever high official is responsible for it deserves the thanks

of the non-official population, should streamline administration and the implementation of Canberra policy.

For example, this administrative change gives a new shape to the Lands policy and Lands Department machinery announced in September by the Australian Minister for Territories, and roundly condemned in this journal in November.

In his statement, the Minister said that the Lands Department and a series of Lands Boards, which in future become responsible for the acquisition of lands and their allocation to new settlers; and it was indicated that District Services would have little responsibility in relation to lands. We said that this was retrograde step.

It is stated that under the new system of Administration each District Commissioner will have a definite responsibility regarding the purchase of land from the natives, its proper classification, and the disposal of such lands to persons interested. The DC in each case will be a member of the local Lands Board and will have an important voice in the assessment of native land needs, the class of settlement favoured, and the conditions of settlement. Obviously, that is as it should be.

As was pointed out by a speaker at the recent Legco meeting, the Territories do not want haphazard European settlement. What is wanted is the system of settlement so successfully put into operation in the Eastern Highlands in 1952-54 by District Commissioner Ian Dowling, under which projected land purchases from the natives, and prospective European settlers, and the nature of their enterprise, were carefully screened, to ensure that—

(a) The alienation of the land from the natives would not be harmful to future native economy

(Continued on Page 145)

Ordained at Madang, NG

On September 26, E. A. Wakeham was ordained to the Anglican priesthood at Madang, New Guinea. Photo shows the candidate kneeling before the Rt. Rev. G. D. Hand, the Bishop Co-adjutor of New Guinea. He is taking the Oath of Canonical Obedience to the Lord Bishop of New Guinea and the assent to the Doctrines of the Church of England.—Photo: R. G. Krause.



Samoa Hopeful of

TOURISTS AND TUNA

ONE of the greatest problems facing the Government in American Samoa at the present time is one common to many territories in the Pacific—a shortage of productive land and a rapidly increasing population.

The Governor of American Samoa, R. B. Lowe, expressed this opinion in Sydney recently. Mr. and Mrs. Lowe were on holiday in Australia. They intend to visit New Zealand and then return to Pago Pago before Christmas.

Mr. Lowe said that the population of Eastern Samoa was increasing about 50 per cent. every 10 years. The present population is 12,000. In order to provide ways for those people to make a living, the Government is trying to introduce greater industrialisation and more intensive use of available land.

Approximately 30 acres of cocoa were planted in the last year, he said. And planting was continuing. Some coffee was also grown.

Population pressure was relieved some extent by migration. In 1954, when the US Navy moved out of the Territory, about 900 Samoans left too. These mostly settled in Hawaii, and in the following year they were joined by many dependents. Despite the high cost of travelling, natives were leaving constantly. Few of them returned.

TUNA FUTURE BRIGHT

The Pago Pago tuna industry, though still in the experimental stage, showed every prospect of future success, said Mr. Lowe. It had infinitely been proved that the fish were there in large quantities—for most of the year, anyway. And the Japanese had proved that they could catch. However, they were still uncertain as to the year-round availability of fish.

The Van Camp cannery had, so far, been unable to maintain satisfactory production because supplies of tuna had been irregular—often they went by before a fishing boat arrived with a full load. Additional freezer space was badly needed at the cannery, but this should be available before long. Already an expansion and a little extra freezer space had been provided.

Mr. Lowe said there had been no activity at the cannery for about six months. When their contracts with Van Camp had expired in September, Japanese fishermen had returned home. New vessels were expected in Samoa about the end of November. Several of these ships had been severely damaged or sunk in typhoons in waters off the coast, but these would be replaced. About 1,000 tons of tuna had been

processed since the cannery began operations. In addition, 500 tons of frozen tuna had been shipped to the United States in March this year.

THE LONG LINE TECHNIQUE

The Van Camp organisation had not yet signed a long term lease with the United States Government, Mr. Lowe said. Their present lease expired at the end of 1955, but it was expected that they would then renew it on a long term basis. Under the present contract the company was obliged to instruct local Samoan fishermen in the long line technique—the only method which has proved commercially successful in the South Pacific. But that programme had yet to be implemented.

TOURIST INDUSTRY PROSPECTS

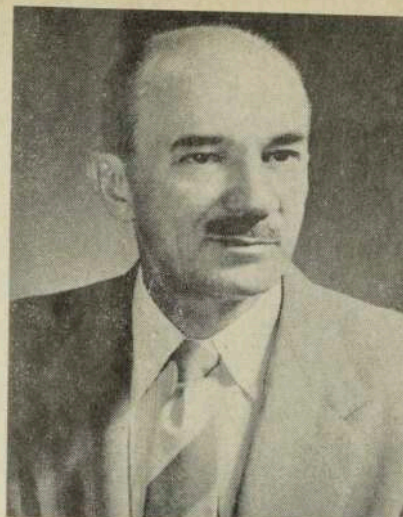
With the introduction of two new Matson Line vessels, the commencement of air services by Pan American Airways and Samoan Airways, and the asset of Samoa's own natural beauty, the Territory should, in the foreseeable future, benefit by a greatly increased tourist trade, said Mr. Lowe. Considerable interest in Pago Pago had already been aroused in the American public by such stories as Somerset Maugham's "Rain," and motion pictures like "Miss Sadie Thompson."

Pan American Airways' application to land at Pago Pago en route from Honolulu to Nadi, Fiji, had been approved. But the company was still faced with many difficulties and it was not known how long the service would take to develop. Samoan Airways were also nearly ready to commence operations. This company would operate a shuttle service between East and West Samoa, and would make planes available for charter for any distance within 1,700 miles.

The new Matson Line vessels would not operate in the Pacific before 1956, said Mr. Lowe. But at that time Samoa could expect a tremendous increase in tourist traffic.

Recently it had been announced that a new \$2,000,000 hotel would be built at Pago Pago. However, the Governor felt that it was unlikely that Samoan Airways would start to build this hotel until greater numbers of tourists began to visit the Territory. Pago Pago already had a small, but good, hotel which could cater for present demands.

Net profit of Bulolo Gold Dredging Ltd. dropped by nearly 50 per cent. to \$992,600 Canadian for the year to May, 1954. Shareholders were recently told that a steady decline could be expected in the company's activities as more dredges worked out their reserves. No. 1 dredge would operate profitably until perhaps mid-1955. No. 2 dredge has now closed down.



Governor Lowe.

Sugar Price Falls Again

FOLLOWING negotiations between Commonwealth exporting countries and the British Ministry of Food, the 1955 price for raw sugar has been fixed at £40/15/- sterling per ton CIF London. This is a drop of 5/- per ton on the 1954 price.

Under the present Agreement, which has been extended to expire now in December, 1962, Fiji is permitted to supply the MOF with 125,000 tons of sugar annually. Balance of the Colony's crop is sold on the free market. Free market price—usually the price received for Cuban sugar—has lately been about £10 per ton below the MOF price.

The 5/- drop in raw sugar is not expected to make any appreciable difference to the price paid for cane grown by Fiji-Indian farmers. Growers expect the 1955 crop to exceed this year's, and the returns to be correspondingly greater.

The Fiji Sugar Stabilisation Fund, which at the end of 1953 was £1,500,000, is expected to be about £1,750,000 at December 31, 1954.

¶ The Van Camp Sea Food Company sent Mr. Martin Quamma, of San Diego, California, to American Samoa to assume managerial duties in place of Mr. Don Doran, previously reported as going there. With him went Mr. William Stephens, who will assist in production problems when the new Japanese boats arrive. First to arrive, *Kaiko Maru*, was due November 25. She is a 300-ton ship with a crew of 28 men. Van Camp's former manager at Pago, Mr. Paul Hedrick, with wife and daughter, were flown to Canton Island on November 15.

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MODERN BUILDINGS FOR SUVA

NEW SOUTH SEAS HOTEL

AFTER a bad start, the construction of the new South Seas Hotel—located at the corner of Victoria Parade and Gordon Street, Suva, and owned by Messrs. Morris Hedstrom Ltd.—is to be resumed in the first half of 1955. It is hoped to complete in 1956, at a total cost (including furnishings) of about £250,000, plus sums so far spent on the project.

Building construction began originally at the end of 1952. The foundations and first storey, sufficient to accommodate the liquor bars, had been completed, and the liquor bar had just come into operation, when the unprecedented earthquake of September 12, 1953, occurred. Much structural damage to buildings was reported.

As the plans for the South Seas Hotel had made no provision for earthquakes, construction ceased immediately, while the whole project was reconsidered. Plans have been revised once or twice since. It was announced in November, at Messrs. N. Cole Ltd, of Auckland, who have built some of NZ's most modern hotels, had completed plans for building and furnishings, and that tenders for the completion of the job would be called in Australia, New Zealand and Fiji early 1955.

THIS is to be a first-class hotel, catering for the tourist trade.

It will have five floors, serviced by two lifts. The public bar, lounge, bottle department, hotel offices and three shops will be on the ground floor. A lounge and dining room on the first floor will accommodate 100 people at a time. This will be linked with a cocktail lounge.

Sixty-six guests will be accommodated in 36 bedrooms on the third, fourth and fifth floors. Each bedroom will have its own bathroom and balcony. The flat concrete roof will afford panoramic views of Suva and the harbour.

Since September, 1953, the liquor license of the old, and now demolished Club Hotel has operated, under Mr. W. H. Hayward, on the ground floor of the South Seas Hotel. Formal application was made in November for renewal of the license: but hearing was adjourned pending a magisterial inspection—licensing authority has been asking some assurance as to when the hotel is to be completed.

THE completion of the South Seas Hotel, on the western corner of Victoria Parade and Gordon Street, and of the fine, new, two-storey building to be erected in 1955,

by the Barker Estate on the opposite corner, will emphasise the change that has taken place in Suva in recent years.

The old town, now looking somewhat shabby and discoloured, lies westward of the Triangle. But eastwards of the Triangle, and now extending along the north side of Victoria Parade and halfway towards the Government Buildings and the Grand Pacific Hotel, and looking out across the harbour, is an almost continuous line of modern, white, concrete buildings—mostly shops and offices.

Learning About the Territory

A PART from learning a great deal about rubber, members of the Australian Tariff Board have learned something about other aspects of the Papua-New Guinea set up. For example, the labour laws which do not permit of continuity of work from native rubber tappers who return home after 18 months, surprised them in Melbourne. In Port Moresby they learned something of Canberra dictatorship.

MR. E. V. CRISP (in cross examination): I have been six months trying to get a permit to import rice from Saigon. I can land it here £24 a ton cheaper than I can get it from Australia but an ordinance passed in February prohibits us importing rice from any other source than Australia.

CHAIRMAN: You cannot blame Australia for that, can you?

CRISP: Yes.

CHAIRMAN: I want you to tell me how you relate that to Australia?

CRISP: It was an instruction from Canberra.

CHAIRMAN: Canberra can instruct the Legislative authority here to pass an Ordinance? . . . This is a local Ordinance, is it not?

CRISP: No, it was an instruction from Canberra.

CHAIRMAN: I must be very clear on this before I leave Port Moresby.

We still have to get back to the authority of the Ordinance. Can the Commonwealth Government come into this Territory and say, "You have to pass an Ordinance so-and-so?"

CRISP: I believe so.

BOP Expedition by London Zoo

LONDON Zoo's veteran collector, 77-year-old Mr. Wilfred Frost, has left London for New Guinea. He has been commissioned to capture, among other things, about 20 birds-of-paradise.

The Zoo, which at present has only two of the birds, intends to make Mr. Frost's collection next year's main attraction at Regent's Park. A Zoo official said that if a representative collection were obtained, special quarters would be built for them.

¶ Among the recent births in the Port Moresby Hospital was a son, David Stuart, to Mrs. Stuart Inder, wife of the ABC's regional journalist for Papua-New Guinea. They already have a daughter.

Sec.-General of Sth Pacific Commiss'on

NEW Secretary-General of the South Pacific Commission, Dr. R. C. Bedell, of Washington, is expected to take up his new duties in Noumea in March, 1955. His appointment, as announced in November PIM, is for a period of two years, with a likelihood of extension for another year.

The retiring Secretary-General, Sir Brian Freeston, KCMG, and Lady Freeston, left Noumea at the end of October and, in Sydney, joined a steamer for Europe. They disembarked in Lisbon and planned to reside for some little time with



Mr. R. C. Bedell.

a married daughter there, before settling down in their country home in England. Sir Brian and Lady Freeston made many warm friends during their two years' residence in Noumea, and they were entertained and farewelled at numerous functions prior to their departure.

Most of the people connected with the South Pacific Commission had openly expressed the hope that the post of Secretary-General would go to Mr. John Ryan, who is held in high esteem and who is Assistant Secretary-General. He has filled the senior job in an acting capacity on a number of occasions. But it seems to be accepted now as a rule that the position shall go in turn to a nominee of each of the six countries who maintain the Commission. Australia (Mr. Forsyth) and United Kingdom (Sir Brian Freeston) have each been represented in this way; and now it is the turn of the United States.

¶ A son, Peter James, was born to Mr. and Mrs. Maurice B. Baker, of Rarotonga, on November 2. Mr. Baker is Director of Agriculture in the Cooks.

TERRITORIES TALK-TALK

By Tolala

Pacific Affairs

Expert Passes

Sir Frederic Egglestone passed to his well-earned rest at the age of 79 on November 12.

He was for many years a keen student of Pacific Affairs and was one of Billy Hughes' right-hand men at the Versailles Treaty in 1919, when we managed to get the Mandate for New Guinea. Sir Frederic was chairman of a Royal Commission which sat in TNG back in the Thirties. I think it was one dealing with the merging of the two territories; the idea was not approved then.

First time Frederic Egglestone caught my eye was one Sunday morning at AIF headquarters at Tidworth, in England, towards the end of 1918, when, as a WO1, he was calling the roll of the Courts Martial Section for Church Parade. What he lacked in military bearing he more than made up for in grey matter. He served Australia well as its representative in China (1941-44) and in the USA (1944-46).

Thinking of AIF Headquarters at Tidworth reminds me that there were a few past and future Territorians on the staff in War I years, after evacuation from France: Staniforth-Smith, once Papua's Ad-

ministrator, with a red-tabbed GSO II; Pat Savage, pre-war TNG's Superintendent of Stores was also a staff officer in "Q" branch; Steve Loneragan (now Government Secretary, P-NG) was in CR section; and Jimmy Tate, Exproboard Secretary for a time, was also on the staff, and a couple of other Exproboard officials were attached to "A" branch.

Lastly, there was Harry Darby, who was on the HQ Guard as a substantive private (and later as a Captain with the White Army in Russia). Harry, it will be remembered by old-timers, was in charge of native labour at Rabaul, and later made a pile on the gold-fields and met a tragic death afterwards in India while returning from a world tour. "Masta Darby" was a household word amongst natives in Rabaul at one time.

The Territory's

First Gentleman

Mr. E. A. James, MLC, did the right thing when he started a move for the stepping-up of P-NG's Administrator in the Order of Precedence.

For some time now PIM has agitated for just such an advancement, but, true to the Aussie char-

acter, no one seems to regard rank and dignity as important.

German New Guinea had its Governor; Papua had its Lieutenant Governor; and now, the First Gentleman in the combined territories is relegated to the status of an Administrator, and where it comes in the Order of Precedence is enough to give any ADC a headache.

Political jealousies seem to cloud the issue, but for international purposes the Territory's Chief Executive should be a Governor, although, far as Canberra is concerned, he is little more than a link in the departmental network. Modern communications may have something to do with it, for it makes More little more than an outer suburb of the national capital, and divests the administrative head of the nation for initiative as was the case in the days of Murray in Papua and Holland in German New Guinea.

Said Tom Griffiths, TNG's Administrator: "I will not tolerate office-boy control." And he left

The Living Wage

Old-time Public Servants of the Papua and New Guinea, now living in retirement—and mostly on the smell of an oily rag—must be having a quiet smile to themselves at present-day PSA claims of £23 a week for a man and wife, plus "cost of living adjustments."

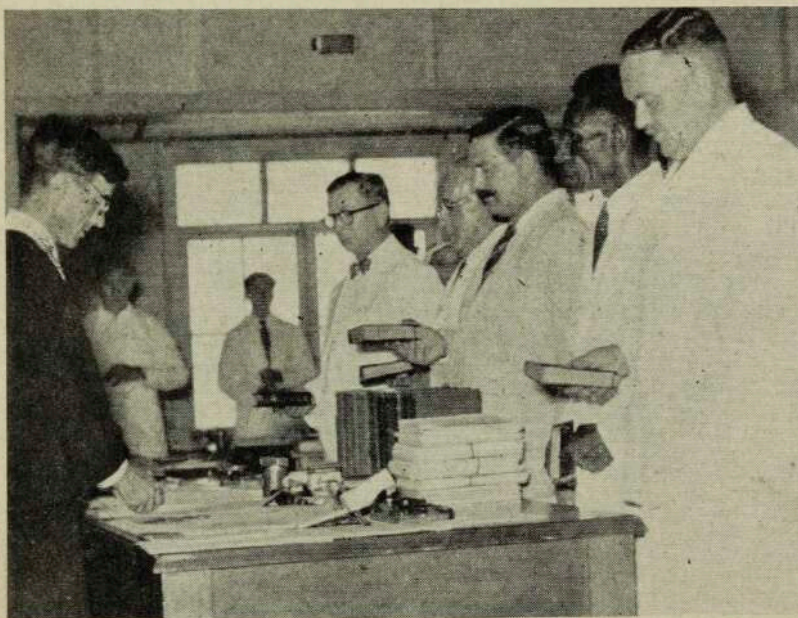
Sydney papers gave publicity one witness before the Conciliation Commissioner, who complained visiting officials not offering him payment for their keep. Invariably the man on an outstation is too glad to welcome and entertain a visitor, who brings chit-chat from the outside world, even if he is a senior officer on an inspection, he waves away any suggestion of payment.

During a period of the Exproboard regime in TNG, when plantation inspectors visited a station, it was made compulsory for the station to furnish a claim for the visit, and this claim was checked against the travelling inspector's diary. One inspector told me once: "I can't live on a man for a week, sometimes longer—eat his food, drink his beer and then get him to Rabaul and write a report which would get him the sack!"

Another system the Exproboard had was to grant an extra allowance to men living on plantations where it was difficult to obtain fresh food or grow vegetables.

Ed. Note: With all respect to Tolala's ideas of Territorian hospitality, which are still magnificent, we think his comment does not take sufficiently into consideration the travel-bug that has been officialdom since the war.

This is partly explained by the development of better air communications, the fact that Australia is NG-conscious, and the Government has a passion for suzerainty by "experts" of various kinds.



On November 1, members of the Second Legislative Council of Papua and New Guinea were sworn in at the Red Cross Hall, Port Moresby. Seen in the photo (from left to right) are: The Assistant Administrator, Mr. R. Wilson, the Rev. D. E. Ure, Mr. Don Barrett, Simogun and Mr. B. Fairfax-Ross.

—Photo: Papuan Prints.

The position is getting better as most of the centres now have hotels, but in the immediate post-war years the lives of some officials were made a hell by these "visiting firemen". One official has told PIM how, over a period of some months, he and his wife had only two meals without guests. No family should be asked to put up with this sort of thing—even if the guests are invariably charming. If this man's wife had not had the character of an angel she would have run away and left him.



On November 6, Mr. and Mrs. Bill Wise (above) were married at the Roman Catholic Church, Port Moresby. The bride was formerly Miss Norma Robertson, of the Public Service Commissioner's Office. Photo: Papuan Prints.

Graves on Maty Island

I see where ex-Coastwatcher K. H. McColl is enquiring about two graves on Maty Island (November 'Editors' Mail Bag'). Had he written to Fred Archer, of Buka or Rabaul (but at the moment in hospital in Brisbane) that gentlemen would probably have been able to give him the desired information as to the

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identity of the occupants. I have an idea that one of the graves marks the resting place of a brother of H. R. Wahlen, but I am not sure. Fred Archer was manager on Maty for some time and, besides being an observant gentleman, has a retentive memory.

Calling H. R. W.

A Sydney journalist rang me the other day asking about H. R. Wahlen and spoke, with bated breath, of the old German castle erected by Wahlen at Maron in the Hermit Group where, he had been informed, Wahlen kept a South Sea seraglio, and could I enlighten him?

Time, Distance and the Unknown invariably give birth to legendary characters and it would seem HRW has developed into one, though I am quite sure that that very logical and practical gentleman would be the last to desire such a role.

Certainly the "Wahlenberg" home at Maron was the most ornate and finest building in the German colony, and probably in the South Seas. (PIM published photos of it a couple of years ago). It was an imposing two-storey structure, ideally situated in its elevated, park-like grounds, where deer grazed, overlooking the isles of the Hermit Group and the boundless Pacific. But it was never claimed to be a "German castle." As for the harem—well, that was another myth; although the lasses of Maty and Aua were recognised as being the belles of the Bismarck Archipelago.

I don't think HRW spent very much time at Maron. When I met him first in 1912 he was No. 1 of the newly-formed HSAG, the firm that took over Queen Emma's interests in the Colony. Isolated as Maron is, it was a port of call for the old NDL steamers plying be-

tween Sydney and Hongkong, and during the middle Twenties the BP liners called there, as well as at Maty and Aua, extending them on to Seleo Island, near Aitape, and then on down the Madang coast. Sea transport was better in those days.

A Plea for Sectional Unity

One seldom reads impassioned utterances from Administration officials in the Territory's Legislative Council. But Mr. S. Elliott-Smith, DC of Wewak, can take a bow for pointing out to fellow Councillors recently the need for unity amongst the non-indigenous population of the Territory. Said he:

The deliberate nullification of the efforts of one section of the community by another, is stupidity in its worst form. It is dangerous. It can only bring about distrust, hatred and eventually chaos.

The existing animosity between Administration, Missions and Commercial activities in P-NG is well known, and those three sections of the community have been back-biting for the last 40 years, to my knowledge, each endeavouring to consolidate his own position with the native at the expense of the



Mr. Harry Downing of Territories Department, Sydney, and some of the crew of "Viria", photographed in Sydney recently. When this New Guinea ship visits the southern capital, Mr. Downing visits "Viria", and questions the crew about complaints—if any.

other. And, added to this, they have been the inter-section jealousies: Departmental; denominational and the individual jealousies amongst the planter, traders, miners and business houses.

What a different picture could have been painted had there been co-ordinated action amongst all the Europeans and Asians in their endeavour (as Elliott-Smith says) "to achieve a better way of life."

Jealousy of the other chap's influence with the native people has been one of the fundamental reasons for this lack of unity. And now, with progress in native education, the state of affairs is becoming apparent to the native himself as he is enabled to read the written word. This should be realised by publicists who so often exercise little caution when they spill that drop of ink which makes the thousands think. If one native cannot read himself, there are now many who can and who take a delight in passing on information of a contentious nature.

The Jap Poachers

The several occasions on which Jap poachers have been picked up in TNG recently, naturally take pre-War residents back to the times when Jap sampans were carrying out the same tactics on territorial reefs and denuding them of the "chicken shell." If I remember rightly, there was a fine of £5 for each under-sized shell found in a person's possession, and that regulation probably still stands.

If it doesn't, then it should.

The general excuse put forward by local Japs for the B4 poaching was that they were "pirates" and outlaws in their country—not recognised by law-abiding Nipponese.

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Of Old Friends . . .

Back in Sydney from the US, where he has been for the past 10 years, is Major W. T. Watson, DSO, MC and bar, DCM, better known to old TNG friends as Bill Watson, who skipped the AIF Rugby Union XV over in England in 1919.

Bill was with the Exproboard in the early days and was one of the Red Cycle crowd on the New Ireland East Coast. Later he and Herk Braddon ran a gymnasium in Sydney.

. . . And New

Recent re-organisation (beautiful bureaucratic word) of Administration departments indicates that the Assistant Administrator (or "Slide Rule" Wilson, as I have heard him called) is getting into his stride and moulding things nearer to his heart's desire. To read his remarks made at the November meeting of Leg. Council he would appear to be the answer to Canberra's dream.

Webb-Rissen Wedding



Miss Jean Webb, only daughter of well-known Territorians Mr. and Mrs. B. T. Webb, was married, on November 16, at St. John's on the Hill, Port Moresby, to Mr. Gerald Rissen. Mr. Rissen is with the District Services. The couple will make their home in Lorengau.

Photo: Papuan Prints.

RESTRICTING P-NG OIL LEASES

PERMISSIBLE areas to be held by individual oil prospecting companies were further reduced by the Papua-New Guinea Legislative Council in November.

In May, the Legislative Council reduced maximum areas that could be held under licence from 5,000 square miles to 2,500 square miles; and leases from 2,500 square miles to 500 square miles.

The new legislation restricts the aggregate licenced area to one half of the permit area on which it is based; and a lease to one half of the licenced area.

The legislation does not affect anyone at the moment—because it only permits for exploration work have so far been granted in the territory. The procedure is this:

first a permit area is granted, the purpose being to establish the existence of oil; the second step is granting a licence to carry out more detailed prospecting over a smaller area; and the final stage, if oil is discovered, is the granting of a lease. Until a lease is granted, the oil remains the property of the Commonwealth.

SPC'S USEFUL WORK IN PRESERVING PACIFIC MANUSCRIPTS

ONE of the functions of the SPC Commission is to locate and preserve valuable manuscripts on the Pacific Islands.

They are usually grammars, dictionaries, vernacular text books and similar linguistic works. But many manuscript histories, studies of local peoples, collections of folklore, family records and the like are also known to exist.

Many were destroyed in the last war and many also have been lost through shipwreck, accident or the ravages of climate and insects. When located, the owner of such a manuscript is asked to loan it to the Commission for photocopying and immediate return—the Commission to pay all costs. Refusals have been rare. Occasionally the SPC has been requested to pass on the work, when it has been copied, to a library or scientific institute or library for permanent safe-keeping.

Over 35 works—some of considerable importance—have so far been copied on Microfilm which is much cheaper than making photostat copies.

HAVE YOU A FORGOTTEN MANUSCRIPT?

Every effort is being made to trace manuscripts, but it is certain that hundreds exist which will be lost unless action is taken to ensure their preservation. The South Pacific Commission would like to hear from anyone owning or knowing the whereabouts of such a work. They should contact Mr. H. E. Maude, the Executive Officer for Social Development, SPC, Box 5254, GPO, Sydney. Full details of each manuscript are published in the Commission's Quarterly Bulletin.

Salary Revision for Tongan Public Service

THE salary structure of Tonga's civil service for both expatriate and non-expatriate officers is at present being revised. A Salaries Commissioner, Mr. R. O. Ramage, CMG, arrived in Tonga on November 23 and is expected to remain for two or three months.

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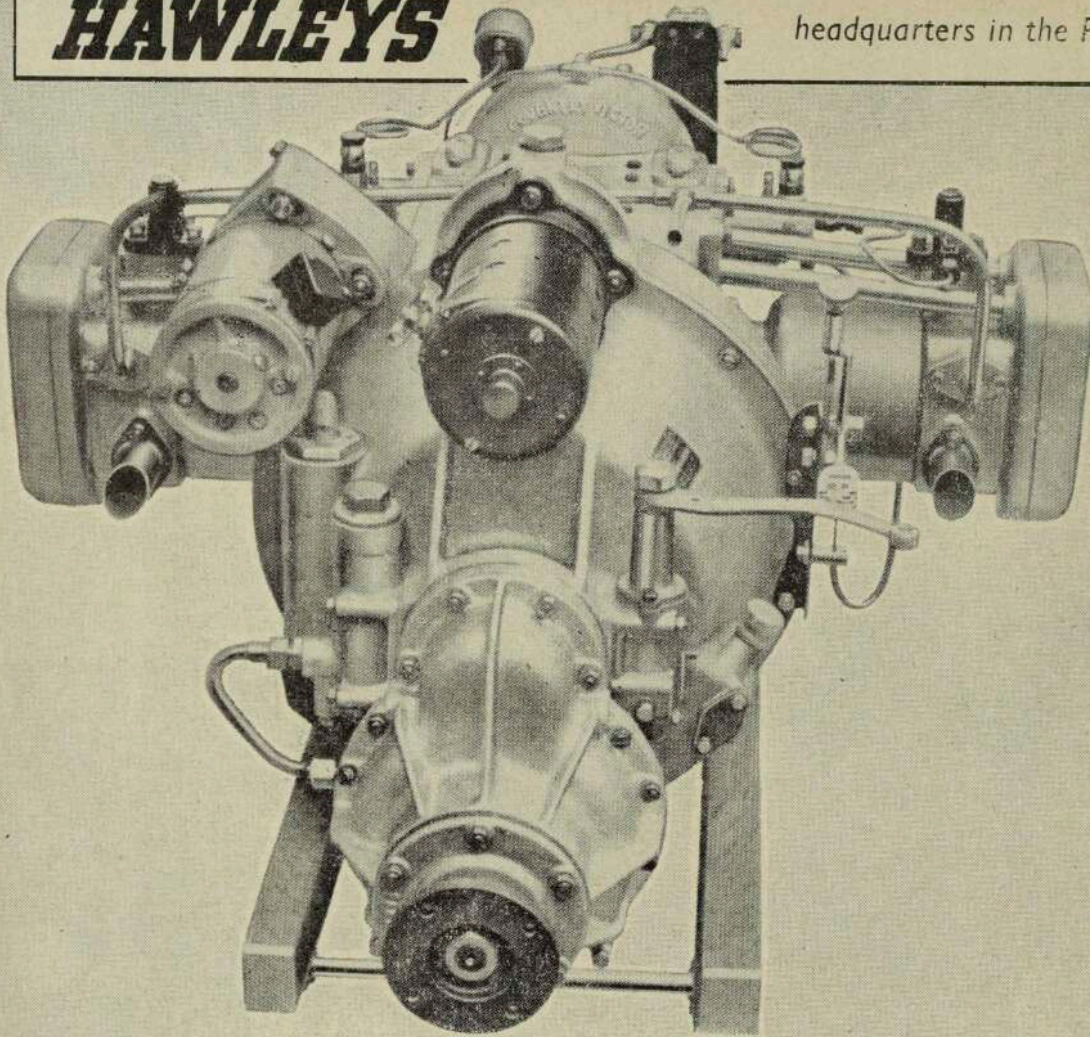
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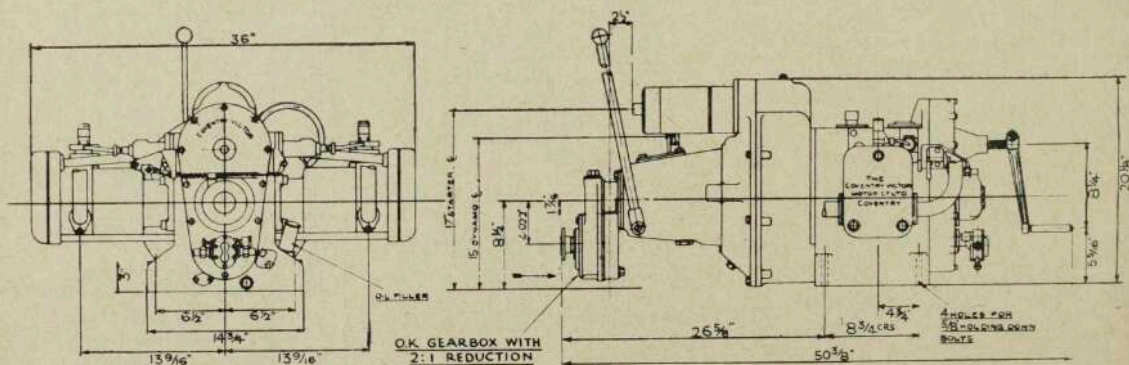
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Sir Robert Stanley Goes to London With Plans and Estimates But—

FUTURE OF THE SOLOMONS STILL DOUBTFUL

WHEN Sir Robert Stanley, CMG, British High Commissioner for the Western Pacific, and the man with the toughest administrative job in the South Seas, passed through Sydney late November, on a quick trip to London, he firmly declined to tell radio or press reporters anything about his mission.

BUT it is not difficult to draw certain conclusions: London is being asked to take some decisions which will affect directly the future of the Sorrowful Solomons.

Sir Robert is an administrator of rare conscientiousness. His 3-years' appointment expires in mid-1955, when he is due for retirement from the Colonial Service, after a career notable for sound, self-sacrificing work in all parts of the Empire, especially Africa. It would be consistent with his record and temperament if he tried, as his last big job, to introduce some plan which could at least provide the Solomons with an impulse towards development and self-supporting economy.

THE Solomon Islands (14,600 square miles) comprise the second largest territory in the South Pacific—twice the size of Fiji or New Caledonia—and, being the geographical continuation of the Bismarck archipelago and Bougainville, they are capable of maintaining a very large population. At present, only 100,000 sulky Melanesians live there (mostly on Malaita).

Prior to World War II, the Australian planters' success in growing coconuts in Solomons was comparable with the New Guinea achievement—despite the fact that the Australians in New Guinea got the advantage of all the German pioneer work prior to World War I, and the 1920-30 gold discoveries.

But, after 1940, BSI suffered a series of calamities. The Japanese invaded and, before they were thrown out, devastating battles had been fought over most of the settled parts.

New Guinea also was devastated; but, while the NG planters got compensation on a very generous scale, BSI got nothing at all.

BSI, like New Guinea, came under the blighting influence of aggressive Socialist administration between 1945 and 1950; but, while little permanent harm was done in NG, the effect of anti-private-enterprise laws in BSI wiped out the big trading firms—and they still are out—and drove away the only big mining company which had shown any readiness to exploit BSI's mineral resources.

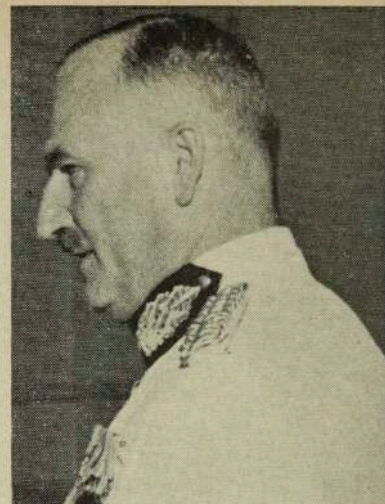
AUSTRALIA has subsidised NG to the extent of several million pounds per annum, and has withheld any form of income taxation. Britain has given BSI only a Development Fund of some £500,000 (to be extended to a million, maybe) and a grant out of Japanese reparations of some £500,000; but, on the other hand, has imposed upon the few private planters remaining there a punishing rate of income taxation.

The oil companies in combination are spending millions in P-NG on oil search; timber concerns are engaged in developmental work; new industries like cocoa and coffee production are bounding ahead; and the Australian Dual Territory is bursting with money and bubbling with enterprise—were it not for Ministerial preoccupation with native rights and idealistic planning, new European settlement in P-NG would be phenomenal.

But in the Solomons, from 1945 to 1952, there was stagnation. Because of lack of official encouragement, lack of transport facilities, high income taxation, new private enterprise has stayed away. The handful of planters who returned to a heartbreaking task of rehabilitation have made little progress and, in some cases, have abandoned the archipelago. The only corporation which showed any enterprise or faith in the future was Levers Pacific Plantations Ltd., which did a fine job of rehabilitating its large plantation organisation, and has done considerable new planting.

IN 1952, the care of the Solomons, Gilbert and Ellice group and the British side of the New Hebrides was separated from the Governorship of Fiji, and made a separate Governorship; and this was the job to which Robert Stanley was promoted, after half a lifetime in secondary posts in Africa, Cyprus, Gibraltar, and West Indies. He went to Honiara in October, 1952, and was not seen outside the tropics again until he reached Sydney on November 25, 1954.

Governors do not talk; but one needs no second sight to feel sure that the representations which Sir Robert is going to make to the British Colonial Office are based on incontrovertible facts established



Sir Robert Stanley.

by him since he arrived, and which may thus be shown:

- BSI cannot be developed and made self-supporting by Government enterprise alone, no matter how generous the latter may be in providing transport and communications, and technical aid for producers.

- BSI cannot be very generous in providing transport and communication facilities, because BSI is solely dependent upon the United Kingdom for all finance outside its own very limited revenues. To provide bigger and better Departmental services, BSI must have considerably bigger staffs. Additional personnel cannot be sent into BSI unless adequate housing and similar amenities are provided; the latter require money.

- If BSI is to grow and become self-supporting, private enterprise must be tempted into the great empty islands. Private enterprise is not going in unless it has assurances of suitable land on a reasonable tenure, and a Government policy of encouragement (which, of course, means at least the same freedom from taxation as is enjoyed by New Guinea, on one side and New Hebrides, on the other). At present, BSI Government is notorious for the way in which it has imposed income taxation upon its dwindling handful of private planters and traders.

- BSI has announced no policy of making suitable lands easily available for development by European enterprise. So far as is known, BSI still is preoccupied with the post-war planners' ideas of keeping all the available lands for the future welfare of unborn generations of natives. (There are 100,000 natives in the Solomons—mostly on Malaita—and the Solomons, on Indonesian

or Philippines standards, could carry 10 or 20 millions.)

• Any plan of big development in the Solomons must create a labour problem. The present native population could not provide a large labour force. The only suggestion yet made in relation to BSI labour is that encouragement might be given to the surpluses of two already crowded South Pacific communities—the Indians, in Fiji, and the Gilbertese, in the Gilbert and Ellice Colony—to go to the Solomons.

SINCE 1952, Sir Robert Stanley has not spared himself. Travelling on comfortless small ships in all kinds of tropical weather, he has been around his three archipelagoes—Solomons, Gilbert and Ellice and New Hebrides—again and again; and he has got their respective problems into focus.

There is no great headache in the E and E Colony: the 40,000 intelligent natives there, crowded together in their 200 square miles of atolls, subsisting on a strictly coconut economy, plus earnings from Ocean Island phosphate, can be left pretty well to their own administration, supervised by a sprinkling of colonial Office officials.

The New Hebrides Condominium is an insoluble problem for the CWP. Britain hangs on there, without adequate reason; and practically all of any development that is taking place is due to French enterprise. Britain never has done anything worth noting to encourage Europeans to settle in New Hebrides—whatever British economy functions there is Australian, the combined result of the Burns Philp shipping and trading interests, and the Presbyterian Mission.

Sir Robert Stanley has made no statement about the New Hebrides; but it is easy to see that he can do nothing to strengthen British interests there without a directive and a new policy from the Colonial Office; and there is no sign of that.

A YEAR ago, the PIM gave publicity to a persistent report that the British side of the New Hebrides might be handed over to France. That coincided with the conclusion of Sir Robert Stanley's first year of office.

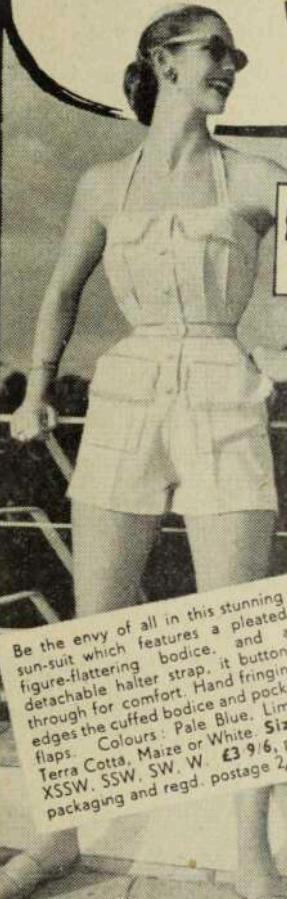
It was safe to assume that a man of his experience and discernment must by then have asked himself the question at which every intelligent observer in the South Pacific sooner or later arrives: Why on earth does the United Kingdom hang on to the undeveloped and economically useless Solomon Islands and New Hebrides, when the dominant and growing power in the Southwest Pacific is Australia?

If Australia, for defence and other reasons, wants to hold New Guinea and the Bismarck archipelago, Australia for the same reasons should

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hold Solomons and share responsibility in the New Hebrides (where the Australian Government already owns the large areas of valuable land bequeathed to the Commonwealth by the late Sir James Burns 50 years ago).

Britain has neither money nor trained personnel for these archipelagoes. Australia, as now demonstrated in P-NG, has both.

Britain is quite willing to hand over Solomons and New Hebrides to Australia. France, in respect of New Hebrides, has no objection. The British economy in Solomons and New Hebrides is 90 per cent. Australian, already. But, whenever it is mooted—and the idea has twice been put up to the Colonial Office since 1945—Australia turns it down, flat.

So, if Australia does not want Britain's share, perhaps France will take it?

One cannot blame Canberra, overmuch. Why should Australia take over another Islands sink-hole for public money, so long as the Colonial Office is prepared—no matter how wearily—to keep the Union Jack flying in Honiara and Port Vila?

The fact that Solomons and New Hebrides together present to the covetous eyes of one thousand million underfed Asiatics a total of over 20,000 square miles of very desirable tropical land, supporting altogether only 150,000 Melanesians, means

nothing to the Canberra bureaucrats who customarily deal with such matters by pigeonholing them away out of reach.

IT may be assumed that Sir Robert Stanley, once he saw that there was little prospect of Australian co-operation, left G and E Colony and New Hebrides aside for the moment, and concentrated on the problem of what to do with BSI.

In his addresses to the BSI Advisory Council in February and August, 1954, there are plain indications of how his mind is working. He realises that, if the Solomons ever are to be anything other than a millstone for the collective neck of the British taxpayer, they must be developed and he knows what that means.

Incidentally, a perusal of those Advisory Council reports shows also what the experienced, non-official members think of the outlook. They have said, in plainest possible terms, that there is no future for private enterprise there unless much better port and shipping facilities are provided, settlement facilities made available, and the iniquitous income tax abolished.

Already, Sir Robert has made public some detailed plans for more housing for an increased administrative personnel; for better port facilities for Honiara; for training natives in agriculture; for providing more native teachers; for a new

organisation to help new settlers both financially and technically; for producing better copra, and new staple crops like cocoa; for the purchase of suitable vessels for inter-island services; for a closer examination of the islands' mineral resources.

All are approved, as far as they go, by the small non-official European population of BSI; but the planning is not going nearly far enough if BSI ever is to become anything more than the Cinderella Territory of the Southwest Pacific. A real developmental programme needs either huge subsidies or huge luck, like gold or oil.

One can guess the scope of the plans which Sir Robert carried in his brief-case to London, and the nature of the representations which he will make to Ministers already very weary of the clamour of wide-flung and restless Colonial Empire. We may be sure that man of his industry and singleness of purpose will put up a good case for the Solomons. But we are no optimistic about the result.

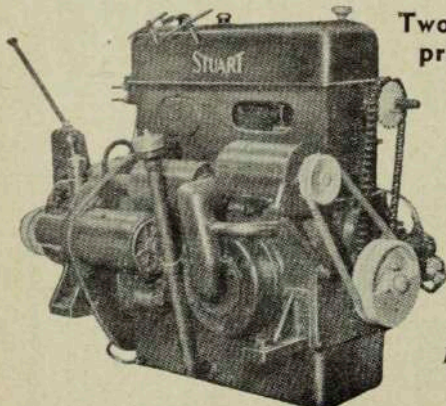
The future of the Solomons lies like the future of New Guinea and the Bismarck Archipelago, with Australia; and the sooner that is recognised by London and Canberra the better for the few score non-official Europeans who have committed their future to the Sorrowful Archipelago—and the better for the security of the South Pacific.

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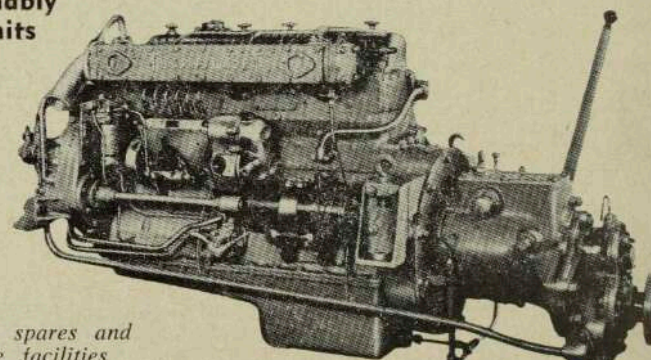
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New Moresby Quarters for Commonwealth Bank Staff



These Commonwealth Bank Officers' living quarters were recently completed in Moresby. Features of the building are a large glassed-in lounge, with tubular arm chairs, modern colour schemes throughout the building, an ultra modern kitchen and accommodation for 21 people. Cost of the building (about 50 squares) is £40,000.—Photo by Papuan Prints.

NOW ON,
NOW OFF WITH

Goroka's Hydro Project

GOROKA, Nov. 26.
In mid-October, Commonwealth Department of Works personnel were withdrawn from the Hydro Electric Project at Goroka, which has been under way for 2 years, and Mr. James Wilton, an ex-miner who built the race, was given a job on another project.

Reason: No funds for 1954-55. Local reaction, both official and private, was prompt and loud. By the time the Legislative Council met in Moresby on November 1, the Administration announced that it had the money to continue the project which will revolutionise Goroka and release a lot of aircraft race for items other than liquid fuel.

Not so fast was the Commonwealth Department of Works. It is not till mid-November that Mr. Wilton was allowed to get back, and if to emphasise the danger so narrowly avoided, three inches of rain fell in the following week and has been raining ever since.

The team building the power house had not been sighted late in November. Comworks officials say Canberra has to approve the funds and they are not budging until Canberra does just that. Moresby is silent. At Goroka, Wilton can be relied upon to keep the race safe through the wet season; but Goroka residents would like to know who is responsible for these whimsical reversals of policy, and why a half-

finished project is abandoned to the risk of total destruction by oncoming wet season rains? And, finally, why it is necessary to run to Canberra to get an OK for avoiding what obviously was a bungle.

During October, 72 St. John's Ambulance Certificates were presented to students of two Seventh-day Adventist schools in Central New Guinea. The first ceremony was held at their Coral Sea Union Missionary College, seven miles west of Goroka. District Commissioner Downs presented 52 certificates to students from places as far apart as the Western Islands, East, West and Central Papua, Wabag and Bena Bena, Kainantu and Chimbu. Mrs. Cleland (wife of the Administrator) and Mrs. Downs were present. The second presentation (to 20 students) took place at the SDA centre at Omapura, 20 miles south-east of Kainantu.

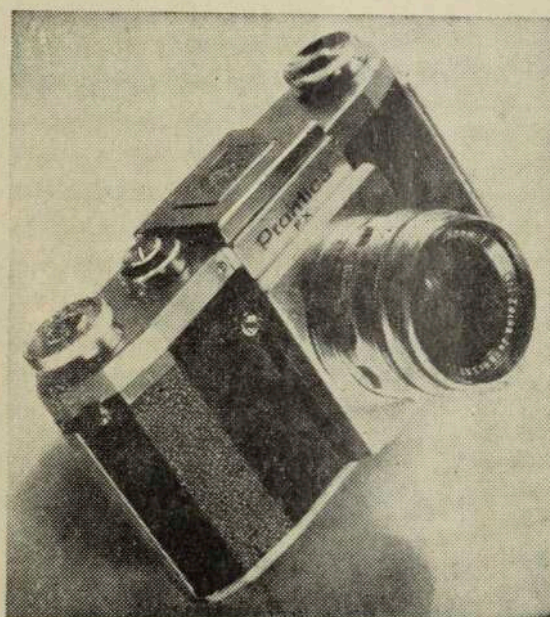
The Pacific Islands Society (Founded 1937)

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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Tonga Revisited by Former Consul



On November 26, Mr. C. W. T. Johnson, formerly the British Agent and Consul in Tonga, arrived in Nukualofa for a brief visit. A reception was given him at the British Residency. Among those present were, left to right: Mrs. L. Protheroe, Mrs. R. Reichelmann, Mr. Percy Jones, Mrs. E. M. Jones, Mr. Johnson and Mr. C. R. H. Nott, present British Agent and Consul.—Photo by Hettig.

ISLANDS PLANTERS ARE ASKED TO GROW VANILLA BEANS

A LONG-ESTABLISHED Australian Company (Messrs. Faulding Ltd.) is offering to assist any planter interested in planting a small area with vanilla beans. The Co. says it will contract to take the total output.

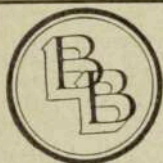
Present world sources of supply of vanilla beans are mainly Tahiti, Madagascar, and the Seychelles group. But their output is not nearly sufficient.

In Tahiti the beans are graded. The first grade is known as white label, the second as yellow label and the third as green label. The beans are packed in 90 lb seal tins and generally are marketed in Papeete, chief town of Tahiti, 75 to 100 tins a time.

There is no real substitute for the genuine vanilla beans, and they are used in all the best essences and food flavourings.

Planters interested are being invited to make contact with Messrs. F. H. Faulding & Co. Ltd., Manufacturing Chemists, James Place, Adelaide, SA.

In November, New Guinea Goldfields Ltd. obtained fine gold, 1,100 ounces, from Golden Ridges, 1,100 (also 1,428 of silver); from Koran Alluvials, 150; from Tributes, 10 and also produced 194,679 sup. ft. sawn timber.



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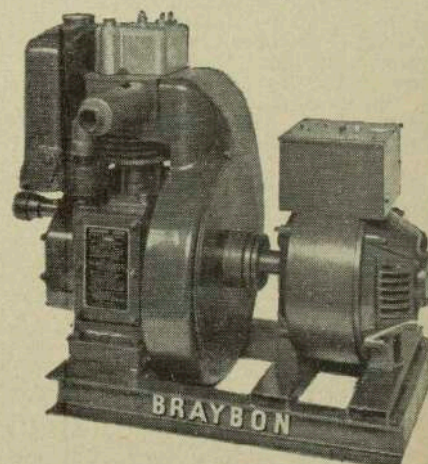
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New Capital for Fiji Manganese Mining

A LARGE overseas firm with branches in London and New York, has purchased an interest in Fiji's largest manganese mining company, Consolidated Manganese and Mining Co. of Fiji.

The company is Metal Traders Ltd.; their interest is reported to be 50 per cent. It is hoped to extend operations considerably.

Establishment of ship-loading facilities at a point nearer the mines, which Consolidated officials have always considered essential before large-scale exploitation of Viti Levu's manganese deposits can be successfully undertaken, may now be considered.

At present, the manganese is carried by motor truck nearly 40 miles down the Sigatoka Valley to the coast, then a further 70 miles inland to Lautoka, where use of the wharf facilities is dependent on sugar vessels having first priority. This long haul has put a brake on manganese-mining development and profit.

£25 for a Colour Photograph

PIM will be 25 years old next year; and in August, 1955, we shall publish a special anniversary issue.

For this issue we want colour-photographs and we will pay £25 for the one we consider best for our purpose; plus £5 each for any others used.

Anyone may enter and submit up to a maximum of three ordinary colour transparencies, 35 MM or larger. Subjects, of course, must be Pacific islands subjects.

They should be typical of your territory or Group, and not be merely "pretty". Points will be given for originality, presentation, order of appeal and interest value. Entries are, of course, not ruled out, but remember that bold subjects are better for reproduction than those with a lot of fussy detail.

Write your name and address clearly and attach it to EACH of your entries—and, as well, give a brief description of the subject matter. Address entries to: The Editor, Pacific Islands Monthly, Box 8, Sydney, and endorse them "Colour Photograph Competition." All transparencies not used will be returned. All entries must be in by March 31, 1955.



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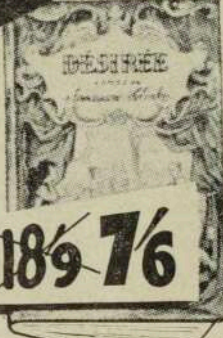
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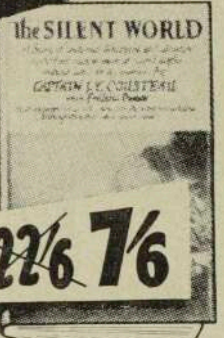
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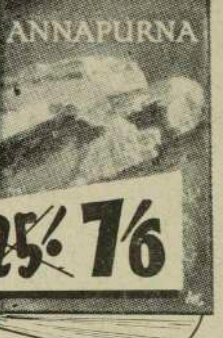
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DECEMBER, 1954 — PACIFIC ISLANDS MONTHLY

Current News Items From Our Correspondents In Papua-New Guinea

ADMINISTRATOR GOES TO CANBERRA

The Administrator, Brigadier D. M. Cleland, flew to Canberra from Port Moresby on November 19, for discussions with the Minister for Territories, Mr. Paul Hasluck. Mr. Hasluck had intended visiting the Territory, but this arrangement was made instead.

TARIFF BOARD DEPARTS

Members of the Commonwealth Tariff Board left Port Moresby for Australia on November 18 after 10 days in the Territory (see also page 59, *this issue*).

There were no hard feelings, despite the fact that members were right on the ball with their questions on rubber.

The secretary of the Papuan Planters' Association, Mr. E. A. James, paid a tribute to their courtesy with witnesses, and said his members had found the board most helpful.

On a brief trip to Wau-Bulolo, the Board members were involved in an accident between a Land Rover in which they were being driven by Morobe DC, Mr. H. Niall, and a timber truck. They received a few scratches.

Chairman of the board, Mr. McCarthy, said before leaving that their report would be made early in the New Year to Federal Parliament.

MISSIONS TALK—BUT NOT FOR THE RECORD

Possibly a lot of good work was done in the Missions' Conference which opened in Port Moresby mid-November, and was attended by representatives of 33 missions throughout Papua-New Guinea—but it is hard to know.

All the main work of the conference was done at closed sessions—public or press not admitted. Consequently, all the public has heard of this much publicised conference

are statements made by various Administration heads in addressing the conference during the week.

With the exception of the Administrator's address, there has been very little of importance in any of this. In any case, since this is supposed to be a conference of missionaries it would be interesting to know what the missionaries think, not what the Administration thinks—we get plenty of that on most days of the week.

General opinion is that the

missionaries have missed out on the chance of some publicity helpful to their cause.

The Administrator's statement at the opening of the conference was on the vexed question of liquor for natives. Later in the week, Brigadier Cleland said a few more words to the conference, but this was at one of the closed sessions, of course, so what he said, and what the missionaries said to him, are not for the record. Again a pity.

Brigadier Cleland's first statement was along the lines that prohibition for the natives was a bad plank on which to stand. In the long run, he said, it would be unwise, for native advancement in all important

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aspects of life could not be advocated if we were to say that the native could not do the other things we do. He said the answer was a system of exemptions wisely administered.

THIRD PARTY CAR INSURANCE IS COMPULSORY

Compulsory Third Party motor insurance will be introduced in Papua-New Guinea on January 1, and all motorists will have to apply by January 30.

The annual rate for private cars will be £2, which is the cheapest in Australia. For most commercial vehicles it will be £4, but £2 for trucks owned by farmers or prospectors.

There are more than 4,050 motor vehicles registered in the Territory.

SCHOLARSHIPS

More than 100 native children from all parts of the Territory sat at examinations on November 10 and 11. Results will decide who will win scholarships to Australian secondary schools next year.

Twenty will be selected for the second year of the scheme which was introduced to give natives a chance of a higher education in Australia.

Subjects were English, arithmetic, dictation and general knowledge, and impression was that the papers were a little harder than last year and better arranged.

One missionary pointed out after last year's exam., that the question on dictation in the English paper had been put at the end of the paper, although it carried a high number of marks. Native psychology apparently encouraged the candidates to think along the lines that, "The Government put it last so it wants it answered last," and many missed out in answering it, as they had insufficient time.

NATIVE LANGUAGE DICTIONARY

The Methodist Mission Press at East Cape, in Milne Bay, printed a

school edition of a new English Dobuan dictionary in November—the first dictionary for nearly 6 years when a dictionary combining other languages was turned out.

The dictionary contains vocabulary of 2,500 words which were compiled by the Methodist chairman in the Milne Bay District, the Reverend R. Grant. Mr. Grant himself worked out what he considered to be the minimum words required by the native, and it was interesting to know that later he found access to a survey on minimum vocabulary which showed

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that he had worked out his minimum to within 50 words.

AIRSTRIP USED ON YULE IS.

For the first time since the war, an aircraft landed on the airstrip at Yule Island on November 12.

The plane was the Department of Civil Aviation's Anson, piloted by DCA's Acting Superintendent of Air Navigation, Mr. Tom Drury.

The landing was made to check the airstrip for use by commercial aircraft.

Mr. Drury later said that the strip would be open for aircraft up to and including Ansons from November 15, but unless the strip was strengthened, the Ansons would not be able to take in a full payload.

The present strip is 2,400-feet long and could easily be lengthened by another 1,000 feet. If this were done, DC3 aircraft could land and take off.

Most of the island's population turned out to see the Anson land. For the native children it was their first sight of a land-plane close-up, although they had seen them flying overhead.

Q SERVICES DUTCH AIRCRAFT

The Qantas workshops at Lae will do the C of A on all KLM aircraft based at Biak, in Dutch New Guinea.

The Qantas area manager for New Guinea, Captain Orme Denny, announced this in Lae in November and said that the overhauls would be on DC3's and, later, on Beavers.

The first DC3 had almost completed its overhaul by November 12 and was ready for delivery to the Dutch pilots by mid-November.

TEACHING NATIVES TO LOOK AHEAD

A research survey on improved methods of handling and preserving native foodstuffs has been started in P-NG. It is being conducted by the Food Technologist of the South Pacific Commission, Dr. S. McKee.

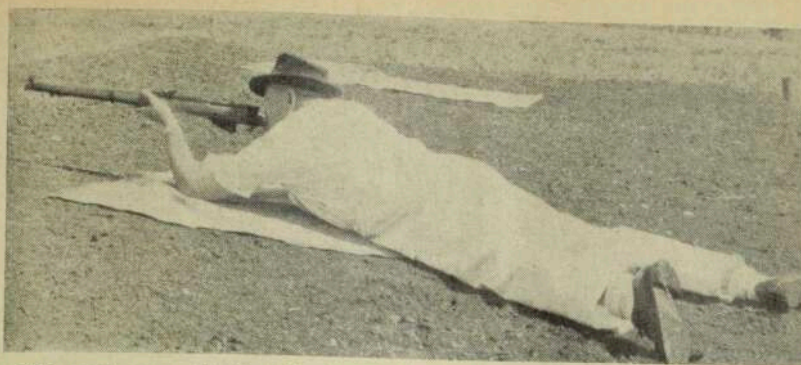
Dr. McKee, who was formerly with the CSIRO Food Preservation Division, began his survey in the Eastern Highlands in November. He will work in the Madang, Morobe and New Britain districts and on completion of his Territory tour will visit BSIP and other member territories of the SPC.

Main object of the survey is to develop simple methods of preserving and storing native foodstuffs, without loss of nutrition value. A curcurrence of gluts and shortages in village food supplies could then be eliminated.

Dr. McKee's findings will be made available to areas throughout the Pacific. He hopes to develop techniques which could be carried out in co-operative societies.

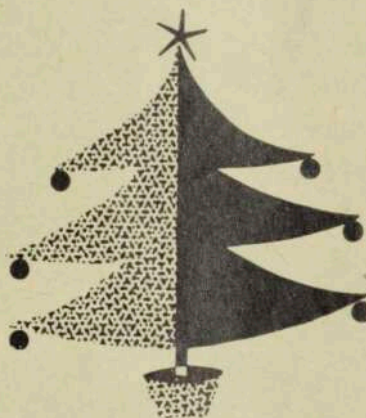
VOLCANO WARNINGS

Eruptions are predictable, claims Dr. John Best, the Rabaul vul-



The gentleman with the rifle is District Commissioner F. A. Bensted, who was photographed while firing the first shot to open the new Rifle Range at Madang, New Guinea, on November 7.
Photo: R. G. Krause.

*This is the wish we have hung
on the tree this Christmas..*



*May Christmas bring with it
all the Joys of the Festive Season
and may the New Year usher in a
period of happiness, peace and
prosperity*

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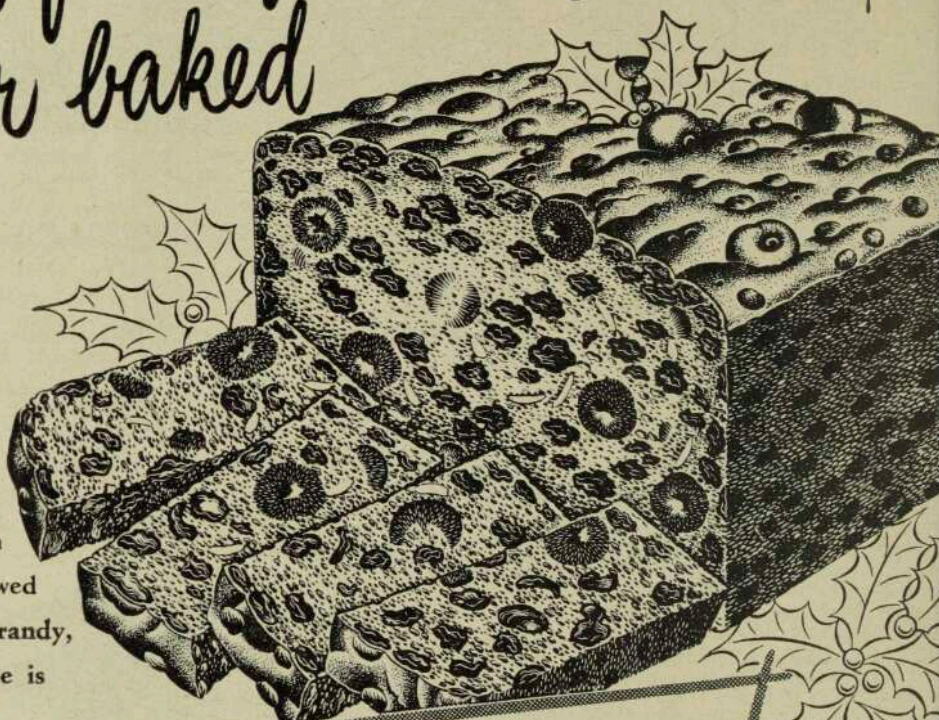
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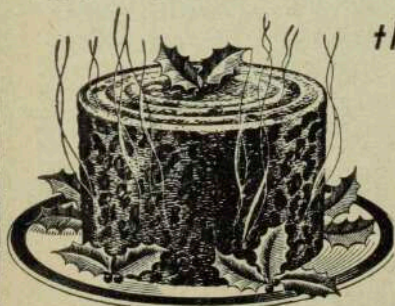
Whether you're celebrating Christmas or seeing the New Year in, here's the cake for your festivities. A dark, rich treasure of a cake, mellowed with fine old rum and brandy, "Big Sister" Fruit Cake is choc-a-bloc with goodness.



Big Sister
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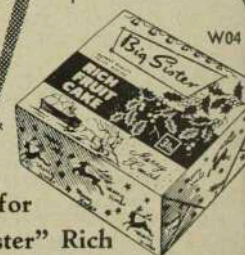
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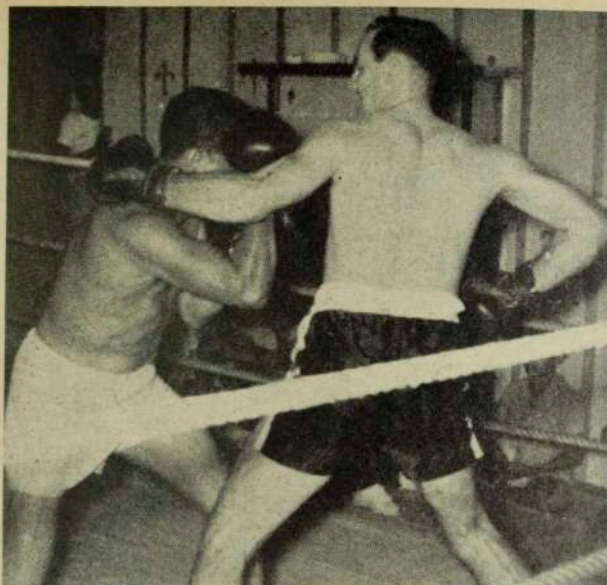
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Win for Rabaul Boxer

The amateur pugilists, right, were photographed during the Boxing Tournament at the Returned Servicemen's Club, Rabaul, New Guinea, on October 1. They are Alan Richardson (black trunks) and Florenzo Almarino of Manila. Richardson won on a TKO in the second round. Almarino is one of three Filipino sailors from the American Survey Ship, F.S. 216, who took part in the tournament.

Photo: C. H. Meen.



Geologist, who addressed the Town Advisory Council on that matter at the November meeting. Mr. Best's statement is welcomed by a population which is, subconsciously, always keyed up in anticipation of a volcanic disturbance. His recital of the unmistakable signs, ignored by the layman, which preceded both the 1937 eruption of Mt. Atupui and Vulcan and the 1951 eruption of Mount Lamington on the Papuan mainland, lends weight to his claim.

CHRISTMAS AS USUAL

The end of the watersiders' strike in Australia came in time to save Rabaul from a black Christmas. Stocks of tinned food, freezer meat, beer and spirits had run seriously low. Christmas displays in stores were held up, waiting on goods to arrive from the mainland. Hard-ware supplies were depleted. And when the ships were loaded, the fog of despair lifted, and Christmas was like being a real Christmas after all.

HOSPITALS ARE PENDING

Mr. August Chan protested, in Rabaul Town Advisory Council November meeting, against the inadequate facilities of the Asiatic Hospital and the dilapidated condition of the building. He offered to donate £1,000 towards the building of a new Asiatic Hospital, and said that other Chinese businessmen in town would be prepared to give financial help.

It can, however, be safely assumed that this outburst will produce no impetus to the holders of purse strings in Canberra. New quarters, large enough to accommodate the increased number of staff that will be required to run the proposed Euro-Asian Hospital, being built beside the present

European Hospital on Namanula Hill. But the new hospital itself is still a will-o'-the-wisp dream. Meanwhile, the proposed new Native Hospital to be erected at Nonga is still in the discussion stage while the old one holds together by the Grace of God and the combined

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efforts of a large proportion of Rabaul's white-ant population.

NEW OIL COMPANY FOR PAPUA

Westland Oil Co. Ltd. has been registered in Port Moresby to prospect a very large area adjoining the Dutch border. Prospecting rights in this area were formerly held by Australian Petroleum Co. Pty.

Westland Oil, whose managing director is Mr. R. H. W. Molesworth, is at present test-drilling at Warbreccan, Queensland.

RUBBER GRAFTING

Nearly 3,000 rubber budwood grafts have been completed recently in the Sogeri District near Port Moresby by the Agricultural Department.

The budwood was imported from Malaya and Ceylon, and grafted on to rubber seedlings at Itikinumu Plantation owned by the British New Guinea Development Company. This budwood includes stock from Prang Besar and Chemara Plantations in Malaya, with such proved types as the recently evolved T20, NAB and LCB series of clones which are amongst the highest yielding selections. Many of these imported clones have proved capable of yielding between two and three times as much as the normal unselected rubber trees in Papua—Papuan average being about 380 lbs

per acre annually.

The Department has received much assistance and co-operation from the BNGD Company, and the Itikinumu Plantation Manager, Mr. J. Grimmer, in enabling the grafts to be made on Itikinumu seedlings in the plantation nursery. Within a few weeks the seedlings will be transplanted in the Admini-

stration Bisianumu Rubber Breeding Station nursery, and the first budwood from these graftings will be ready for distribution in from two to three years.

All this should please members the Australian Tariff Board, who during the recent inquiry, asked many questions about rubber grafting—a process recommended

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THE UNDERSEA ADVENTURE, by Philippe Diolé, 22/6 (post 11d).

DOCTOR IN THE HOUSE, by Richard Gordon. A hilariously funny book. 13/3 (post 7d).

I FLEW FOR THE FUEHRER, by Heinz Koke. Autobiography of a German Fighter Pilot in World War II. 15/6 (post 11d).

THE ARTS OF MANKIND, by Hendrik Van Loon. A study of civilisation. 26/- (post 1/5).

JUNGLE GREEN, by Arthur Campbell. 20/9 (post 9d).

THE LITTLE WORLD OF DON CAMILLO, by G. Guareschi. The struggle between a very human priest and a Red Mayor. 13/3 (post 7d).

ESCAPE OR DIE, by Paul Brickhill. 18/9 (post 11d).

FROM HERE TO ETERNITY, by James Jones. A powerful novel about U.S. soldiers. 22/6 (post 1/3).

THE BIG FISHERMAN, by Lloyd C. Douglas. A new illustrated edition. 31/- (post 1/5).

LUST FOR LIFE, by Irving Stone. The biography of Van Gogh. 13/3 (post 11d).

ADAM WITH ARROWS, by Colin Simpson. A vivid picture of the New Guinea interior. 25/- (post 9d).

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rubber-expert Mann in his report on the Papuan industry.

CONCILIATION COMMITTEE COMPLETES JOB

The Committee appointed by the Minister for Territories to enquire into the salaries, allowances and working hours of Territory Public Servants has completed its task, and expects to hand its report to the Minister by the end of December.

The enquiry started on October 25, and was completed on November 25, after evidence had been taken from 107 witnesses, and informal discussions held with approximately another 100 persons during inspections of Administration hostels, single quarters, residences, offices, native hospitals and several out-stations.

The Committee first took evidence from witnesses at Port Moresby, and then visited Tapini, an out-station in the Central District, spent two days at Lae, and while visiting Goroka inspected an out-station at Daulo. The survey was then continued at Madang, Wewak, Kavieng, Rabaul and Kerevat. Evidence was also taken at Port Moresby from residents of Samarai, Kikori and other areas.

Witnesses included Public Servants, private citizens, and representatives of industry and plantations.

Commenting from Rabaul, a correspondent says: "During the two days the Commission sat here not one planter or other employer of labour submitted evidence on either living costs or the reasons for or against the five-days week; nor did one member of any business firm come forward to put his case for an increase in salary. The average administration salary is far higher than that of a private employee: government officers enjoy shorter working hours, more generous leave and sick benefits, pay only nominal rentals for homes—therefore it seems that those who failed to present their case were those with the most reason to do so."

BANK AIDS CO-OP. SCHOOL

The Commonwealth Bank of Australia has made a grant of £3,500 from its Rural Credits Development Fund to assist in establishing a Co-operative Educational Centre at Port Moresby. This centre will train natives in the methods, practices and business principles of Native Societies. A further grant of £3,500 may be made by the Bank next year, and the balance of the cost of the new Centre will be provided by the Native Co-operative Societies.

This year's Bank grant will be used to finance the purchase of land and erection of two dormitory buildings to accommodate twenty students each. Later two classrooms for thirty pupils each will be erected, also another dormitory, a mess hall and kitchen. The total cost of the completed Educational Centre will be approximately £11,500.

There is already a waiting list of prospective students.

When the Co-operative movement began in P-NG in 1949-50, the turnover the first year was £62,000; last year it was £630,000, and this year it should top £800,000.

HOW TO KEEP YOUR BOY HAPPY

At a recent meeting of the Lae Town Advisory the Chairman (Mr. A. J. Bretag) said that people were finding it difficult to keep a domestic servant if he was not given money for the pictures.

"They expect to go to the market on Saturday mornings, church on

Sundays and pictures twice a week. What is the place coming to?" Mr. Bretag asked.

At the same meeting it was decided to ask why Lae is still to be denied a 24-hours' electricity service. Department of Works, Regional Officer, Mr. Tom Passmore, had already stated that he saw no reason why the town should not fall in line with Rabaul, Port Moresby, Madang and Samarai.

But after Mr. Passmore made his statement, the Administrator and the Government Secretary both said that Lae is "not in a position" to have a 24-hours' service. (In early December the Administration found that Lae could have a 24-hours' ser-

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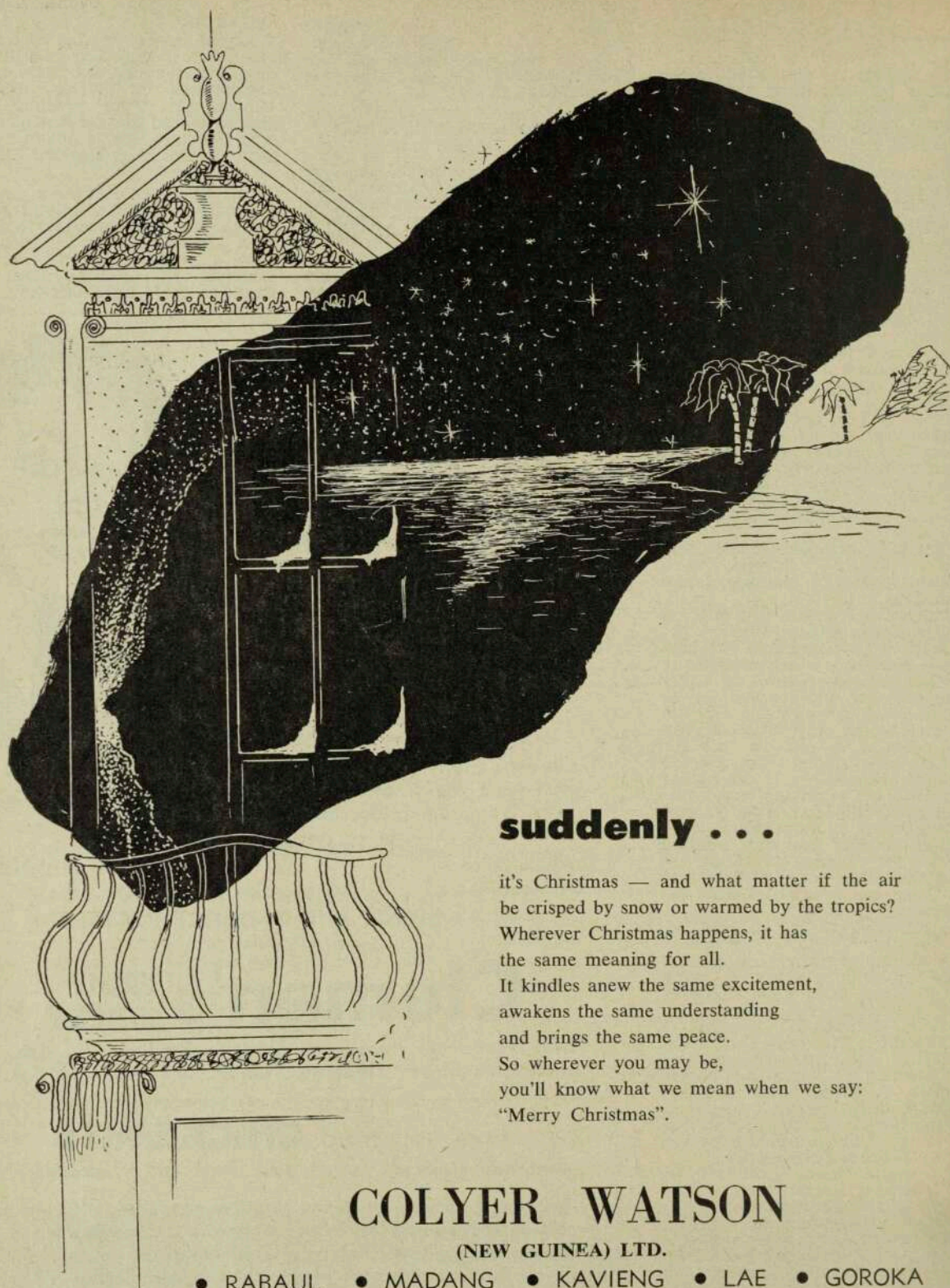
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vice, and approval was given forthwith.)

LAE VITAL STATISTICS

A son was born on November 8 to Mrs. Kit Brown, wife of Qantas Area Engineer, Lae; on November 10, a son to Mrs. Bedford, wife of Mr. Andy Bedford, of Robt. Gillespie Pty. Ltd.; a son on November 14 to Mrs. Pike, wife of Mr. George Pike, of the Post and Telegraphic Branch of the Administration, and Lae Golf Club Captain; on November 15, a son to Mrs. Doug Malyon, whose husband is with the Department of Civil Aviation at Finschhafen; on November 21, a daughter to Mrs. Bob Haughey, of Shell Company, and on November 25, a daughter to Mr. and Mrs. Vic Zavattaro, of New Guinea Industries.

Direct freights from the United Kingdom to Fiji which have been subject to a surcharge of 5/- per ton by the British ship-owners, ceased to be so surcharged from August 1. This surcharge was additional to the 5/- levied at the viva end on all incoming cargoes to cover added costs in handling since the port suffered earthquake damage.

Mr. Peter Coote, of Languanation, Witu Is., was to marry Miss Margaret Hamilton, of Sydney, St. Stephens Anglican Church, Macquarie Street, Sydney, early in December.

¶ Mr. Henry Eekhoff, who has been in Lae, New Guinea, longer than anyone else, spent a fortnight in hospital during November, but is now up again.

¶ Mr. C. Smith, of Lami, Fiji, recently announced the engagement of his eldest daughter, Gailey, to Richard, only son of Mr. and Mrs. R. N. Hughes, of Sydney, Australia.

Amateur Players in Rabaul



Enthusiastic audiences enjoyed three successive nights of Kenneth Horne's comedy "Love in a Mist" staged at the Returned Servicemen's Club, Rabaul, New Guinea, in mid-October. The RSL cast was, from left to right: E. V. (Wally) Smythe, Jean McMillan, Elsa Laube, John Milligan, Dorothy Monahan, and Frank Hodgman.

—Photo by C. H. Meen.

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Tuamotu Treasure, Again!

A WELL-KNOWN Papeete business man, Mr. Gustave Spitz, who took a Tahiti boxing team to Apia, W. Samoa, in November, is planning to try his luck on the legendary Pinaki treasure, according to our Papeete correspondent.

Madame Spitz, a clairvoyant, recently received a "message" regarding the exact location of the treasure on the much-dug Tuamotu atoll.

A lady clairvoyant of Noumea seems also to have received similar "messages" and her services may be retained—together with some electronic detecting equipment to check over the ground indicated.

For years, an Australian named Howe trenched all over Pinaki—until, about 1921, after 20 years of lone digging, he was deported.

Early 1934, another rather well-equipped expedition headed by a Sydney man, named Sampson, chartered a Papeete schooner, and a few weeks later announced that they had located the loot—gold images and jewels from Peruvian churches—deep-buried in caves. They departed to purchase sand pumps and coffer-dam equipment, but they never returned.

¶ Monsieur Thomas Diffre, Secretary-General in French Oceania since mid-1953, left Tahiti in December to return to France. The position of Secretary-General is an unpopular and difficult one, especially in the unsettled circumstances of present French Oceania politics. M. Diffre was bitterly attacked by

certain members of the Assembly during its November session.

¶ Capitaine Paul Bagarie, a popular senior gendarme of the French Oceania Police, who had been stationed in Papeete for the past four years, departed on transfer in November.

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Makatea Still Needs Cooks Labour

THE latest Cook Islands report shows that 243 Cook Islanders were employed on the French phosphate workings on Makatea at March 31—a fact that does not placate the non-Maori critics of the scheme.

Critics have always taken the view that these men should be employed in developing their own Islands, and that it is a disgrace that New Zealand should provide cheap labour for a French company. Others earlier criticised the living conditions provided at the island.

The situation has changed since the first Cook Islands labour gang went to Makatea, and is now interesting.

After the loss of Nauru and Ocean Islands to the Japs in World War I, Makatea remained the only nearby source of high-grade phosphate for the farm lands of Australia and New Zealand. Phosphate was an essential part of the Allied war effort, the output of foodstuffs being directly proportional to its availability.

For a variety of reasons—one of which was that the French Oceania people did not want to work on the hot and dusty Makatea job—there was a severe shortage of labour. New Zealand saw the solution in the Cook Islands. The idea was suggested, and the people were keen to go. There never has been any suggestion of compulsion. The pay is, and is, very substantially higher than labourers receive in the Cooks.

The Cook Islanders proved excellent workers, ashore in the "extraction" area, and in handling the sket-laden lighters and the ships' cranes. Loading at an open anchorage, they can put 200 tons an hour into a ship, hour after hour, anything like reasonable sea and swell conditions. That figure is well in excess of the discharge rate using the best of gear alongside a New Zealand or Australian wharf.

At first the accommodation was not good, but it was better than any of the Islanders were used to at home. Investigations were made and the conditions were improved. They are now very good.

At first, wives went along with the men, but later this was stopped. Stringent medical examination of recruits is made before departure and on return, at Rarotonga, jointly by the Cook Islands medical authorities, and by the French phosphate company's medical officer. All are X-rayed before and after their term at Makatea.

Labourers receive only a portion of their money in cash on the island. The Administration sees that an amount is paid to dependants back home each month. The rations

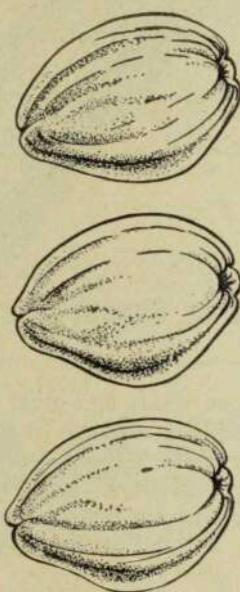
are such that each man can bring home a substantial quantity when he completes his term.

Proof that conditions are very good according to Cook Islands standards is given by the fact that men want to return again and again, and there is always a waiting list. Very few, if any, Cook Islanders are opposed to the Makatea scheme and the Administration sees it as bringing wealth into the Territory. The present Resident Commissioner has made an on-the-spot examination of Makatea conditions and has found no fault.

The only doubtful change since the scheme commenced—and some think it an important one—is that, since shortly after the war, all except an insignificant part of Makatea's quarter of a million tons

of annual output has been going to Japan, and none at all to New Zealand and Australia. With Nauru and Ocean supplies restored, and Christmas (Indian Ocean) supplies now added, Australia has no present need for Makatea phosphate.

Miss Lois Niall, Arts student at Sydney University, received publicity in Sydney during October when a painting which she displayed caused interest. Entitled, "Tambaram," the painting is of a "figure surrounded by a malign, turgid background" whereby the artist gives her portrayal of the fear and evil associated with this New Guinea "voodoo"—anyhow, that is what the Art writers said. Miss Niall is the daughter of District Commissioner and Mrs. H. Niall, of Lae, N.G.



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Fiji, Samoa, Tonga: Morris Hedstrom, Ltd. Suva, Fiji.
Solomon Islands: K. H. Dalrymple Hay Esq., Honiara.



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Commodity	Lengths
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Roof end section	12
Rafter angle	12
Ridge capping	8
Ridge angle	8

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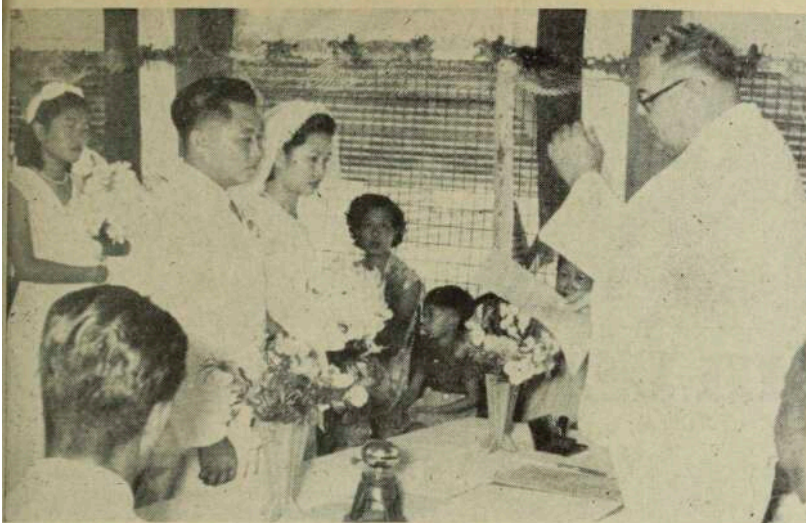
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Chinese Wedding



Rabaul's first traditional Chinese wedding for years was celebrated in the Momintang Hall on October 29. The photo shows District Commissioner J. R. Foldi performing the ceremony when Janet Seeto Mary Chew, of Kokopo, married Ng Shui Wong James, of Rabaul. After the ceremony, the couple bowed three times to portraits of Chiang Kai Shek and Sun Yat Sen, hanging on the wall behind Mr. Foldi, before leaving the room.

—Photo by C. H. Meen.

Mrs. M. L. Bernacchi, wife of Resident Commissioner Bernacchi, of the GEIC, has recently been visiting New Zealand.

Mr. C. G. Francis, of Rere Plantation, Guadalcanal, BSIP, has been appointed a member of the BSIP Copra Board.

One Indian youth was killed, four passengers were hurt, and thirteen others suffered injury when a bus carrying a party of 22 wedding guests from Ba to Suva crashed over a 72-ft bank near Korovou, Tailevu, about thirty miles from Suva, on October 30. The driver of the vehicle has been arrested and charged with manslaughter.

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Your enquiries, preferably through your Buying Agents in Australia, about general merchandise, building materials, technical and semi-technical articles will have our most careful and prompt attention.

Another Big Fish From New Hebrides



An irresistible desire for sardines led eventually to this 220 lb marlin becoming a subject for Mr. M. J. Green's camera. The fish struck at a large quantity of sardines enclosed in a small mesh net with several hooks inserted. He was hooked two miles off Vila, New Hebrides, and fought for about 1½ hours. Seen in the photo, from left to right, are: Monsieur R. Delaveuve, a native boy and Monsieur P. Bouvier.

AA For Fiji

FIJI is to have an Automobile Association of its own. Previously it was an adjunct to the NZ body which, through a Fiji Branch Office, has undertaken limited sign-posting and patrolling of roads on Viti Levu.

Officers elected to the Fiji Association area: President, Mr. A. H. Marlow; vice-president, Mr. S. A. Tetzner; Councillors, Messrs. C. D. Barford, E. J. Gough, Hanif Akbar, and E. H. McIlwain; Hon. Sec., Mr. R. Steele; Bankers, Bank of NZ; Auditors, Messrs. Pearce & Co.

¶ The Queen is to be presented with a specially bound copy of the official record of the Royal Visit to Fiji, December, 1953. The padded-cloth binding, executed by the Government Printing Office, is described as a piece of craftsmanship of high order. The cover bears the F. Coat of Arms.

¶ Miss Terry Bignold, of Sydney, left by air for New Guinea on November 27. She was to stay with her sister, Miss Jill Bignold, and her aunt, Miss V. I. Bignold at her father's home in Port Moresby. Mr. Justice E. B. Bignold is at present in Sydney on long-service leave.

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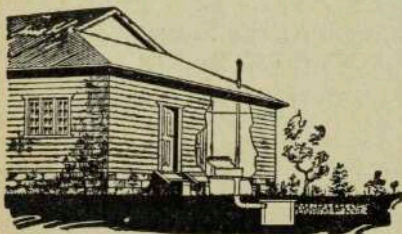
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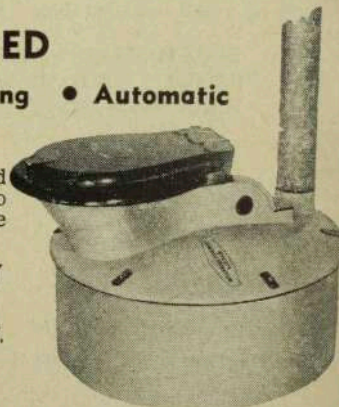
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Honolulu-Tahiti Air-Service

To Commence April, 1955

THE Airline service between Honolulu and Tahiti, for which South Pacific Airlines was formed over two years ago, will commence next April.

This was announced by the Airline's President, S. Van Burkleo, in early November. The American Civil Aeronautics Administration proposing-flight will leave Honolulu in mid-March, followed by a press-flight in late March. Thereafter a weekly round-trip will be made, with a refuelling stop at Christmas Island.

The round-trip fare will be \$550-600 (£A246-£A268) and 40 passengers will be carried in the Solent K.III aircraft. Flight time, Honolulu-Papeete, should be about 2 hours.

Two experienced pilots have been engaged. One, L. B. Scott, is a former Pan American Airways skipper; and the other, James J. Ross, a former test pilot for CAA in Los Angeles.

Principal shareholder is R. Stanley Dollar Jr., hotel and shipping magnate. The airline will fly the Dollar house-flag.

A long and detailed examination of the first Solent is taking place now in Honolulu and will continue for some months more—but in late November the other Solent was still lying at Rose Bay, Sydney.

These Solents formerly belonged to Trans-Oceanic Airways, which went into liquidation about the time South Pacific Airlines was formed. Captain Brian Monkton was one of the founders of TOA, and he, with Mr. Frederick Barnes, launched South Pacific Airlines.

No mention of Capt. Monkton is made in the latest release of SPA plans from Honolulu.

Some experienced airline men believe that Solents cannot be profitably utilised on the long hops involved in the SPA route—1,150 miles south to Christmas and 1,250 miles from there to Papeete. TEAL found them unsuitable for the trans-Tasman service. However, in this case, with no competition, economic fares can be charged—the rates quoted are over three times higher than similar trans-Tasman rates.

OTHER PROJECTED AIRLINES

Though Samoa Airlines of Pago Pago—with Honolulu capital—predicted that it would be operating an inter-Samoa service and a service through Rarotonga to Papeete with Catalinas before the end of 1954, there was no sign of early activity late in November.

Earlier this year it was reported

from Noumea that an air service would shortly commence between points in New Caledonia and also to Lifu, Loyalties. An Avro-Anson aircraft was purchased in Sydney, prepared, and painted with the company's colours. Attractive uniforms were delivered. Then the Anson was replaced by a Lockheed-Lodestar. A large amount of work was carried out on this aircraft by a Sydney aircraft firm—but the aircraft was still sitting in a Bankstown hangar late in November.

Sir P. G. Taylor's luxury charter-flight 35-passenger Bermuda flying-boat, after delays, arrived at Sydney late November on its delivery-flight with a party of RAAF servicemen aboard, returning from Malta. The

aircraft should be ready for Island charters and cruise flights by next April.

Fiji Hotel Bought By Indian Interests

MAJOR W. Willoughby-Tottenham has sold his well-known Hot Springs Hotel at Nakama, Savusavu, Vanua Levu, Fiji, to the Indian-owned Naraian Construction Co. of Suva.

The sale involves not only the hotel but all the Major's land interests at Nakama. He retains his coconut plantation and properties on Savasavu Bay.

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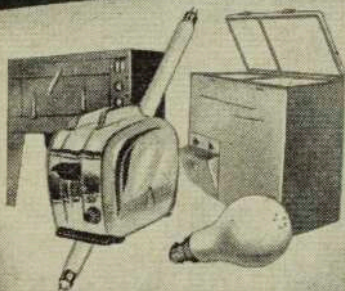
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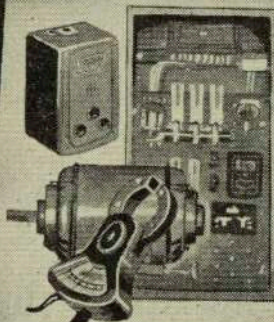
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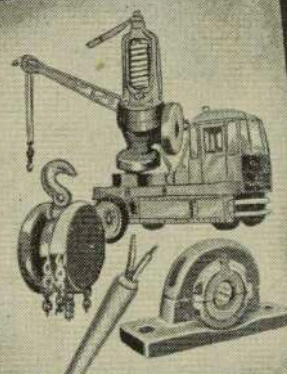
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NOT A NICE COUNTRY!

Traveller's Impressions of Indonesia

WHAT a responsibility rested on Dr. Evatt as Chairman of United Nations, which gave these 80 millions of Indonesians their independence!—thought I, as our ship berthed in Sourabaya.

After two VIP's had checked our passports and asked many personal questions as to firearms, and "if ill in the army," etc., passengers with endorsed visas were allowed to land at Djakarta. We were warned by our purser not to take cameras, and even to leave our watches behind, and on no account to separate. Cars took us 50 miles inland. The humidity was bad, and a mist arose from the rice-fields, as in other countries, when the paddy fields are flooded. Bandits, we were warned, frequented the roads; and of course, the fanatical Moslem showed up on occasions.

On the way, some of the bourgeois pointed rifles in a cautious way, and their faces showed that we, as a nation, were not in their favour.

Communism is not so rife as one could expect; but, considering how iterate the townfolk and peasants are, they could be easily aroused.

With horns blaring, we raced through the town at 70 miles an

hour; and it was useless trying to check our driver, who spoke no English—until the time for payment came! Petrol is cheap and with five passengers to a car, plus the driver, the cost was only 35 guilders—there being about 60 guilders to £1 Australian.

Rice, bananas and sugar-cane grow under irrigation—water coming by gravitation from the adjoining volcanic mountains—but a very low standard of living was seen. Rubber and tin were the chief exports during the Korean war boom, but are now in a slump. Tea, although expensive in Australia, is cheap here. Bandits raid the tea plantations, being near the hills. An excellent brew of beer is sold, made with real hops.

We landed a representative of the Massey Harris Co. (American), trying to expand their business, as better farming is done by power. Poor little pony stallions with bad feet were pulling hooded sulky-like carts and, when saddled, were offered us to ride.

Humped-back working bullocks slowly dragged the same reed-covered two-wheel cart one sees in Colombo.

Chinamen were in great numbers at Sourabaya, but seemed to live in Chinatown. They are not apparently liked by the Indonesians.

AUSTRALIA must watch the north of New Guinea and Papua. These areas are the

only bits left of the old Dutch East Indies. The papers have told what the Indonesians think.

An armed patrol was seen marching towards the hills in correct platoon formation, all armed with quick-firing small-bore rifles, their head dress camouflaged with green bush, etc. (Over)

PIMPLES HELPED 1ST DAY

Don't let ugly, disfiguring Pimples, Eczema, Acne, Ringworm, Psoriasis, Blackheads or Itching, Cracking, Peeling, Burning Skin Troubles make life miserable and spoil your fun. Don't be embarrassed and feel inferior because of a bad skin. Now every chemist has a new American Hospital Discovery called Nixoderm that stops the itch in 7 minutes, kills germs and fungus and in 24 hours begins to heal the skin clear, soft and smooth. No matter how long you have suffered or what you have tried, get Nixoderm from your chemist to-day under positive guarantee to return your money if not entirely satisfied.

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Webster's Biscuits.

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Specialising in Piecegoods and Mosquito Nets for Native Issue.

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OVERSEAS INDENTS ARRANGED.

Notwithstanding the rice grown, much has to be imported, and we unloaded many tons of flour from the Burns Philp ship.

The Japs sank a tremendous number of ships during the war: masts and funnels show up in the shallow bay. They also left an overflow of prostitutes.

It is hard to pick out the half-bred Japs from the other communities.

The Japs, since "Peace", secured a contract to salvage those ships for the iron, etc., but the Indonesians now will not let them start. No really stable Government exists.

The Japs boast that they did not destroy any of the installations because in 25 years they will be back in Java!

Several wives are allowed the Indonesians, who are 90 per cent Moslem, and these do most of the work, in addition to breeding well.

I did not see any pigs. They are considered unclean. But among these teeming millions sanitation is not a strong point. It is fortunate that clear, running water flows to Sourabaya from the mountains.

THEY are first class thieves. We were warned that even on the side of the ship, away from the wharf, these apes creep along in their felucca (or canoe) and, by throwing a line and hook through any open port-hole, pull out a towel or frock—anything is acceptable. If unable to hook any loot

these nice people will throw in a lighted cigarette.

Weedy in stature, with legs like our abos, long-fingered and bare-footed, they out-Bedouin the Bedouin as thieves. They are fed on rice, yet are able to pedal the tricycle rickshaw for hours—the transport mostly used by the poorer class of Indonesian. There is no

thrill in it compared with the f Zulu of Durban, who bucks a kicks to show off his strength in rickshaw.

The capital of Indonesia is similar to the town of Sourabaya. The population of Djakarta (the previous Batavia) at present is three million. Java, of course, contains very many millions.

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However, we feel sure that even the most determined relaxer has moments when the occupation palls—for these moments, we have a superb range of books for idly dipping into.

Here are a few to illustrate our point:—

"KATHARINE" by Anya Seton, 18/9d., post 1/1d.

"LOVE OF SEVEN DOLLS" (The Story of the film "Lilli"), by Paul Gallico, 7/6d., post 5d.

"A HISTORY OF COURTING", by E. S. Turner, 18/9d., post 9d.

"DON CAMILLO'S DILEMMA", by Giovanni Guareschi, 13/3d., post 7d.

"THE PICK OF PUNCH 1955", 15/6d., post 1/1d.

"THE COLLECTED SHORT STORIES OF SOMERSET MAUGHAM" in 3 volumes, 18/9d., post 1/1d. per volume.

We suggest that you toy with the idea. We think you will find it attractive and if you would like these books, or any others, we would like to hear from you.

GRAHAME BOOK COMPANY PTY. LTD.

39-49 MARTIN PLACE, SYDNEY.

Much damage was done by the taps, and a levy of 70 cents on each bottle of beer purchased is made to help rebuild the town (Mr. Madden should make note of this!).

A small episode showed the respect given the Britisher. A lady passenger, returning alone, and stooping to tie up her shoe, had her bottom pinched by one of the Wharf-labourers, and no one could take any action.

We sneaked to our lavatories. But the native relieves himself into the sea, or against the wharf sheds, in full view of all, and the hundreds of white-necked hawks do the cleaning-up.

Only 12 tons per hour, compared with 22 tons per hour loading rate at Sourabaya, showed the high cost inefficiency. The harbour is full of shipping from China, Britain, Japan, India, USA, and (still) the Netherlands.

As a final gesture, as we left Jakarta, the tug deliberately it seemed broke the tow-rope twice. Our captain said he had never had such a thing happen to him in a long life at sea. Burns Philp would not bring passenger ships in here at all, but for the idealistic Colombo Plan.

C. Corrie's Memory of Fate of Captain Keller

OTTO Keller was killed in January or February, 1913, in the Solomons, on the coast of Malaita, between Foando and Marrie," Mr. H. C. Corrie (formerly of the Solomons and now residing in Sydney) told the PIM. Captain Kug, writing from Germany, has been inquiring about the fate of Captain Keller.

"Keller went there on a ship called the Sumali," said Mr. Corrie. "He is the only one killed on that mission, and I don't know why. The natives similarly killed Jack Laycock, a brother of Dick Laycock, when he went in there on my ship on a recruiting trip, a few years ago."

When I went in there, I found F. M. Campbell there, with his police, and helped Campbell. Campbell is determined to get the murderer, and he took one of the chiefs and had him as hostage, until he got the guilty man. Then the murderer was taken to Tulagi, where he was tried, found guilty and hanged.

Captain Keller had Henry Kuper and Jacobsen working for him when he was killed. Jacobsen then claimed that he had an interest in Keller's affairs; Kuper said he had none. Jacobsen paid something and took over Keller's interest. Later, he repented; and he was living on Dangar Island, in the Hawkesbury River, north of Sydney, for a time. He used to go regularly into Burns Philp's, Sydney. He went in there, one

month, and left to go home—and was never seen again. He may have been drowned in the Hawkesbury."

Mr. Corrie retains his interest in Guadalcanal. The only BSI old-hand who now out-dates him is Mr. Carl Younger. Mr. R. C. Symes, another pre-war resident of BSI, is reported to have sold out his interests there.

Technical KO in Fourth!

OCTOBER PIM (p. 132) gave details of the third round in a small war that has developed in Papeete between the Government Tourist Bureau (or Syndicat d'Initiative) and a private agency,

World Travel Headquarters, whose head office is in Sydney.

Cause of friction was a sign erected by the private agency which seemed likely to cause confusion. It was first pulled down, then re-erected when a Court order declared it within the law. Then the Syndicat d'Initiative issued literature which, to tourists arriving from overseas and unaware of the circumstances, could have been construed as a warning to avoid the private agency—specifically named in the literature.

Whether this literature caused a technical KO, or whether the fight has been called off by mutual consent is not known—but the offending sign came down again in November, apparently to stay.

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To make matters worse, a private Executor's ability cannot be measured by his physical and mental fitness today. It is much safer to face facts, and appoint Burns Philp Trust Company Limited as your Executor. Then your family's future security cannot be left to chance.

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- 16-oz. Steak and Tomato.
- 16-oz. Irish Stew.
- 16-oz. Beef Steak Pudding.
- 12-oz. Steak and Onions.

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- 8-oz. Tomato Soup.
- 16-oz. Tomato Soup.
- 28-oz. Peeled Tomatoes.

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- 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.

COLD MEATS

- 12-oz. Trim (Pork and Beef).

- 12-oz. Meatreat.
- 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.
- 12-oz. Taper Corned Beef W/C.

SAUSAGES

- 16-oz. Beef Sausages.
- 16-oz. Oxford Sausages.
- 16-oz. Cambridge Sausages.
- 16-oz. Pork Sausages.
- 10-oz. Vienna Sausages.
- 16-oz. Vienna Sausages.
- 4-oz. Vienna Sausages.

TONGUES

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

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- 14-oz. Sweetened Condensed Milk.
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- 8-oz. Reduced Cream.

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- 12-oz. Flair Fish Cutlets.
- 16-oz. Tins Dripping.
- 37-lb. Tins Dripping.

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

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- 56-lb. boxes Bulk Butter.
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- 12-oz. tins Butter.
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- 12-oz. & 24-oz. Fig.
- 12-oz. & 24-oz. Plum.
- 12-oz. & 24-oz. Raspberry.
- 12-oz. & 24-oz. Quince.
- 12-oz. & 24-oz. Marmalade.
- 12-oz. & 24-oz. Apricot.
- 12-oz. & 24-oz. Peach.
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New Mayor of Suva



At the annual meeting of the City Council on November 2, Councillor A. D. S. (above) was unanimously elected Mayor of Suva. He will hold office for 1954-55 term in succession to Councillor B. M. N. McFarlane. Mr. Leys, New Zealander and is now a member of the Suva legal firm of Ellis, Munro, Tren and Leys. See November PIM.
—Photo: Fiji Public Relations Office.

NZ Demand for Cook Is. Handcrafts

THERE is a demand for a variety of Cook Islands produce in New Zealand at the present time, reports Mr. J. C. Garlach, Agricultural Agronomist to New Zealand's tropical territories, following displays of produce and handcrafts which he recently arranged at two winter shows. Based on inquiries at these shows at Hamilton and New Plymouth, there is a ready sale for ladies' hats from Palmerston Island, belts, Mangaian hats, and kapok. Though less keen, there is a market also for Manihiki hats, and a limited sale for Palmerston Island hat bands, fans, and door-mats.

In the primary produce section some interest was shown by visitors in the purchase of candle-nuts, and of pearl shell. The latter item has a ready and highly profitable United States market, and obviously only small quantities for sale as ornaments would be wanted in New Zealand at prices equal to or above the US price.

There was keen interest in mandarins, the export of which has been very limited for some years.

New HQ For US Trust Territory

THE Administrative headquarters of the American Trust Territory of Micronesia, which has been located until now at Honolulu, is now in the process of transferring to Guam.

This should be completed by January when all branches of the Administration with the exception of Education will be functioning there. Education Department headquarters will be at Truk.

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The Great Manganian Experiment

A Manganian trader, Mr. Edwin Gold, recently had this to say about Mr. Ronald Syme's Co-operative experiments on that Cook island:

TO date no actual co-operative activity is visible . . . the fancy goods and clothing supplied by Mr. Syme's native representative are unquestionably cheaper than similar goods opposition traders offer, but whether this can be maintained as a permanent feature is more than debatable.

This is the point that causes opposers of the co-operative system to declare emphatically that it is *not* aiding Islanders to get them used to artificially low prices, and then—as inevitably happens with these schemes—discover that under the philanthropic methods employed, the business cannot stand the rude shocks of Island trading, such as hurricanes, deterioration, bad debts, maintenance, etc. Pilfering by natives' staffs is another factor.

As an established Manganian trader of 30 years' experience, I see no future for the projects of Mr. Syme. All that can be looked for is a temporary upset of trade, caused by the immense gap between what Mr. Syme can do, and what others can do. Natives will flock to a new store, because it is

a new store! Then they drop away, and although prices of some things may be half those of the "robber baron" stores, old customers of these return to that fold where they have (allegedly) been so long fleeced.

I have never seen a co-operative succeed, or even endure long, even where directed by experienced old hands.

Mr. and Mrs. John McAlpir who were married at South Camberwell Methodist Church, Melbourne on November 5, will live at Madang, New Guinea, where Mr. McAlpir is a Patrol Officer. The bride was formerly Miss Verne Richards, Melbourne. Best man, Mr. F. Martin is also a Patrol Officer in New Guinea.

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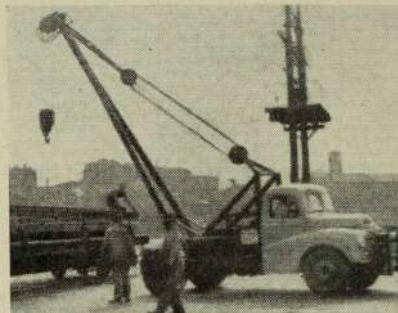
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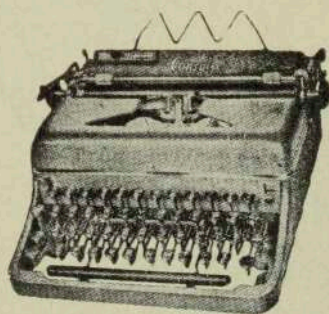
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A Pre-war Story About Sydney Milk-Cart

THEY tell me that Jerry Pentland lives on the western side of the river in Goroka (NG Highlands) these days, and, is a Town councillor held in high esteem. Why does not someone write the story of Jerry's life, before it is allowed to fade away among the incredible things? Anyway, here is my contribution to Stories of Jerry Pentland.

When I returned to New Guinea after the war I was placed in a cabin with a greying gentleman whom I took to be a missionary—a assumption due partly to the fact that BP's always hitherto had put me in with missionaries and partly because my cabin mate seemed such a quiet, gentlemanly type. I revised my ideas within the hour, however, when my suspected missionary invited me to assist him dealing with a bottle of gin. I discovered he was none other than that genial reprobate, Sepik Robbie. We found that we had many mutual acquaintances. Jerry Pentland came into this category. "Know him?" Robbie said. "I'll say so!" It went on from there.

Robbie told me that back in the latter days of early Bulolo and Edie Creek, he and Jerry were holidaying in Sydney, and staying at her's.

Very early one morning Robbie and himself at the Cross, waiting for a taxi wherein to return home. Jerry came along and they agreed to share a taxi.

There were no taxis forthcoming. Then a milk-waggon, with two horses, came along, and the milkman, with bottles, went down one of the many lanes.

Jerry said: "OK, Robbie, here we go! Hop up!" He took the driver's seat and Robbie joined him.

Jerry cracked the whip, and away they went. The lash was not spared all the horses were in full gallop. "Ah, as some old poet once said, 'Robbie-chains and milk-cans a-gling to the tune.'" Jerry stood and cracked the whip, and kept saying, "Tally ho." Windows opened and lights went on as they swung into Castlereagh Street, at Usher's.

Jerry said: "Well, goodnight, Robbie," and passed a tip to George (the driver) with advice to "keep an eye on the horses") and went to bed.

Next thing, Robbie was aroused by a loud knock on his door, and he was saying, "The Police are here, Robbie. Open up."

Jerry came in with a constable and said: "Robbie, do you know anything about a milk-waggon and horses?"

Robbie said, "No."

Jerry said: "Now, Robbie, you know you do these sort of things. If you have, own up."

Finally, Jerry turned to the constable and said: "I think he's telling the truth, constable. There must have been some mistake." The constable apologised and withdrew.

Only Jerry Pentland could hope to get away with a prank like that. —LH.

Mr. A. M. MacLeod-Smith, Financial Secretary of the Western Pacific High Commission, departed on leave from Honiara on November 8. Mr. C. A. Kirkman assumed duty as Acting Financial Secretary and Mr. R. Davies took over Mr. Kirkman's previous duties as Senior Assistant Secretary.

Organ Music—Now White Ants

WHITE ants are making a nuisance of themselves on Pitcairn Island, according to Pastor N. A. Ferris, who arrived in Sydney recently.

The Seventh Day Adventist missionary has just completed two years on the island with his wife and 17-years-old daughter.

Mr. Ferris said that the termites were introduced to the island in a church organ—a gift from a well-wisher in New Zealand. Now they were literally eating the islanders out of house and home, and there was nothing that could be done to stop their ravages.

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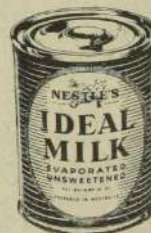
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★ **oniara's Lone Bank**

This photo by Mr. Reschke is of the only bank yet established in the British Solomon Islands — the Commonwealth Bank of Australia, Honiara Branch. Standing in the foreground is Mr. Bob Gram, a staff member who recently returned to Australia after two years' service at the branch.



Mr. C. Hart, plantation manager in the Solomons in the immediate pre-war years, recently sold his beach store at Woolgoolah, NSW, and has gone to live in North Queensland. Mr. Hart purchased the Woolgoolah store shortly after the war.

★ **Travellers to Nauru and Ocean Is.**

Passengers travelling by TEAL aircraft from Sydney to Auckland, there to connect with a phosphate freighter bound for Nauru, in November, included: Mrs. Gordon McFarlane returning to Ocean Island after vacation; Mr. and Mrs. Brian Smith of Adelaide, to take up an appointment with BPC at Ocean Island; Mrs. Athburn returning there after holiday; Mr. Charles Adams, officer in charge

of radio communications in the GEIC returning to Tarawa. A large number of Ocean and Nauru students, returning home for the Christmas vacation, also travelled by the same flight.

Colonel T. C. Campbell, Commander of the Fiji Military Forces, and Ratu Dr. J. A. R. Dovi, Deputy Secretary for Fijian Affairs, paid a brief flying visit to the Fiji Forces in Malaya in November.

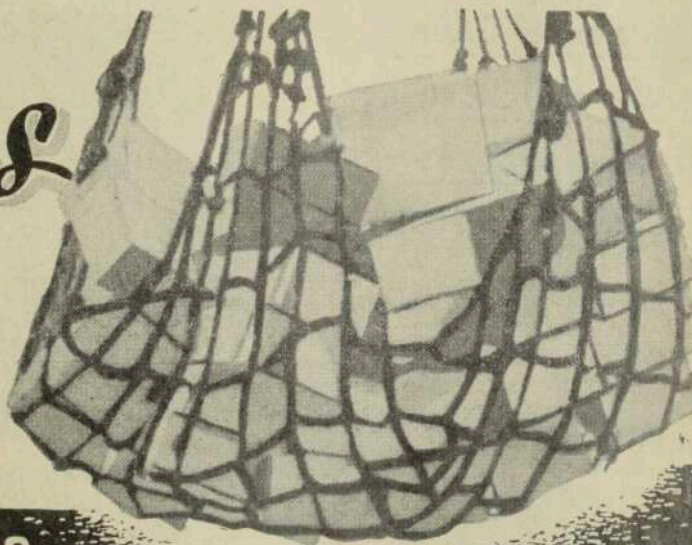
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The Ladies Differ

TWO British Solomon Islands housewives who passed through Australia recently gave newspaper reporters differing views on housekeeping difficulties in the Colony. But the fact that one lady was returning to the colony, and the other was leaving may have had something to do with this.

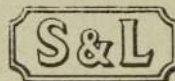
Mrs. P. N. Dalton, wife of the BSI Attorney-General, arrived in Sydney after 15 months' holiday in England. She said that practically all food consumed by Europeans in the Solomons had to be imported—and at "ghastly" prices. They intended to start a garden when they returned, but their house was built on a hill and the soil was very shallow. There was no shortage of native servants, she said, but few had had any training and they did not like to work.

With the *Malaita* now providing a constant supply of fresh meat and vegetables, housekeeping in the Solomons has become much easier, said Mrs. P. Hughes, wife of a Honiara administrative officer, in Perth recently. Mr. and Mrs. Hughes and their two sons left Honiara in mid-October.

Conditions had improved enormously lately, and life in the islands

was pleasant and agreeable, Mrs. Hughes said. There were about 200 Europeans in Honiara and the social life was active. A new golf course had just been opened, and there were tennis courts and a club. It was a paradise for children, as they could swim all year round, she said.

Shopping was easy because the Chinese had established a big shopping centre, with all types of goods which came mostly from Hongkong. Mrs. Hughes said they were able to grow some of their own vegetables particularly beans, tomatoes, pumpkin and marrow.



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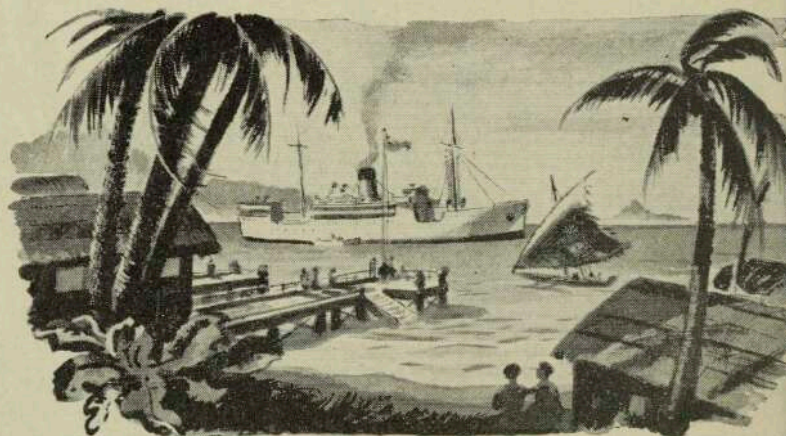
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AUSTRALIAN TARIFF BOARD
WANTS TO KNOW:

Should There Be A Papuan Rubber Industry?

From Our Own Correspondent

History of a kind was made in Port Moresby on November 11, when the Australian Tariff Board began hearing evidence from Papuan rubber planters. It was the first time that the Tariff Board had heard evidence outside Australia.

THE Board heard evidence for seven hours and the next day flew to Kerema to inspect plantation.

The case for the Association was put by the president, Mr. B. Fairfax-Ross who said the practical method of assuring a market in Australia would be by the removal of import tax.

Mr. Fairfax-Ross said it seemed a distinct advantage to Australia that rubber could be grown in its own Territory. The chairman, Mr. McCarthy replied that it would not be much advantage if it would be a heavy drain on Federal revenue to keep it going.

During the hearing, Mr. McCarthy, gave the impression that he was going to have anything put over by the planters and was quick to show that the Board would have been convinced that the industry really needed assistance.

It seemed that the planters were a little surprised.

removed, in the interests of the Australian consumer.

- Papuan growers had failed to make their industry economic and efficient; their case for remission of 2d was based on the period of adjustment following rubber stockpiling; there were prospects of better prices in immediate future; and the present price should, in any event, be profitable.

- The present voluntary system of marketing could not continue indefinitely as it was unfair to manufacturers—and the 2d per pound remission of duty on Papuan rubber would be of benefit to the planters only so long as the manufacturers continued under the present system.

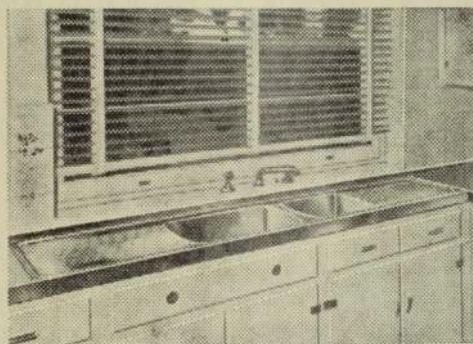
- If the Board found that the Papuan industry should have assistance, assistance should be by an industrial bounty so that the cost would be borne by the community

The Manufacturers' Case

In the Brisbane sitting of the Board, evidence was given on behalf of the rubber manufacturers of Australia by Mr. R. H. Simkin, Assistant General Manager of Nirolop in Australia. He represented Nirolop Rubber (Australia) Ltd., Goodyear Tyre and Rubber Co. Ltd., Empire Consolidated Industries Ltd., Hardie Rubber Co. Ltd., Cablemakers (Australia) Ltd., North Australian Rubber Mills and Apex Tyre Co. Together they represented 95 per cent of the rubber consumed in Australia.

In his submission on behalf of these companies he made these points.

As a bounty ceased to be paid on Papuan rubber in October, 1933, it could be presumed that the industry was then able to stand on its own feet and that duty collected subsequently was merely a revenue-producing measure. In this connection, the manufacturers believed that duty on all rubber, whatever its source, was unwarranted and an unjust impost on the rubber manufacturing industry. They contended that all duty should be



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generally and not only by the rubber manufacturers and the consumers of their products. The manufacturers wanted to make it clear that in their opinion the Pool has never functioned properly as a merchandising organisation.

In answer to questions from members of the Board, Mr. Simkin said that the manufacturers did not think it a strategic advantage to have a rubber supply in Papua;—that in the event of war, all strategic materials would be pooled by the Allies as had been done before, and Australia would get little advantage from having Papuan rubber.

Although Mr. Simkin submitted that the manufacturers were under a disadvantage because of the present method of selling by the Pool and through the manufacturers' voluntary agreement to pay the 10 per cent. primage which, in effect, was returned to the producers, the Chairman of the Board said that he had yet to be convinced that the manufacturers were under any disadvantage whatever in buying Papuan rubber under the present system.

In regard to Mr. Simkin's optimism in regard to the future of rubber, he asked if manufacturers would therefore be prepared to guarantee Papuan growers 1/6 per pound for their rubber for the next five years. Mr. Simkin said they could not.

Board's Surprise New Angles on Old Questions

IN Port Moresby, the principal evidence was given by Mr. B. Fairfax-Ross in his capacity as president of the Planters' Assn. and as General Manager of the British New Guinea Development Co. He also took the brunt of the long and penetrating cross-examination by members of the Board.

Mr. Fairfax-Ross admitted that on present price of rubber, the Papuan industry was not in need of financial assistance. But he submitted that the 2d duty was unfair in that Australia did not levy an import tax on any other of the Territory's products entering Australia; and that its remission was necessary for the long-term stability of the industry.

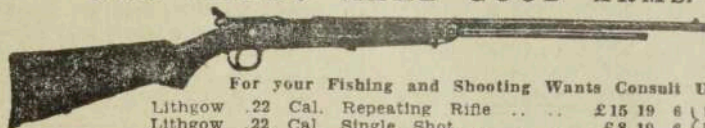
The Board made it plain that it had yet to be convinced that the rubber industry was worthy of fostering at all; or that it would not be better to cut losses at this

stage; and, if assistance were warranted, why it should be to the specified amount of 2d. They would not agree that an Australian import tax was unfair just because the rubber was Papuan.

The Chairman of the Board said that the Board believed that duty on all rubber entering Australia should be removed—that the Board was critical of the Commonwealth raising revenue on an essential raw material, and he thought that ultimately it would be removed. In which event the Papuan industry would have to find some other method of assistance, if that were found to be warranted.

† Pastor Ioelu Tapene, Chairman, London Missionary Society Conference, Western and Eastern Samoa, recently made a short visit to Honolulu.

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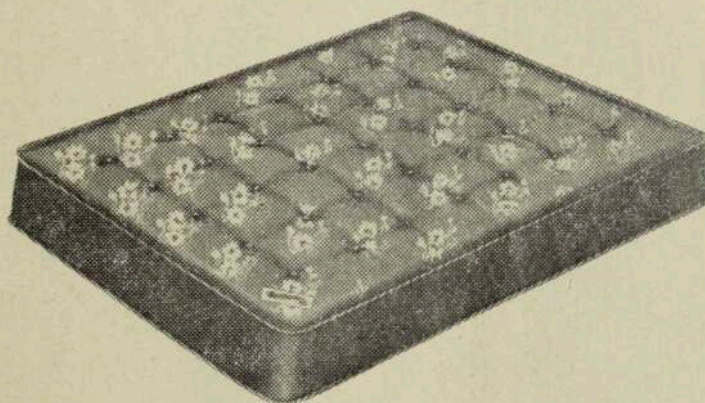
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A YEAR OF PROGRESS IN MICRONESIA

ON his recent resignation as High Commissioner for the US Trust Territory of Micronesia, Mr. F. E. Midkiff listed some of the things which have been achieved there in the past year.

Good progress is being made in the cocoa planting scheme at Ponape and Palau. Over 35,000 seedling trees have now been distributed.

The anti-rhinoceros beetle campaign has continued and some progress has taken place in the establishment of a coconut nursery in the Palaus from which new plants will be distributed.

A programme of distribution of improved cattle and pig breeding stock is progressing. Several new and promising grasses and legumes have been established and are now being spread. There has been progress in establishment of a fishing industry.

An electric power plant has been established at Koror, another is being built at Ponape, and a refrigerator has been built there. At Majuro, two concrete warehouses have been erected.

Locally-owned trading companies have taken over the collection and purchase of copra on a district-wide

basis everywhere except at Ponape. The Island Trading Company, an Administration-owned organisation providing the shipping connections within the Territory, has now been almost completely transferred to the

control and ownership of the Micronesian people.

Everywhere except at Yap, Administration-owned commissionaries have been transferred to local trading companies.



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A Hundred Years Old



Mrs. Rangī One Potai Ngatikao, of Rotonga, celebrated her 100th birthday November 8 last. Born at Titikaveka age, her family shifted to Avarua while she was still a young girl—and there she has lived ever since, watching the comings and goings of countless Administrations, investigating committees and delegations! She married a High Chief of the Karika family, he dying seven years ago. She has 10 children, 18 grandchildren, and 21 great-grandchildren.

Micronesian Air Service

THREE SA-16 Grumman Albatross aircraft have recently been taken into operation in the American Micronesia inter-island service. They replace three Catalinas which were maintained communications since the war.

The Grummans have been equipped to meet the Civil Aeronautics Administration's rigid safety

requirements for civil aircraft. Owned by the US Department of the Interior, they will be operated, as before, by Transocean Airlines.

¶ Mr. Vercoe Cook returned to Minalton, South Australia, recently on leave after three years' service in New Guinea as an agricultural missionary. Mr. Cook founded the Denis Taylor Farm School near Mount Lamington after the 1952 eruption.

¶ Colonel A. Hurnu, chairman of the Colombo Port Commission, and Colonel C. L. Damen, engineer on the staff of the Ministry of Transport, left Honiara on November 16. They had spent three weeks studying port conditions with a view to advising on the installation of improved harbour facilities at Honiara.

¶ Mrs. Michael Slade, of Sydney, arrived in Fiji in November to visit her daughter, Mrs. V. Jenkins, of Wainikoro, Labasa.

Throughout the South-West Pacific



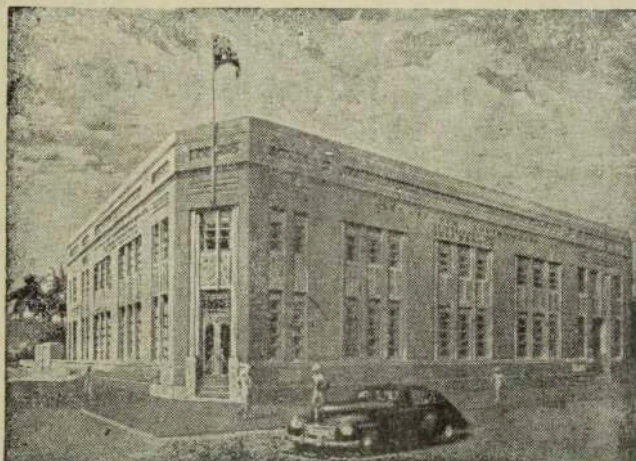
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Branches—Port Moresby, Samarai.
Branches—Bulolo, Lae, Madang, Rabaul.
Agencies—Kokopo, Goroka, Wau.



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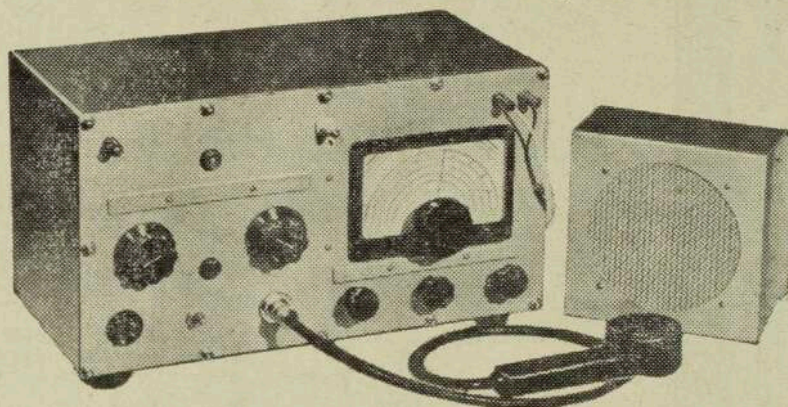
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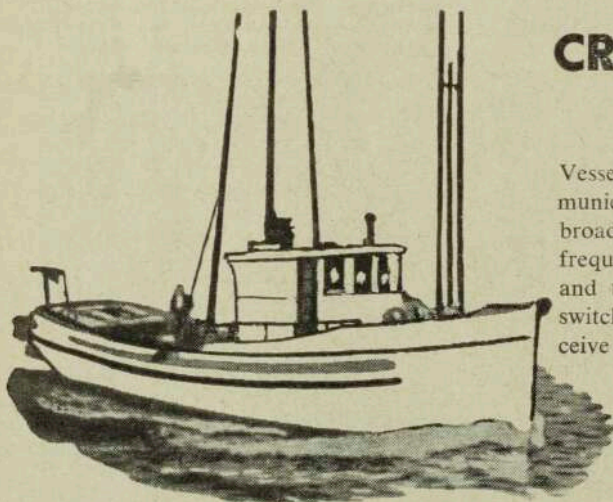
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HERE is interesting, though puzzling, news from Joe Bourne, FO8AB, of Papeete, this month. Joe reports three French Oceania stations. First is Georges Henderson who has replaced Roland, FO8AD, as meteorologist on lonely Rapa, and has set up FO8AK, active at present on 14 mc/s. (Rapa is back in Papeete).

Also on the air from Papeete is Andre Rayon, ex F8SA, active on 7/14 mc/s /phone, using NBFM, with the call 8AB. Whether this means that Joe has abandoned Hamdom, whether Andre is sharing Joe's station, or whether Joe, as we suspect, just made a mistake in the call in his letter, we do not know at the moment but will check for next month.

The third new station is FO8AL, name exact QTH not known yet, but he is located either on Tubuai or Raiivavae the Austral group south of Tahiti and on 7/14 mc/s CW/phone. A photo of Joe, if not all, of the FO8 boys is coming up soon.

Another non-Ham Tahiti correspondent has along a letter from W6WNH of La Mesa, Cal., in which he reports that he and his wife are doing spare-time work on a yacht in which they plan to cruise to Tahiti in two or three years. There will undoubtedly be a Ham on board.

Stan, VR2AS, sends the latest from the call VR2AA, formerly belonging to Wally Clutterbuck of the RNZAF, now VR2L, has been re-allocated to a new call—J. Gordon, RNZAF Station, Pukaha Bay, near Suva.

September we mentioned the impending arrival of Bob Roberts, G2RO, a Special Adviser on Broadcasting. Well arrived, was allocated VR2RO, and set up shop with his 15-watt rig from Grand Pacific Hotel, Suva, in November with a dipole on the roof. He was to appear in Honiara around November as VR4RO for a couple of weeks, then in mid-January he will become VR2RO, on the air from Tarawa, also about two weeks. Leaving the Pacific VR2VK he plans to live in the Cocos (Indian Ocean) air about February 20 for a few days, thence to Mauritius, due in January 28, with the call VQ8AY. During his world-wide tour Bob has already appeared with the RO suffix from districts 1-6; from VQ8AY; ZC5RO; districts 1-7; VP2GRO; and lately VR2RO.

Stan, VR2CY, has lately shifted from Pukaha Bay across the hill to a Suva house. He was formerly located right next to Stan—so the QRM problem is greatly eased for both.

Bob, VR2CW, has now joined the Fiji Broadcasting Commission technical staff. He gets out well with a 35-watt phone

—VR2CS, Keith Broadbridge, who reported to VK when FBC took over the broadcasting setup this year, was present at an Adelaide Hamfest in October.

We were wrong in believing that Chas. Jones, VR-1-A, had quit the Gilberts permanently. He returned to Tarawa late

November after VK furlough. Chas. understands that Mr. Jones, his latest staff addition, though not a Ham previously, does plan to become a VR-1 soon. Chas. had an all-band VFO in his bag when he left Sydney and he indicated that more might be heard of him in future.

Palmyra's KP6AK might have a neighbour in the New Year, as there is word from Honolulu that South Pacific Airlines have the firm intention to use nearby Christmas atoll (not ZC3) as a refuelling point on their Hawaii-Tahiti service, commencing March, 1955. That could mean Hams on the staff of a probable aeradio station. Christmas is another condominium like Canton, so, as the airline is American, we assume that any likely Hams will appear as KP6's—not VR3's.

Another rare Pacific call—FW8AB—is disappearing. Adrien's early return to France will put Wallis Island off the Ham map.

Less interesting to the cardsters is a new one at Lord Howe—VK2ATA—using a little Type-A/Mk.3 rig on 3.5/7 mc/s CW/phone and getting out well. From Norfolk, Ray, VK9RH, sped to the mainland late August for an appendix operation, but is now reported fully recovered.

We are hoping to have the story of the December Tokelau expedition for next issue.

Photos of Island Hams, singly or in groups, are appreciated.

Mr. W. A. Roberts, the Secretary of State's Colonial Advisory Broadcasting Engineer, arrived in Honiara on November 22 to discuss broadcasting development in the Protectorate. Mr. Roberts will visit the Gilbert and Ellice Islands in December.

Mr. R. J. S. Hutchinson and family left England in mid-November returning to the GEIC from furlough.

Fiji is well served by radio phone installations in outlying islands and on local vessels, states the president of the Suva Chamber of Commerce (Mr. W. G. Johnson) in his 1953 Annual Report. The stations, which now number about 80, facilitate trade and are valuable in times of sickness or distress. Suva's telephone system, however, is severely criticised. Mr. Johnson says it is doubtful whether the construction of Suva's new and badly needed automatic exchange is progressing as rapidly as it should.

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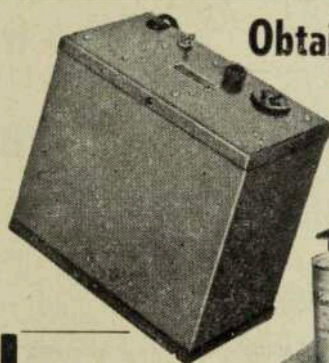
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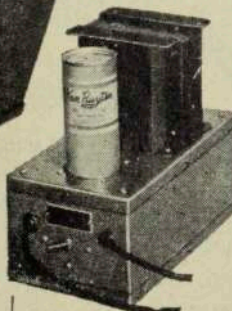
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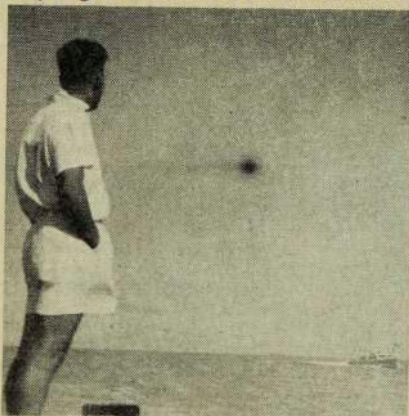
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Flying Saucer over Aitutaki?



The cheery optimist who sent this to PIM writes: "This is positively the first Flying Saucer to be spotted in the Islands. This one was snapped as it sneaked over Aitutaki lagoon just after a TEAL aircraft had taken off for Tahiti. Mr. C. Dixon, standing on the stern of the CAA launch in the foreground, appears quite unperturbed. TEAL launch in the distance." Our friend assumes that even a pinhole camera cannot lie.

¶ Dr. John Stirling Hogg has been appointed Senior Medical Officer, Gilbert and Ellice Islands, and will leave the United Kingdom in January to take up the appointment.

¶ Dr. Helen Phillips, who recently spent four and a half years as medical officer in the Gilbert Islands, is now the first woman medical officer to schools in the Northern Territory of Australia. Her field of operations covers the whole of this vast area and will in-

volve long flights between one school and the next. Dr. Phillips' husband, Captain Thomas Milner, is in command of a vessel plying between Darwin and Sydney. During wife's stay in the Gilberts, he captain of a ship trading in islands.

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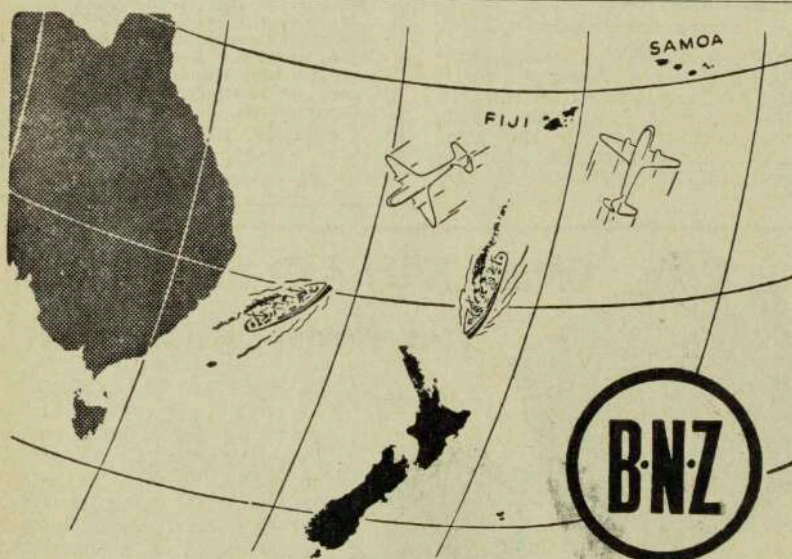
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**BANK of
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HERE IS MONEY
AND GRIEF IN

Getting Into the Croc. Business

WHEREVER men congregate to dream aloud their schemes for making easy money in New Guinea, talk is sure to turn to crocodiles. One needs is a boat, a torch-lipped rifle, and bingo—there's \$3,000 in a couple of months! Or so they say!

At the present moment there are several incipient crocodile expeditions forming in the back-waters of Milne Bay harbour.

What is not generally known, is that some well-equipped and apparently highly successful crocodile expeditions to New Guinea waters have lost hundreds, and even thousands, of pounds through ignorance of the processing and marketing details.

There is a keen and rich market for croc hides, but because they are valuable the buyers are naturally highly critical of the condition of the produce. A man who is well versed in the handling of say, deer or buffalo hides, needs to learn an entirely new technique and be much more painstaking with croc hides, what is equally important, he must make certain that the materials and facilities will be on hand before he departs from civilisation.

For example, the only practical way to ship croc hides is in solid, dunnage wooden cases, or in wooden crates—emphatically not in metal tins and emphatically not in boxes alone.

Naturally these containers will have to be taken to the out-back processing location, in trucks or otherwise. Also required there on the spot will be a solid, flat-concrete wooden-processing floor, and a well-ventilated, rain-proof, curing shed that is not too hot and not too draughty. To reduce heat, if iron roofed, the roof must have to be covered with matting, sacking, or vegetation. A lot of labour will be required in packing the hides, for protective reasons, and a very large quantity of fine sand (the coarse cattle-hide type) for curing. These are just some of the props that will be required before there is any possibility of hitting the jack-pot that the day papers talk so freely about. Here holes and slight scratches or blemishes may not seriously reduce the value of other hides, they have a considerable effect on croc hides. Presumably every croc hunter knows that a bullet hole through part of the hide will cut its value greatly or even render it useless—but fewer know that

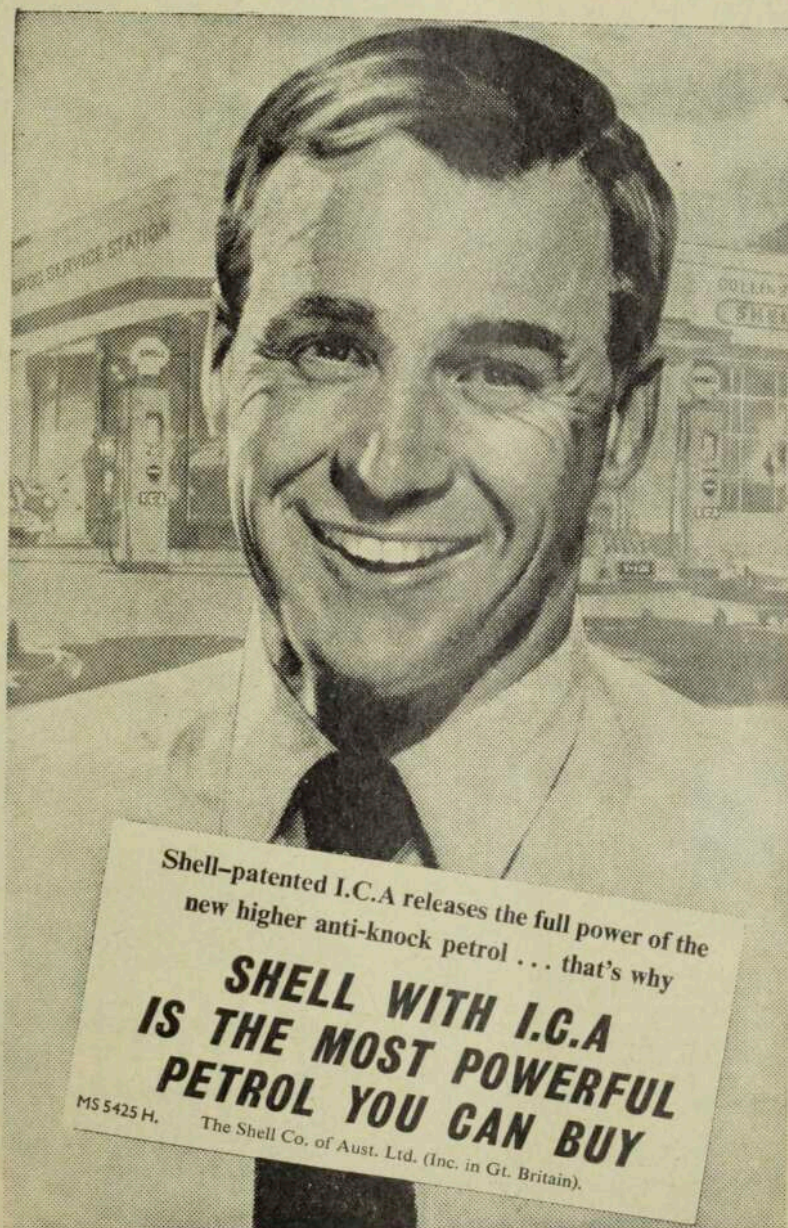
dragging the dead croc up some stony river bank or across a snag may do just as much damage without actually holing the hide.

Not long ago, one successful hunter came south to Sydney with a large consignment of good hides. He had diligently complied with all the processing requirements. The hides had been carefully packed in stout cases and there was nothing left to do but hand over to the boss-boy to nail down the lids. That boss-boy, in ten minutes, cost the happy hunter hundreds of pounds. One or two of the four-inch nails had curled inwards to pierce a hide or two in each case. Even those small holes decimated the value.

Similarly, a croc left lying in the

sun may have its hide value halved. It must come straight from water to skinning platform. Ten hours is the absolute maximum between killing and skinning—so it is a waste of time to kill more than can be quickly processed. Then, after skinning, the hide should *not* be dragged back into the river or swamp, but should be washed on the clean skinning platform. Curing must proceed immediately after skinning. Here too, many a hide has been lost for want of a few shillings worth of the correct chemical preservative added to the salt. Not much is needed—but it must be taken along, and used in the correct proportion.

Generally speaking, salt water



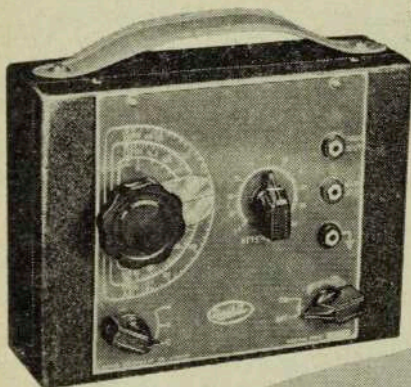
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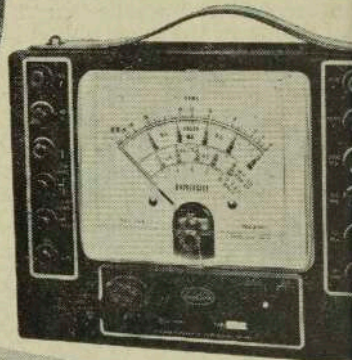
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68DECEMBER, 1954 — PACIFIC ISLANDS MONTHLY

crocs are the most valuable. The hides of the older and larger fresh water crocs are usually affected with "buttons" or nodules on the choice belly skins. These may not be easily seen, but they can be felt, and they greatly reduce the value. They are possibly caused by gravel penetrating the skin, and are not usually present in crocs of less than 7 ft long.

A strict procedure for skinning and processing is laid out; any prospective hunter must make himself thoroughly familiar with it. At least one Sydney firm dealing in hides issues a typed brochure on the subject. The central back portion is, of course, valueless, and incisions are made round this in a specified manner. Value is based on blemishes, shape, quality of curing, and, finally, size. Payment is by measurement across from "armpit" to "armpit"—the widest part of the hide disregarding the leg portions. The measurement is made with the skin unstretched but laid out perfectly flat. If the hide is insufficiently cured it will continue to shrink, and this measurement may be substantially less in Sydney than it was in New Guinea or the Solomons.

As an indication of value, in November, Prime quality hides, 18 inches and over, were worth 6/9d per inch, delivered and measured in store, Sydney. Hides 12-18 inches,

6/6d per inch; 10-12 inches, 3/6d per inch. Below 10 inches, no market. Above 29 inches the value is reduced to two-thirds. Flawless fresh water hides are quoted by some firms at 1/- per inch below the above values, which, we emphasise, are for flawless Prime hides.

Two Sydney firms keenly interested in the crocodile hide market are Inter-Continental Exports Pty. Ltd., P.O. Box 5295 (corner of Erskine and Kent Streets), and Johnson & Sons Pty. Ltd., 203 Castlereagh Street.—JPS

Mr. T. J. Dunleavy, editor of Western Samoa's only newspaper, for the last three years, left Apia with his wife and family in November for 3 months vacation in New Zealand. In his absence, freelance writer Jack Thornton, of New Zealand is relieving editor.

Netherlands Makes Plastic Boats for the Tropics

A NETHERLANDS shipbuilding yard has started to mass produce plastic boats—size unspecified. Plastic canoes have already been made in Holland for use in Dutch NG waters.

The boats are made of a glass fibre reinforced polyester resin, which is hardened at room temperature by means of a cold curing process. The final result is a seamless, perfectly smooth hull with a total thickness of about 0.14 inch. It collects very little submarine growth.

The material is also pile-worm proof—an additional advantage in tropic waters. Total weight is two-thirds that of a similar sized wooden vessel, and prices compare favourably.

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PACIFIC ISLANDS MONTHLY—DECEMBER. 1954

69

INTERESTING MISSION FILM FROM MELANESIA

THE Australian Board of Missions has produced a 29-minute full-colour film entitled, *Martyrs' Harvest*. It illustrates the work of the Church of England in the Diocese of Melanesia which stretches from the New Hebrides in the south, to the British Solomon Islands in the north.

Prominently featured in the film are the Mission hospitals and Mission training schools. Here natives from isolated districts are trained as medical aids and missionaries. Here, too, natives receive instruction in animal husbandry and modern agricultural methods.

The latter part of the film is devoted entirely to the recent consecration earlier this year of the Rev. Alfred Hill as Bishop of Melanesia. He is the ninth Bishop of Melanesia but the first to be consecrated on Melanesian soil. (See magazine section this issue).

The film is available to churches, schools and other bodies through the offices of the Australian Board of Missions. It is also for sale at £85 in colour and £25 in black and white.

Mr. K. Nicholson is expected to return to Tarawa in January after carrying out a study of the co-operative movement in India and Ceylon.

Mr. R. R. McKellar, Chief Inspector of the Bank of New South Wales, arrived in Lae on December 5 to begin a goodwill tour of the Bank's branches in Papua and New Guinea. He planned to visit Wau, Bulolo and Rabaul, then return to Port Moresby for the official open-

ing of the new Bank premises on December 13. The visit is Mr. McKellar's first to the Territory. It is also the first visit by a senior Bank of NSW official since the Inspector for Queensland Division (Mr. C. G. Marjason) toured P-NG in September, 1953.

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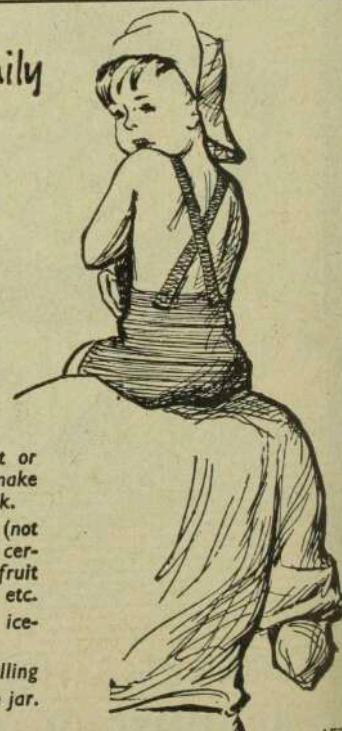


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Caledonian Nickel Booms While Chrome Languishes

From Our Own Correspondent

NOUMEA, Nov. 11. NICKEL and chrome mining, the two industries which are the basis of New Caledonia's economy are at present in violent contrast to each other.

Nickel mining is booming and faces a bright future. But the chrome industry is reeling under the burden of high production costs and few foreign buyers. America, which used to take the greater proportion of NC's chrome production, is now out of the market.

Members of the local assembly, the Conseil Generale, recently radioed the French Premier (M. Mendes-France) protesting against French industrialists buying chrome from foreign sources—with apparently little result: it was officially announced shortly after that under a Franco-Russian economic treaty then being discussed, France would import large quantities of chrome from the Soviet.

The local Assembly considers that if the treaty is adopted, NC's chrome industry will die. Dismissals occurred in October and the Colony's largest mine laid off a further 200 workers in November.

At the same time the Societe Nickel, which operates smelters in Noumea, expects this year's production to total 8,000 tons of pure metal. At least 450,000 tons of ore will be mined, and it is expected that this figure will be exceeded in 1955.

The smelters at Noumea are equipped with three coke and three electric furnaces. Continuous operation of the latter is conditional on the water level in the Yate dam—site of the only hydro-electric installation in NC—about 50 miles from Noumea. The Government is at present considering enlarging the dam. A refining furnace, which eliminates all sulphur from the nickel, was recently installed at the smelters.

New mines are being exploited by the Nickel Co. About 1,600 persons are employed, and at least another 1,000 will be employed as the rapid expansion at the smelters and the mines continues.

Japan, which secured large concessions in the Colony before the war and worked them extensively, is likely to enter the nickel trade with NC once again. Contracts have been signed for the supply of 10,000 tons of 3 to 4 per cent ore. This will be refined in Japanese smelters and, as ferro nickel, will be exported to South America, Germany and Italy.

The Nickel Co. has also interested itself in cobalt deposits. It has brought a specialist out from France, who is at present examining the deposits. A pilot plant, capable of treating about 20 tons per day has been erected for washing cobalt ore. A company, in which both French and Canadian capital has been invested, has been formed to concentrate and smelt the mineral.

Mr. E. J. H. Colchester-Wemyss, Superintendent of Police and Prisons, BSIP, has been appointed Commissioner of Police, Bahamas. The appointment will take effect at the conclusion of his forthcoming leave. Mr. Colchester-Wemyss will leave for UK next February.

Mr. and Mrs. Hugo Brassey, of Tipperary, Ireland, recently visited their former home at Dunk Island. The couple spent two and a half months on the island and returned home via the USA.

Two Samoans and the president of the Samoan Seventh Day Adventist Mission (Pastor H. B. Christian) visited Australia recently. They were delegates to the Quadrennial Session of the SDA Church in Sydney. The Samoans, Pastor Tini Inu and Miss Momoi Kuresa, were on their first visit to a completely European community. Miss Kuresa is the matron of a training hospital for 200 nurses in Western Samoa. Pastor Inu lives in American Samoa.

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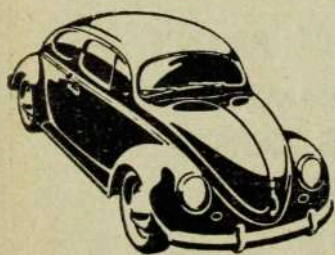
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resisting electrically spot-welded all-steel body and chassis of the Volkswagen.

Air-cooled 4-cylinder, 4-cycle O.H.V. Boxer type engine. Capacity: 72.740 cu. in. H.P., 14. Miles per gallon (Imperial), 38. The famous VW-engine forms one single unit with the gear-box, the differential, and the rear axle!



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STAMPS COMMEMORATE PACIFIC AIR AGE

By K. NORMAN

AS a means of distinguishing mail carried by air, "airmail" stamps have, for some years now, been issued by almost every stamp-issuing country in the world. In British territories of the near Pacific area, a number of interesting stamps have appeared, some as specific "airmail" labels, others of a commemorative nature, with appropriate air designs.

The first airmail stamps produced in Australia appeared in May, 1929. On that occasion a 3d. value carried a characteristic landscape view of mountains, a river, several drooping eucalypts, and a flock of sheep. Overhead a DH de Havilland biplane, of the type then used on the weekly East-West Air Service operated by West Australian Airways, appeared in flight. The stamp was issued for use on aerial mail carried from Perth to Adelaide principally.

The aerial pioneering of the late Sir Charles Kingsford Smith (lost in 1935 on an England to Australia flight) were recalled by the Commonwealth with three stamps, issued in March, 1931.

Design for these was the two hemispheres, with the famous monoplane, *Southern Cross*, in which "Smithy" made many of his remarkable flights, between the lobes, while the entire design was

surmounted by the badge of the Royal Australian Air Force, in which in 1930, Kingsford Smith was made an Honorary Air Commodore.

The work of well-known Australian artist, Mr. Virgil Reilly, was included in the four stamps, struck by Australia in July, 1940, to mark Commonwealth participation in World War II.

This was an adaptation of a 1939 oil painting of a sailor, soldier, airman and nurse. All figures were taken from real life, the airman being Squadron-Leader Arthur Norman Hick, who was killed in Britain in June, 1941, in an aircraft accident.

Three stamps were circulated in February, 1945, to commemorate the arrival in Australia of the Duke and Duchess of Gloucester, when the Duke became Governor-General of the Commonwealth. As well as portraying the Duke in military uniform, the Duchess was displayed in uniform as Commandant of the WAAF.

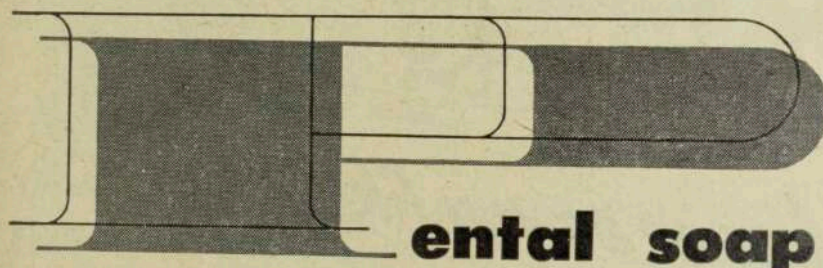
The 3½ stamp issued by the Commonwealth in October, 1949, to celebrate the 75th anniversary of the foundation in Berne, Switzerland, of the Universal Postal Union, was interesting. It was designed by Mr. Daryl Lindsay, director of the Melbourne National Gallery, featured an outback mounted post-

man, with a modern airliner—an imported Convair in flight overhead—typifying forms of mail transportation. The stamp was voted overseas as "the best of the year."

The first of New Zealand's airmail stamps made their appearance in November, 1931, being issued in connection with the Australia to England Christmas Mail carried by air. The stamps of the issue showed a typical New Zealand lake, backed by mountain ranges. A small monoplane flew insignificantly over the scene.

In February, 1934, the first official mail carried over the Tasman was accompanied by special Dominion stamps, the current 7d. airmail

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Pacific Islands Distributors:

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PACIFIC ISLANDS MONTHLY—DECEMBER, 1954

stamp as above, suitably inscribed, "Trans Tasman Air Mail. Faith in Australia."

This mail was flown by Captain C. T. P. Ulm in "Faith in Australia" from New Zealand. Ulm was a close associate of Kingsford-Smith.

Another New Zealand series of three was printed in March, 1935. The stamps were designed by Mr. S. J. Berry, of Wellington, whose designs have appeared on many subsequent Dominion stamps.

They showed a DH plane about to land on the Bell Block Air Terminal, New Plymouth, North Island. Another aeroplane and a mail truck appeared on the ground, with imposing Mount Egmont in the background. A Maori watched the scene from a palm tree in the near foreground.

Theme of the 4d. stamp of the January, 1940, series occasioned by the country's 100th anniversary, was "Transport," being represented by a modern airliner as centrepiece, surrounded by a bullock waggon, an ocean liner and an express train.

Four well-known wartime aircraft appeared on the 3d. value of the "Peace" series, originated in New Zealand in April, 1946. A Lancaster bomber, a Spitfire fighter, a York Transport and an Empire Flying Boat, were typically featured in addition to a centrepiece consisting of the badge of the RNZAF. The stamp was a tribute to the

Allied Air Forces participating in the Second World War.

Another small aircraft was featured on a 1/- stamp, issued in November, 1950. This machine was shown over an aerial view of Timaru, the port and agricultural centre of South Canterbury. Five stamps were issued at the time, marking the centenary of the Province of Canterbury.

In 1925, New Guinea produced stamps, ranging from 1d. to £1 typifying a native village in the

territory. In June, 1931, stamps intended for use on airmail comprised the 1925 series with a special overprint, showing a device of a biplane and the words, "Air Mail." Postage on gold carried from the goldfields in the Morobe district to the coast caused the issue.

May, 1935, saw the introduction of two high value stamps in New Guinea—£2 and £5 denominations to pre-pay postage on gold bars despatched by air from the Bulolo Goldfields, in bricks of 47 lbs. weight.

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The design illustrated a view of the Bulolo Goldfields in the interior, with a low-winged monoplane flying low overhead. A panel at the left depicted an old-fashioned gold bullion ship, while at the right, another panel showed a white man panning for gold, watched by a New Guinea native.

In March, 1939, the same design was used in a series ranging in value from 1d to £1.

Early stamps of Papua, featuring the typical Lakatoi, were the basis on which the country's first "air mail" stamps were patterned. A monoplane, with the words "Air Mail" inscribed on the wings, was overprinted on the "Lakatoi" designs.

In September, 1938, the 50th anniversary of Papua as a British possession was celebrated by five "air" stamps. They were current for a year and displayed an aerial view of Port Moresby Harbour, with the s.s. *Katoomba* moored at the wharf, and a DH86 plane overhead.

A year later five other "air" stamps followed a pictorial theme, two natives polling rafts, watching a modern airliner as it flew overhead, with a range of mountains behind it.

In August, 1949, the Cook Island produced a set of pictorial labels. The 5d. denomination carried a design showing a Dakota mail-plane about to touch down at Rarotonga airfield.

British possessions and colonies, in the Pacific, in October, 1949, utilised a common design for the 5th anniversary series of the Universal Postal Union. Two designs referred to air transport. The lower values showed an allegorical silhouetted aeroplane, with a ship and rain and the Greek "Hermes."

High valued stamps depicted a modern airliner over the globes of the 2 Hemispheres and a steamer below.

The 2d. and 5d. stamps from Tonga, issued in July, 1951, in commemoration of the 50th anniversary

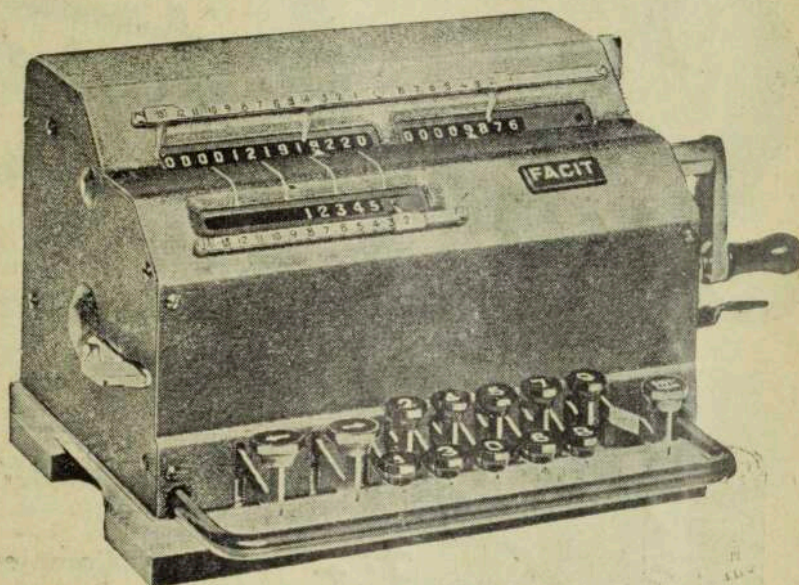
Tongan-British Friendship, depicted miniature representations of aeroplanes in the top right-hand corners of the designs.

A DC4 aeroplane figured on the 1d. stamp included in the Norfolk and pictorial series of 1953. It is shown on the Norfolk Island field, flanked by typical pine trees, which landing field was built in 1942 and 1943 by Australian and American engineers.

All packets and parcels addressed residents in P-NG must in future be accompanied by a Customs declaration indicating the contents and their value. This was recently announced by the Australian Acting Master-General, Sir Philip Bride. Absence of the declaration, he said, increased the work of P-NG customs officials and caused delay in the delivery of postal parcels.

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MAGAZINE SECTION

Tropicalities

WITH A FRENCH TOUCH

ON the language difficulties in Noumea, during the South Pacific Commission session:

Sir Ronald Garvey, Governor of Fiji, speaks fluent French; but even he found himself in a slight embarrassment.

He was praising the Noumea bus service, which is labelled "Transport de Commun." Sir Ronald thought that the citizens of high degree might make greater use of this facility. His friends seemed surprised and amused. He learned afterwards that he had got mixed in his pronunciation of the letter "u", in "commun". This linotype cannot express the difference; but, as the Governor pronounced it, it meant lavatory instead of bus.

An American chatting to Noumean friends, thought he was discussing pneumatic tyres. After some slight confusion and distress, he discovered that he actually was discussing the qualities of nudes.

This occurred in a Noumea restaurant:

An Australian lady noticed that the meat dish was called "canard". That, it appeared, was duck; but the lady, having poor knowledge of French, was sure it meant dog (canaille).

Her gallant escort, to reassure her, called the waiter—a rather surly fellow, with a flat sort of English pronunciation.

"What is this?" asked Monsieur, pointing to the dish.

Waiter: "Dock, m'sieu."

He thought he was saying "duck". The lady was sure he still said "dog". They compromised on a cheese salad.

NEW GUINEA WOMEN ON THE AIR

BACK in Sydney from the successful launching from 9PA, Fort Moresby, of New Guinea's new Women's Session under local empress Joan Stevens, Ida Elizabeth Jenkins of the ABC was enthusiastic about the wealth of material she found in the Territory.

Much of the background material she collected and the recordings she made there are to be featured in the ABC National Women's Session in Australia. For example interviews with Mrs. Flo Stewart of Hotel Cecil in Lae, who has lived in the Territory since 1906, and with Miss Carter, who is in charge of

the Library Service there, are to be incorporated in the mainland session. She intends to introduce New Guinea to Australian women listeners through the voices and lives of some of its most interesting women.

During her three weeks' trip, to P-NG, Mrs. Jenkins, travelled more than 5,000 miles and made a point of meeting as many women as possible to ascertain first-hand their radio needs.—H. E. L. PRIDAY.

SNAILS A LA MODE

MICRONESIAN Monthly has produced a recipe for preparing giant snails for the table—giant snails being the nauseating pests introduced by the Japs to New Guinea and some of its islands and to certain parts of Micronesia. Having introduced them, it is said that even the Japs refused to eat them. Here is the recipe—strictly for the adventurous:

Place six dozen snails in a pail with salt and vinegar and stir them vigorously, then wash them under cold running water until the water is clear.

Let the snails boil in salted water for 30 minutes and drain them in a large collander. Pull the snails out of the shells, setting the shells aside for further use, and remove the green intestines.

Place the snails in a kettle with one large onion, sliced, one clove garlic, and $\frac{1}{4}$ cup cognac. Add sufficient cold water to cover and season to taste with salt and pepper.

Cover kettle tightly and cook over a gentle fire for four to five hours. Cream $\frac{1}{4}$ cups butter and add two cloves garlic, finely crushed, one tablespoon each finely chopped parsley and chives, and salt and pepper to taste. Into each shell place a small nugget of butter mixture. Drain the cooked snails, put them into the prepared shells, and seal the opening with a thick coat of butter mixture.

Place the snails on a flat baking pan and set them in a moderate oven for six to seven minutes or until they are heated through and the butter is melted.

Having done all that, we suggest that you drink the cognac and throw the snails away.

TIDAL GOLF

HOW many Golf Clubs in the world advise players to check tide tables before teeing off; or recommend that they include a fishing rod among their clubs?

The new "Wake Island Low Tide Country Club" does. For its nine hole course is laid out on the lagoon's tide flats, which at high water are under three feet of sea and teem with fish.

When the tide retreats divots have been replaced and the "greens" seldom need rolling, although the cups—made of tile drain pipe—may need a little cleaning.

The Low Tide Country Club was opened only recently and residents are still intrigued with the sight of flags waving over nothing but water, when the tide is in.

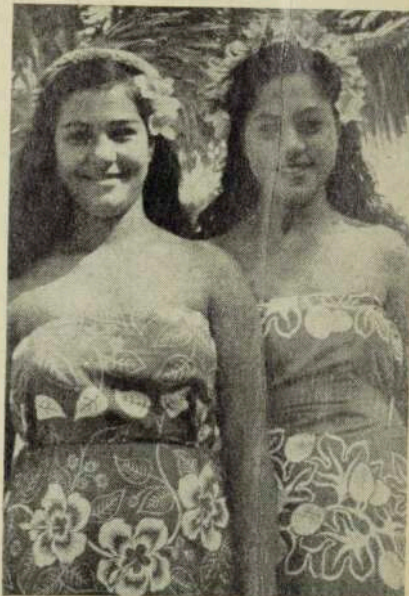
It was organised primarily for island residents—PAA station personnel and Clipper crews laying over between flights, Civil Aeronautics Administration staff members, Standard Oil Company employees and US Coast Guardsmen. But the course is open to air passengers, too. Membership, including "green" fees, is two dollars.

GOONEYS HAVE JET TROUBLE

ONE way or another, the United States has a lot of trouble with its Bomb-and-Air Age in the Pacific. First Marshall Islanders have been disturbed by US H-Bombs; now gooney-birds are proving to be hazards to jets using Midway atoll.

"They are leaving Midway to the Gooney Birds", was the title to a

Local Colour for Plane Passengers



In the October PIM there was a description of Mr. John Harrington's activities on Aitutaki, Cook Is., and the performance that goes on on Akaiami when the TEAL flying-boats come in. Nancy Phelan, of Sydney, who took this photo, writes: "Here are two of the Aitutaki girls who go across to Akaiami to look after the passengers. I was astonished to see the pareus disappear after the plane left, but I feel sure a lot of passengers went on to Tahiti with beautiful memories because of them."

story on this strategic North Pacific atoll, in PIM of June, 1950.

Well, they never did do that—plans were changed and, with the advent of the Korean war, Midway was again called into full use as a refuelling point on the United States-Far East air route.

The arrival of the Air Age never disturbed the gooneys, or Lysan Albatrosses, which have made the main islet their home for centuries—but it now appears that the gooneys are disturbing the Jet Age.

No less than ten jet aircraft have been smashed up on Midway this year through crashing into flights of gooneys as the aircraft took off or came in to land. Fortunately no lives have been lost.

But the US Navy, principal user of the atoll's airstrips, has demanded that the US Fish and Wildlife Service remove its protected birds to the other unused islet.

Dr. Philip Dumont of F&WS left for the island in November to take action. He will first try destroying the nests and if that is not effective, measures will be taken to make nesting facilities more attractive on the unused islet. If the birds still refuse to shift camp voluntarily, they will be subjected to a high-frequency sound attack. The sound projected onto the colonies will be of a pitch that will not worry human ears, but it is likely to prove intolerable to the goonies.

THE PIN-UP GIRLS OF THE LOYALTIES

ACCORDING to a Sydney newspaper columnist (who quotes our friend Fred Dunn, of Noumea) Loyalty Islanders no longer call their women Marys, but Marilyn—after the beautiful Miss Monroe, of course.

You can believe the story if you like. But we bet Miss Monroe wouldn't be flattered.

COPS AND SMUGGLERS

A FEW years ago Lautoka, Fiji, seemed to have been picked out as a good place in which to drop spare opium, as there were several ships then calling to take away the sugar.

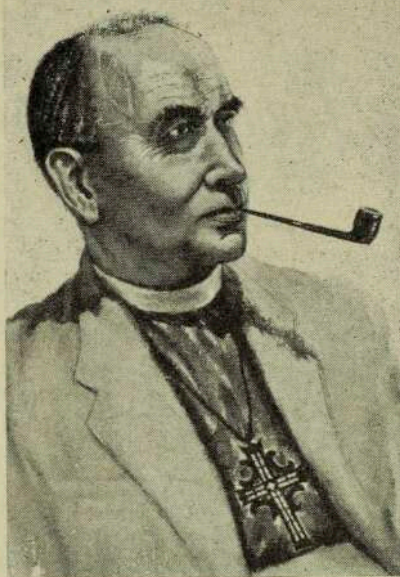
The authorities were concerned and took every step to stop it, but despite the good efforts of the Customs Officers it still got in.

At last a very astute Inspector of Police, with a reputation for dealing with such matters, was sent from Suva.

He met with success and made several arrests and the time came when he fixed a day and hour when he was sure that he would make a great haul. Not wanting to be seen about at the appointed time, he asked my wife and self to have a game of golf as a camouflage.

We arrived at the Club house and while waiting to go on to the tee, two well-dressed fellows arrived. One was carrying a golf bag with two clubs in it, and the other,

Sailor-Bishop



ALFRED, BISHOP OF MELANESIA, was consecrated at Honiara, Guadalcanal, on May 30, 1954, being the 9th Bishop of the Diocese, but the first to be consecrated in the Diocese itself.

Alfred Thomas Hill was born in Wolverhampton, England, in 1901. He early felt a calling to the work of the Church, but this was not approved by his father, who owned a large engineering firm. After matriculation at school, Alfred Hill went to sea as an apprentice in Lamport & Holt's of Liverpool, who ran large cargo and passenger ships down the coasts of North and South America. After a short but brilliant career of 12 years, during which time he obtained his Extra Master's Certificate, he had risen to command several ships. He was still only 30.

During this time he had taken a deep

two clubs. They asked us if we would mind if they went ahead as they were in a hurry.

Off they went but it was soon apparent that they were not golfers and they seemed to be playing with one ball. At last we set off and asked could we go through. They readily agreed and we kept looking back at them, as they wandered from one side of the fairway to the other. When we got to the fourth hole, we could not see them anywhere and we didn't see them again.

Some months later the story floated back to the effect that the way to get opium into Lautoka was to be a golfer; these two young fellows were members of the crew of a sugar boat in port, had packed the opium into the golf bag and walked ashore while every officer was watching for the suspected gang to make a move to land the stuff. Little did these sailors know that they were so near to the great man who thought they were safely in the net—BIRK.

interest in the people of the slum areas around the large seaports, and in the work of Missions to Seamen. In 1931, during the depression, he resigned the command of the liner "Phidias" at New York, took passage to London, and insisted upon becoming a lay missionary in the Victoria Docks and Limehouse areas of London.

After four or five years of this work he met the Bishop of Melanesia, the Rt. Rev. W. H. Baddeley, who was on a visit to London, and was accepted for work in Melanesia. It was intended that he should become Master of the "Southern Cross", but the position had been filled when he reached the islands in 1936. He served instead in some of the large launches running supplies for the mission stations in the Solomons and on New Britain.

In 1938 he took charge of the Mission's large boys' school of All Hallows, at Pawa on the island of Ugi in the Solomons. At the same time Bishop Baddeley ordained him a priest of the Church of England, despite his lack of a University degree in Theology or Divinity.

Father Hill made a great success of the school, showing how the youthful Melanesian character can be moulded by religion, education and discipline. The Pawa school became a byword for its high standard, and a showplace in the islands. In 1952 the MBE was awarded to Father Hill in recognition of his educational work. In 1954 the Bishopric fell vacant, and his colleagues asked Father Hill to take charge of the Mission, but he refused, until it was found impossible to find any other suitable man for the large responsibility.

The Very Reverend Alfred Hill reluctantly left his school, but has not entered into his greatly increased field of labour with his usual dynamic energy, wide experience, and an unquenchable humour which could be called positively mischievous if he were not My Lord Bishop of Melanesia.—BRETT HILDER.

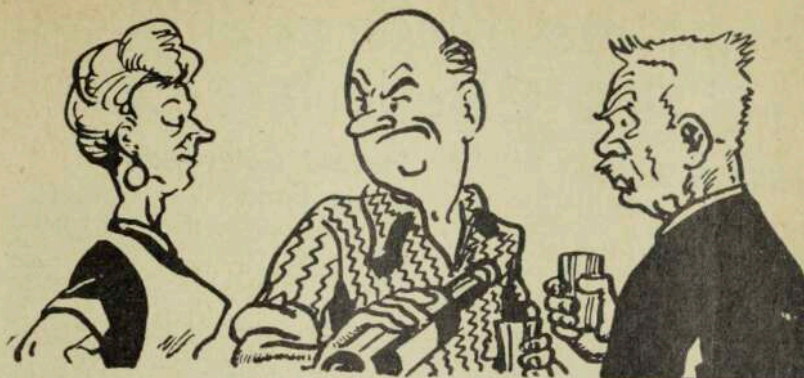
A Book by Bernd Lohse

A LARGE book, lavishly illustrated with photographs of exceptional quality, has been compiled by Mr. Bernd Lohse (of Gellertstrasse 4, Munich, Germany), who toured the South Pacific Islands a couple of years ago. The book is unhappily for us, in German—and, since 1914-1918, the German language has not been a MUST for Britishers. Therefore we do not know how valuable Mr. Lohse's writing may be; but the book, *Australien und Südsee*, is well worth having if only because of the beautiful and cleverness of the scores of photographs. Reproduction is superb—the Germans still are world masters in the graphic arts.

† Mr. R. R. McKellar, Chief Inspector of the Bank of New South Wales, left Sydney on a tour of New Guinea and Papuan branches early in December. He will be in Port Moresby for the opening of the new bank premises.

Charley and Scotty

BY BILL GILL



"It says here," said Charley, glancing over the rim of his newspaper, "that there's an artificial leg being auctioned to-day by the Railways, along with a swag of other items of unclaimed lost property."

"It seems an odd thing to lose," I answered, humouring him. "You'd think the owner would miss an item like that pretty quickly."

"Maybe he wanted to lose it," said Charley, darkly. "I've known of such a thing before."

"But that costs a lot of money," I protested. "Why didn't he sell it, if he wanted to get rid of it?"

"There's no end of expensive things that the owners would be glad to get rid of, if they only could; gives for instance—you can't leave them lying around in lost property offices, not that easy."

"After all, compared with that, getting rid of a wooden leg is child's play. Why, I once helped a mate of mine to pelt his artificial leg over a cliff, a brand new one too, only once worn," and he laid aside his paper, hoisted his feet to the verandah rail and cleared his throat.

Recognising the symptoms I resigned myself to the inevitable. "Tell me," I said.

"YOU'll remember Scotty Blair of the *Hero*?" said Charley. Most Island skippers were men who had crawled up through the hawse, meaning they'd been ordinary seamen or AB's before getting command. Well, Scotty had been a marine engineer. He'd crawled up through the fiddle, in a manner of speaking, but he proved just as good on deck as in the stokehold.

The *Hero* was the Governor's yacht. The name troubled Scotty a bit, as he believed all boats should be female and *Hero* didn't sound so good to him, not being a student of Greek Mythology.

However, he soon had his ship as a show-piece of the Islands. You could have eaten your meals off her oaky decks—if you'd been game and Scotty didn't catch you at it.

Proud as Punch, he was, of the *Hero*, and the title "Captain" didn't please him, either. It was admitted by all, including Scotty, that

he was about the smartest skipper on the coast.

But "Pride goeth ever before a fall!" (continued Charley sententiously). It so happened that the fleet arrived in port one day, "showing the colours," and Scotty had to take the Government House party out to the flagship on the courtesy call.

Never had he handled his ship better, laying her up-tide under the lee of the warship as sweetly as kiss-my-hand. But, before his mooring lines were made fast, a young Midshipman from the foredeck leaned over the rail and hailed him.

"Below there!" cried this cockalorum. "Are you the cox'n of that launch I want you to lay aft a-ways to the main companion."



Below there

"Cox'n?" said Scotty, aghast, "Launch? My heart, but here's promotion! Come down here, you pimply-chinned prawn, and I'll hammer you into the deck seams with a caulking tool."

That's what Scotty said—only he said it to himself. Aloud, he merely grunted and aimed a savage kick at the hatch combing, shattering all the toes on his left foot, and staggered, limping grotesquely, below.

Well, you know how these things go. Scotty lost heart after that. He neglected his busted foot and, in

she smelled his breath.

the end, he had to come South and have his leg sliced off at the knee.

He came back to the Islands on a pair of crutches, and with his money all gone, so that he couldn't afford a proper artificial leg, and he had to get a mate of his, a shipwright, to whittle him a peg leg from the transom of the old *Merrie England*.

Very down-hearted he was about the whole thing, and was well on the downgrade when he took the fancy of a passing tourist woman.

Scotty did his best to dissuade her but, in spite of his almost frantic efforts, she consented to marry him.

As Scotty's affairs were still pretty middling, his bride had little trouble in persuading him to go South with her and take a mechanic's job with her father, who owned a fleet of buses in the outer suburbs. As he was a good man, and now reasonably happy, it wasn't long before his father-in-law took him into partnership.

And that's how things were the week before last when I managed to run him to earth. He was glad to see me, and insisted on my spending a few days at their place. We hadn't met for quite a long time, and had lots of news to swap. He still had his peg leg and, as his legs

(Continued on Page 92)



A thin glass tube of revolver.

From Notes Made in Viti Levu and New Caledonia

By R. W.
ROBSON.

Ladies in Action!

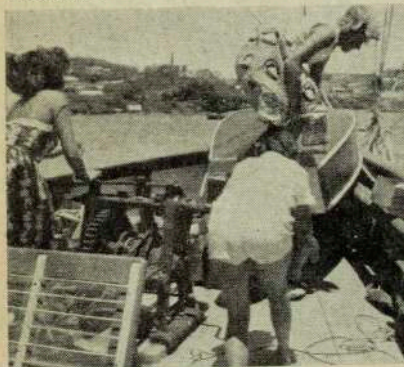
I sat in the cabin of yachtsman Hepworth's quaint *Arthur Rogers*, moored off the sea-wall of Noumea harbour, and chatted happily with his charming and vivacious crew of five young girls. Skipper and Mrs. Hepworth where ashore, somewhere.

Suddenly there was a wild shout which indicated in the vernacular that "You're ashore"; and at the same moment the yacht bumped delicately against the sea-wall. The strong sou'easter had dragged her anchors.

All my masculine misgivings about a girl crew disappeared. To see those ladies go into action was alone worth that seaside visit.

They took the steep companion-way in one bound. One and a half more leaps carried them to the mooring ropes. By the time I reached the deck everything was coming under control—two girls pushing heftily, two pulling, another adjusting a side cable—and no nattering.

The ladies did not even suspect that I was a cad, and sneaked this secret, unposed photograph.



Harold Gatty—and Some Food

I never ate a more memorable dinner than that provided for me one evening in Suva by my old



The crew of *Arthur Rogers* in the rigging—at top, June Cabena (Melbourne). Centre, left, Marjorie Pannett (Dunedin, NZ); right, Alison Goodwin (Auckland, NZ). Lower, Diana Hepworth (UK), Elizabeth Worley (Auckland), Thelma Johnson (UK).

friend Harold Gatty—soup made from the strange coral creature, palolo; Chili pigeons from Gatty's Lau Island of Katafaga; some carefully treated Kawai yams; and all well washed down with suitable wines of a tender vintage.

Harold insists that he has solved the mystery of the palolo—he can calculate the day and hour when this spawning will take place, and

he proved it in October by going out one early morning and gathering a boatload. Despite my vinous somnolence, I made a note as Harold talked, and one day I shall publish his theory that the palolo is not a worm, but a string of eggs—I suggest it could be called "sea caviare."

I was attracted by Harold Gatty's theory that the coconut industry is wrongly based and operated. Coconuts, he argues, should rank with grain and similar products as a basic foodstuff for human beings, and not be regarded merely as a source of vegetable oil. Thus they would have a much more important and valuable place in economic affairs.

The way in which the enterprising merchants of Hawaii have processed the Australian Macadamia nut in coconut oil, and dressed it glamorously for the market, and made of it a sweetmeat of growing popularity, has been noted with interest in Fiji. Fiji has both the soil and the climate for the Macadamia; but Fiji also has its full share of strong winds, and Macadamia is so lightly rooted that it cannot stand up to any breeze of more than 30 miles per hour. Fiji students say that the nut is of no use to Fiji agriculturalists.

Unusual Kind of Newspaper

In Noumea I met one of those human dynamos which Mother France occasionally produces. His name is Fourcade, and he seems to have a finger in every successful enterprise around New Caledonia—nickel mining, building construction, timber-getting—and publishing. He now owns the *France Austral*; and as a visiting publisher, I was amazed to note that this evening newspaper is wholly hand-set—probably the only daily journal in the world now set by hand, in a Roman script. He employs a dozen local girls who have been trained as compositors, and—so high is the ruling wage in New Caledonia now—each girl gets in francs, per month, the equivalent of from £100 to £130 Australian.

The enterprising M. Fourcade recently established in Noumea, at a cost of about £40,000 Australian, the only process-engraving plant in the South Pacific. It therefore is surprising that he has not installed a couple of type-setting machines.

Another curiosity I noted in an old-established firm in Noumea was the old-fashioned press-copying book, used for making a record of outwards correspondence—you dampen the leaves, put your written letter up against a dampened page and squeeze it under a strong screw-press. That system was universal practice 40 years ago, but it went out as the typewriter and the carbon sheet came in. My French friends claimed it is a safer and handier system than the carbon copy.

Contrasts in Noumea

Already (November PIM) I have commented on the extraordinary change that is coming over the face of Noumea. For fifty years, it has been a shabby little coastal town, where all the more hideous architectural features of the early Australian colonial villages could be found. Now, it is being rapidly modernised—fine new blocks of stores and offices are going up everywhere in the main streets, and attractive bungalows in the suburbs.

Noumea is making remarkable progress—but there still are some mean and ugly buildings to be removed from its principal thoroughfares. These two photographs were taken from the same spot, just off



the town's best area. At top is seen the very attractive residence of the Governor and High Commissioner, which any South Pacific capital could be proud of. The other picture is a photograph of a kind of tenement, where the first-floor washing hung out over the street. This building immediately adjoins Government House—there is only the width of a narrow street between. The group of children who happened to be marching past when this snapshot was secured show the variety of races in this community—Europeans, Melanesians and Indians.

Lagoon Hotel

Statistics show that Fiji is earning a steadily increasing revenue

from tourist traffic—especially from parties of simple folk organised in wealthy little New Zealand and sent on directed round-trips. There would be larger and better tourist business if all trippers had not to be squeezed through Suva's hotel bottleneck. When there are beds in Suva for all who want them, Fiji's income will go up by seven figures.



Part of the Korolevu establishment.

Meanwhile, a word of praise for Sir Hugh Ragg and associates, who have established the Korolevu Hotel—a delightful combination of native bungalows and modern European amenities, on a picturesque lagoon beach on the cool southwest coast, providing a most welcome break in the long road-journey between Suva and Nadi. This is just what the discriminating overseas visitors want.

After the overcrowded conditions and snarling service of the New Zealand and Australian hostelries, it is very pleasant to relax in Korolevu, where management and staff seem really glad to greet and entertain one with excellent food and comfort.

After a week-end at Korolevu—or at the Philp establishment at Deuba—one forgives Fiji for the fact that, just when post-war traffic was increasing, two hotels were put out of action in Suva, and nothing built to replace them.

Socio-Economic Future of the Fijians

There is growing evidence that leaders of the native Fijians are now awake to the dangers which threaten their race. They appreciate the thrusting economic power of the ever-increasing Fiji-born Indians, and they realise that the Fijians are not in a condition to meet that threat so long as the majority of them are subject to their age-old communal system, under which they know nothing of individual enterprise and are wholly guided and directed by their chiefs.

There is much to be commended in the communal systems of the Pacific Islanders; but none can claim that it can stand effectively against Westernised ways of living, based on individualism. The large community of Indians and the small community of Chinese in Fiji comprise hard-trading individuals who,

(Continued on Page 129)

ISLAND ANTICS WITH AN AUTO CYCLE

By W. H. Percival

IF you live on a Pacific island, and cannot afford a car or motor cycle, you may be compelled to pedal several miles to and from work each day, in steaming tropical heat.

If you are as lazy as I am, this may cause you to think that life "gets tedious"; or that there must be an easier way to earn a living. But don't despair, friend. I have a message. Buy an auto-cycle!

A little over two years ago I bought an auto-motor—going cheap—and fitted it to my push bike. This amazing contrivance is placed above the rear wheel, and a roller that works on the tyre drives you forward at a top speed of 20 mph. Think of the advantages, friend. No more slugging against head-winds, no more perspiring under a tropic sun—easy to operate—cheap to run. But why go on? The idea is obviously brilliant.

Good. So we have fitted the engine to our once humble push-bike and are all set to travel six miles to work along Rarotonga's coastal road. It is Monday morning, and we wear a nice white suit. We feel happy and confident, because this Monday is different. For the first time in our Island experience we will arrive on time, cool and calm, and ready for work.

The engine is new, so we cruise at 15 mph, which is considerably faster, anyway, than our normal muscle propulsion. Almost immediately we begin a new, boredom-banishing experience.

Amazing how many pot holes there are in this road. Ugh! Didn't see that one. The combined weights of rider and engine crash down on the rear wheel. A truck, driven by an Island gentleman, hurtles towards us on the wrong side of the road. We avoid him by inches, and are then forced into the centre of the road to miss a straggling group of pedestrians. This takes us over yards of corrugations which nearly jolt our teeth loose before we finally get back to the comparatively smooth side of the road.

With increasing skill we dodge most of the larger rocks and stones, but occasionally a combination of circumstances forces us to hit one. The tyres are driven hard against the rims and the jolt travels up through our body.

Considerately, we reduce speed to pass through a village. The dogs, roused to frenzy by the sputter of the engine, rush out at us in belligerent packs. They race alongside,

snapping at our legs. We calmly wait our chance, then unleash a kick calculated to decapitate the nearest brute. Our shoe misses by a foot and the momentum of the kick throws us into a front wheel skid.

Somehow we avoid disaster—and the screaming urchins who dash across our path, seemingly intent on suicide. Slightly shaken, we grin feebly, and press on, regardless. Our target is now less than three miles away.

The boys from Public Works have been busy repairing the roads—God bless them. The bend ahead of us is several inches deep with grey basaltic chips which have been beautifully banked up by the island's motor traffic. On the left-hand side of the road, and three feet below its surface, are acres of swampy taro fields.

The front wheel enters the loose gravel—and skids away from us. We yank the handle bars round and stamp our foot down on the road, bringing our machine upright again. When we stop sweating we begin to smirk. That was smart work. We're getting pretty good.

The smirk vanishes as we see four or five sucking pigs right in front of us. We jam over the throttle so that the engine is barely running and swing hard over to the left. This manoeuvre is designed to scare the piglets away to the right. They all get the idea—except one—which rushes blindly into our front wheel.

There is a vivid impression of being airborne, and seeing taro plants and muddy black water rushing up to meet us. Then we are groping around in oozy blackness that smells, trying to find the light.

When we get the mud out of our eyes we note that we are well bedded down, and that our white suit is just a beautiful memory. It is moments like these that a philosophical frame of mind is a distinct advantage. After all, friend, we could have hit the road and scratched our nose.

The engine has stopped running and not more than half the fuel has spilled out, so we get back into the saddle. Perhaps our laugh sounds a little forced—but in the Islands one needs such a *robust* sense of humour.

Half a mile further, the grey clouds that have been hiding the hills for days, get tired of doing nothing—and open up on us. Within minutes it isn't possible for us to get any wetter and the road is well awash. Oh, well, we think. Just another cloudburst. Nothing unusual in our Island paradise.

The motor falters, sputters, and cuts out dead. For a moment we are puzzled. Then we realise that the roller can't grip the tyre that slips so easily when wet. Never mind, the noise was getting on our nerves.

Our legs jerk mechanically into the old pedalling routine. Only a mile to go. Practically on the door-

step. An unpleasant hissing sound comes from the rear. Oh, no, it can't be! But we know, of course, that it is. A flat—one mile from base—in a storm—without a repair kit or any spanners.

We make ourselves look. The flattest flat we've had for years. And four broken spokes besides—little souvenirs of those lovely little pot-holes that give character to Rarotongan roads.

Well, friend, things didn't quite work out the way we planned. But the unkindest cut of all is yet to come.

We limp, somewhat discouraged—and very damp and dirty—into the place that gives us taro and corned beef. The Boss comes out to greet us.

"Dammit, man. Late again. Can't you ever get here on time?"

We shrug—and smile a little wearily. Can't blame the poor old bloke, really. His liver's crook. And after all—it's Monday morning.

¶ Mrs. Pusinelli, of the Gilberts, travelled to Australia on vacation in November.

"Beach Comber"

No visible means of support, was the charge—

No visible means of support. The police sergeant said we were vagrants at large, Wrote "penniless" in his report; The magistrate read it and gave us ten days

For sleeping out under the stars. Society sought to reform our wild ways

By making us sleep behind bars. No visible means of support, they all said—

No visible means of support. No job, no address, no money, no bed—

Yet we were the richest in court: For we'd slept on a palm-frond beneath a ti-tree

That shed leaves on our limbs from above,

While Venus shone brightly in radiant glee,

For she knew Lupe and I were in love.

—Jack Thornton.

PIM CROSSQUIZ NO. 58

Solution on Page 95.

ACROSS

1.—What was the name of Sir Francis Drake's ship?

5.—What is the female of swine?

7.—Which US city is noted for the production of photographic materials?

8.—What to an ox, is venison to a deer?

9.—What is the second city of Argentina?

11.—What may a herd of cattle do in a panic?

14.—What is the French word for sea?

15.—What is the term for gases characterised by their almost complete lack of chemical reactivity?

17.—What is another name for alfalfa?

19.—Who discovered the law of the pendulum?

20.—What is the term for the people, as distinct from the clergy?

21.—What was one of George Westinghouse's most famous inventions?

DOWN

1.—Who was the famous Italian soldier and patriot of the last century?

2.—What plants have no flowers, stalks, or leaves?

3.—What is the term for any secret quack remedy?

4.—Where did the Allies land when Europe was invaded in 1944?

5.—What pigment is obtained from the cuttlefish?

6.—What is a peruke?

10.—What is the term for theft by a person legally on the premises?

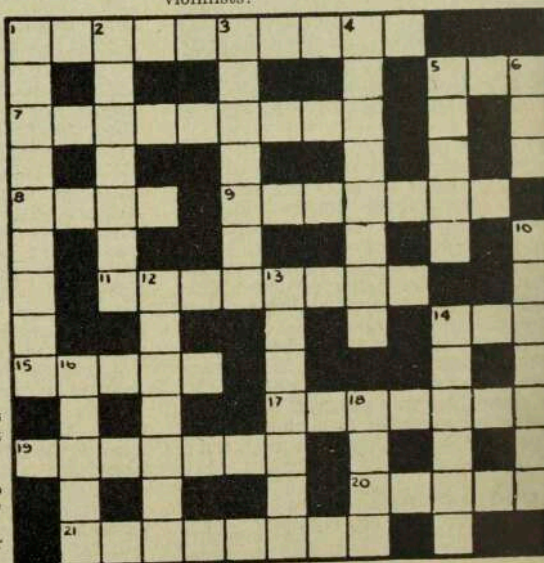
12.—Which East Indian animal is noted for its extremely large eyes?

13.—Which famous Russian dancer died in 1931?

14.—Who was the wizard in the Arthurian legends?

16.—Which African lake was discovered by Livingstone?

18.—Which monarch had three violinists?



Caledonian Lakeland—

A NEGLECTED ELDORADO

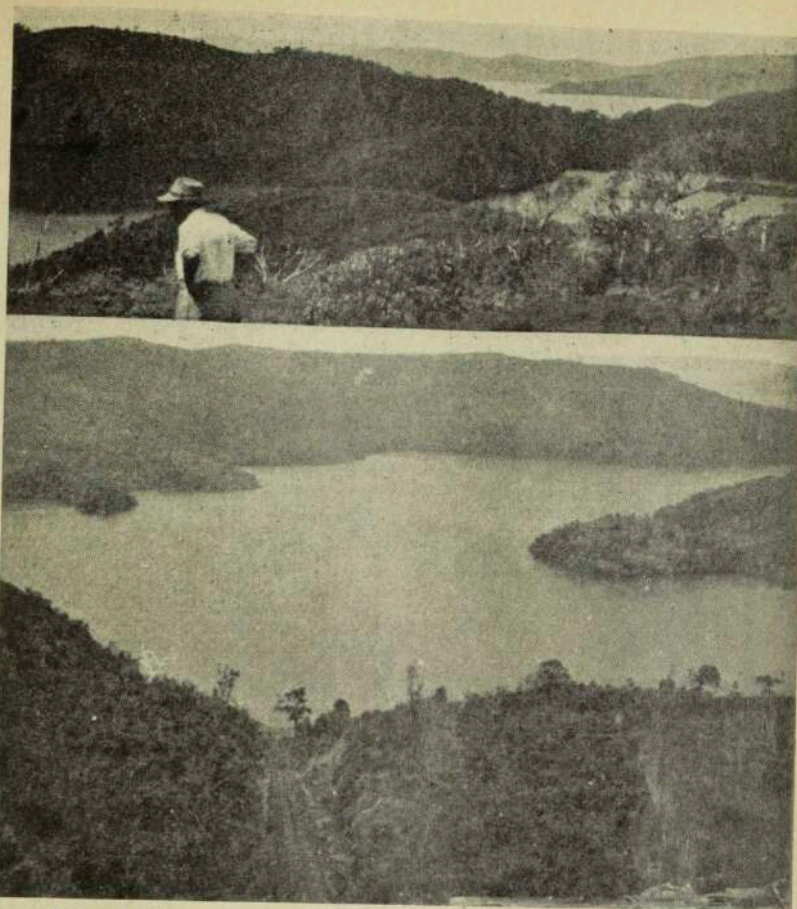
ON the southeastern coast of New Caledonia—on the side of the great island opposite to Noumea—there is a magnificent, deep, landlocked harbour. The outer portion can be seen in the top photograph. The inlet comes in around the left of the hill seen in the centre of the picture, and ends up in a deep basin, which can just be seen in the lower left-hand corner—the man is looking out over it. This is called Carenage Bay.

It gets that name, because Captain James Cook, 170 years ago, came right up into this inlet and careened his ship in the little cove seen in the top centre of the lower picture.

Carenage Bay is shown in greater detail in the lower photograph. For years prior to World War II, big ships came into this inlet, and moored close to the bank. Deposits of iron ore on the high plateau from which this picture was taken were worked with heavy machinery; the ore was put straight into trucks; and the trucks were lowered along the old railway seen in the immediate foreground, and tipped directly into the vessels lying alongside the bank, beneath.

From this point, for nearly 100 miles, right across the island towards Noumea, there is mostly one vast plain, the Plaine des Lacs, and that plain is simply a mass of ore carrying about 50 per cent iron, as well as chrome, nickel, cobalt and various other metals. Not only is there an incredible quantity of this ore, which is in demand throughout most of the world, but it can be worked and—as shown above—shipped with extraordinary ease.

Since World War II, various big metal interests have looked over this area of a hundred or more



Harbour system on the east coast of Plaine des Lacs, New Caledonia.

square miles of desolate and uninhabited metalliferous plain; but, for reasons which appear to be mostly political, no development has taken place.

But there now is reported to be a livelier and increasing interest in development of this valuable bit of territory. Many French investors have sought leases; the famous Nickel Company is investigating; Japan has lodged a plea that she may be permitted to resume her pre-war shipment of 10,000 tons per month of the precious ore and Australia, officially and unofficially, is wondering why the ships which carry Newcastle coal to the smelting works in Noumea should not carry New Caledonia ore back to the steelworks in Newcastle.

Meanwhile, tough old Australian, Edward Griffiths, is warily watching all movements on the Plaine des Lacs. He went into this country 40 years ago to cut kauri; has walked all over southeast New Caledonia; now holds extensive mining rights in all directions thereabouts; and is convinced that, as the demand for cobalt grows, the value of his hard-held leases will increase. The photograph shows Mr. Griffiths out in the middle of the Plaine des Lacs,

at the very spot where he first found these valuable ores, holding up two lumps of almost pure cobalt.

Three days after taking this photograph, in October, the plane in which I departed for Suva flew over this wilderness, and I saw how it gets its name. Rainwater can find no getaway through these farflung masses of iron ore, and so it accumulates in the depressions and remains there until it evaporates. There are scores of little ponds and lakes, heavily mineralised, all over this unlovely, but mineralogically precious country.—RWR.

Unhealthy conditions and climate in New Guinea have made medical aid one of the missionaries, primary jobs, said a pioneer missionary (Mr. John Pearce) in Auckland recently. The South Sea Evangelical Mission, of which Mr. Pearce is a member, has been working in the Solomons for nearly 50 years. They decided some years ago to transfer some of their attention to New Guinea, where thousands of isolated natives had never heard of Christianity. There are now ten SSE missionaries, both men and women, working in the Territory.



Edward Griffiths.

This Month's New Reading:

BRIGHT-PLUMED WARRIORS OF THE GLAMOUR-LANDS

Reviews by
JUDY TUDOR

The air (of the Highlands) is like a well-cooled hock after soup, writes Colin Simpson in his third Adam—Adam in Plumes.

IT is the sort of thing one would like to have said oneself, for—forgetting the human element for the moment—there, expressed in a sentence, is the essence of these New Guinea wonder-valleys above the 5,000-ft. mark.

The author, of course, does not forget the human element—so far as this volume is concerned, the plumed men and women of the Wahgi Valley. They are the important motif. The wide fertile valleys, the amethyst mountains and heady air, mere stage props for their entrances and exits. One can appreciate his point of view, if not entirely agree with it.

The narrative is divided into two parts—the Highlands as they were in the early 30's; and as they are to-day, 20 years on.

In part one, in company with Mick and Dan Leahy, James Taylor

and Kenneth Spinks (the young surveyor, who is rarely mentioned in connection with any of this enterprise) we discover the vast system of valleys that lie westwards from Bena Bena and which, by their discovery, increased the size of New Guinea by one-third and the population by 400,000.

To me, this part of the story is the most interesting and the most significant. Theoretically, I suppose, a gem is no less a gem because it is undiscovered—and heaven knows there has been no lack of people to bemoan the march of civilisation towards these Highlands. Nonetheless, the important thing, to us, must be the fact of discovery.

It falls to the lot of few men to come as they did upon a new and unknown land. And although the Leahys at least, were not there through altruism (they were seeking gold) each was capable of feeling the significance of the discovery away and apart from the fact that, where only a jumble of mountains was supposed to exist, they had proved that there were fertile valleys and many people.

This first part of the story supplies, too, a complete answer to the carping critics who have had fits of the screaming-meenies over the Telefomin affair since patrol-officers Harris and Szarka were killed there by natives a year ago.

A black-and-white reproduction of one of the colour plates, captioned "Eve in Plumes". This girl of the Wahgi Valley, wears Bird-of-Paradise plumes, black and red cockatoo feathers and trade rings in her head-dress. Pearl shell and a quill through her nose; more shell and trade-beads around her neck.



The explorations of the Leahys and Taylor, and the following consolidation of their position, no less than the explorations and consolidations of a score of others, were against as great odds as Harris and Szarka were asked to face. Good fortune, as well as vigilance and experience, was a factor in their coming through unscathed.

The novelty of the white man soon wears off and after that he is fair game. When the first plane arrived at the first Wahgi airstrip the natives fell to the ground as one man, and Mick Leahy wrote in his diary:

"The natives began to raise their heads for a better view . . . Then the pilot, Ian Grabowski, one of the tallest men in New Guinea, climbed out of the cockpit, covered from head to foot in shining white. He was wearing a white flying-suit and a white helmet, with large square-cut green goggles—even to us he looked like an artist's conception of a man from Mars. The kanakas simply flattened to the ground and moaned and for some moments were afraid to look upon the giant from the skies, lest the sight strike them dead."

But, when the time came for Taylor and Spinks to return from the first Hagen patrol to Bena Bena, the attitude of the natives had changed completely and what Leahy had written on a previous occasion was recalled:

On your first trip into new country they will probably be too much in awe of you to turn hostile. On your second trip they will begin to size you up more closely, to lose their fear of you, and to consider how desirable are all those steel axes and shiny baubles in your packs. On your third trip—look out!

Throughout the long way back "turbulence was on the Middle Wahgi air." Men who previously had disarmed themselves and sat quietly in the presence of the strange white men, stood boldly bows in their hands . . . "only waiting their opportunity to attack and kill and plunder the cargo."

Sometimes the armed native around the small party numbered thousands and for most of the 15 miles journey Taylor and Spink had to run this hostile gauntlet. They reached base at Bena Bena at the end of August, 1933, safely but not before a couple of Chimu had joined their ancestors.

After the trail-breakers came the prospectors and the missionaries subsequently, the killing of Father Morscheuser and Brother Eugene which caused the whole area to be closed to Europeans, with the exception of the Leahys and a few selected missionaries, for a dozen years—until 1947.

The development of the area in the few years since then has been rapid—as Simpson describes in the second part of his book.

IF Part One presents the natives through the eyes of the first Europeans to see them, the Part Two endeavours to present the

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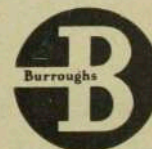
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world, as he knows it, through the eyes of the Highlander. In this, the author enlists the aid of the anthropologist, lay and missionary, and a great part of this section of the book is based on anthropological observation, particularly anthropological observation of the sex life of these savages.

The theory, evidently, is that sex is the pivot upon which all the rest of life revolves; and in order to understand these primitive people and lead them gently up the path of civilisation, one must be intimately acquainted as to how, when and why they satisfy their sexual appetites.

Without either agreeing or disagreeing with the theory, I nonetheless reflect with some misgivings on my own mis-spent youth, when for some years I was in constant contact with reasonably primitive man and for many weeks at a time, had only reasonably primitive man for company.

In those long evenings—the days were full enough—instead of reading the jam-tin labels and sewing pieces of lap-lap into useless curtains or writing a diary, should I not have spent them down in the house-boy with our 50 boys, inquiring scientifically into the sexual practices of the people who lived over the Torecelli mountains?

When Tulawai and I sizzled over the camp-oven trying to make

palatable bread, our conversation, like as not, concerned how best to sieve the weevils out of the flour; and when Geko and I toiled in the garden with the *mankis*, we probably talked of the thieving Palais who always pinched the paw-paws before they had a chance to ripen.

The result is that, until this day, I know no more about the sex-life of the Wapis than I do about the sex life of the man who now occupies the office next door. And for the same reason—that I didn't consider it any of my business.

However, when written into a popular book of this sort it does arouse the interest of the average reader—and it is on this point that I make my only criticism of *Adam with Plumes*: in relation to these people, it seems to give sex an undue emphasis. I'd like to bet a guinea to a gooseberry that the average European visiting the Highlands would see just a new and interesting people, with sex, like eating and sleeping, merely a part of their lives, not the dominating

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factor, as one might imagine from this book. However, those observations are just by the way and not meant to detract from the book, which is a fine piece of work.

Technically, this *Adam* cannot be faulted and undoubtedly, in its field, it is the Australian book of the year. It is beautifully produced, illustrated with photographs in black-and-white, and with 16 lavish colour plates paid for by Sir Edward Hallstrom, to whom the book—like its predecessor, *Adam with Arrows*—is dedicated.

(Published by Angus and Robertson, Ltd. Australian price, 25/-.)

Ladies With Lamps

FOR nurses, would-be nurses, ex-nurses and anyone with a nurse in the family. All who have suffered thus will find it all so true. Even those who have not the remotest connection with the profession, will find *A Lamp Is Heavy*, by Sheila McKay Russell, of considerable entertainment value.

It is the story of a young girl, Susan Bates, and her years of hard labour as a trainee nurse. It has an American setting—but it could be in any hospital, anywhere—even to the black stockings, the swollen feet, passions for the young doctors, and, particularly, the comradeship.

It is a book of bubbling humour—and something more than that. Tens of thousands of nurses have gone

through the durance vile that makes them into fully qualified nursing sisters. Few have the insight necessary to express the convulsing emotions that lie beneath the starched apron of the most disciplined trainee.

The book is illustrated with dozens of amusing line drawings by Jean Connell. They alone are worth

the price of the book—which is 18/-.

Put it on your Xmas shopping list for your nursing friends. The crustiest Matron of your acquaintance will love it; so will the teenager, who has not advanced beyond the aspiring stage.

(Published in Australia by Angus and Robertson, Sydney.)

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IF that settled portion of your gift problem, then *Australian Batsmen*, by A. G. Moyes, may be an added aid. It is suitable for boys from eight to 80—providing they are cricket fans.

As a very temporary fan, who had a youthful passion for Bradman and whose enthusiasm waxed and waned with the Bradman era, I read that chapter with interest, and took a quick read of the rest.

The parade of batsmen begins with C. Bannerman—who apparently scored Australia's first Test century—and ends with Neil Harvey. In all, it is a handy weapon for the enthusiast who wants to slay an opponent with the statistics of cricket: Who dropped Who in slips in 1878; and whether Bradman's multi-century at some specified place was not scored three seconds faster than some other multi-century, by some other cricketer, at some other time and in some other place.

According to Mr. Moyes, Australian cricket has entered into a period of decline—and he gives several reasons for this. For my part, by what I can judge in the short time it takes me to walk to the radio and turn them off, I think that cricket commentators have declined even further. And I await with considerable interest a book on how to brighten this aspect of the sport.

(In view of the results of the Test just concluded in Brisbane, I expect Mr. Moyes to make an addition to subsequent editions of the book—on the regeneration of Australian batsmen.)

In the meantime, if you have cricket enthusiasts in the family, this is the dish—there is sufficient ammunition here to win any argument.

(Published by Angus and Robertson, Ltd., Sydney. Australian price, 18/6.)

To Sea With His Lordship

AND this one for amateur sailors: *Sea Peace*, by Lord Stanley, of Alderley.

Apparently sailing small boats is like childbirth—the pain, discomfort and anxiety quickly forgotten in the peace that comes after. Why else would people take these smallcraft to sea, and spurning a good engine, tack about at the mercy of wind, weather and sea—for fun?

Stanley got his first yacht in 1932 at the age of 24; twenty years and a dozen boats after he was still at it. His field of activities ranged from Spain to the most northern tip of the outermost islands of Scotland. This makes a nice change—or the arm-chair adventurer anywhere—from accounts of sailing the wide Pacific. Charts and photographs are provided, in case some antipodean sailor wants to try himself out in the North. And, pos-

sibly with the necessary encouragement, his lordship might be encouraged to take what is becoming the yachtsmen's bus-route—across the Atlantic then down the Pacific through the islands of the South Seas.

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

When the Land Was Born

As a companion piece to his *Face of Australia*, Charles Francis Laserson has now written *Ancient Australia*.

The former told why Australian scenery is as it is. The new book tells the story of Australia's chang-

ing geography from the time when the land first was, until the present. It describes the creatures and plants that were to be found at each period.

For all those who like delving into pre-history, this is a fascinating study: 200 pages of concentrated knowledge without the tediousness of a text-book.

(Published by Angus and Robertson, Ltd. Australian price, 25/-.)

Idriess Scrapbook

ION IDRIESS calls his latest offering a scrap-book; his publishers have called it *The Nor'-Westers*.

(Continued Page 91)

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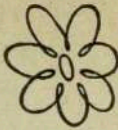


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But it is as he says, and in it he has written about anything that comes into his head, and enjoyed doing it—as far as he can ever enjoy writing a book.

For, like most of us, he finds writing a book or writing anything else, hard work. Most difficult of all is to sit down, pick up a pen—and begin; or roll the paper into the typewriter—and begin. So easy to follow with absorbed interest the antics of an insect that distracts our eye; to roll a smoke—or two or three—and let the wheels of the brain run free, and the paper remain blank.

He writes (eventually) of Sydney, and the pearling towns of the north-west, of Cape York Peninsula and Marble Bar and the Centre; of birds, insects, snakes and fish. Of men and women of all these places. Of gold and pearls.

And in writing to please himself he will, as usual, please his large following of readers.

(Published by Angus and Robertson, Ltd. Australian price, 18/-.)

Two popular young residents of Lae, New Guinea, Messrs. Jimmy Bretag and Nev Dixon, left the Territory early in November to try their luck in Fiji. Both worked with the Department of Works and both represented Lae at Rugby League during last season.

ROBERT GILLESPIE PTY. EXPAND IN P-NG

ROBERT GILLESPIE PTY. LTD., well-known Island traders with Sydney headquarters, are continuing to expand in Papua-New Guinea. A new branch was opened in Douglas Street, Port Moresby, on November 1. Establishment of a branch at Madang, NG, will shortly follow. The company opened its first New Guinea office in Lae, in 1946. That was followed by a Rabaul branch in 1948. The Port Moresby branch will handle all the agency lines, substantial stocks being carried.

AUSTRALIA-CHINA LINE

As agents for the Australia-China Line, Robt. Gillespie Pty. Ltd. announced in November that in future the modern passenger-cargo vessels *Eastern Glory*, *Eastern Saga*, and *Eastern Star*, will make regular monthly calls at New Guinea ports on their south-bound voyages to Australia.

In the past, calls have been made only when cargo for New Guinea from the East warranted. Ports will vary; Madang is likely to see these vessels at times, with Rabaul, Lae, and Port Moresby as the more usual ports.

T. Leiato, one of the Paramount Chiefs of Eastern Samoa and District Governor of Faleluma, recently passed through Suva on his way back to Pago Pago from a short visit to Honolulu.

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WHOLESALE MERCHANTS . . . MANUFACTURERS AGENTS

Charley and Scotty

(Continued from Page 79)

had got scarcer, so had his hair: he was bald as a bollard.

However, his wife, it seems, had certain social ambitions, she'd got him made a JP and was now aiming higher. This, Scotty claimed, was their one spot of disagreement. She had got a wig for him, and had ordered the latest model of artificial limb to replace the old peg.

In vain Scotty pointed out the advantages of the timber over the new-fangled aluminium limb. A dog, for instance, couldn't hurt a peg much, or give it hydrophobia, whilst it could ruin a metal leg. Then his wife could no longer have a potato-masher handy, or a poker for the fire in winter or, for the matter of that, an all-round handy tool for all manner of jobs.

But she was adamant. She said she could no longer bear to see the leg of his pants flip-flapping like a flag round a pole, and she hated the thump of the peg as they walked down the aisle of the church. (For she'd got him enrolled and he attended regularly once every six months or so.)

The new leg arrived on the same day as I did, which was a Saturday. He was so busy entertaining me, however, that he put it aside until next day, in spite of his wife's entreaties to try it on. But when she smelled his breath (and mine), she

thought it might be safer to leave the trial trip over for a day.

Next morning she had the leg unpacked before Scotty and I were in circulation. After a "planter's

breakfast" we got around to studying the contraption. It had screws and springs and levers, and was a real pretty affair altogether.

"Try it on now," said Mrs. Blair. "The congregation will never know

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you with your toupe and handsome leg."

"What congregation?" says Scotty, in a stricken voice.

"It's our wedding anniversary," says Mrs. B., firmly; and all his pleas, backed by my eloquence, could not move her. "Charley needn't come," says she, "unless he insists."

Whatever the cost, I would never desert a mate in distress, so off the three of us went. Scotty sweated between the wig, the leg and his ill-humour. It was a fine, warm day and the doors were left open to catch the breeze. Soon the drone of the preacher's voice and the blowflies had everyone feeling drowsy.

I hadn't been long asleep when I was disturbed by some sort of commotion. Gazing around I noticed that the preacher, looking agitated, had stopped speaking and some young folks at the back were hiding wide grins behind their hands.

Then "Teuky, teuk, teuk, teuk," sounded right behind me. It was a hen that had wandered in at the open doorway.

"Scotty," I hissed, giving him a nudge in the ribs with my elbow.

"Wassup?" he cried, starting—and as he did so his new leg went crash against the pew in front. Back came the leg, then forward again like a pendulum—crash, back; crash, back; and so it swung.

"Stop!" came the agonised voice of Mrs. B. "Oh, Scotty, stop it!"

"I can't," cried Scotty, his face scarlet and streaming sweat. "It's got out of control," and he used a type of language seldom heard in such company.

By now the place was in an uproar and the sexton, or whatever they call him, was bearing down on Scotty with a wild look in his eye. He didn't notice the hen, and must have kicked it inadvertently, for it roared, screaming and shedding feathers, straight up and landed air on Scotty's head.

But only for a moment. Scotty bucked his head, throwing the hen, a fine, fat Rhode Island Red, off her balance and away she soared once more. But her claws had caught in Scotty's wig so that the rest of her flight was hampered somewhat by the weight of it.

"Get me outa' here," cried Scotty. Quick, before I lose my reason."

So I grabbed him by one elbow, and the sexton took the other, and we got him upright, but the runaway mechanism of the tin leg took charge from then on. Struggle as we might, there was no controlling it; and finally Scotty took a back somersault, upsetting the sexton and me, and landed flat in the aisle with his leg flailing ten to the dozen and rubbing a hole in the carpet.

It wasn't until the sexton, a de-

termined man with enormous feet, jumped on the flying leg and squashed it flat, that some semblance of order was restored.

It was a bitter day for Mrs. Blair, but Scotty himself recovered his composure after I'd got him home and applied some of my well-known remedy.

"I'm glad you were at hand in my hour of travail," says he. "If you hadn't been here it may be the leg would never have gone haywire and I'd have had to wear it till my dying day. I've grown fond of the old peg over the years. It's hollow, you know," he goes on, lowering his voice and glancing around mysteriously, "and many a time, when I've got a tough repair job to do under a bus, I can unscrew it and draw solace from the thin glass tube of revive I always carry there."

A report on public health in the American Trust Territory of Micronesia shows that pulmonary tuberculosis and other forms of TB head the list of diseases. Filariasis is also widespread, with an infection rate of up to 37 per cent. on some islands; others are free of it and it rarely occurs in the elephantiasis form. Two or three per cent. of the population have leprosy in some form, not necessarily communicable.

Carpenter Investment Trading Co., Ltd., issued 5,000 £10 shares in the ratio of one for two held at August 9, the extra capital to be used for expansion of subsidiaries and investment of £25,000 in other companies. The company's consolidated profit was £28,973 before tax last year—£26,684 higher. Parent company profit was up £4,090, at £14,865.

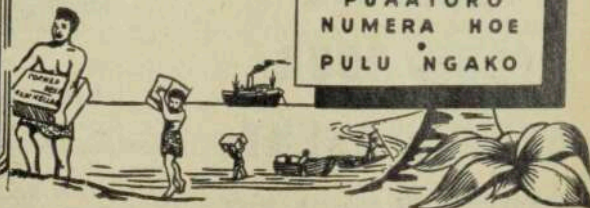
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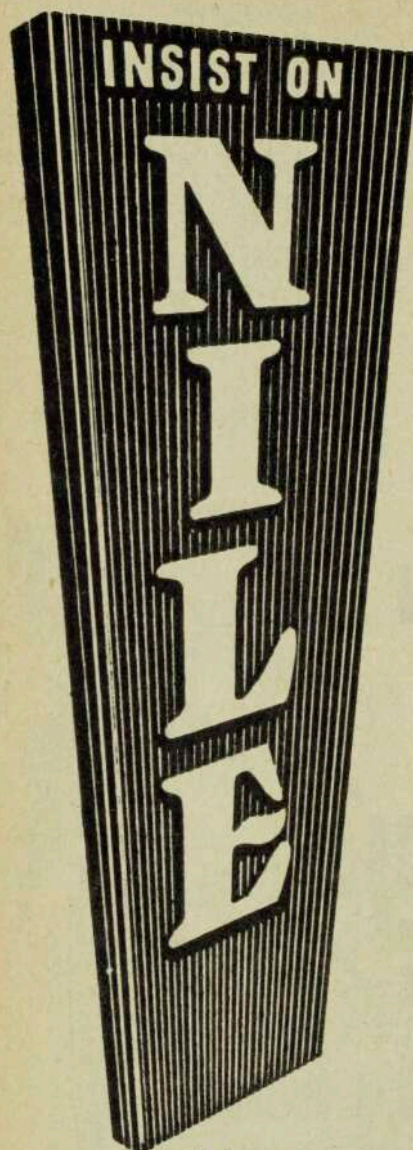
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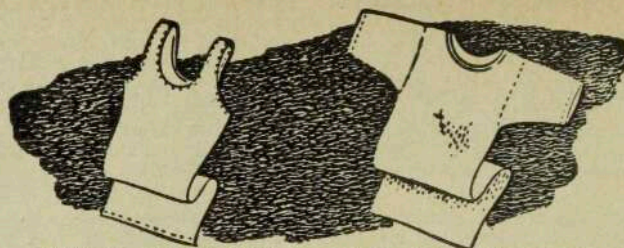
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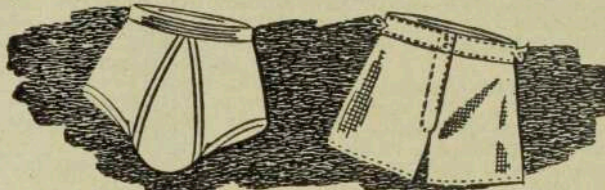
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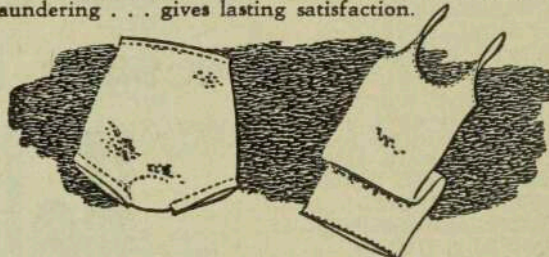
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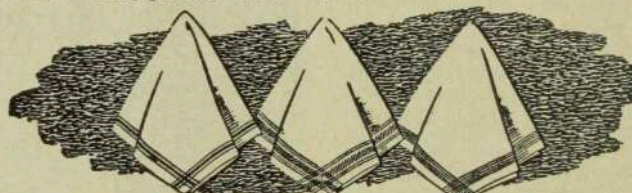
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An attractive range of Erin-Art sheets and pillow cases in all sizes; tea towels and brightly coloured bungalow cloths are offered by Nile. Furthermore, there are cotton prints suitable for lap laps or cotton frocks, as well as all sizes and colours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

NL2A-57

HOW ALCOHOL CAME TO RAROTONGA

Letter to the Editor.

IN his article on the Cook Islands (September PIM) Mr. Shortall said: "There is evidence that intoxicating liquor was consumed in the Cook Islands prior to the arrival of Europeans". I do not know whether he meant this to apply to Rarotonga. The history of Rarotonga since contact with Europeans has been more fully documented than that of any other island of the Cook Group; but, for the 19th century, most of this is embodied in the journals and reports of LMS missionaries and of the British Vice-Consuls and Residents.

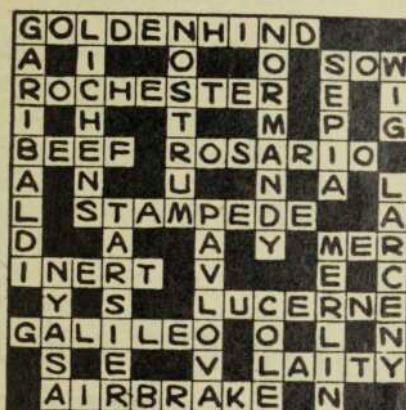
First Europeans to reside in Rarotonga were British missionaries, in 1827. They found no intoxicating beverage in use, though they did suppress the drinking of kava in the belief that it was an intoxicant. This suppression was later deplored by Rev. James Chalmers (missionary in Rarotonga, 1867-1877), who considered it partly responsible for the adoption of stronger beverages. (Special report by Chalmers to the LMS in London, November, 1890.) According to Revs. Charles Pitman and Aaron Buzacott, alcoholic drink was first introduced into Rarotonga in the 1830's, most probably in the form of rum brought ashore by the crew of an American whaler wrecked at the island late in 1836 or early 1837. (Pitman to LMS, February 27 and March 20, 1837; Buzacott to LMS, September, 1845.) Prohibition was decreed by the chiefs of the government, and the liquor trade was

outlawed; but, owing to the fact that certain leading chiefs themselves enjoyed rum, attempts to enforce the laws were not very effective or consistent. (E.g., William Gill to LMS, June 16, 1845.)

Throughout the 1840's, the emigration of Rarotongans and the immigration of foreigners (excepting individuals connected with or approved by the LMS) were prohibited; but, while immigration was controlled successfully, emigration was not. Many Rarotongans stowed-away aboard whaling ships and travelled throughout the Pacific. Few ever re-

turned home, but those who did had much to say of life and customs in the cosmopolitan areas which they visited. Among the foreign ideas and practices introduced by such travellers was the art of brewing bush-beer — brought to Rarotonga from Tahiti about 1850. (Pitman to LMS, July 23, 1851.) This fermented-fruit drink soon became popular throughout the island, and as is well known, it has retained its popularity. Therefore, as re-

Solution to Crossquiz From Page 82



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gards Rarotonga, Mr. Shortall was quite right in saying that bush-beer has been in vogue for a long time, but Chalmers would seem to be more correct in his analysis of its origins.

I am, etc.,
R. P. GILSON.

Apia, 5/11/1954.

Half a Million Pacific Insects

THE Bishop Museum, Honolulu, is conducting a research project on the entire insect fauna of Micronesia—the first time a project of this size has been attempted in Pacific entomology.

Field research for the project was undertaken for a period of six years from the end of 1945 by the Pacific Science Board. The Museum's job now is to process over 400,000 specimens collected during that period, and distribute these to over 115 collaborating scientists in 12 countries. Reports from the scientists will be collated at the Museum and later published. It is expected the project will be completed in 1957. Finance for the research programme is being provided by the National Science Foundation of Washington, USA, which recently provided a grant of \$30,000—the second grant in two years.

Apart from their value to science, the findings of the project will help pest-control generally and thus safeguard the economy and public health of Island territories.

¶ Mrs. Elizabeth S. Williams, formerly with the American Red Cross service in the South West Pacific during World War II, and well-known in post-war days for her extensive travels in the area, writing from Philadelphia Hospital, Amabala City, Punjab, India—where she has been a voluntary worker at this Presbyterian Mission hospital for

some time—says that she expects to again visit Fiji and Tahiti in 1956.

Students of the Central Medical School, Fiji, moved into their quarters at the new medical school at Tamavua in August. The school was officially opened by the Queen during the Royal Visit last December but it was then incomplete.



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All enquiries through your Island Trader will receive our prompt attention.

Attention, Mr. Roberts!

TO LAVANI—WITH CAMERAS

SOMEONE has been talking, and mostly through his hat. With a London date-line, this recently appeared in the Melbourne Age:

"Australian explorers will soon set out to open up the lost valley in New Guinea inhabited by a tribe still living in a stone age setting. With them will go all the trappings of a modern expedition, film actor and filming equipment.

The valley, already nick-named Shangri La, is inhabited by a tribe called Lavani.

"The actor is Australian Peter Finch . . . now hailed as Hollywood's new heart throb. He is going so that the first meeting with the tribe may be handled in a manner suitable for display later on the world's cinema screens.

"Accompanying the party are Mr. Colin Simpson, Australian author, and Australian Desmond Clancy, a district officer.

"Mr. C. G. Scrimgeour, an Australian TV and film executive, gave his synopsis of forthcoming action in the *Daily Mail* in London."

We would now like the comments of P-N-G Director of District Services, Mr. A. A. Roberts, who has made no bones about the fact that when a patrol goes into Lavani it will consist of District Services personnel, and no one else.

and Calling Dr. Gunther:—

THE SLAVERS OF PAPUA

THE *Age* (which used to be a very sober newspaper) has printed, also, a very pitiful tale of the ills of indentured labour. It comes from an interview with Father Paul Phanel, of Yule Island, who was on his way back to France. The good Father had helped on the mission road that runs into the interior (PIM published something about this last year) . . . but this road has opened the way to an oil traffic." Says the *Age*:

In Papua, coastal natives will not work for planters. . . . Therefore the planters recruit mountain men, magnificent fellows who have never had a day of sickness, and have been used to a stable order of society for countless generations.

They come to the plain, leaving their women behind to turn sour and rail at the old men and children, the only company they have. Many men desert to other tribes, causing trouble there.

On the plains, the men get malaria. They also soften with unaccustomed heat and food. They lose away their earnings. Men without women, they develop unnatural practices.

"After two years—the period of their indentures—they return without money, their health lost, to find their tribal organisation in ruins. Within two or three years, they usually die."

While pausing to shed a tear for these magnificent Papuans—whoever they might be—we wonder why Director of Health Gunther has so neglected these people when he went to such pains to see that the Highlanders on the other side were sufficiently proofed against disease before they went to work on the coast.

The *Age* does not know it, but there are penalties for employers who allow their Highlanders to catch malaria.

It is about time, anyway, that

printing untruths of the nature contained in this article was made an indictable offence.

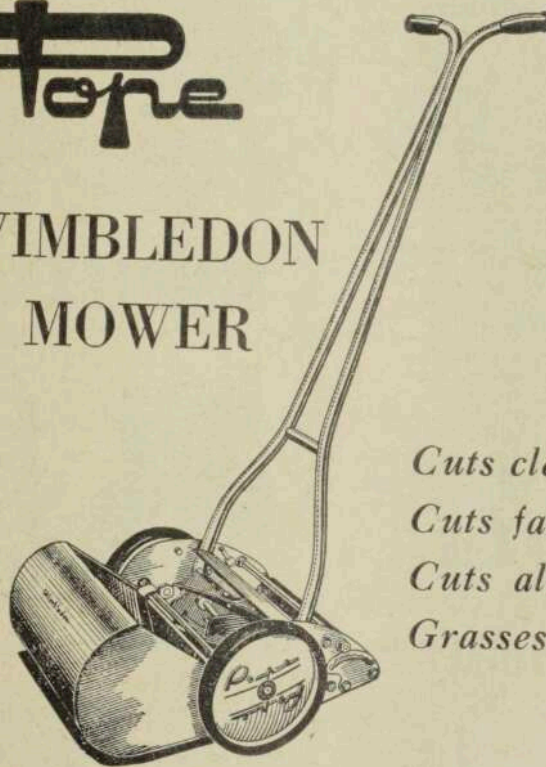
W. SAMOA ACTS AGAINST RHINO BEETLE

SOMEWHAT belatedly, new and stringent regulations have just come into force in Western Samoa in an anti-Rhinoceros-beetle campaign.

The beetle has, of course, been firmly established in Western Samoa for 45 years. The new regulations, if enforced, will require the clearing of land and plantations of weeds and destruction of infested trees, rubbish dumps, sawdust heaps, etc., and all possible breeding places.

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Cuts clean . . .
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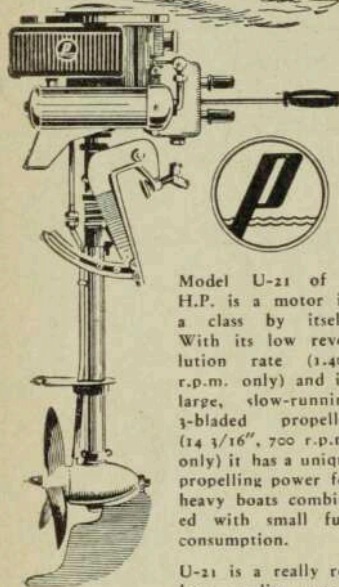
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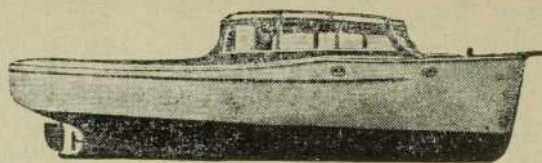
U-21 is a really robust quality motor with i. a. bronze in exposed underwater parts to resist salt water, blows and shocks, and has gained a world wide renown for its reliability and resistance to wear. — Ask for catalogue.

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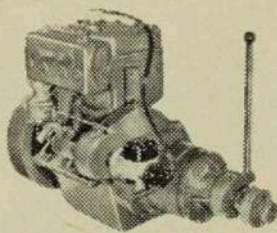


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News of the Small-Ships

IT HAPPENED IN THIS MONTH:

On December 2, 1900, the 4-masted Glasgow steel barque *Pyrenees* nosed into Mangareva lagoon with an unusual cargo—3,600 tons of blazing barley and wheat—and deliberately settled herself on a sandbank just south of Rikitea village. She was bound for Leith from Tacoma, Wash., and was 33 days out when the cargo took fire. Captain Robert Bryce decided to run for Pitcairn, which was safely reached 13 days later with the decks heavily buckled and the heat intolerable but the fire still attenuated down. As it was impossible to beach the ship at Pitcairn without loss of life, and as there was a possibility that she might still be saved, James R. McCoy was taken aboard to pilot *Pyrenees* to the nearest suitably sheltered beach. Then she was safely beached and abandoned, all hands were taken to Papeete by the 50-ton schooner *Victor*, their passages being paid by the sale of the ship's removable equipment.

But that was not the end of the years-old vessel. The wreck was purchased "as is, where is" by a captain Thayer, of San Francisco, for \$1,350. Eleven months after *Pyrenees* was beached at Mangareva, captain Thayer arrived to find the cargo still burning. Much of the wreck was destroyed but the hull was

intact. On April 2, 1902, Captain Thayer brought his purchase safely into Papeete. There she was given a temporary new deck and other repairs sufficient to sail her to San Francisco, where she arrived in July of that year, still with 2,400 tons of damaged grain aboard. Major repairs were carried out and in April, 1904, the barque began a new life as the *Manga Reva*, finally being torpedoed in the Straits of Dover in April, 1917.

AND STILL THEY GO:—As William Willis and his cat arrived back in New York it was reported from Peru that, financially and technically backed by Thor Heyerdahl, of *Kon-Tiki* fame, three Peruvians, Julio Orjeda, Wilfredo Castro, and Juan Aguilar, were planning to follow the same ocean-current-and-wind-dictated trail, but this time using a more primitive reed raft of the type used by the Indians of Lake Titicaca. Presumably they will not set out before next winter.

Nothing further has been heard of another prospective drifter, Lieutenant John Gwyther, RNVR, FRGS, of Alton, England, since he announced plans in January last to drift in a twin-hulled canoe from Tahiti to New Zealand this year. So far as we know, Mr. Gwyther has not shown up in Tahiti.

Also still awaited is news of Dr. Bohdon Cwilong, presumably now bound from England to Vancouver in the yacht *Princess Waimai*. There the small *Non Magnetic III* should now be completed. Dr. Cwilong will sail her to Honolulu and from there commence a 7-years' round-the-world drift on magnetic survey work. *Princess Waimai*, manned by

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others, is to act as supply vessel. The survey, which is said to have the firm backing of various scientific bodies, will be carried out in stages.

A magnetometer worth \$20,000 is being supplied to the specially built and equipped *Non Magnetic III* by the National Research Council of Canada. Dr. Cwilong was formerly a senior lecturer at Victoria University College, Wellington, NZ.

ALL LIT UP:—The new Vuna Point Light, south-west Taveuni, went into test operation October 21, the occasion being celebrated at the nearby home of Mr. J. V. Tarte, of Waimaqere. The light was set in operation by Miss Talei Tarte in the presence of the Fiji Acting Mechanical Engineer, Mr. L. Whysall, the Roko Tui Cakaudrove, the District Officer, the Medical Officer, and other citizens who went out to the reef in PWD Launch No. 8.

Vuna Point Light has a height of 32 ft., has a visibility of 10.5 miles, and gives a single flash every 8 seconds. The position is 16.57.55 South, and 170.52.28 East. The test period, during which the light was likely to be extinguished at any time, was to end on November 5, after which it was to go into full operation.

TAHITI FISH FERRY:—Henri Nimau, of Papeete PWD Workshop, recently mentioned as building a steel live-fish freighter in his spare

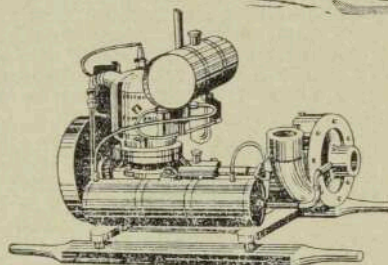
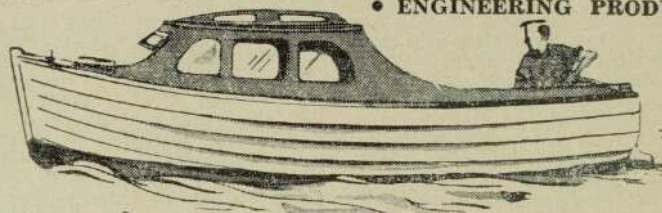
time, for the fish trade to Makatea, has now chartered and converted the 19-ton MV *Nacirata* as an interim measure. Owned by M. Yves Sanquer, of Raiatea, she was built in Papeete, in 1936, for the Raiatea-Tahaa service by M. Le Prado. A 3½-ton refrigerated chamber has now been installed. *Nacirata*

brought her third fish cargo from the Tuamotus to Papeete in November. She will probably also supply Makatea.

THEY ALL DO IT:—The well established Islands practice of overloading is engaged in as much by Governments as private ship owners.

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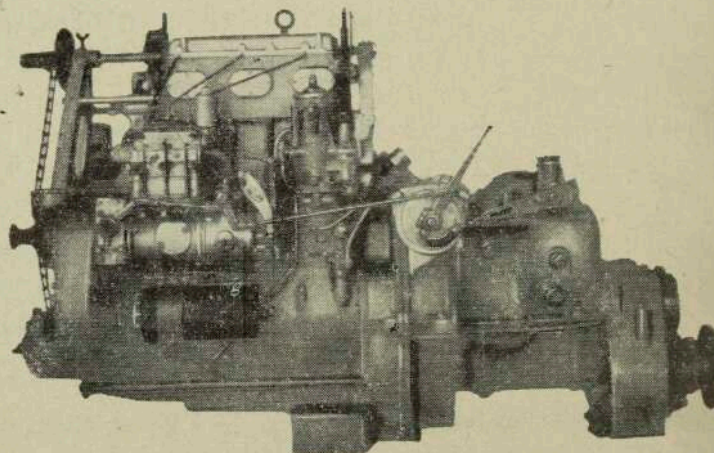
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The GEIC's Colony Wholesale Society 126-ton auxiliary ketch *Te Matapula* arrived in Suva recently with over 50 deck passengers from Vaitupu. They had been taken aboard on orders from the vessel's owners. This is twice the number permitted under her certificate. The year-old ketch was down for her first annual refit. The Vaitupu people were bound for the Ellice re-settlement island of Kioa, Fiji.

FIJI RNVR RETIRED LIST:—So that Fiji Royal Naval Volunteer Reserve officers may retain the honour of being commissioned, but will not be subject to service after retirement through age or medical reasons, the law has been amended in Fiji. Administration of the Naval Reserve Fund has also been transferred from Accountant-General of the Colony to the FRNVR Commanding Officer.

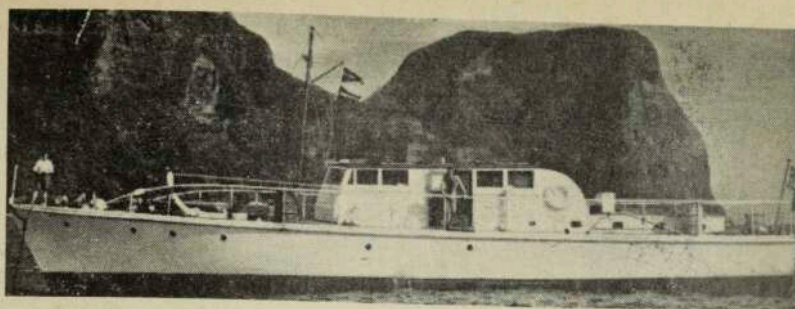
MORE GROPING:—*Stanley Angwin*, OTC's modern telegraph cable vessel, well remembered for her work in Fiji waters following the 1953 earthquake and seismic wave, again called at Suva to load cable and departed on another deep-water job in mid-November. For the first time since it was laid in 1926, a fault had developed on the Suva-Fanning trans-Pacific span, 100 miles south-west of Fanning, in 3,000 fathoms.

At about the same time the reserve cable-ship *Matai* was recommissioned in Wellington, NZ, to repair a fault that had developed on the Auckland-Sydney span in comparatively shallow water not far from Auckland. Then, before returning to her mothballs, *Matai*, which has accommodation for 45 passengers and 180 tons of cargo, made a relieving run out to the Chatham Islands while the regular vessel, *Holmlea*, was on survey.

PINEAPPLE RUN:—Though Tasman Steamship's vessels are reported laden with writs in Auckland, permission was obtained from creditors, or *Viti*, under Government subsidy, to make a November run to Manakia, Cook Islands, for an estimated 1,000 cases of pineapples, to be delivered to Lyttelton, NZ. The Government is keen to encourage the Mangaiian pineapple producers and the *Maui Pomare*, on the regular service, could not pick up the cargo at the time it was ripening.

FISH—FOR JAP HOOKS ONLY:—While numerous Jap shell poachers were being reported from PNG waters in early November, another Jap ship, the 296-ton *Kasima Maru*, popped in to Brisbane with engine trouble. Captain Osamu Kitakara of the vessel, expressed surprise, while his motors were being righted, that an Australian official tuna survey in the Coral Sea had recently shown poor results. He had found the Coral Sea teeming with tuna and had taken 5 tons in a few days, 100 miles E-N-E of Brisbane.

DANGEROUS WORK:—Lt.-Commander Maurice Batterham, RAN,



The HDML FLYING CLOUD, on the Lord Howe-Sydney service.

last in Rabaul in 1946 on a bomb disposal and under-water survey of wrecks, was back there again in November to deal with some more

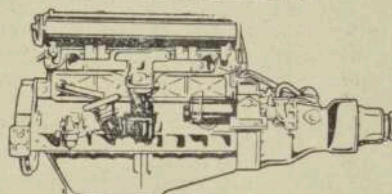
torpedoes—about 50—that were reported in depths of 5 and 6 fathoms. While on that job, Lt.-Commander Batterham, war-time

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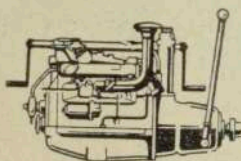


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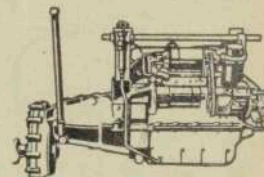
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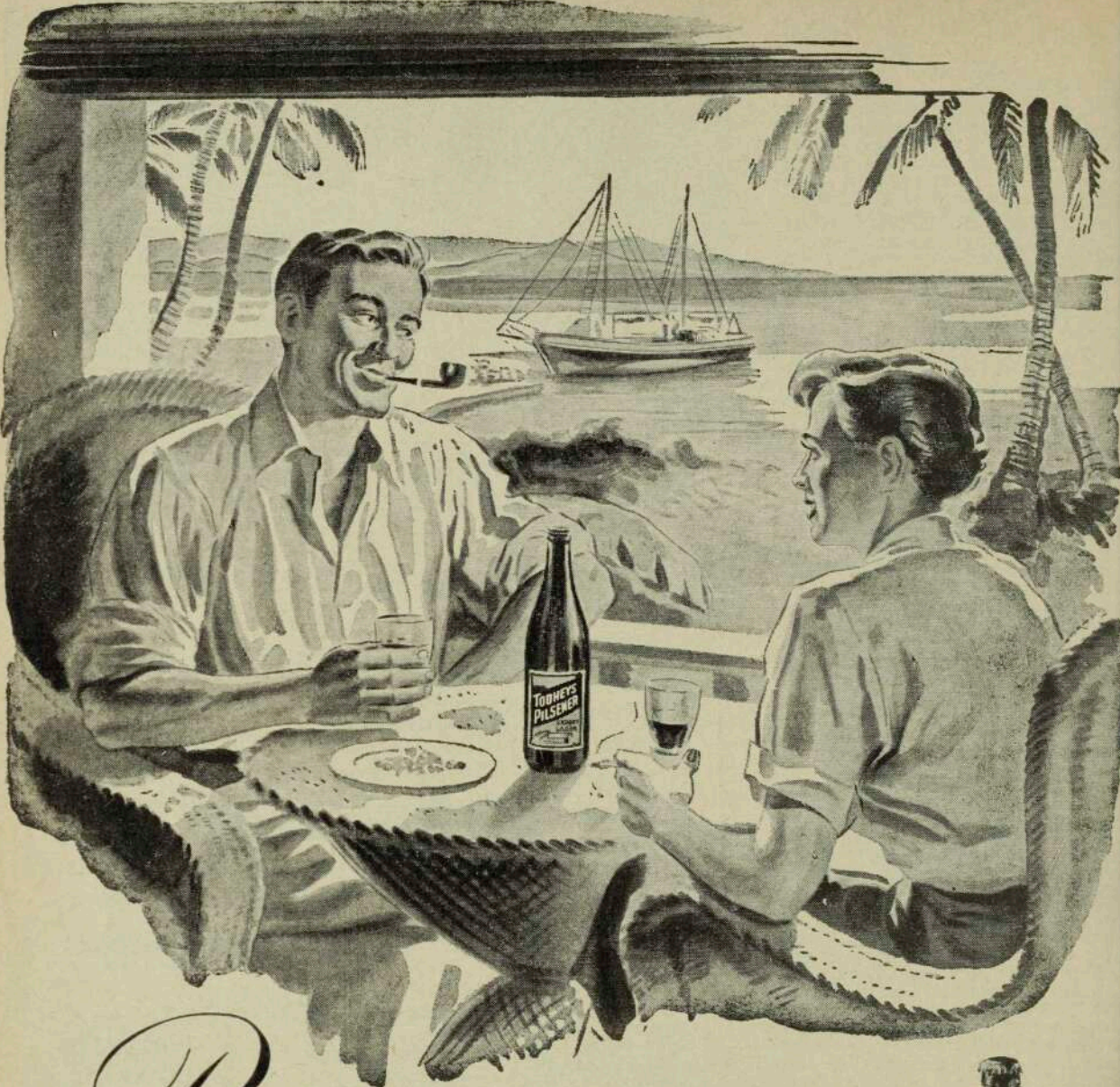
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The illustration depicts two men in a relaxed setting. On the left, a man in a light-colored shirt and tie sits in a wicker chair, holding a glass of beer and smoking a pipe. On the right, another man in a light-colored shirt sits in a similar chair, also holding a glass of beer. Between them is a small table with a bottle of Tooheys Pilsener, a glass, and a plate of food. The background shows a tropical landscape with palm trees, a body of water, and a sailboat. The scene is framed by a dark, horizontal band at the top.

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A bottle of Tooheys Pilsener beer is shown on the right side of the advertisement. The label on the bottle reads "TOOHEYS PILSENER" and "EXPORT LAGER".

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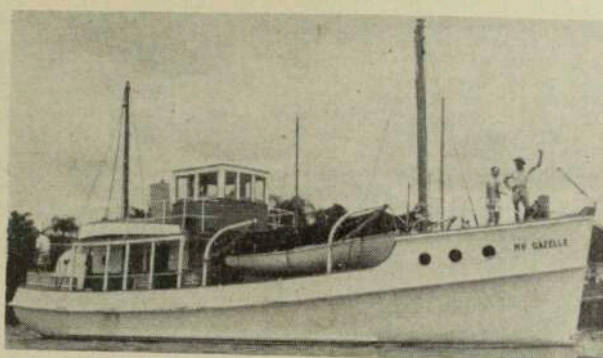
DECEMBER, 1954—PACIFIC ISLANDS MONTHLY

frog-man, observed a sunken 40-ft Jap barge in Keravia Bay in about 5 fathoms of water. It appeared worth salvaging.

BIG CARGO:—Believed to be the largest peace-time cargo ever to be landed in Fiji, the British freighter *Australind*, on the direct service from London, landed 8,823 tons in 12 working hours at Suva in November. *Australind's* cargo, and a further 7,500 tons discharged from *Waikawa*, at Lautoka, combined to make a probable record import tonnage for any peace-time month.

VITI-II FOR SALE:—The Fiji Government motor yacht *Viti-II* was on offer by tender recently. This twin Gardner-powered 56-ft bridge-deck cruiser was formerly the *Royal Flight*, built by Lars Halvorsen Sons, Pty. Ltd. Sydney, in 1938. She went to Fiji about 6 years ago under charter to the Rank film unit engaged on producing *Blue*

The handsome 57 ft *GAZELLE*, mentioned last month, which was recently delivered by the C. Crowley yard of Brisbane to Mr. Bernard Chan of ibaul.
—Photo: "Brisbane Telegraph."



Lagoon in the Yasawa's. *Royal Flight* was used as a personnel boat (together with Mr. Hugh Frewen's *Viking Ahoy* from Queensland) and was later purchased by the Fiji Government. *Viking Ahoy* was acquired by the Seventh Day Adventist Mission in a deal which involved the exchange of their *Melanesian* as part payment. *Royal Flight* has been used as the Governor's recreation vessel and for the transport of Government officials, etc. She has a cruising speed of about 8 knots.

SOLOMONS ADDITION:—Bjarne Halvorsen Ltd. recently delivered another attractive trawler-type vessel to an Islands client. Named *Bauro*, she is one of a series of similar craft. Several have been

sold to New Guinea and another now building may go there. *Bauro*, measuring 52 x 16 ft. with a hold capacity of 25 tons of copra, has been delivered to Messrs. P. and J. Campbell for use at their Solomons plantations. She has a comfortable owner's cabin, and accommodation for six crew. She was commanded on her delivery voyage by Captain

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Max Stanton, who was master of *Rannah* when that 300-tonner, now owned in the Cooks, operated briefly to the Solomons in 1947-48. With him were three other European officers. Captain Stanton reported sighting a drifting mine off Townsville on the run north. An aerial search was later made for it.

ON THE BLOCK:—Elsewhere we have reported that Tasman Steamship Co's *Viti*, with permission of creditors, was making a pineapple run to the Cooks from Auckland. It is now reported that the insolvent ex-servicemen's organisation is forced to sell the 750-ton refrigerated ex-corvette *Madonna* which was acquired in England only a few months ago. A price of £50,000 is sought.

JAP WRECKAGE:—As an aftermath of excitement that was caused in the New Caledonia-New Hebrides area by "mysterious" vessels in October, it was reported from Noumea on November 7 that wreckage bearing Japanese markings had come ashore at Hailou, east coast of New Caledonia.

It included 3 hatch covers 5 ft by 18 inches, a cabin window, a door about 4 ft high with several planks missing and a considerable amount of other broken timbers, some with deck fittings attached, all of which seemed to indicate that a Jap fishing boat had been wrecked in the area.

MIENA ACCIDENT:—In February we reported that Captain J. R.

Richmond's ketch *Miena*, originally from Tasmania but well known in New Zealand waters, was for sale in the Solomons.

She was in the news again on November 16. In use as a trochus vessel, she was operating 70 miles south-east of Mackay, Queensland, when a steel compressed-air bottle exploded while being pumped up.

Four crew members, all Europeans from Cairns, were injured by flying steel and were landed at Pine Islet where a launch took them on to hospital at Mackay. There were several other Cairns men in the crew.

CHECKING THE OUTLIERS:—HMNZS *Kiwi*, well known in Poly-

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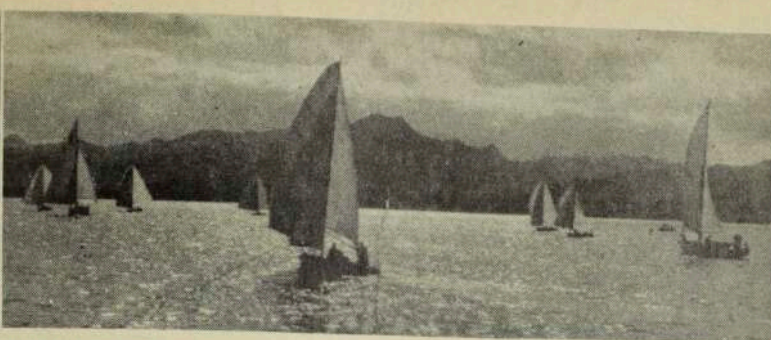
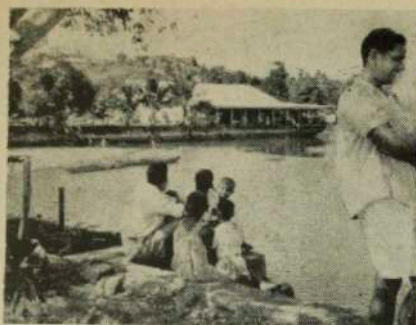
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Royal Suva Yacht Club—the club house, and some of the yachts which represent the most active club in the Islands.

nesian waters, made a round of New Zealand's southern outliers in November, delivering a meteorologist to the Campbells, and landing scientific workers briefly on some of the other now rarely visited rocks. There has been no recent word of the Auckland treasure-seeking expedition, apparently held up in its plans to go south to seek the *General Grant* gold hoard, as recently mentioned in PIM.

BROKEN SHAFT:—Compagnie Francaise Nouvelles Hebrides' 70-ton *Aoba* was reported at Pentecost with a broken shaft in mid-November. *Aoba* was built in Australia in 1945.

LORD HOWE CONNECTION:—Since BP's discontinued their regular passenger connection with Lord Howe about six months ago, that island has seen only occasional calls by Savoie freighters on the Sydney-Noumea run. To meet this situation, Mr. G. M. Kirby, owner of the Pine Trees guest house, which caters for about 60 mainland visitors at Lord Howe, purchased the attractive 72 ft x 15 ft HDML *Endurance II* from a Brisbane owner in June, and put her into his own Sydney-Noumea personal service late August.

Late November she was on her third voyage. Mr. Kirby renamed the vessel *Flying Cloud* (she was originally *Endure* and was never put to the naval service for which she was intended.)

Mr. Ces Harrison is in command. He was formerly associated with Mr. Lew Graham, of Auckland, in the *Alexander* and *Nukalau* Pacific ventures.

Flying Cloud, powered by a pair of 300-hp Atlas Hercules diesels, has a cruising speed of about 10 knots. The owner's cargo is stowed wherever space is available, there being no hold. Between her Sydney trips, this smart little vessel runs fishing parties around Lord Howe.

UNDISCOURAGED:—Though their schooner *Awatea* foundered shortly after sailing for New Guinea in October (see p. 102, Nov. PIM),ropic Star Trading Co. has plenty of life in it yet. Shareholder Captain Gieves (not Jeebes) reported from Hollandia in November that

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for the
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*...propels better
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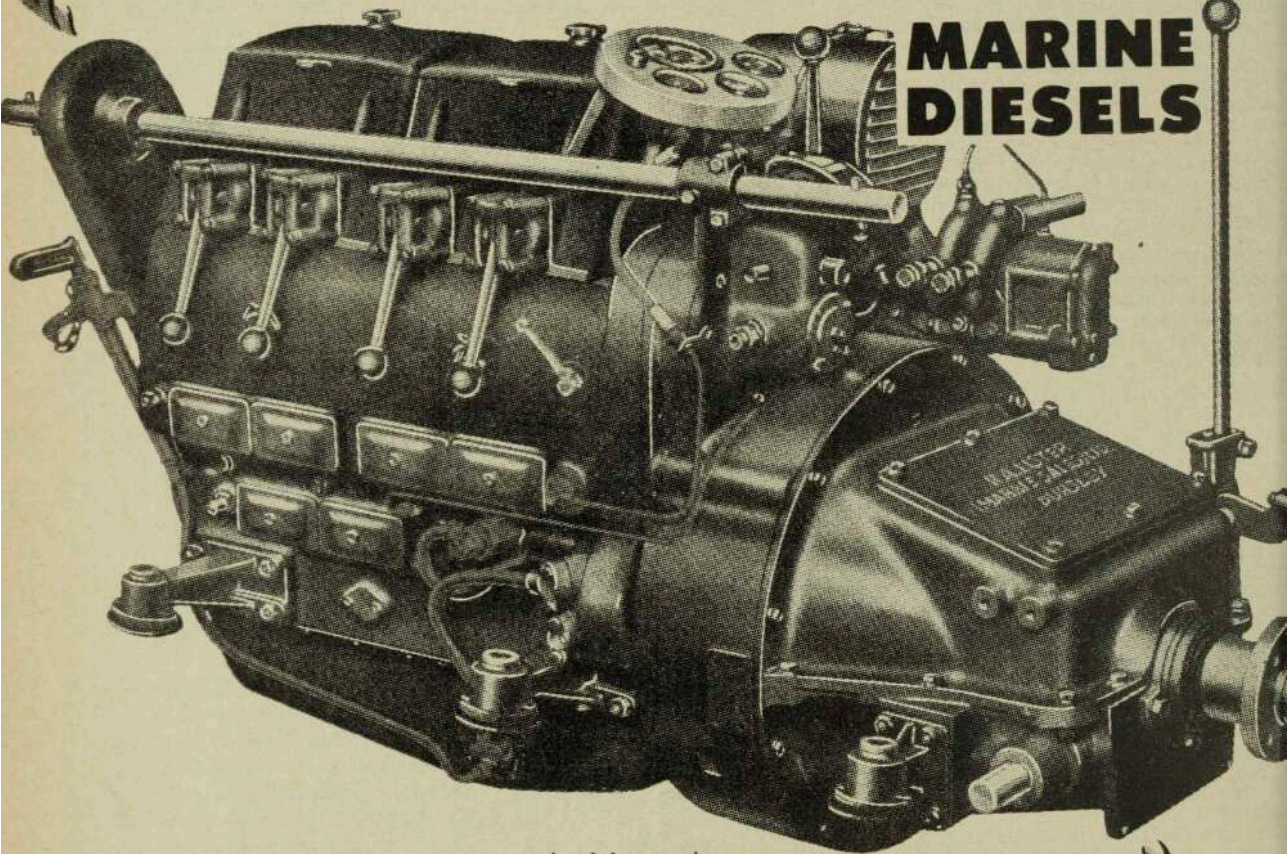
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he was seeking a suitable replacement and might go up East to find one.

AVIE MORE:—A year ago Oscar Nordman, of Tahiti, asked for de-

tails of a former three-masted barque, a painting of which recently came into his possession in Tahiti. The name on the bow appears to be *Avie Hore* but "Dog Watch," the magazine of the Australian Ship Lovers' Assn., believes it is *Avie More*. Comments from persons familiar with her Island connections would be valued.

QUIT SOLOMONS:—In Sydney for some months past, and for sale is the GPV type 85-foot wooden *Ruena*, no longer required in Fairymead Sugar Co.'s Solomon's service. *Ruena* is famous as the

Willis' raft photographed at the end of the 4½ months' drift, as the Samoan government vessel "Manua'tele" approached it to take it in tow. (See Nov. PIM).

—Photo: Alf Vercoe.



vessel in which many BSIP residents worked their passages back home in February, 1947, to rehabilitate their properties after the war. En route from Sydney on that occasion, Chief Engineer S. R.

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PACIFIC ISLANDS MONTHLY—DECEMBER, 1954

107

Jones died at sea and Capt. D. Baay put back to Brisbane.

The vessel, which can carry about 100 tons of cargo, was brought south by Captain Bourke.

PAPEETE IMPROVEMENTS:—Port Captain Georges Bailly reports that Papeete Pass has recently been deepened and widened to a minimum 36 feet by 263 feet in a Public Works Department scheme to improve the port for large vessels. Further deepening will be carried out in 1955.

WOMBAT RENAMED:—In line with his usual custom, Captain E. Savoie, of Noumea, has renamed his latest acquisition *Sonora del Mar*. The 273 tons ex-Wombat, still refitting in Melbourne, was to load in Sydney and arrive in Noumea about Christmas on her maiden French-flag voyage.

FIJI RESTRICTIONS:—Regulations have now been gazetted in Fiji which forbid vessels, regardless of size, from clearing from any point on the Viti Levu coast from Nanukuloa to Naboutini without a Rhinoceros beetle clearance certificate. Village officials have been appointed to issue clearances at all villages on this sector. There is a penalty of £100 for failure to comply.

LAURABADA REPRIEVED:—Destined for scuttling after 30 years of honourable service as Papuan Administration yacht and latterly

as headquarters of the Port Moresby Sea Scouts (PIM, July, p. 106), the 160-ton veteran has been reprieved. A Port Moresby boat-builder who has purchased the vessel has made the surprising announcement that he will probably enter her in the 1957 Sydney-Hobart Race—after a complete refit.

GRIEF IN COOKS:—*Rannah*, Australian-built 300-tonner which Mr. D. C. Brown of Rarotonga acquired in August, 1953, for the Cooks inter-island trade, may have ended her days on Rarotonga reef. A heavy blow swept the area in mid-November and *Rannah*, anchored off, parted her cables and

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Ocean-Going

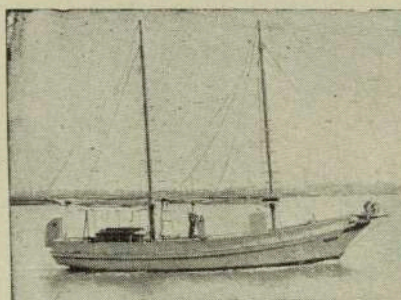
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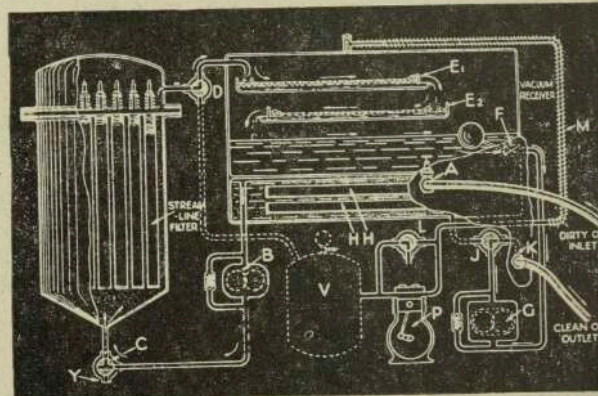
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Complete elimination of these impurities from the oil maintains its highest possible dielectric strength.

The diagram shows the passage of dirty oil, drawn from the oil tank, through inlet A, the filtering process and the return of the clean oil through K. This illustration is fully described in the Stream-Line Filter literature available.



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went ashore. Salvage is reported unlikely.

At about the same time an English yacht went ashore on almeiston Island.

Mr. Brown planned to operate *annah* on the Cooks-NZ tomato and pineapple trade, but she proved too small for the long hauls involved, and after two trips remained in the Group. She has since been mainly engaged in carrying small cargoes of MOP shell south from Manihiki to Rarotonga, and in the Lower Group trade.

Since the war Mr. Brown has lost *Whitienne*, *Karoro*, *Mahurangi* and *annah*. Four other vessels have been lost in the same period.

PAGO PAGO TUNA-BOATS
DST:—Advice has been received from Van Camp Cannery in Pago Pago that two of the Jap vessels intended to operate in Samoa during this season have been lost. *Pago Maru* was lost in the September typhoon off the Japan coast, and *Seisho Maru* which sailed October 20 is missing, believed burnt at sea, as she carried a heavy load of fuel for the voyage to Pago Pago. Could this be the vessel whose wreckage is reported on the New Caledonia Coast? See elsewhere). Of the remaining four vessels, one returned back with engine trouble, another is delayed at sea with engine trouble, one reported all well, she heads for Samoa, and one is expected there November 15. Sailed independently.

MUSEUM FOR WILLIS RAFT:
Seven *Little Sisters* which drifted from William Willis presented to the people of American Samoa, will probably be housed in a building to be specially built. Governor Lowe and the Chiefs are conferring in the matter. The building may become a general museum and a store of Pacific material. In Sydney a legal battle developed in November between rival newspapers on publication rights of the Willis book, which has already appeared in instalments in some of our Australian papers.

Three points of note are that the raft passed 100 miles north of the Marquesas, that Willis was ill a good part of the voyage, and that he regularly used his radio but it was discovered late in the voyage that, through some misadjustment, it had not been emitting signals. He detected this in time for his final message.

Back in New York, Willis was elected to the elite Adventurers' Club which acclaimed the voyage as the greatest single-handed effort since Charles Lindberg's Atlantic flight.

NEW LIFE:—A Japanese fishing vessel, wrecked on Kapingamarangi Island, Micronesia's nearest neighbour to New Guinea, has been refloated, converted to the cargo and passenger trade, and is now owned and operated to Ponape by the Kapingamarangi people.

WHA' NAME SAMTING?:—Not generally known is the fact that when a NG-registered vessel comes South, an officer of Territories Department boards, has the native crew mustered, and calls for complaints, if any, as to conditions aboard.

That was what a PIM representative found well-known ex-Territorian Mr. Harry Downing engaged in when he visited *Viria* at a Sydney wharf in November.

The 602 tons *Viria*, as smart a vessel as any in the NG trade, is the smallest ship operating between there and Southern ports, running gasoline north on contract to an oil company and bringing logs or sawn timber south on her several runs each year.

Captain T. Gillings reported that N.G. Industries Ltd.'s other vessel, the 225-ton *Erica*, has been recently renamed *Busama*.

With Captain Gillings on the November voyage of *Viria* was Chief Officer O. Gatehouse and Chief Engineer E. Coleman.

LOSSES IN FRENCH OCEANIC:
—The ill-famed reefs of French Oceania have claimed two more local craft. On October 26 *Fleur d'Ocean*, 45-ton auxiliary schooner owned by M. Le Bihan of Papeete, became a total loss on the north coast of Toau, Tuamotus. The vessel which was brought from France shortly after the war, was commanded by Captain Ioane Cabral on her last voyage. The

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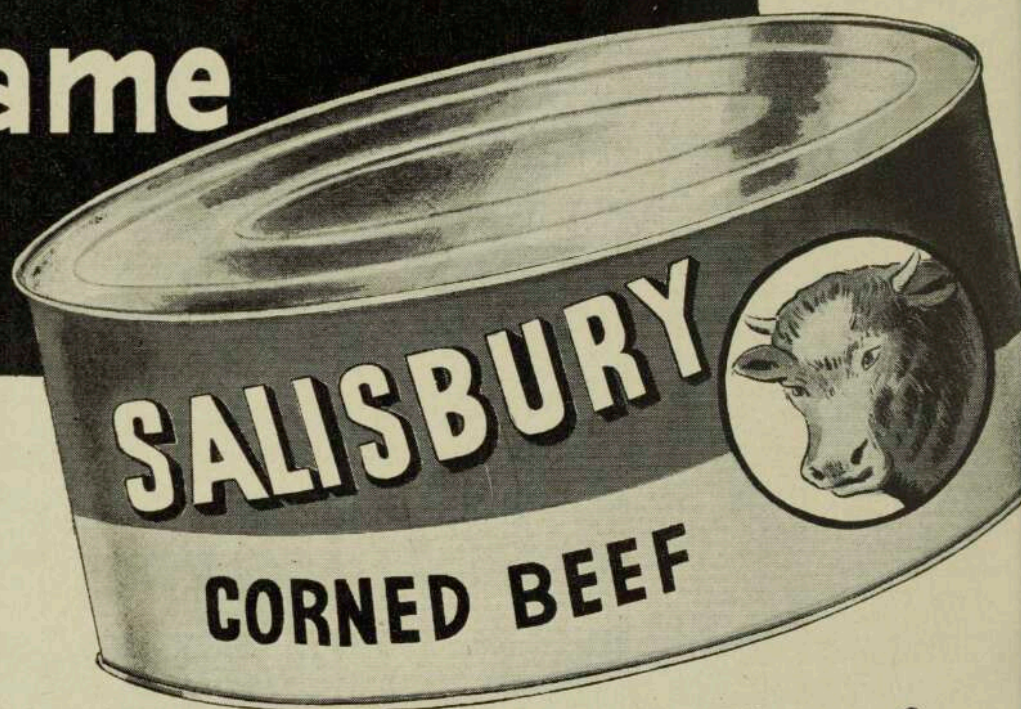
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reck occurred at 3 am. She was insured for 2½ million francs. No lives were lost.

Next to go was the auxiliary cutter *Rosita* of 18 tons owned by M. Georges Loschmann of Papeete. She went ashore at the entrance to Papeete Pass at 11.30 pm. November 8, soon breaking in two and sinking. Two of the 20 tons of copra aboard was salvaged. Master, three crew and all six passengers landed safely. An inquiry into both disasters will be held.

Rosita, built in Papeete in 1946, was in the news some time ago when she failed to arrive at her destination; but later she turned up at another island.

News of Cruising Yachts

● "If the French authorities ever were difficult with yachtsmen in Tahiti that is not the case to-day," said Mr. J. S. Rockefeller, of New York, in November as he passed through Sydney. He formerly owned the 40-ft. ketch *MAN-DALAY*. "The villains — I cannot emphasise it too strongly, and you can quote me on this — are the American authorities in Pago Pago," said Mr. Rockefeller. "If ever a bunch of officials went out of their way to make it tough for yachtsmen, those are the boys, and I plan to raise what hell I can about it when I get back home."

Mr. Rockefeller and former sailing companion, Anthony Richardson, who left the yacht in Tahiti months ago, boarded the Italian liner *AUSTRALIA* in Sydney late November, homeward bound for the States via Europe. The 40 ft. ketch ended its three-year voyage from Greenwich, Conn., when sold to M. Claude Giraud of Aore islet, near Santo, in October.

Owner Rockefeller came south per *MALAITA*, but crewman Bob Grant will

KONA of Honolulu — now at Auckland.

journey back to Tahiti by first ship to take delivery of *LE KORRIGAN* in which he will continue cruising after the hurricane season.

● Royal Suva Yacht Club, easily the most active and best equipped club south of the Line, held its end of season ball October 30. The Governor and Lady Garvey attended—Lady Garvey presenting the trophies for the season's events.

Though the season has officially closed there is plenty of sailing activity throughout the year in Suva. Overseas yachts heading for Fiji may obtain local information from the secretary, Mr. H. Smith.

● Apia Sailing Club, long dormant, has come to life. A new committee was recently formed and a programme of racing is planned to commence in December. The secretary is now Mr. A. Philipp. There are plans for establishing a club house.

● *LE KORRIGAN* was brought to Tahiti some years ago by M. Charles Van Den Broek d'Obrenan. Retired French



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ARTHUR ROGERS under sail.

naval Commandant Faye acquired the 8-tonner later and, though engaged in fitting her out for cruising for the past two years, has been forced to sell her on account of failing health. This yacht has previously been variously reported as LE CORRIGAN and CORRIGAN. Present

spelling is from the official Papeete port register.

• NOLA SIRGENT, 40 ft. auxiliary ketch, cleared Montreal for Pacific Islands mid September, with Honolulu, Papeete, and Suva as prospective ports. Owners still unknown, but the yacht is a floating art-gallery of works by contemporary Montreal artists and it is planned to dis-

play these at ports of call. Whether it will weather a lengthy voyage in a sm yacht remains to be seen.

• LADY BIRD, with owners Mr. and Mrs. C. Hills and crewman Peter Edmond, completed her winter cruise November arriving back in Auckland.

• SOLACE of England, 30 ft. ketch owned by noted yachtsman and yacht-

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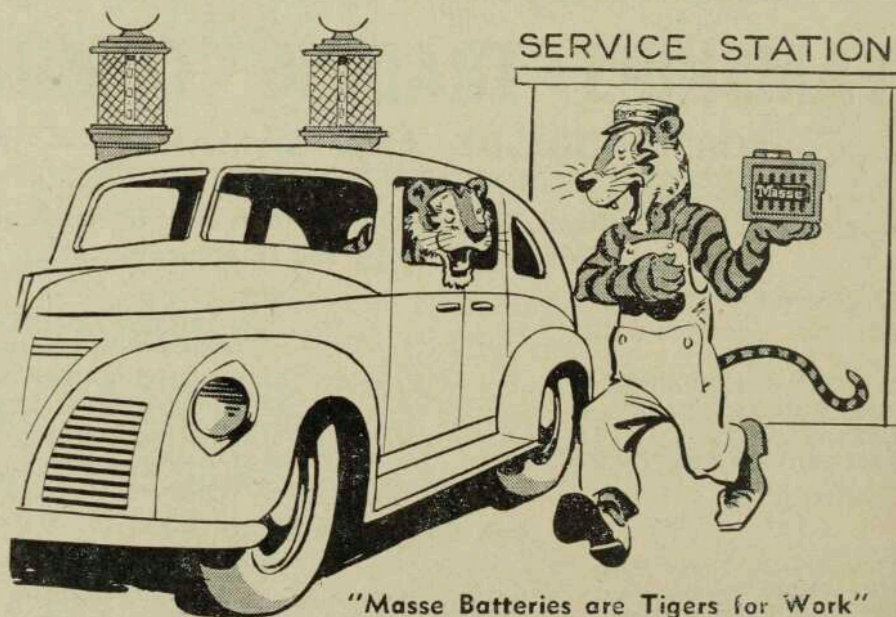
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AGENTS FOR NEW GUINEA AND PAPUA:

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After Commander Victor Clark, RN, Rtd., arrived at Rarotonga November 11, sailed again for Auckland via Island ports, but some days later was cast on the reef at Palmerston atoll when her boiler parted while anchored there.

Holes were knocked in the hull but the Palmerston people combined to render aid and it is hoped that the yacht may be refloated later. With Commander Clark Stanley Mathurin of the West Indies.

MANU MOANA is back in Auckland from her 4½ months cruise to Tonga, Samoa and Fiji. (Aug., '54).

RENEGADE, NZ, a. Noumea Nov. 2 from Norfolk. (Nov., '54). North of Norfolk this yacht had the remarkable experience of fouling set nets, presumably Japanese. This yacht will probably remain in Cairns, next port.

WAIMANA, NZ, a. Brisbane. This yacht, owned by C. Williams, apparently not head for Fiji as earlier reported. (Oct., '54).

FLAMINGO, NZ, a. Noumea late Oct. from Solomons, homeward bound. This footer left Auckland December, '53, entered Sydney-Hobart Race, thence up the coast to Gladstone, across to New Guinea and the Bismarcks. (Dec., '53).

ANNA ELIZABETH, Dutch, a. Niue 18 from Rarotonga, bound Noumea Tonga.

BOUNTY, NZ, a. Newcastle, NSW, left Nov. (Sept., '54).

KONA, US, should now be in Auckland, NZ, where she is likely to remain through the summer. (Feb., '54).

NEW SILVER GULL, Australian, d. from New South Wales late Oct. b. Caribbean via Lower California and Panama. This Sydney 44 ft yacht, owned by Harry and Oceana Scott, passed through the Islands several years ago bound Canada.

ARTHUR ROGERS, England, completed a 5½ months' cruise to Tonga, New Hebrides, New Caledonia and Norfolk Island, arriving back in Auckland December 22. Owners Tom and Diana Rogers may soon do a summer cruise to NZ, and will probably make another Norfolk Island cruise next winter.

ANNA ELIZABETH, Dutch, a. Suva 18-November, from Niue via Hunga, Tonga, Komo and Kabara. To sail late December for Vila.

Qantas passengers to Noumea from Sydney in November included, Jacques Betfort returning home; Mrs. O. Rothery visiting her son-in-law, of Noumea staff; Mr. M. Drummond, of the South Pacific Commission's Noumea office; Mr. J. H. Henderson returning to Noumea; and Peter Robilliard, whose father is attached to Vacuum Oil's Noumea staff, joining his parents for the school holidays.

Travelling by Qantas aircraft in November were Georges Fung and Bernard Leroux, who were returning home to Santo, NH, on vacation from King's School, Sydney.

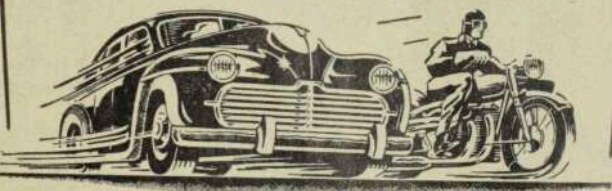
¶ Lieutenant C. Prentice, Corps of Fiji Engineers, has been promoted to the rank of Captain, with effect from October 29.

¶ Mr. S. V. Patel, Indian Government Trade Commissioner in Australia, recently spent six days in Fiji on his way to Tahiti and Western Samoa.

Exports of oil from Netherlands New Guinea for the first six months of 1954 totalled 250,000 tons—only 35,000 tons under the total 1953 production. The huge increase is credited to the opening of the new oilfield near Mogoi-Wasian. Chief markets for the oil were Australia, Japan, South Africa, Formosa and The Netherlands.



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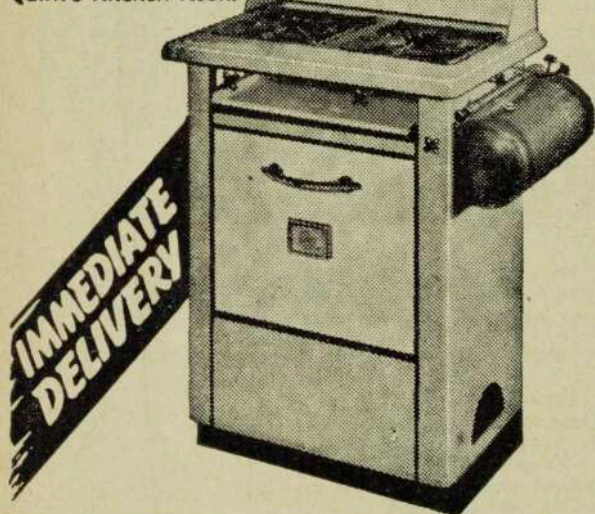
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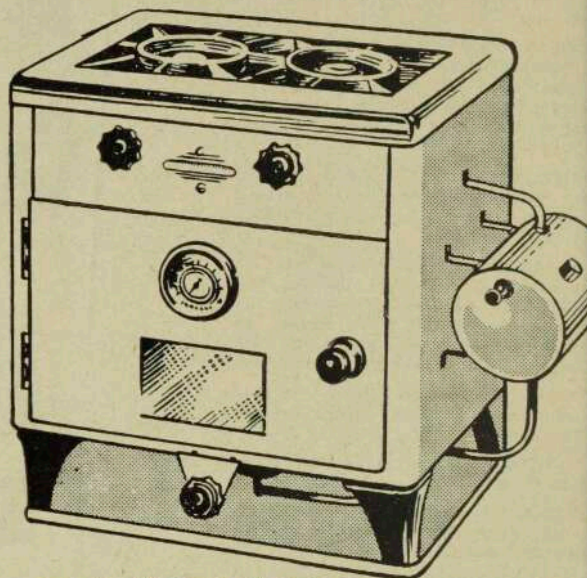
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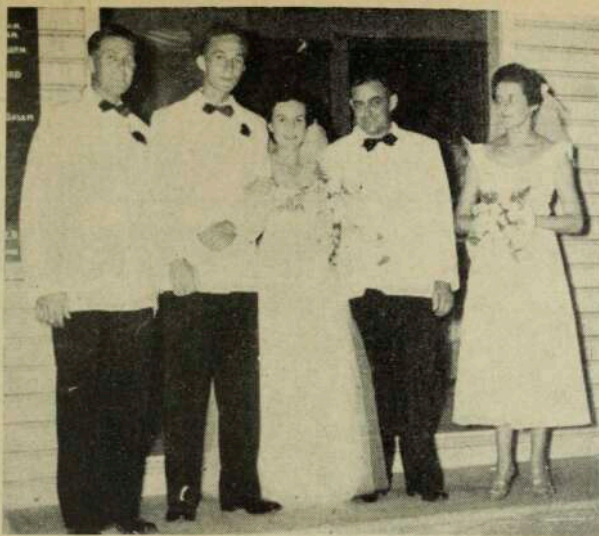
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McAuliffe-Smith Wedding

Married at the Sabaul Methodist church, on October 10, were Miss Frances Catherine McAuliffe and Mr. Gordon Arthur Smith. Shown in the wedding group (left to right): best man, Mr. Alan Willis; the bride and groom; Mr. John Fletcher, who gave the bride away; and bridesmaid Miss Irene Taylor.

—Photo: C. H. Meen.



Another NG Oil

Prospecting Co.

PACIFIC Uranium & Oil Syndicate Ltd. with an authorised capital of £125,000 was formed in Sydney mid-November with plans to prospect for oil in New Guinea and Australia and for uranium in Australia. New Guinea operations will take place in the Aitape, Wewak, and Cape Vogel areas. Of the 10,900 shares of £5 each,

900 were to be issued as fully paid to vendors, and the remaining 10,000 offered to the public.

Mr. and Mrs. Gordon Carter, of Port Moresby, have been giving a series of exhibitions of 3-D slides and coloured photography of Papua and New Guinea in Brisbane, Sydney and Canberra. They will leave Sydney towards the end of December by Taiyuan for Japan and Hongkong.

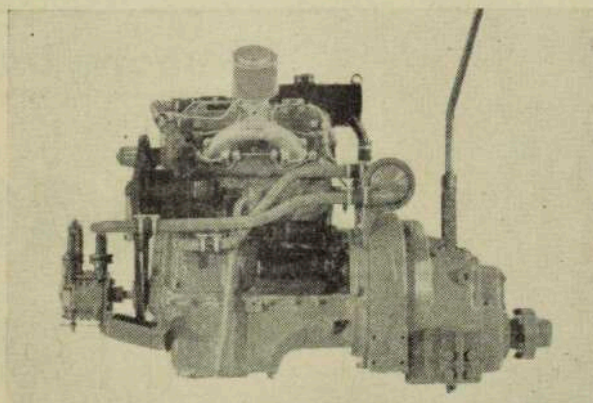


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Conflict of Old And New In Ellice Islands

IN the eight inhabited islands of the Ellice Group, where population density is about 200 per square mile, frequent disputes are occurring among the natives as to title or boundaries of land and gardens.

Primary cause of the disputes, writes Mr. Donald G. Kennedy in a recent issue of the *Journal of the Polynesian Society*, is the gradual transition from the ancient, or Kai-tasi, system of land tenure to the system of individual ownership—an increasing necessity since the advent of European trade.

All land, he says, may be divided into three classes: (a) Kai-tasi—land held by family groups under the control of the senior male members of the group; (b) Vaevae—lands held by individual owners; and (c) Fakangamua—communal, or common lands. The Kai-tasi system was ideal when all work was a communal undertaking and the only land used was an area sufficient to produce the food requirements of the family. Individual ownership would have meant isolation; hence there was no incentive for it.

No family or individual, however, had absolute control over any land.

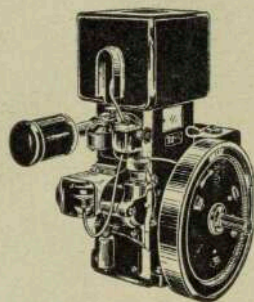
They were, to some degree, tenants of the people of the island, who could (and still do) take over any land if its acquisition was considered necessary. This right has been exercised on some islands to obtain land for schools, churches and villages.

Common land (fakangamua) is rare. The produce of the trees growing originally on the land owned by the state, but any person is free to plant trees there and has sole rights to the produce of such trees.

Inheritance of land, as with the

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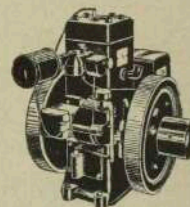


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conveyancing or transfer of land titles, is governed by numerous customs. Should a testator or transferee ignore these customs, the old men of the island determine how the land should be owned in the best interests of all concerned. In the past it has been customary for land to be controlled by succeeding senior males in each family. However, equitable division among joint inheritors is an ever-increasing practice. Providing he makes adequate provision for his dependents, a landowner, having acquired his land under modern title may alienate any portion without regard to customs.

The Lady and Her Fish



Mrs. Barbara Halstead, of Fiji, fishing from a small dinghy off Sigatoka early one morning in October, hooked — and landed—an 8-ft marlin, after a 35-minute battle. The fish was only two feet shorter than the dinghy. Mrs. Halstead was using a nylon line with a 45 lb breaking strain, and a No. 6 spinner at the time. The fish weighed 140 lb—not big for a marlin, but big for a 10-ft dinghy. Photograph shows Mrs. Halstead and the fish.

—Photo: Fiji Public Relations Office.

Mr. D. M. Kamerling, manager of Ametco (Aust.) Pty. Ltd., will leave Sydney by air on January 23 for a two months' business visit to Papua, New Guinea and the British Solomon Islands.

News of Islands Boxing

FIJIAN boxer Ilaitia Vakaduadua collected his second title late in November when he won the light-heavyweight championship of Fiji from Gabirieli Naborisi (Suva). Vakaduadua is already light-heavyweight champion of the South Pacific.

The fight was won by a TKO in the second round of a scheduled 12-round fight. The defending champion was floored several times and received a severe battering during the two rounds. When the bell went for the third he failed to come out

of his corner. Weights were: Naborisi, 12.5; Vakaduadua, 12.3.

Two Tahitian boxers, Chas Cowan and Santiao, were scheduled to leave Papeete on December 9 for Apia, Western Samoa. They will be accompanied by promoter Gustave Spitz and Mr. Oscar Nordman. Both boxers will fight in Samoa and then probably visit Tonga and Fiji.

A factory in the Netherlands has built a number of plastic canoes for the Police Authorities in Netherlands New Guinea. The canoes are provided with a sun-shelter.

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Apia Billiards and Snooker Championships



Billiard and snooker championships were held by Apia Club (Western Samoa) recently. Photos show, top to bottom: Mr. P. Plowman, MLA, holding the cup he won as snooker champion. Mr. Dick Betham, winner of handicap billiards. Kalapu (holding trophy) and J. Hanse, who won the Tennants Cup for billiard pairs.

—Photos by R. F. Rankin

† Mr. Fred Archer, well known owner of Jame Plantation, Buk Passage, New Guinea, arrived in Brisbane at the end of November and was operated on in the Mater Hospital there on December 7. He became ill early in November; received treatment in Soham and Rabaul hospitals; and then was sent South for specialist treatment. He is now doing well, but will spend the Xmas-New Year holidays in bed.

End of W. Samoa Golf Season



Apia Golf Club closed its season on November 6. A large crowd attended and the High Commissioner of Western Samoa (Mr. G. R. Powles), presented 52 trophies. The photo shows men of the Club lining up for the long driving competition. From left to right they are: The High Commissioner, Lester Cook, Lex Rapson, Johnnie Walker, Ray Marsack, Bob Bugg, Ralph Stock, Barry Puklowski, Gordon Murray, Angus MacDonald, Norman Paul, Alex MacDonald, Kevin Peterson, Clarrie Peagram and Lloyd Webber.

Lower photos are (left to right): Ray Marsack, winner of the senior championship for the third consecutive year; Lester Cook receiving the Senior Wooden Spoon presented by Mr. Clarrie Peagram; and Moira MacDonald, local star of the movie 'Return to Paradise', who was winner of the Ladies' Senior Championship.

Photos: R. F. Rankin.

A young Australian couple, Mr. and Mrs. Bruce Bond, who were married in Sydney recently, will

make their home in Papua. Mr. Bond manages a rubber plantation at Sogeri, near Port Moresby.

Miss Anne Balzer, of Sydney, and Mr. Brian Bennet, of New Guinea, recently announced their engagement. The couple plan to marry in July, 1955, and will live at the Gumannsh River Station.

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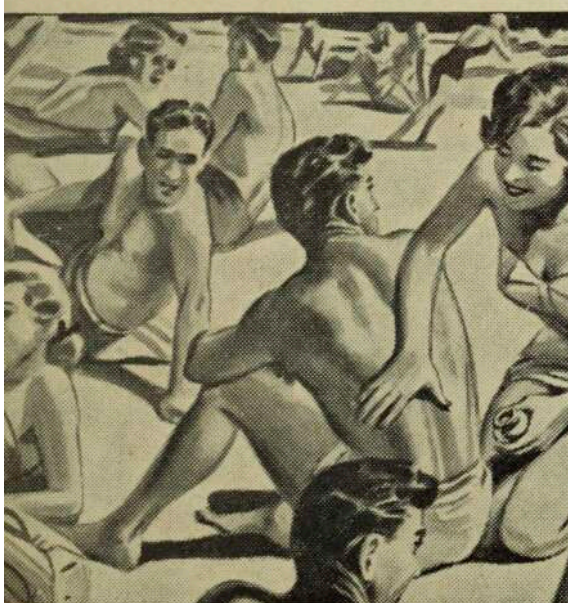
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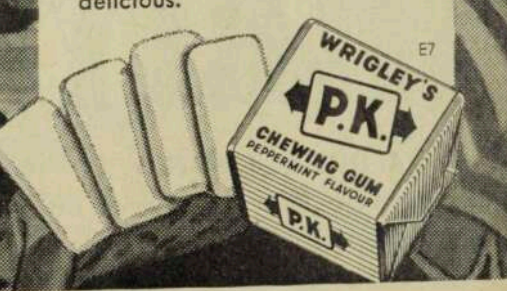
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LOONGLINES—AND NOW NETS

FROM two separate sources came news in November of what appears to be a new type of fishing by the Japanese in their South Pacific operations.

In the past there has been much interest in their long-line tuna fishing technique, but they are now evidently also using set nets.

The master of the Noumea vessel *Tayo*, when in mid-ocean, bound for Port Kembla, NSW, recently passed a Japanese fishing vessel of several hundred tons towing a long buoyed net.

The New Zealand yacht *Flamingo*, on arrival in Noumea from Norfolk Island, late October, reported that she had fouled a long buoyed net, set on the open ocean well north of Norfolk. Some difficulty was experienced in getting clear of this obstruction. There was no vessel in attendance. A small vessel cruising through one of these set nets would probably foul her propellers completely.

A US Fish & Wildlife survey vessel some time ago passed close to a very long buoyed fishing line between Palmyra and Hawaii, which was assumed to be Japanese. No

tending vessel was sighted.

It has been suggested that the present Jap fishing activity in Southern waters may be attributed partly to the effects of the H-bomb on their regular North Pacific grounds.

¶ Rev. H. L. Fiebig, president of the New Zealand Methodist Conference, arrived in Sydney late June from the Solomon Islands to make a goodwill tour of the Eastern States.

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NEWS ITEMS FROM HONIARA

From Our Own Correspondent

HONIARA'S broadcasting station VQO has begun to accept advertisements for broadcast on Mondays, Wednesdays and Fridays. Each advertisement is limited to 50 words, and costs 5/-. The station is not accepting "sponsored" programmes.

VQO broadcasts music and news every night, except Sunday, from 7 pm to 7 pm local time. Shortage of staff has prevented an extension of broadcasting time. The station is operated by Government officers voluntarily, in addition to their full-time jobs. Mrs. W. Clark, whose husband (Pastor W. Clark) is an SEM missionary in Honiara, conducts a children's session every Thursday. A special request session for native listeners is held on Wednesdays.

The station broadcasts on a frequency of 1030 kilocycles and can be heard in Rabaul. Ham radio enthusiasts have heard it as far away as the United States.

NEW GOLF COURSE OPENED

On November 13, the Honiara Golf Club opened the first five holes of a new course. A further four holes will be completed as soon as possible, and the Club plans eventually to extend it to 18 holes. It is hoped that a permanent Club House will be provided. Meanwhile, a leaf shelter will be erected. Captain of the Club is Mr. T. H. Manning, and the Secretary, Mr. C. Arnold.

GOOD RATIONING IN HONIARA

The recent Australian waterside workers' strike which paralysed all Australian ports for 12 days, caused a per capita ration system to be imposed in Honiara on November 1. Goods effected were rice, sugar, corned beef and ration biscuits. A previous measure had restricted supply of these essential rations from stocks held in Customs sheds. Retailers were prohibited from selling the commodities unless the customer produced a permit.

"SOUTHERN CROSS" FUND GROWS

Between £65,000 and £70,000 has now been raised by the Melanesian Mission for the purchase of a new Southern Cross—the eighth vessel to serve the Mission under that name. Southern Cross VII is still lying in Sydney Harbour, as yet undredged. Estimated cost of the new vessel is at least £120,000. Contributions to the fund from NZ so far total more than £35,000. The United Kingdom has raised about £20,000 and the Diocese of Melanesia, £5,000.

TELEPHONES FOR MALAITA

A linesman from the BSI Posts

and Telegraphs Department visited Malaita in October and installed a new telephone system on the island. The Auki Government Station, the Auki Post Office, the District Commissioner, the Auki Hospital, King George VI school, the Police and the Agricultural Department at Auki are now connected by phone.

Mr. J. A. Maisey, Horticultural Officer of the Imperial War Graves Commission, visited Fiji in November to lay out garden plots in the Suva Military Cemetery. The Commissioner has recently had a low, stone wall built round the military section of the cemetery and a shelter established for visitors.

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- Jantzen (Aust.) Pty. Ltd.
- Joseph Lucas (Exp.) Ltd.
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- McLeay Duff & Co. (Whisky).
- S. Maw Son & Sons (Surgical Dressings).
- Mullard (Overseas) Ltd. (Radios).
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Robert Louis Stevenson Lived Here

The addition of two wings (one by German and the other by New Zealand Administrations) has made Robert Louis Stevenson's home now the official residence of the NZ High Commissioner in Apia, Western Samoa, looking very like it did in R.L.S.'s day. The building shown in this photograph may be of more interest to visitors and others interested in Stevenson. It was formerly the home of H. J. Moors, American trader and biographer of R.S.L.'s in Samoa, and Stevenson and his family lived here as guests of Mr. Moors for about four months while Vailima was being built. Situated on Apia waterfront, the building is now a trading store with living quarters above. Descendants of Mr. Moors, including Mr.



Harry Moors, a well-known businessman in Apia, say that the exterior of this building has not been altered since R.L.S. lived there. R.S.L. died 60 years ago this month.—JACK THORNTON.

¶ The Rev. Sau Faupula, a Minister of the Tongan Church who, for the last nine months has been travelling round Australia, visited Hobart, Tas., in November. He told Church congregations throughout Australia about the Tongan Church and the life and customs of the Tongan people. He has now returned to Tonga.

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Volume 1 (1938-40) to be reprinted in near future.

Volume 5 (1951-53) in preparation.

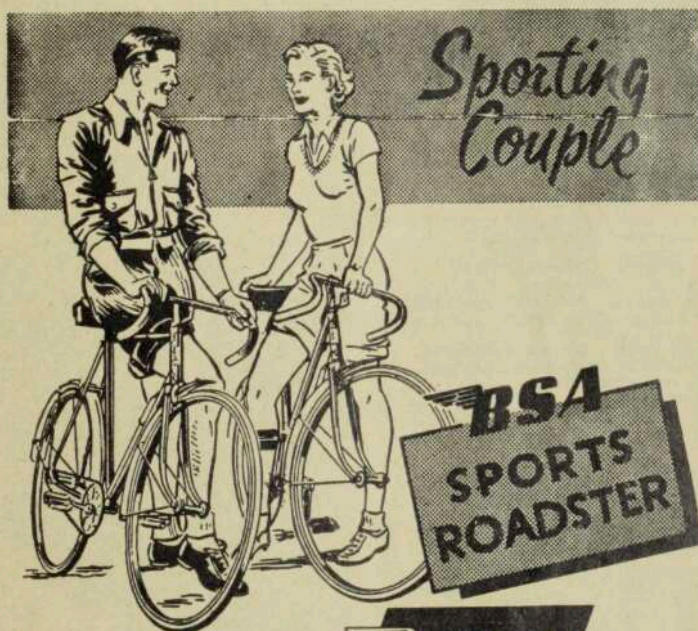
Address orders to: Treasurer, Fiji Society, Box 358, Suva, Fiji.

No More Cheap Listening in Fiji

WHEN the Fiji Broadcasting Commission took over the control of broadcasting in the Colony last July it was announced that a determined assault would be made on licensed listeners, of which there are known to be many hundreds. This caused a temporary rush to licences by the more timid, but a great body of illegal listeners was known still to remain. To hasten the harvest of funds for the Commission's coffers, all police in Fiji have now been given authority to demand production of licences. A limited amnesty for long-term evaders has been guaranteed. If they now reveal themselves they will be charged for only two years back, plus the amount still due for the current year (6/3 per quarter). For those still holding out there is certain to be a fine.

Phosphate Digging on Anguar to Cease

ANGUAR, in the Western Caroline lines, an important source of phosphate in the Pacific apart from the Big Three—Nauru, Ocean, and Makatea—is ceasing production most immediately, in order to preserve the remaining agricultural lands for the use of the native inhabitants. After World War II, the Japanese, in which had been operating here pre-war was allowed to return and operate on a royalty basis. The tire output has gone to Japan. Anguar is now part of the US Trust Territory of Micronesia.



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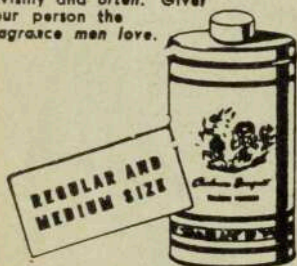
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CC12/108

124



Last year the children of Honiara were entertained at a special excursion on the Tenaru Company's railway. (See story opposite.)

A new children's playground was opened in Honiara, BSIP, on August 28 by Lady Stanley, wife of the High Commissioner. Sir Robert Stanley also attended the opening. The playground, which includes swings, a sandpit, a slide runway, see-saws, volley-ball court and a

dolls' house, was built for children of "The Home Makers"—a group of native women from Malaita, the Western Solomons, Guadalcanal and other districts, who meet regularly and are helped by European women in Honiara to make better homes.

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DECEMBER, 1954 — PACIFIC ISLANDS MONTHLY

Local Sawmill and Road to Honiara Building

(See photos pages 124 and 127)

THE building problems of the Solomon Islands, which have been aggravated by the scarcity and expense of imported timber, could be assisted by the new sawmill, which has been erected at Tenavatu, near Honiara. All timber produced will be for local use.

The mill was built by Tenaru Timbers Pty. Ltd. Both machinery and labour will need a "settling in" period before full production is achieved. But when full-scale operations begin, the mill should handle about 5,000 feet of timber a day. A planer for flooring and weatherboards is being installed.

Tenaru Timbers Pty. Ltd. established themselves on Guadalcanal five years ago with the object of investing forests in the Tenaru area.

The company has progressed rapidly, and, in addition to the new mill, has constructed a light gauge railway to haul logs from the forest. Originally, logs were taken out by tractor-hauled trailers. These trailers, although "caterpillar"-equipped vehicles, could not manage swampy ground during the wet season. The railway, however, has proved thoroughly successful as an all-weather means of transport.

About two miles of track has been laid. It passes through spectacular jungle forest and in places is flanked by great banyan trees and dense climbing vines. The line crosses several bridges and a cutting has been made at "Bulldozer Hill." Switch-points and sidings ensure efficient working of the single track line.

Two petrol-driven locomotives are used to haul the log trains. At the forest terminus, a 10 tons mobile crane loads the trucks. Another crane at the end of the line transfers the logs to motor trucks for two and a half miles haul to Tenavatu beach. The company has provided two "excursion cars" for tourists to Tenavatu, affording them an opportunity to visit the forest workings.

An average of 40 logs a day are loaded to the beachhead whence they are towed out to waiting ships. Most of them are shipped to Australia, although some shipments have been made to Japan. The logs are mainly *Mangifera*—a timber highly suitable for plywood manufacture, general joinery work and building. With the installation of a planing machine at the new mill, floorings, weatherboards and similarly dressed timber will all be produced. Timbers used will be

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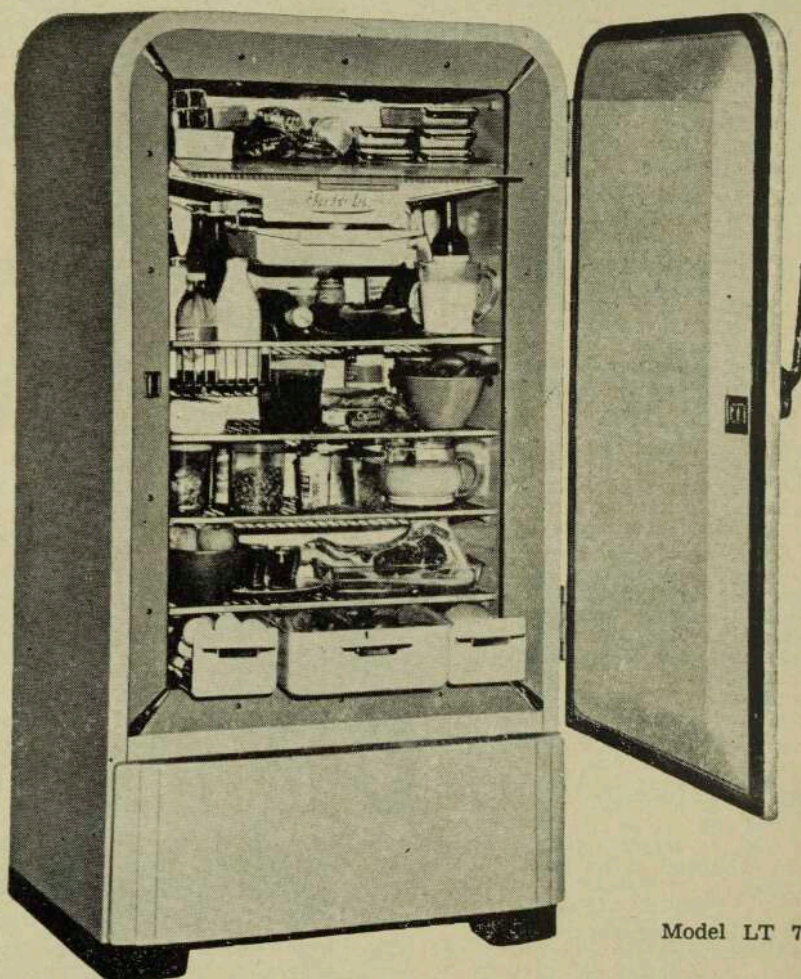
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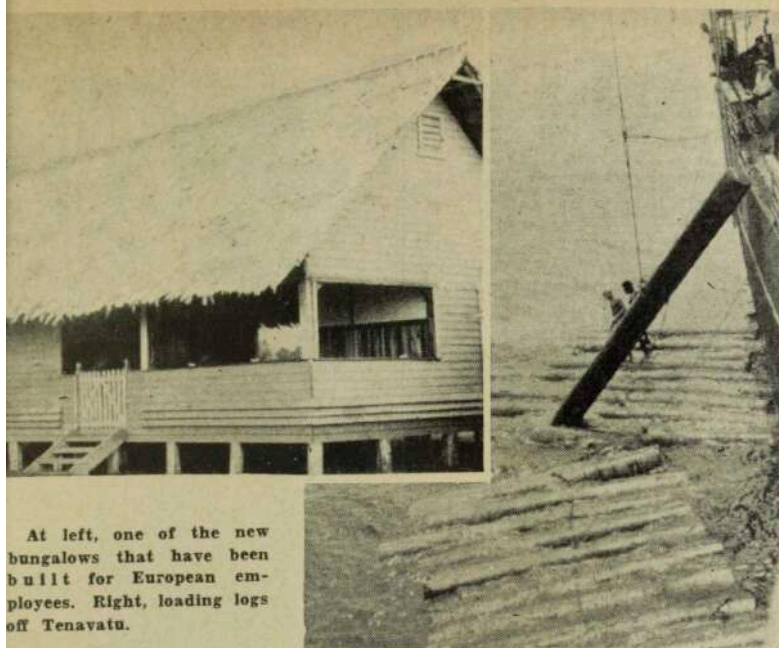
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At left, one of the new bungalows that have been built for European employees. Right, loading logs off Tenavatu.

only Kwila and Taun, both of which are local hardwoods. Additional European and native bungalows have been erected, and a 15 KVA generator has been installed to provide light and power throughout the camp. A park and paths have been laid out and other amenities are projected.

Mechanical Tea-Picking

MECHANISATION of the picking operations on tea plantations in Ceylon and India is taking practical shape, the PIM is informed lately by Mr. A. Imlay, who has been a plantation manager in Ceylon and Malaya. Tea is now being picked mechanically on one of the large tea estates in Ceylon—Dick Wella Estate, at Banarawella—stated Mr. Imlay. The machine is somewhat similar in principle to the now well-known hedge-trimmer. It is electrically operated and a feature of it is a blower system, which sucks the leaves into position where the machine can take charge of them. The South India Tea Association has been giving a lot of attention lately to solving the problems of the way of the mechanical operation of tea plantations. These facts may be of interest to those people in New Guinea who have ascertained that tea can be grown quite successfully in that territory, but have found no answer to the apparently insuperable problem of lack of a trained labour force.

Mr. T. Campbell, of the Australian IRO, has gone to Fiji in a relief capacity as Senior Government botanologist, in the absence of Mr. A. O'Connor, who is on furlough.

¶ Mr. R. O. Hassell, at present Deputy Commissioner of Police, Bechuanaland, has been appointed to the same position in Fiji. He is 44.



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¶ Major C. V. Phillips has been appointed District Officer, Suva, on agreement for 3 years. He was formerly Development Officer, Fijian Affairs Board, and had earlier served in the District Commissioner's Office, Suva.

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Boiling the Money



Sister Paulita, from New York, supervises, with another Sister, the smooth running of the store at Fiji's leper colony on Makogai. It has two counters for customers—one for patients and the other for staff. Cash has to be cleansed, and here is Sister Paulita with the boiling kerosene stove. Paper money treated with formalin vapour.

Photo: Jack Thornton

Menace of Floating Mines

ACCORDING to the US Navy Hydrographic office, floating mines are still a menace to shipping in the Western Pacific.

A new publication issued by the Office called "Danger Areas In the Pacific" lists six areas where floating mines might be encountered. They are:

- Australia, New Guinea, Indonesia, Borneo and the Celebes
- The Marianas, Solomons, F Carolines, Marshall Islands, and New Caledonia.
- Vietnam, South China and the Philippines.
- North China, Korea, Yellow Sea and Siberia.
- Parts of Japan, Nansei Shoto and Iwo Jima.
- The Inland Sea.

At the end of the War a broadcast system was organised to keep shipping informed of the whereabouts of mines. Purpose of the Navy publication is to supply a permanent warning system to Pacific shipping.

NOTES MADE IN VITI LEVU AND N. CALEDONIA

(Continued from Page 81)

not met effectively by competition, eventually will endanger the very existence of the easy-going, land-holding Fijians.

The Governor of Fiji, Sir Ronald Garvey, dealing with this subject before the Council of Chiefs last May, was forthright and plain-spoken, and clearly made a deep impression on the Chiefs. Led by Sir Lala Sukuna, the more enlightened of them now are studying ways and means of bringing about far-reaching socio-economic reforms in the Fijians' ways of life; but progress necessarily is cautious and slow.

"We cannot hurry this thing too much, despite its urgency," said Sir Ronald Garvey, in a chat with me. But I think we are going along the right lines. We are, for example, appointing economic officers to work among the Fijian communities, and advise them on economic problems—especially on ways and means to make more effective use of their lands."

One hears, also, of increasing numbers of Fijians who are residing in communities around the larger towns, but working and living as individuals, after the manner of Europeans and Indians.

It may work itself out, without the social disasters that so many of us once feared. An encouraging factor is the spirit of goodwill and co-operation that one finds increasingly among the educated Fijian Indians. In private talks, I find just as much concern among Fijian-born Indians for the ultimate welfare of the Fijians, as I have found among Europeans. It is certain that any genuine move in this direction by the leading Indians will meet more than half-way by high officialdom.

Dr. Marie Stopes Introduced

Certain logical thinkers—Sir Brian Peckston, when Governor of Fiji, and, more recently, some leading Fijians—have urgently appealed to the Indians of Fiji to try to get a better communal balance into the colony by limiting their birth-rate. For years, the rate has been phenomenally high.

These appeals were published by the PIM; and, recently, I found an interesting reaction—a personal letter to me from the famous Dr. Marie Stopes, herself. She said—admitted with some degree of reason—that her birth-control organisation was created to deal with just such human tragedies as are threatened in Fiji, where the phenomenal natural increase in one race threatens the life and security of other. Dr. Stopes sends samples

of literature which, she says, might be distributed among the Indian people in Fiji, just as is now being done in India itself.

Advocacy of birth-control brings one into conflict with other institutions, which think along other lines. But one cannot escape the overriding fact that unchecked fecundity has brought incalculable misery into our world and that a balanced world economy (without which world peace is impossible) apparently cannot be achieved without some form of control.

Exciting Report About A New Gadget

Persons in the tropics have been interested in advertisements in American magazines advocating the use of a new type of electric-light globe which repels insects.

I was informed in Suva that some dwellers in Fiji have been using the gadget. The globe gives a kind of yellow light which, they say, not only does not attract night-flying insects, but actually repels them.

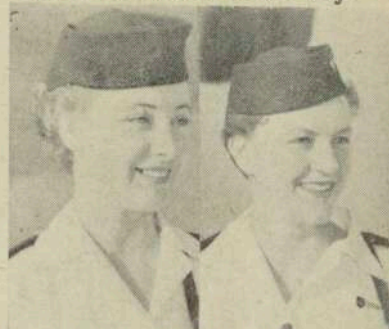
We do not know the distributors. But thousands of people in the Islands, as well as in sub-tropical Australia, who now are obliged to shelter behind screens and spray after dusk, would like more details. Does the thing repel that curse of all warm-country evenings—mosquitoes?

Capt. Ladd in New Enterprise

CAPTAIN FRED LADD, who has been prominent in Fiji aviation since World War II, first as pilot for the RNZAF on its Nausori-Nadi "Dominee" service, and later as chief pilot for Fiji Airways, has been appointed pilot-manager of a new New Zealand enterprise.

The company, New Zealand Tourist Air Travel Ltd., will operate, with flying-boats, a charter flight service between Auckland and other coastal and inland water landing points.

Air Hostesses from Fiji



Two recent additions to TEAL's staff of flight hostesses are left, Miss Diane Richings, and right, Miss Leslie Mayne. Both from Suva, the girls are already flying to Tonga and on the Coral route. Formerly from Sydney, Miss Richings worked in several business and trade organisations there before going to Fiji. Miss Mayne returned to Suva six months ago after training as a nurse at Wellington, NZ.

—Photos by TEAL.

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TOO MANY CAPTAIN KELLERS ARE REPORTED

(See also Page 51)

ON "Calling Captain Keller," many months ago, the PIM got more responses than it anticipated. The situation has become a little awkward.

Captain Haug, a well known "old-hand" of New Guinea, originally wrote from Germany to ask if anyone could tell him what became of Captain Otto Keller, who was well known among the small ships of the New Guinea-Solomons area before World War I. There have been a number of replies—some (see page of this issue) insisting that Captain Keller was killed by natives in the Solomons nearly 40 years ago; others saying that Captain Keller is alive and well in Rabaul in the twenties.

Later in this article, we print a letter from Mr. Leslie Gill, well-known planter, of Vella Lavella, Solomon Islands, who knew Otto Keller, and who says he was killed by savages in the Solomons. In this, he is supported by Mr. Carlton Hunter (PIM, July last).

But now comes another letter from Captain Haug. He says: "Captain Keller was alive in 1920, when I was skipper of a small steamer which Captain and Mrs. Fehr were passengers from Bougainville to Rabaul. Captain Fehr was one of the German planters who were 'expropriated' and had to hand over his property, 'Iwi', to the Board."

Incidentally, Captain Haug asks for details of the Kuper family—and Mr. Gill says that Henry Kuper was associated with the Captain Keller who was killed in the Solomons.

"I knew Kuper in the Carteret Islands," says Captain Haug. "It is a coincidence that a few days ago I was talking with my friend Hugo Bernatzik, who was giving a lecture at Darmstadt, and we discussed Kuper. Bernatzik was a guest of the Kupers on Owa Raha before World War I. I suppose the old man is dead; but maybe the boys are still there." (He has been advised that the late Henry Kuper's son is a well known and esteemed resident of the Solomons.)

It now seems probable that there are two Captain Kellers—one, who was killed in the Solomons over 30 years ago, and another who was in New Guinea some 20 years ago and who is reported to have died a Japanese in Malaya in World War II.

Keller and Jack London

Leslie Gill wrote under date August 15:

I KNEW a trader and recruiter named Otto Keller in the British Solomons, but more than 30 years ago—in fact, a year or two before World War I. He was in partnership with Harry Jacobsen

and they were planting around Star Harbour, San Christoval, and were also trading and recruiting around Makira, Ulawa and Malaita.

I met Otto several times in Tulagi (I was recruiting then on Malaita and Santa Cruz), where we foregathered at the end of recruiting trips. Keller offered me a share in his partnership, but I was already committed to take up land on Vella Lavella, in the Western Solomons, so was unable to accept.

I understand that Henry Kuper, newly arrived, after a short sojourn in Gizo, came East and joined that outfit, instead of me.

I cannot exactly say whether Otto Keller was then alive (when Kuper arrived), because I had gone West and the news filtered through that Otto had been killed whilst recruiting at, I think, Fiu, a little north of Auki, Malaita. As I heard it, Otto was chopped with a native long-handled tomahawk in the recruiting boat at the beach, whilst surrounded by naked savages.

When I knew him, Otto Keller was probably about 25 to 30 years old. But there was no captainship of a "small trading schooner" in his life at that time—though he did own and run an Island schooner. He could have been Jack London's "inevitable white man," because he often referred to his meetings with Jack at Berande (Penduffryn) and around Gavutu.

On one occasion he said to London: "My word, Jack, you've an easy way of making money. All you do is to walk up and down the verandah and dictate to Charmian, and get paid a dollar a word for it."

"That would be all right," replied Jack, "if I were paid for every word I spoke. But it's not as easy as that, as I often have to tear up a day's work as not being good enough."

Editors or publishers do not pay big money for tripe. You have to keep up to standard, otherwise you are sunk."

Jack London kindly agreed to read the manuscript of a book Otto had written. After reading it, Jack said to Otto: "You want a candid opinion, Otto?"

"Of course," replied Otto.

London then went on: "Otto, it's rotten. Marvellous material; enough for about ten good books. Why did you have to tell everything in one? That long, tedious opening died with Dickens or Sir Walter Scott. No publisher would look at it, because no reader could stomach it. Then those slabs of descriptive matter thrown in at intervals by you for local colour and information. Padding, just padding. You have to get your effects in a few words. Broad sweeps of the brush—not a lot of niggling small strokes. Come, I'll show you. Take your first few pages—it can all be put in a short opening paragraph, such as this . . ."

Seizing a pen, London dashed off a few lines, passed the paper to Otto Keller, saying, "Get the idea, Otto. Try to set your stage something like that . . . briefly . . . make it snappy."

Otto told me the result was a revelation to him. His turgid pages were on that slip of paper—glowing and transfigured—in a few vibrant, magic lines of Jack London's.

¶ Popular resident Air Force Officer in Port Moresby, Flt.-Lt. C. Miles, left Papua for Australia on November 26, after three years Territory service. He will be replaced by Flt.-Lt. Drury, of Home Command headquarters—a brother of Mr. Tom Drury, Acting Superintendent of Air Navigation with DCA at Port Moresby.

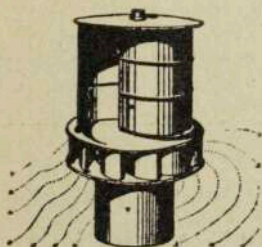
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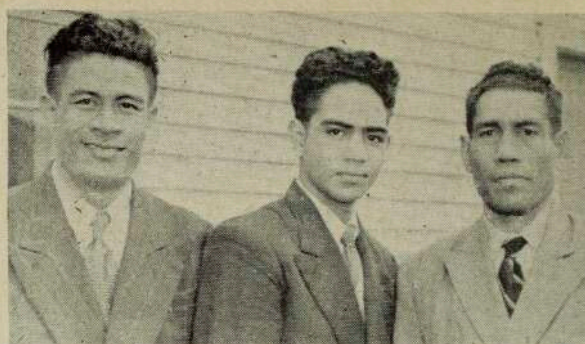
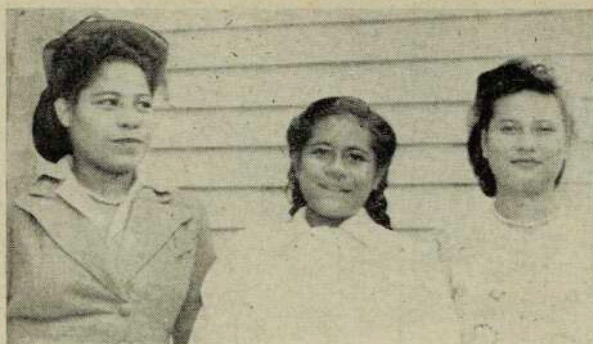


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Samoan visitors who recently arrived in New Zealand on the TEAL Hibiscus Service included, left to right: Akitoa Atumanogo, Lekei Leomotu, and Supei Ranefale; O. Tomane, A. Vaevia, and P. Meredith.

Photo: TEAL

PI Society's Xmas Cocktail Party

THE Pacific Islands Society of Sydney held its annual cocktail party on November 25. A large number of guests were received by the President, Major C. A. Swinbourne, and Mrs. Swinbourne, and by Miss M. M. McGann, Honorary

Secretary, who had been absent from meetings in recent months through illness.

During the evening, guests were entertained by Mrs. H. E. Maude with a display of Gilbertese string figures, by Mrs. H. C. Monckton, an accomplished pianist, and by Mr. Brian Chaseling, who told of some of his amusing experiences during travels in Europe.

Fifteen Australian women expected to leave by ship and plane early in the New Year to attend the 13-day seventh conference of the Pacific Women's Association in Manila, in the Philippines, which will begin on January 24. One of the women is Mrs. Doris Booth, Wau, New Guinea—one of the Territory's best known residents and member of the P-NG Legislative Council.

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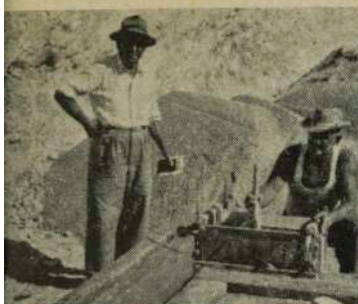
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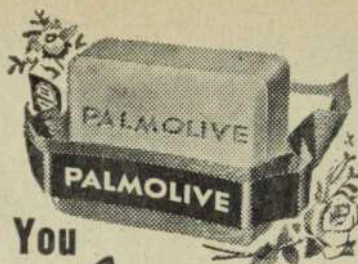
...wall-building machine, made in Vic-
...and recently imported into New
...donia, was exciting lively interest in
...nea while I was there.

...concrete foundation is laid down in
...usual way. A thick coating of insu-
...material (dampcourse) is painted
...where the walls are to go. Then,
...the machine, a section nine inches
...is constructed. The wall is a cavity
...two inches cavity, with two inches
...crete on either side) and it is made
...and cement, in the proportion of
...1. By the time the workers (only two
...needed) have got right around with
...nine-inch section the part of wall
...built is hard enough to allow the
...nine-inch section to be started. It
...aimed that two men thus can com-
...the walls of a five-roomed house
...5 days. The cost is very low, com-
...with any other method.

...e photo shows two men (Messrs.
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...of all materials there. A bag of
...Italian cement costs 25/- in Noumea—
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...omba (Queensland) and inter-
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COMMUNITY SERVICE FROM SANTO'S AERO CLUB

WHEN, on October 9, the call of the *Malaita* at Santo, New Hebrides, coincided with the Aero Club ball, I found the committee smarting under some criticism that had been published in PIM, some months previously. It was reported that unauthorised flights had taken place at Vila, without any supervision by the Department of Civil Aviation, as there was no such authority in the New Hebrides Condominium. In the first place, there is no serviceable landing strip at Vila, and the only activities of the Club have taken place at Santo.

In the second place, although there is no Civil Aviation authority in the New Hebrides, there is nothing to prevent the necessary supervision being extended from the Civil Aviation controls of New Caledonia, Australia. The Qantas flying boats which run a weekly service to Vila and Santo from Sydney use the facilities in the New Hebrides, and their mooring buoys and landing facilities are supervised by Australian Civil Aviation.

The Santo Club has its own landing strip on the property of Mr. M. Wright, who is a patron and member of the club himself. This strip has been surveyed and approved by the Direction de l'Aéronautique Civile de Nouvelle Calédonie. The strip measures 100 metres, on a grassy surface, and is therefore more suitable for aircraft than the big rubber strip at Vila, which is in serviceable condition.

The field for landing practice has been prepared by M. Burgess, Surunda, and plans are being made for making strips of other lands in the group. The club has made a map, and a second is being made for Sandwich, both these places on the island of Malekula. The aero club has received financial support from many of the

local planters, who hope to see a network of services developed, both for commercial purposes and for emergencies, such as Flying Doctor services. The club has applied for recognition from the French Government, which usually gives support to aero clubs by the gift of a light plane. In the meantime the club has imported its own plane from Australia, a Tiger Moth with Gipsy Major engine, which sits proudly in its own little hangar beside the landing strip.

There are about 30 members in the club, of whom 14 have commenced their flying training. One of them, Raymond Delaveuve, has reached the solo stage. The maintenance of the plane and engine is in the hands of two engineers with aero qualifications, Messrs. Tunica y Casas and Witt.

The President of the Club, Auguste Francois Mallet, is also the flying instructor, and a pilot of long experience. His log book starts from 1933. He graduated as an army pilot in 1934, and as a seaplane pilot in 1935. He obtained his civil licences for both land and seaplanes in 1937. During the war he served in the French Resistance, and in Indo-China for 5 years afterwards.

He was awarded the Croix de Guerre and Madaille Coloniale, and holds the rank of Lieutenant of Reserve in the Armée de l'Air. His civil licence was last renewed in June, 1954, and his flying hours total 3,685 hours.

In 1947, M. Mallet carried out

a notable flight in a single-engined Noralpa, solo and without radio, from Paris to Saigon, a distance of 7,500 miles. Before he left Indo-China he was the manager of the Air Taxi Company, and received high commendation from the Provincial Prefecture for his pioneering work there. He has now settled at Santo, where he has opened a roadside cafe, called "Bar de l'Aviation."

Among the enthusiastic members of the club is the Vice-President, M. Miguel Leroy, who is interested in the acquisition of a seaplane, probably a Cessna on floats, which would have the advantage of being able to land at the various anchorages in the Group, without the necessity of landing strips. There seems to be plenty of interest in the aims of the club by the planters of the Group, especially the French, and there is no reason why the club should not develop into a very useful service among the islands of the New Hebrides.—**BRETT HILDER.**

(PIM's story was not intended as criticism. When we commented, "What, no Dept. of Civil Aviation!" we were not suggesting that there should be; but that the Condominium was to be congratulated. The item was published in *Tropicalities*, so was to be treated rather as a "good story" than as news. Impossible now to track it to its source but it came from NZ and presumably was based on local gossip there. There was no need for members of Santo's Aero Club to smart for five months. At any time since that tropicality appeared (July) we would have been happy to hear from any member of the Club and to print the facts).

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A. F. Mallet.

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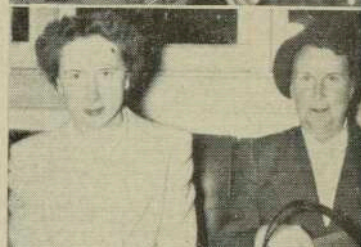
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In Sydney Recent



Visitors from New Caledonia who w
in Sydney recently included (from
down): M. Henri Ferrand, who trave
per "Tayo". With him here is his at
Mme. L. Witt, formerly of Noumea,
and Mme. H. Houssard and Raymo
who are visiting friends. They arri
per "Caledonien". Miss G. Becu and M
J. Becu, who have now returned
Noumea per Qantas.

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Nukualofa within the next 1
years. The palace will have o
a dozen bedrooms. It will com
of several buildings joined
cloisters and arcades. It will repl
the old, timber palace in Nukualo

The buildings will have asbes
roofs, parquet floors, louvere wind
and screen doors. Avacado trees a
coconut palms will surround it.

¶ Mr. Ron Kirkwood, formerly
TEAL's flying staff, has taken
an appointment as TEAL Rep
sentative in Apia.

DEATHS OF ISLANDS PEOPLE

MR. GEORGE T. ROBINS
Following a long illness, the death occurred in Greenslopes Hospital, Brisbane, on November 14, of Mr. George Theodore Robins, who was born at Mele, New Hebrides, but had lived in New Guinea since 1900. He was 41.
Mr. Robins had been connected with Burns Philp and Co. for almost the entire period of his NG residence. During the war he served with the AIF for three years in New Guinea, and after the end of hostilities was with BP's in Madang before going to Lae. For a time at Lae he was the Shell Company's representative and later took over the Stevedoring Department. He was the son of Mrs. E. P. (Pat) Robins, wife of the retired Secretary of Lands in the Territory, who resides in Brisbane.
Mr. Robins is survived by his widow, Kathleen, and two young sons, William and Christopher.

MR. REUBEN SWANN
Mr. Reuben B. Swann, son of an old Levuka family, died in New Guinea recently, aged 55. He left in 1917 and was in business as a taxation consultant in Auckland. Swann is survived by his wife and two daughters.

MR. MICHAEL CORRIE
Mr. Michael Corrie, son of an old established Fiji family—he was born at Nasese—died at Lautoka recently, aged 47 years. He was for many years foreman-carpenter for Emperor Gold Mines Ltd. He leaves a wife and three adult children.

THE HON. AKAU'OLA

The Hon. Akau'ola, until recently deputy-Premier of Tonga, died on November 10. He had resigned a short time previously because of ill-health.

During the first World War he served with the Red Cross. He commanded the Tongan Defence force during the last war and held the rank of Lieutenant-Colonel. During the post-war years he was appointed to the Tongan Cabinet, first as Minister for Police and later as Minister of Lands.

His two eldest sons are at present students in Auckland, NZ.

MRS. W. J. RAGG

Mrs. Mary Hazel Ragg, wife of Mr. W. J. Ragg, of Suva, died recently after a long illness. She was 54.

Mrs. Ragg arrived in Fiji from Australia 31 years ago. She is survived by her husband and a

daughter, Kathleen, who is Mother Superior of a convent in NSW.

MRS. SAKINA SAHU KHAN

Mrs. Sakina Sahu Khan, widow of the late Mr. Sahu Khan, Snr., died in Suva recently, in her 74th year.

She arrived in Fiji from the British West Indies as an infant. She is survived by a large family, members of which are very well known. Her eldest son, Mr. A. R. Sahu Khan, JP, has served twice on the Legislative Council; another son is Dr. A. H. Sahu Khan, of Lautoka, and another Dr. M. Y. Sahu Khan, a dental surgeon in Suva. Others are prominent in business in the Colony. She leaves six sons, four daughters, 35 grandchildren and five great-grandchildren.

MRS. IRENE F. COX

Mrs. Irene F. Cox, who was born at Nukualofa, Tonga, and has been a resident of Fiji since the 1920's, died in Suva recently aged 59.

Mrs. Cox was the daughter of the late Mr. and Mrs. W. Campbell. Her husband died in Suva in 1946.

MR. E. EAVES

Mr. Edward Eaves, who has been associated with Fiji since 1884, died in Suva recently, at 91. He was first employed by the late Mr. J. M.

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orrone, of Mago Island, in a schooner. Later he served in other vessels in the Solomons labour trade, until, leaving the sea, he took a job as overseer with the one-time Fiji Tobacco Co. at Vunimoli, Wainimala, Ver. In the early 1900's he joined the Public Works Department, being engaged on the Cokobau Road and the Fiji Wharf amongst other jobs. He retired in 1944 and had been in health for a number of years.

MR. SIDNEY POWELL

Mr. Sidney Powell, born on Mua Balavu, Fiji, 54 years ago, died in Suva recently. He was for many years employed by Morris & Co., in Levuka, where, for a short period in the 1930's he was Town Clerk.

In 1949 Mr. Powell was appointed accountant to the Fiji Treasury. He is survived by his wife (nee Eastgate), a son in the Gilberts, two brothers in New Zealand and another on Mago Island, Fiji.

MADAME MARGUERITE LE STRAT

Madame Marguerite Le Strat died recently in Papeete, her birthplace, at 72 years.

Madame Le Strat belonged to the Raoul family of Tahiti, her father being head of the once large Papeete business house of Maison Le Strat et Fils.

MR. W. L. DAVIDSON

Mr. W. L. Davidson, a well-known solicitor and solicitor in Fiji, died recently at his home in Suva on September 24. He was 54. Mr. Davidson was the son of the late Mr. and Mrs. J. W. Davidson and was born in Suva. He is survived by his wife and two sons.

Tennis Champion

the Vila Tennis Club's annual ball on September 30, Mrs. J. Jamieson (t) received trophies. were the champion - Ladies' Singles, Mixed Doubles, Handicapped Ladies' Singles and Mixed Doubles. Mrs. Jamieson has been an outstanding tennis player in the New Hebrides for some years now and is a member of the team which competed with Noumean players.—Photo by Kuei.



and Mrs. D. W. Hoodless, of Fiji—he was for many years principal of the Central Medical School there—left Suva for London mid-November. They expect to return to Suva about May next.

NEW GUINEA'S FAMOUS NAMES

From Leslie F. Gill, of BSI

I HAVE not the pleasure of knowing Mr. Nixonwestwood (he must have come on the Lolorua scene after I had left there for the Solomons) but I, too, worked with Mr. Guy Manning on clearing Lolorua, before he was stricken with dysentery and had to leave for Port Moresby.

Quite a job of work was done at Lolorua, in double-quick time. In about 15 months, 1,000 acres of jungle were belted down and burnt off, and the rubber seedlings were about to go in when I left.

The estate was owned by a London concern, Pacific Papuan Products Limited, irreverently called by its ace recruiter, the irrepresible Les. Joubert, "Pox, Piles and Paralysis."

Some very well-known New Guinea men were in that show, or had a hand in putting Lolorua on the map. Arthur Jewell helped to found the Company. The brilliant, volatile Les. Joubert, trader, miner, recruiter, chased gold from the Gira, the Yodda, Mambare and Buna to the Lakekamu, and finished up by taking a fortune out of Koranga, the Bulolo, and Edie Creek fields. Linked with the famous Pryke Bros., he is one of Papua's immortals.

Dacey, son of that Labour NSW Minister of Public Works, after whom Daceyville (the Sydney suburb) was named, was there; as was also Tom Nevitt, son of a Queensland Labour MP. Tom became one of Papua's most respected men—a business tycoon, and Member of the Legislative Council.

Guy Manning, son of NSW Judge Manning, was one of the Lolorua men also. He went to World War I, via Rabaul, later was given charge of Native Affairs, and was killed in a car accident in NG.

Towering dynamically amongst those significant men—their peer, but so different—clamoured and worked tigerishly the human motor, Harry (Hardy) Gofton, of The Towers—Australian bushman and famous roughrider, the first man to ride the outlaw "Bobs." The Goftons have been Big Names in P-NG ever since.

All those men have written their names big across Papua and New Guinea for more than a generation. Come to think of it, they and a few more like them, are New Guinea. In fact, they made New Guinea. They are its History. Strange that that gallant company should all have been around Lolorua (Aroa in those days), within the short space of about 18 months of elapsed time.

¶ Mrs. Jocelyn Windsor, wife of Mr. Ken Windsor, purser-radio officer of *Maui Pomare*, returned to New Zealand late November after spending several months as an instructor of Girl Guides on several of the Cook Islands. Her services had been provided by Girl Guide Headquarters in New Zealand.

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Here are the Answers

OFFICIAL members of Papua-Guinea's Legislative Council gave this information in replying to questions from unofficial members during the November meeting of Council:

GOROKA HYDRO-ELECTRIC PROJECT

The revised estimate of cost for the project is £25,000 for the Power House and Civil Engineering Works and £18,500 for electrical reticulation. These funds have been provided. So far only a portion of the machinery has arrived in the Territory, and is stored at Lae. Expenditure up to September 30 totalled £21,400.

RABAUL ROADS

In addition to the £25,000 allocated for maintenance of township roads, £25,000 has been provided in excess of the estimated expenditure on Kamerere Street. If it is found that more than this can be done, consideration will be given to providing additional funds in a supplementary works programme.

(This reply was given after a Member had pointed out that most of the £25,000 allocation would be required for the paving and sealing of Kamerere Street).

RECONSTRUCTION OF THE HULL WHARF AT RABAUL

This project is being given high priority. Quotes for this work have been called for by the Works Department, and as soon as these are received a decision will be taken as to when the work can be started.

LOS NEGROS-LORENGAU ROAD

It has not been considered practicable to date to provide funds to restore the Los Negros and Lorengau Road. The economics of restoring the road are under consideration.

WHARF AND CARGO SHED AT KAVIENG

Working drawings and estimates for the cargo shed and wharf approaches at Kavieng should be ready in December, and these projects will be included as supplementary items in the current year's works programme.

KAVIENG WATER SUPPLY

It is not intended to utilise the cement area of the Copra Marketing Board Shed and the new Customs shed for Kavieng water supply. It is considered more desirable to provide a reliable water supply to the town and through to the wharf area than to spend a large sum on providing a tank at the wharf which would have to be large enough to take at least 200,000 gallons.

BROWN RIVER AND RIGO ROAD

It is expected that the Brown River road will be completed as far as the Kamosia District in approximately two to three years. On the Port Moresby road no final decision has been taken regarding the completion of construction pending a survey of the economics of doing this road through.

THREE-YEARS DEVELOPMENT PROGRAMME

This will be prepared in sufficient detail for it to be presented to the Federal Cabinet Sub-Committee in April next. A further question asked for an assurance that the details of the programme will be made available to the Legislative Council for consideration and debate before it was finally approved. The answer was that this would be done.

Given by the Assistant Administrator was "No"—the Administration was responsible for the preparation of the programme, and it considered that the Town and District Advisory Committee were the appropriate bodies to be considered.

DISTRICT OFFICE AT LAE

Provision for a new District Office at Lae will be considered in the forward planning programme, and the date of its construction will depend on its comparative priority in that programme.

WAU HIGH SCHOOL

The Director of Education said that as far as he knew nothing of a definite future within the current financial year had been decided regarding the school.

COMMENCEMENT OF COPRA ORDINANCE

Asked when this Ordinance would come into effect, the Director of Agriculture said his Department would like it to commence early in the New Year, but this depended upon the availability of trained copra inspectors. Arrangements were being made to provide for the training of copra inspectors, but this depended on being able to get staff, and accommodation, for new officers.

New Post Office for Suva

WORK has commenced on a new £150,000 post office for Suva, to be built on the site, and to the rear, of the present post office. Construction will be in four stages so as not to interfere with postal operations.

Since the war, the existing office has become increasingly incapable of giving quick despatch to mails, due to lack of sorting and stowage space.

Residents of Fiji's capital are hoping that with the completion of the new office in several years' time mail delivery service will also be instituted.

Revelei Still Has £5,900 to Spend

REVELEI, the Solomon Islander who earlier this year won £6,000 in the NSW State lottery, has lost the lottery bug.

He is a greaser in the Burns Philp ship *Muliamia*. He buys a ticket in Sydney at the end of each 28 days' round trip.

Revelei has spent less than £100 of his original win; major purchases so far being a gramophone, £10 worth of cowboy records, a suit of clothes and a petrol iron. He said recently he would take a two months' holiday when his contract with Burns Philp expires in January, 1955. During that time he would establish his father in a trade store on Guadalcanal, and then rejoin his ship—impatient, no doubt, to reach Sydney and the lottery office again.

(He may even do better next time NSW is now running a super-lottery with £30,000 for first prize, and tickets £1.)

Recent TEAL travellers to New Zealand included (left to right): Mr. L. Luapo from W. Samoa. Mr. Hollis Toise from the Ellice Is. Mr. Sam Starr of Niue.

—Photos by TEAL.



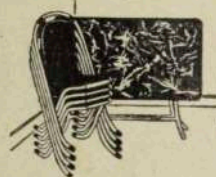
¶ Mr. G. Arthur, BA, who retired from the Fiji Department of Education last year, returned to the Colony recently to take up an appointment with another Government department.

¶ Major C. C. Jordan, RNZAC, has been appointed Chief of Staff of the Fiji Military Forces. For the past two years Major Jordan has been GSO2 at Northern Military District Headquarters, Auckland.

¶ Colonel Buscombe a trader on the Sepik River, New Guinea, recently visited Brisbane. He interested a newspaper columnist with tales of the crocodile hunting natives on the Sepik. Apparently some of the natives earn up to £5 a day. They are not running round in big cars yet, says the Colonel, but the time will come when they will. (Always providing, of course, there is ever anywhere on the Sepik to run them—which PIM doubts).

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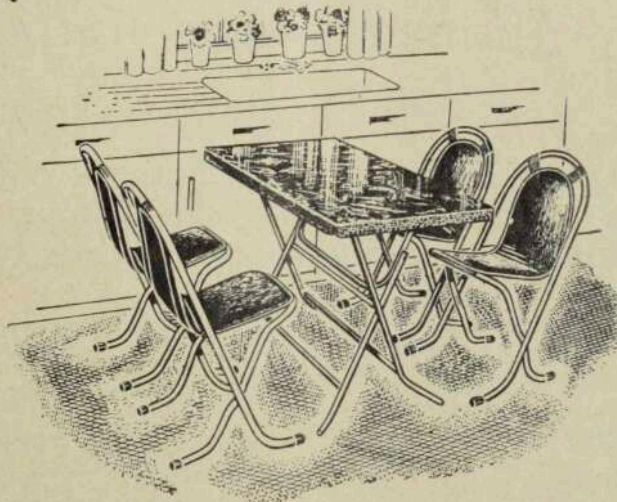


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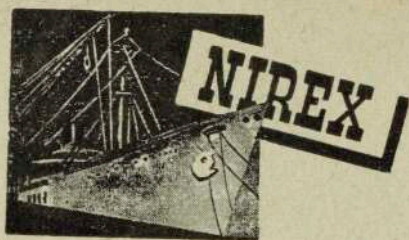
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HIGH COST OF GRASS-HUTS

IN a recent PIM paragraph it was stated that the present-day cost of a "little grass shack" was not down—but it was thought that it could be plenty.

A contributor to a recent Fiji Agricultural Journal (Mr. B. E. V. Parham) provides the answer, as far as Fiji is concerned, anyhow. Apparently the cheapest, reasonably habitable dwelling now being constructed for Fijian Government workers costs between £350-£400—much, to the village Fijian, might as well be £4,000.

It is a small (30' x 16') thatched cottage (*bure*) which incorporates several improvements to the traditional Fijian dwelling. Constructed and bolted on a dwarf wall of concrete blocks, the wooden framed building has double walls of painted bamboo and roof of sago palm thatch. A verandah eight feet

wide is provided, either fully or half the length of the house. Doors are placed so as to give access to sleeping quarters from outside and from the kitchen without the need to enter the verandah. The outer walls have red paper between the two layers of bamboo to reduce draught, and interior partitions are of reaped reeds. All bamboo and thatching material is chemically treated to give good protection against destructive insects.

Construction of houses of this type began after the 1952 Fiji hurricane, when it became urgently necessary

Government to provide accommodation for families whose homes had been destroyed. The Department of Agriculture produced a sketch plan for a house which combined the best features of Fijian house design with strength, stability and cheapness, while retaining domestic features demanded by custom. The foundation and frame were provided from hurricane emergency funds and the whole of the bamboo work was done on a community basis.

With concrete foundations, wooden floors and shutter windows, the building produced had small claim to the title, "little grass shack." But its stability ensures a considerably longer life than the wholly "indigenous" type of house, and should the thatched roof be moved in a hurricane it can be replaced fairly quickly from readily

Pacific Broadcast Changes

SUVA radio station VRH, after transmitting the weekly Public Relation Office newsletter for a time at 6.15 p.m. and 9.15 p.m. on Wednesdays, has now reverted to the old ZJV practice of making the first broadcast at 6.15 p.m. on Wednesdays, and the repeat broadcast at 12.10 p.m. (noon) the following day.

Pago Pago station, WVUV, now operates on 1120 kc/s daily except Saturday and Sunday, from 2000-2200 GMT, and 0700-1000 GMT, with local news at 0800 GMT. This station is of very low power and can rarely be heard further afield than the Samoan area.

Mr. Charles Adams, officer in charge of radio communications in the GEIC, said before returning to Tarawa from Sydney, late November, that it was probable that a regular broadcasting service would be established there in 1955. For a long time past there has been a half-hour broadcast of news in Gilbertese once per week, using a transmitter which is normally employed in the communication service.



Grass-hut—new Fiji style.

available materials provided the framework is intact.

Mr. Parham makes the interesting observation that, before the war, £10 plus a few nails and some *Yagona* would cover the cost of a minimum *bure*—by minimum, meaning, of course, little but roof and walls and means of exit. None-the-less, it can be seen that little grass shacks are not now so easily come by as in yester-year.

Prepared to Remain

THE High Commissioner for NZ in Western Samoa, Mr. G. R. Powles, recently indicated at a public function that, should he be offered a further term in Samoa, he would accept it. Mr. Powles said that he and Mrs. Powles were fond of Samoa and the Samoans, and have not tired of the country after nearly six years.

Long Cruise for Orion

THE liner *Orion* will leave Sydney on February 22, 1955, on a 25-day Pacific cruise—the longest cruise ever to be made by a big passenger liner from an Australian port.

Orion will visit Melbourne, Milford Sound (NZ South Island), Wellington, Auckland, Nuku'alofa, Vavau harbour, Suva, Noumea and back to Sydney. Overland tours between Wellington and Auckland will be arranged for those passengers wishing to travel through the North Island of New Zealand.

Both First and Tourist Class accommodation will be available and fares will range from Tourist £A86 and First Class £A146.

Five American Samoans were recently sent to hospital after drinking methylated spirit. It is believed they drank the spirit because they were bored by prolonged rain. Unlimited supplies of beer usually supply their alcohol requirements.

Now On Sale

Handbook of Papua & New Guinea

The Handbook of Papua and New Guinea, 1954, is now on sale throughout the Pacific Islands and Australia. Price is 15/- (posted: 1/- extra within British Empire; Foreign, 1/9) or \$2.00 U.S. (including postage).

Comprising 320 pages, with a special map of the two Territories, it contains all details of the administrative and commercial organisation in both Papua and New Guinea, plus a complete list of all European residents.

There is a description of each of the 15 Districts, with some local maps; a list of all Departmental officers, showing correct names, titles and positions; lists of all trading firms in each District; details of all communications—such as airfields, radiophone networks, timetables; lists of fees and taxes; the Customs tariff.

The structure of the Administration is described, with an outline of the activities and responsibilities of each Department.

A section is devoted to the Statistics of the combined Territory.

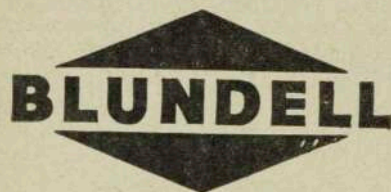
There are particulars of commerce and industry, and of the Missions.

This is a Handbook which any person dealing in any way with Papua and New Guinea must have on his desk.

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DEATH ON WAU-LABU ROAD

From Our Own Correspondent

LAE, NG, Nov. 25.
THE hazardous road which winds through the valleys and along mountain sides between Wau and Labu (at the mouth of the Markham River, near Lae, NG) claimed another victim on November 9, when a heavy, ten-wheel diesel truck crashed over the side of the road, killing a young woman.

She was Mrs. Moya Paterson, newcomer to the Territory and bride of only four months. Her husband is Mr. Desmond Paterson (24), a Cadet Agricultural Officer stationed at the Erap Livestock Station near Nadzab. Paterson was also a passenger in the truck but escaped, suffering from abrasions and shock.

The truck belonged to Gold Pines Sawmilling Company, Bulolo and was hauling 5,000 super feet of sawn timber to Lae when the accident occurred. The driver of the truck, Robert Brian Stapleton, suffered from shock and a dislocated shoulder.

Paterson had travelled with her wife to Zenag to spray cattle on the farm of Mr. Michael Leahy and accepted a ride on the lorry back to Lae.

The brakes of the truck failed when negotiating the last of a number of bends near Oomsis, about 10 miles from Labu. Stapleton tried to stop the truck by turning it into the inside bank, but after riding the bank for some distance the truck turned on its side and slid over the side of the road.

Tahiti Decorations and Appointments

FRENCH OCEANIA'S recently appointed Governor, M. Jean Francois Tonnerre, has received advice that he has been elevated from Chevalier to Officer of the Legion of Honour.

M. Frederic Ahnne, Assistant Administrator, French Oceania, has been made Chevalier of the Legion of Honour.

M. Leo Langomazino has been appointed Chief of Municipal Works, Papeete.

On Leave

Miss Kay Adams, of the Copra Marketing Board, Port Moresby, attended a farewell party in her honour on November 1. She was leaving for 3½ months' leave in Australia.—Photo by Papuan Prints.



Changes in P-NG Administration System

(Continued from Page 16)

(b) The establishment of a European plantation in that place would benefit the native communities hereabouts;

(c) The incoming European had the character as well as the resources to enable him to establish himself successfully, and assist the Administration in the important task of Europeanising the natives and improving their standard of life.

Any other system would be disastrous. The introduction of new European settlers on a catch-as-catch-can method (available lands simply sold to the highest tenderer, and so forth), which appeared to be favoured by the Minister in his announcement of Lands policy in September, could be an embarrassment to the District Commissioners, and not calculated to help the Administration in its policy regarding natives.

Under the new status given them, District Commissioners must accept from the Administration and the Department the responsibility not only for new settlement, but also for the co-ordination of settlement and developmental activities with the main planks of Native policy and the work of the Missions.

It is a matter for regret that Territories Minister Hasluck did not make all this clear three months ago, when he announced his Lands policy. It would have prevented a lot of serious misunderstanding both within and out of the Dual Territory.

EAGER NEW SETTLERS

UNDER this revised administrative system, much greater emphasis now will be placed upon new settlement of available lands, by both Europeans and natives.

It is believed that within a short time new areas will be made available for European settlement in Munginville, Sangara district, Mungin district, and the north-east of New Britain eastwards of Masea. Machinery is to be set up to assist Europeans in the development of the blocks which they will require.

In recent weeks, the PIM has received inquiries from young Europeans desirous of proceeding to the Dual Territory, with a view to investing private funds in lands for the establishment of plantations. They complained that, despite recent representations at various departments, they could obtain no guidance as to how they should proceed.

We recently referred this matter to Mr. C. H. Lambert, Secretary of the Australian Department of Territories. He has replied that in future inquiries should be directed to the Secretary of the Department of Lands, Port Moresby. Inquirers could ask for details of any lands available for settlement and should

ask that, in the event of land not being available in the Districts to which they want to go, their names may be added to a list of persons who want information of that character in the future.

TITLES FOR NATIVE OWNERS

THE Administration now is giving careful thought to a problem which naturally arises, following the encouragement given in recent years to natives to cultivate their lands in accordance with European practice. Many natives, for example, have become producers of coconuts and cocoa.

Native land generally is held by tribal and family groups. It has been found that as a native agricultural economy develops there is a demand by the more intelligent and progressive natives that they shall have title, as individuals, to the lands which they cultivate. Thus there is arising a need for a new kind of native land policy under which land may be granted to individuals instead of to groups.

Both Department and Administration appear to have accepted the view that the quickest and best way to improve the standards of native life is to encourage the settlement of the right class of European among the native communities, when it has been found that all the available unused land is not required for future native agriculture.

The Department, however, believes that any substantial increase in European land settlement in New Guinea will create a labour problem; but it is hoped that this problem may be solved where there is a definite advance in the native communities towards European living standards. The natives, finding that they need certain goods and services as part of their improved standards of life, will go forth to labour in order to earn the money wherewith to buy such goods and services.

EDUCATION PROBLEM AGAIN

IN recent years, the PIM repeatedly has urged that the chief problem in New Guinea to-day is that of education. There can be no substantial advance in the native standards of life until a degree of literacy (including a working knowledge of simple English) is introduced to at least a large proportion of the native children in Papua and New Guinea.

We are informed that this is the official view of both Departments and Administration, and all necessary steps will be taken to implement such a policy. The Department, however, is under no delusion about the nature of the task. Because of the multiplicity of native languages in P-NG (there are at least 700) it is apparent that no real progress can be made in native

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education until the Administration somehow has produced a large number of native teachers, sufficiently trained, first, to teach the native children in the respective vernacular and, next, to introduce to them some knowledge of simple English.

Steps will be taken at an early date to solve this paramount problem of how to produce a large number of native teachers. As one high official expressed it, "that excellent training institution at Sogeri must be multiplied twenty times, and twenty times more, if we are going to really achieve something."

But it is unlikely that the Education Department will attack this task by itself—it is proposed that the large Mission organisations in Papua-New Guinea will be encouraged by substantial subsidies to largely increase their machinery for the training of native teachers.

CONFERENCE IN CANBERRA

THE foregoing matters were among many subjects discussed in Canberra in mid-November, when the Administrator of Papua-New Guinea (Brigadier D. M. Cleland) conferred in Canberra with the Minister for Territories, the Secretary of the Department (Mr. Lambert) and other high officials.

It is reported that the appointment of Mr. Rupert Wilson as assistant Administrator has marked an important point in the re-organisation of the administrative machinery of the dual Territory. Mr. Wilson is working in harmony with the heads of Departments, and a spirit of co-operation and goodwill is marked and increasing.

ADMINISTRATION SCHOOL

SOME of the reforms planned extend to the School of Pacific Administration, maintained for the Territories in Sydney. The practice of bringing a considerable number of young men from the Territories for a two-years' course has been discontinued; and in its place there will be a short but intense preliminary course of about six weeks for young men who have been selected for Territories posts; and there will be another special course, extending over one year, for classes of Territories officials who have been selected for certain duties in the field.

The following are new brochures published for general information by South Pacific Commission: *Diet and Nutrition in American Samoa* (Sheila Malcolm); *Dental Conditions in Schools of American Samoa* (Raymond G. Neubarth); *Distribution of Filariasis in South Pacific Region* (M. O. T. Iyengar); *Ophthalmological Survey of Micronesia* (H. E. Crawford, Grace C. Hamman, Isaac Lanwi); *Malaria in Torres Straits Islands* (Dorothea F. Sanders); *Leprosy in Western Samoa and Cook Islands* (Norman R. Sloan).

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NG Reacts Unfavourably to Japanese

(Continued from Page 13)

hied from the ship, and I led the party rough the bush. When I was within yards of the Japanese, who were shining in the Namum River, I decided make a dash along the beach, in hope catching them before they could turn to the ship. There was a raft which they were using to shuttle the w ashore.

caught two Japanese at the beach, out to board the raft, and indicated the party washing in the river that y were to stop where they were. But y immediately dived into the sea.

then instructed one of my natives to a shot into the air. When this was e the Japanese immediately returned the beach where they were lined up. agglers appeared over a distance of t to three-quarters of a mile. They eated by signs that there were still e persons on the ship.

sent three boys to the ship to bring remaining Japanese to the shore. m this was done they were marched Waramung Plantation, where I en- voured to make contact with Rabaul wireless. (Other reports were that the ves complained that the Japs had ed their gardens, and had stolen a and a bicycle.)

hen I first came upon the Japanese e of then were washing clothes in the t, about 30 yards from the sea; some gathering food, pineapples and coco- One man was carrying a bicycle. man was carrying a puppy. The ves who were sent to the ship reported ence that pineapples and coconuts been consumed on the ship.

the Japanese were requested to sit a outside the plantation residence, natives were placed around them. Japanese were given water and a tity of barley was cooked for them, they did not eat it.

hen I first made contact with them, at a runner to a Japanese halfaste, ael Asanume, whom I thought might ble to assist as an interpreter.

about 6.30 p.m., the Japanese were d into the copra store where they given spare blankets and new copra e. At about 7.30, Mr. Asanume ed, and the captain of the Japanese was called to my house. I told him ended to proceed to Rabaul either in ship or in the small 5-ton pinnace a arrived at Waramung about 7.45

e Japanese captain agreed to hand essel ("Sakae Maru", No. 3) over to to take them to Rabaul. The preter could converse with the ese but, when requested to convey statement to them, he said he could ut it into the Japanese language.

receiving the captain's agreement to over the ship the Japanese were d on the small pinnace and the mount Lutual of Anir Island made ble approximately 25 natives, and ired a few native plantation workers boats-crew experience, and we then ed by sea to the Japanese ship, re, all the Japanese were placed on

top of the two hatches, and natives were stationed around them. The captain was requested to point out his engineers, and these two started the engine, with natives watching them.

I took the captain to the wheel house, weighed anchor, and set course for Rabaul at 10.30 p.m. It was indicated to the captain that he could go to sleep, and he was permitted to go to his bunk in the wheelhouse, where he slept until approximately 4 a.m. on November 20. Permission was refused to prepare a meal until daylight, for security reasons. With exception of the engineers and captain, the Japanese spent the night on the forward hatches.

It was noted on Saturday that there was a very definite change of attitude on the part of the captain and crew, and they soon became reconciled to the fact that nothing could be done but obey orders. I arrived at Rabaul 1.00 p.m. on Saturday, November 20. I contacted the Chief of Police, who got in touch with the District Commissioner, and both came down to the ship.

The Sakae Maru, 235 tons, is said to be owned by Miyagi Ken Motoyoshi Gun Osima Maru.

The District Commissioner (Mr. Foldi) said afterwards that Mr. Lacey did not seem to be unduly perturbed, but his employer (Mrs. Carson) was very concerned about the stealing of shell. They say they frequently see these Japanese vessels in and around the waters of the Fead group. Mr. Lacey said in his opinion this was a bad thing for the native people, some of whom do not realise that the Japanese were defeated and surrendered in World War II.

Fines May Be Too Small

From Our Rabaul Correspondent

NO thinking person believes the fines imposed on the Japs will be a deterrent. £700 would not represent a good day's pearling by the trochus fishers. The owner of *Sakae Maru* can afford £1,650—on board, in refrigerated holds, is £28,000 worth of tuna and bonito.

When the latter fine is paid, the remainder of the terms of im-

prisonment to be served by the crew probably will be waived, and the ship will again be free.

The RSL has urged that coast-watchers be given an honorary naval or police rank, provided with firearms and with full authority to resist these unwelcome visitors.

Technically American

The sampan arrested by the Queensland Government launch Melbidir about the same time as the New Guinea incidents, was later released from Thursday Island without any charge being made against the vessel or its crew.

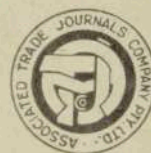
It is understood the sampan is technically an American vessel and the 30 crew members are from the American Trust Territory of Okinawa.

Legal officers could find no evidence of poaching or of unauthorised landings.

EDITORIAL NOTE

Is Mr. Whittaker 'Dangerous'?

THE *South Pacific Post*, Port Moresby, reports that a Government official, commenting on what Mr. Whittaker had to say in relation to the proposed visit to Papua-New Guinea of the Japanese war graves mission, remarked that



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MANGO AVENUE, RABAUL, T.N.G.

Mr. Whittaker's opinions were dangerous, ill-considered and notional." Maybe they are emotional—but they are neither ill-considered nor dangerous. They honestly express the natural feeling of every man and woman in the Territories who experienced the Jap-imposed horrors 1941-44.

Maybe the Australian Government could do no other than permit the Japanese Mission of 19 to go into NG for two months, collect their dead, hold religious ceremonies and erect tiny memorials (one cubic metre at each of five burial-grounds). Maybe it is vital to our future security that Japan be lined up with the Western Powers to resist the growing thrust of the Mon-kan Reds. Probably it is more expedient to be courteous to the Japanese, than suffer invasion by fanatic Communists.

But we cannot be expected soon to forget the Tol massacre, the foul murder of those two mission women in Buna, the cruelties and outrages perpetrated by Japs on our nursing sisters and soldiers in Amboina, the endless horrors which our men had to suffer in Burma and Borneo, the destruction of hundreds of our best New Guinea civilians who were killed at Rabaul, the execution of the young New Ireland coast-guarder, Con Page—and innumerable other things.

If the "Government official" himself has forgotten the disclosures at Manus trials, only a few months ago, the ex-servicemen have not. Pity the Japanese have not a better sense of the fitness of things, and so stay away at least another couple of years.

In any case, how is the visit of the 19 Japs going to be explained to the natives?

RADIO NZ

Radio NZ made a seasonal change of frequencies on November 12 and its Island service is now heard on 6.08 mc/s in the metre band from 1700-1930 GMT in the evenings, and from 0655 GMT to close in the evenings. The day programme from 1945-0640 GMT is on 11.78 mc/s in the 25 metre band. It will be noted that the morning programme now commences an hour earlier. Improvement of the service is dependent on reports from listeners, who are invited to write to Radio NZ at PO Box 1, Wellington.

Captain R. (Bertie) Hall, 77-year-old New Guinea identity, has retired after 30 years as a skipper of coastal vessels. He went to the Territory as Acting Harbour Master at Rabaul in 1919, and soon afterwards stepped onto the bridge of the first of the many 300-tonners commanded in NG waters. At the outbreak of war with Japan he was short-term commander of a vessel off the China coast. His unarmoured ship was taken on the first day and he was interned for four years in Japan.

Northbound to NG GETTING MORE BANANAS OUT OF FIJI

Study of NSW Methods Suggested

UNDER the stimulus given by NZ Fruit Distributors Ltd. it seems likely that production of bananas in Fiji will be greatly increased.

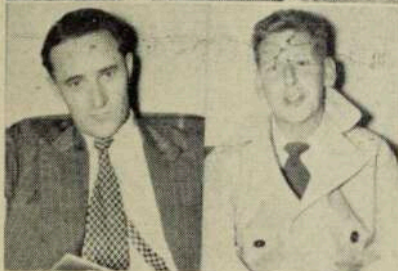
The Co. has promised to take up to 750,000 cases of bananas from Fiji for the next five years. In 1953, shipments totalled 382,000 cases; the total for 1954 probably will be 365,000; and it is hoped to step this up to 750,000 by 1957.

The Co. has donated £4,000 to a Banana Development Fund, and the Fiji Government is liberally assisting the same project—it plans to increase the banana acreage, fairly soon, by 3,000 acres.

Mr. David P. Ragg, a former resident of Fiji, quoting the foregoing facts, comments:

I believe the Fiji industry could learn a lot from the methods used by the Australian banana grower. I have seen how the growers at Coff's Harbour secure spectacular results by their methods of intensive cultivation and irrigation; and these could be employed in Fiji with almost equal success, particularly in the drier areas round Sigatoka.

Good results might be gained by interchange of technical officers between the Departments of Agriculture of Fiji and NSW, who have had experience in banana culture, harvesting and marketing in their respective spheres. The Fijian official could learn Australian methods, and this could be put into good effect on his return, preferably with the assistance of an Australian banana



Australian Petroleum Co. recruits who travelled to Papua-New Guinea per Qantas in November included, upper, Mr. N. Lord, Mr. L. S. Clift (a NG old-timer who returned again after three years absence), and Mr. E. Voigt; and, lower, Mr. B. P. Macky (formerly of CAA staff, Rabaul), and Mr. A. D. Chisholm of Melbourne.



Left: Mr. Alan Hogg, of BGD, who left Sydney early November. Right: Mr. E. W. Hawkins, of PHD, returning to Lae after eight months' leave in Europe.

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P. E. Scrivener & Co. Ltd.
C. Sullivan (Export) Pty. Ltd.
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expert who could be loaned for a reasonable term to see that the methods are being tried correctly. Fijian growers might send one or two of their best men to Coff's Harbour, to see for themselves how to use up-to-date methods.

FIJI FALLS SHORT ON NZ SHIPMENTS

Meanwhile, Fiji is not filling her banana quotas and a committee has been appointed in Fiji to look into the reasons for this and to suggest remedies.

Mr. W. J. Lahore, Suva Manager of the ANZ Bank, is chairman. Other members are Mr. N. Lamont, senior agricultural officer, Mr. R. Spowart, buyer's representative, Watisoni Seru and Savenavatu, growers' representative, and Bulli Verata, Tevita Leiloma representing Fijian Affairs Board.

The inquiry is being instituted as the result of concern on the part of the New Zealand importers.

Fijian growers have repeatedly failed to fill the shipping space reserved, while bananas from Tonga and Samoa have been refused space in excess of their allocation (Suva is last loading port). The New Zealand importers must pay for the reserved shipping space, whether used or not.

NO FIJI BANANAS FOR AUSTRALIA

A Suva correspondent says that Australian interests have offered F138 - per case for Fijian bananas but that Fiji growers have spurned the offer—they are satisfied with the 19/- per case they get from the New Zealand market.

Department of Commerce and Department of Agriculture in Sydney ridiculed the idea that Fiji could build up a trade in Australia at those prices. They said they knew of no move in Australia to import Fiji bananas. After the cyclone of February, 1954, had severely damaged NSW North Coast plantations, some growers were getting £7 per case for their bananas. But this was just a flash in the pan. Normally, Australia was adequately supplied with bananas from local sources. (Bananas were bringing from 16/- to 40/- per case in the Sydney market on December 7).

In any event, as the Fiji growers cannot satisfy the NZ market, it is unlikely that they can do very much about sending bananas to Australia—although a lot of people are agreed that it would be a good thing for Fiji and for the Australian banana consumer if they could.

TRENDS IN OTHER PACIFIC PRODUCTS

SHELLS:—According to London quotations the price of trochus and greensnail has remained steady since a sharp September rise, to grades then jumping by £Stg.35 p

on, with lower grades in proportion. Singapore grade, for immediate shipment, has been quoted since September at £Stg.465, cif, Mergui £325, and Padang, £300. Singapore greensnail is also holding steady, having jumped from £Stg.332/10/- to £340 in September.

COCOA:—London quotations of November 20 showed a slight improvement on a month earlier, though there were substantial fluctuations through the period. UK buyers closed a deal with British West African Marketing Boards on November 19 for 8,000 tons of good fermented Gold Coast at £Stg.400 per ton, January-March shipment.

Other buyers paid from £400 £412 for December-February shipments. Earlier that week January-March shipments had been quoted at £Stg.385, cif UK ports. In New York, quotations for December-January shipments were steady at 94 cents per lb. on March 19. This about £Stg.397 per long ton.

The US Department of Agriculture estimated the Brazil 1954-55 harvest at 350-370 million lbs as compared with last season's 271 million lbs. The main crop appears here from October to April.

Early December Sydney quoted Samoa cocoa at £Stg.385, fob, ia, equal to about £A481/5/—a rise of over £A60 in a month.

New Guinea cocoa in early December had jumped to £A505, exarf, Sydney, for a late sale,

though earlier it had been £A480. The late price was a rise of £A60 over the month.

Accra early December was quoted at £A530, cif, Sydney, and the high NG price was attributed to urgent spot requirements by Australian buyers.

COFFEE:—As compared with London quotations of October 30, Kenya "A"-grade coffee had risen by £107 per ton to November 19, and was quoted at £Stg.675, fob, Mombasa, prompt shipment. However, faq, Bukoba, native Robusta had varied little and was quoted at £Stg.375. In London sales of about that date, British Cameroons Arabica brought £400, £528, and £540 for the small, medium, and bold grades respectively. Robusta brought £367 to £380. Gold Coast Robusta brought £355 and Uganda Robusta £413. These on-the-spot consignments naturally brought more than those offered for future deliveries from overseas.

In New York, Santos "Fours"—the grade on which prices are usually based, was, on November 19, up about 1 cent per lb on October 30 quotations, on-the-spot consignments bringing 71½ cents. Colombian was quoted then at 77 cents. These prices are about £Stg.540 and £Stg.620 per long ton respectively.

Sydney quoted P-NG Robusta early December at 7/- per lb for top grades, in store, Sydney—that is,

about £A785 per ton, or a 10-15 per cent rise on last firm quotation of two months ago.

COPRA:—In Papeete the Department of Economic Affairs announced a revision of copra prices on November 15. Prices now are: Tahiti grade, 9.03 francs per kilo; Tuamotu grade 9.50 francs per kilo, delivered in bulk at Papeete. These prices are equal to about £A63/8/- and £A65/14/- respectively.

The free market London quotation for New Hebrides copra fell by 1,000 metropolitan francs per ton to 81,000 francs cif, Continental ports, for consignments actually afloat. This price is equivalent to about £A104. In the same period—October 30 to November 20—Philippines copra, December-January shipment, remained unchanged at \$US195, fob—about £A87/10/0.

Straits copra declined slightly to about £Stg.71/10/0-£72, cif, Continental ports, for December-January shipments. This is about £A89/7/6-£90.

Governor Lowe, of E. Samoa, in Sydney, in November, explained that

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VARIETY:	No. 8 tins Net wt. bisc. approx.	No. of ½-lb. pkts. per carton.
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 available in No. 8 tins.

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the Copra Board there currently pays 4½ cents per lb in Pago Pago. The price fixed is below the expected market price and a bonus is paid intermittently to producers on presentation of their delivery receipts. For the year ended last June 30 the bonus was 1 cent per making the full payment for the year 5½ cents, i.e., \$123 per long ton, £A55 approximately. Total bonus for the year was \$52,000, representing a total E. Samoa production of 2,320 long tons.

RUBBER:—During the past month rubber has reached its best price since January, 1953. Top grade reached 29 cents a pound recently in New York; London has been as high as 26½d Stg. (For late quotations, see page 164). Factors responsible are believed to be the UK dock strike which caused shortages, and a demand for natural rubber for new tubeless tyres. Negotiations are drawing to a close for sale of US synthetic rubber plants to private enterprise. Producers of natural rubber hope that the synthetic rubber price—which usually puts a ceiling on natural rubber—will rise when the plants change hands.

Nukualofa News Notes

THE new Telephone Exchange at Nukualofa, Tonga, preparations for which began four years ago, was officially opened by Tongan Premier, Prince Tungi, November 20. The opening ceremony marked the closing of the old exchange after 30 years' service.

The new switchboard has a capacity of 180 lines, but can be extended to 960 lines when required. The old switchboard had a capacity of only 190 lines.

Construction of the new exchange took place with the assistance, and under the direction, of the New Zealand Post Office. It supplied the technical staff required for the work and also made available from its stock all of the cable and line materials required. Over 4½ miles of underground cable were laid and all aerial lines were reconstructed.

During October the Tongan Bananas were exported to New Zealand 13,838 cases of bananas, 1,969 cases of pineapples and 1,993 melons. In addition, a large quantity of vegetables—including cabbages, potatoes, sweet corn, carrots, tomatoes and lettuces—and 25 melons were shipped to Pago Pago, American Samoa. Shipments were from Nukualofa and Suva.

The Tongan Parliament is expected to convene in January to deal with the 1953 Revision Report now being prepared by Salaries Commissioner R. O. Mage, who arrived in the Kingdom November 7.

T. F. Kennedy, the new Principal of Tonga College, arrived with Mrs. Kennedy and their two children at Nukualofa on October 25. The college has been without a Principal for four years. Kennedy was welcomed at the school by the Acting Director of Education, Mr.

Travellers to New Caledonia



November travellers to Noumea per Qantas included, left to right: Monsieur M. R. Miot, Commercial Counsellor, French Embassy in Canberra, paid his first official visit to New Caledonia; Mlle. Yseult Song (centre) was farewelled by former New Caledonia residents Mlle. Betty Reilly (left) and Mme. O. Charles; Mr. L. W. Murrell, of W. H. Grove & Sons, Auckland, made one of his frequent business visits.

C. A. Crane, and was later entertained by staff members.

Mr. T. W. T. Whittington, MA, at present Senior Master at Otago Boys' High School, NZ, has been appointed Director of Education of Tonga. He is replacing Mr. G. A. Read who resigned recently. Mr. Whittington is expected to arrive, with his wife, on January 10, 1955.

Visitors to Tonga who arrived at Nukualofa by the 'Matua' on November 24 included the Bishop of Polynesia, the Rt. Rev. L. S. Kempthorne. He conducted the annual Confirmation Service at St. Andrew's Church and returned to Suva on November 30.

Donations to Children's Xmas Treat in Sydney

The New Guinea Women's Club, Sydney, has received the following donations to help with the Children's Christmas Party, which will be held on December 13:—

	£	s	d
Previously acknowledged	9	10	6
Mr. and Mrs. Downing	1	1	0
Mr. B. G. Edgell	2	2	0
W. R. Carpenter & Co.	3	3	0
Robert Gillespie	5	5	0
New Guinea Co., Rabaul	5	5	0
Mrs. Malcolm	5	5	0
Mrs. Northam	2	0	0
Mrs. Johnston	2	0	0
Mrs. Laws	2	2	0
Mrs. Perriman	2	0	0
Mrs. Pye	10	6	
Mrs. Cleland	1	1	0
Pacific Publications	2	2	0
Mr. V. B. Pennefather	3	3	0
Burns Philp & Co.	3	3	0
Margaret Hay	10	0	
Mrs. Hopkins	10	0	
Mrs. Wauchope	2	2	0
New Guinea Ex-Servicemen's Club, Sydney	14	10	5
Mr. and Mrs. J. Keenan	1	0	0
Capt. J. Duncan	2	2	0
	£65	16	5

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New Lands Policy Resented In NG Highlands

From a Special Correspondent

COMPLAINTS by the Highland Farmers' and Settlers' Association (which has a reputation for restraint and moderation) have produced some action in relation to land settlement; but we here do not think it is the right kind of action.

Lands' Secretary MacInnis and a team of surveyors, agriculturalists and others have been in the Highlands conducting a drive, under the Hasluck plan of providing land for settlers. The Western Waghi Valley (Western Highlands) was the target of their operations, and reports from Minj indicate that several blocks have been purchased from the natives by the Administration. The intention is to offer these for application at an early date.

However, as many intending settlers have been virtually squatting in this particular area because the new policy prevented their applications from being dealt with, it is believed here that the real object of this sudden activity was to bring a token survey to this area, get the prospective settlers (some of whom have been waiting around for a year) out of the Administration's hair, and save the Minister's face. To provide them with blocks with the Ministers' approval, they had to be included in a relatively large "unit" scheme.

It is noted that persons already settled in the Highlands who wish to increase their small holdings, and new arrivals who have risked capital to come here and wait have been told that no further purchases of land to satisfy a particular person will be entertained.

If a man finds suitable land which the natives are prepared to sell to him, he is wasting his time. The new scheme is to offer all areas "for application" after first doing soil surveys and getting Minister Hasluck's permission to purchase each separate block. The man who has waited for a particular block, may miss out altogether, and meanwhile the Administration has taken upon itself to tell would-be settlers what they will be able to grow. If a man wants to raise fowls on land that the Administration says is for coffee, then it seems he has no chance of getting the block.

The whole scheme may be suitable for large tracts of predictable country; but here in the Highlands, particularly the Eastern Highlands, we think it is the end of progress. No one can afford to go on waiting for their lucky number to turn up. Some who have staked everything they have on their hope of getting land will now have to take their chances with those who have not risked a penny.

There is no enthusiasm for the new plan amongst the land-conscious natives, either. They want to know who their white neighbours are going to be. The Hasluck scheme deprives them of that right. It is like a ticket in a lottery, and natives are not keen to sell—except in the outlying areas. Meanwhile District Services is supposed to find land for the Lands Department offer, instead of letting intending settlers help the Government to find them.

No one knows for certain who is responsible for the new system or why the old system was scrapped—but Minister Hasluck gets the blame. "Worse than Eddie Wai" they call him. At least what Eddie had on his mind was never in doubt; and on some subjects, he could be very sane. Minister Hasluck is regarded as quite unpredictable.

(See also articles in this issue: *Effect on Land Policy of New State of District Commissioners in New Guinea*, page 16; and *Vital Settlement Policy at Stake in New Guinea*, page 9.)

Highland Farmers Talk To Mr. Wilson

PORT MORESBY, Dec.

A DEPUTATION from the Highland Farmers' and Settlers' Association met the Assistant Administrator, Mr. Rupert Wilson, at Goroka, NG Eastern Highlands, on December 2, and presented him with a case for a three year plan for the area. (Mr. Wilson is handling the new three-year plan for the Territory.)

The association (whose president is Mr. Jim Taylor), told Mr. Wilson that a road from the coast to the Highlands was not an essential for the next three years, but it was essential to gravel or seal the Highland road within a 10 mile radius of the busier airstrips at Kianai, Goroka, Minj and Hagen, and to stall steel or concrete bridges.

The Goroka hydro-electric scheme should also be developed along the lines the Association had suggested in a report to the Government Secretary earlier in the year (and acted upon).

The Assn. also has something to say to Mr. Wilson on the question of land application bottlenecks.

Fiji Blamed for Mail Delays

COMPLAINTS of slow delivery of United States airmails. Tahiti business men are being echoed from American Samoa where an inspection was made recently.

It is believed that most of the delay in airmails to Eastern Samoa occurs in Fiji.

Felstead-Munro Wedding



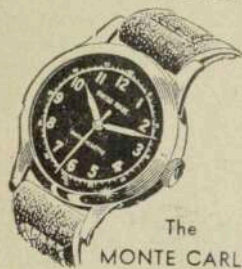
The wedding of Miss Blanche Patricia Felstead to Mr. John Edwin Munro took place at the Methodist Overseas Mission, Auckland, on November 6. Bride and groom shown here at the New Guinea Club, where they held their reception.

Heavy Loss to Fiji's Layang Layang Battalion

THE worst casualties since the Fiji Infantry Battalion went to Layang Layang almost three years ago, occurred in November. As the result of an ambush by terrorists, six men were killed or suffered wounds, and three others are dangerously ill. Sgt. G. A. Nepia, son of the famous Maori All Black footballer, was also accidentally killed during the action. As the result of an action last February, Lieutenant A. L. Masi was awarded the Military Cross for leading a unit which broke out a Terrorist ambush force at Layang Layang. For gallant conduct as patrol leader, Corporal J. Dimuri has received the Military Medal. Two other Fijians, WO2 W. Gukisuvu and Corporal S. A. Sagiwa, have received the Certificate of Merit.

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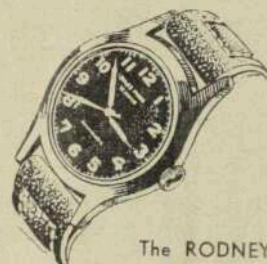


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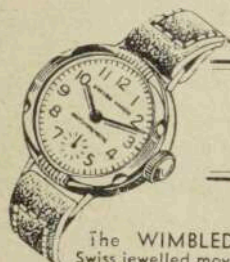


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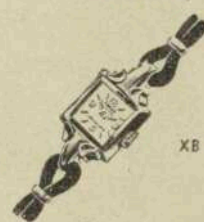


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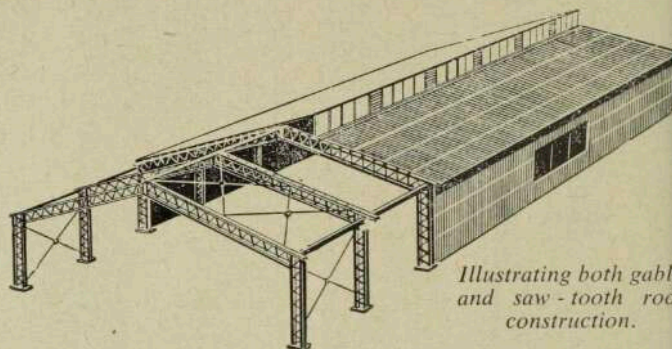
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DC Sees Big Future for Upper Markham

Result of Overland

Trip to Highlands

LAKE, Nov. 28.

HISTORY was made in New Guinea in November when the Morobe District Commissioner, Mr. Niall, the Territory Director of Public Health, Dr. John Gunther, and an Administration motor mechanic, Mr. Bob Dudgeon, became the first people to drive in the one vehicle from Lae to the Highlands.

The trip has been made previously but it was necessary to change vehicles at the Umi River.

The recent trip was made in a new Jeep-ambulance which was too big to be air-freighted to Goroka. The party left Lae on a Wednesday and reached Goroka on the following Friday. With a little assistance the ambulance negotiated the Umi River, although at one stage the fast flowing water reached the vehicle's bonnet.

Commenting later, Mr. Mick Leahy, who pioneered the route by foot more than 20 years ago, said that he hoped it would lead to opening up in a big way the thousands of acres in the Markham and Milne Valleys.

Already cocoa, rice, dairying and other industries are being established in the lower Markham areas, and around Erap, hundreds of acres of land are being ploughed in readiness for the next rice crop.

On his return to Lae, Mr. Niall said that he had promised farmers around Erap that the bridge now being built across the Erap River would be completed by the end of the year and that the road along the route had just driven would be constructed. As it extends along the valley, more and more rich farming land will be opened to settlers.

By the time this road links with the Highlands road at Gusap, coffee and other industries will be well established in the Highlands and the freighting to Lae will be possible.

Last year's rice harvest from the upper area was sold locally—some to the Administration and the rest to traders—and it is only a matter of time before enough rice can be grown to supply a big percentage of the Territory's heavy demand.

Mr. Niall said that although the climate at Erap is excellent for rice, he saw, during his recent trip through the Upper Markham, even better rice-growing soil, and situated between there and Erap are thousands of acres of land suitable for rice grazing.

Mr. Niall believes that with the bridge across the Erap by the end of the year and the big Markham bridge nearing completion, the

Morobe District will expand and that in a few years Lae will be the most prosperous town in the whole P-NG Territory.

And from the Highlands End

GOROKA, Nov. 28.

The beginnings of the operation were in some secrecy—but within hours it was over the air that the ambulance had left Lae for Goroka, and that District Commissioner Ian Downs, at Goroka, had also departed about the same time, for the Markham.

As the wet season for the area commenced in September, the three gentlemen chiefly concerned were taking a risk which may account for the secrecy surrounding their intentions. There is also the possibility that the whole thing would have been officially vetoed had it become generally known.

Having reached the Highlands access road base at Marawassa, the ambulance covered the remaining 90 miles to Goroka in leisurely fashion; stopping at hospitals and aid posts en route. The screaming siren shattered the nerves of the population between Kainantu and Goroka.

About 180 miles were recorded on the speedo when a high-spirited Reception Committee met the pioneers at Goroka. There was scarcely a mark on the all-white vehicle for which much credit is due to those concerned.

Before the event was concluded, many people predicted failure. If the vehicle (reputed to have cost £2,500) had been lost in the Umi River, the official reports would have made interesting reading. But as one old timer remarked: "When I heard that (adjective removed), Horrie Niall was in it, and that (two adjectives removed) Downs had gone down to the Umi River to meet it, there was no doubt in my mind that they would get the thing to the Highlands—even if the entire population had to carry it on their (adjective removed) heads."

Hold Up in Cutch

Project in Papua

NO cutch has yet come out of the Papuan Gulf country although the project has been under way there for several years near Kikori.

Cutch is the extract of mangrove bark which is used for tanning. The New Guinea Borneo Mangrove Co. decided to utilise the vast areas of mangroves in the Gulf Country and to set up a factory at Aird Hill.

The company underestimated the difficulties in setting up such an industry in this area and the original estimate that cutch would be produced by mid-1953 was later changed to mid-1954. However at the end of 1954, the factory still had not gone into production.

NEW PHARMACY FOR RABAUL

THE Drug Houses of New Guinea Ltd. will open a pharmacy in Mango Ave., Rabaul, New Britain, in January. The Company has been formed with local capital.

Mr. John Scott, graduate chemist of Sydney University, who was in Port Moresby, Papua, a short time ago, left Sydney by air on December 9 to manage the new shop.

In addition to retailing the usual medical supplies and plantation requisites, and handling prescriptions, the company plans to manufacture in Rabaul a number of pharmaceutical and chemical lines. Distribution will be throughout Papua and New Guinea, British Solomon Islands, and, later, Dutch New Guinea.

Among Rabaul residents interested in the new concern are Messrs. A. Gow and J. Koefod.

BP Buy Large Lae Motor Business

THE largest motor service station and workshop in Lae, and probably on the New Guinea mainland—Lae Motors—was taken over by Burns Philp (New Guinea) Ltd. in December.

Price paid is said to be about £25,000, and the proprietor, Mr. Percy Smith, will not have any future interest in it.

This deal gives Burns Philp control of big service stations in Port Moresby, Lae and Rabaul.

They plan to make their new Lae station into the main automotive distributing centre of the mainland.

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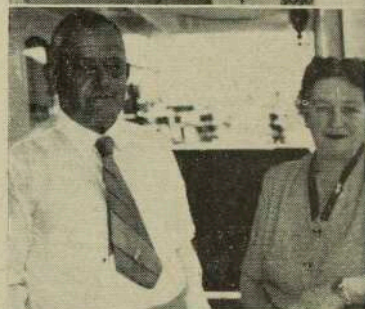


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November travellers per "Sinkiang" New Guinea included (top to bottom) Mr. and Mrs. G. P. Buchanan return to Kainantu. Mrs. H. Munro (right), Wewak, farewelled by her son Dunc and aunt, Mrs. D. I. Whatmuff. N. C. F. Jerrers, of DCA, Lae, returning for vacation, and Mr. A. Zaiwarni, veterinary officer of the Department, Agriculture, Port Moresby. Mr. and Mrs. E. P. Hitchcock returning to their Di Island plantation.

†Professor H. Belshaw, of Victoria University College, Wellington, will soon go to American Samoa to assist in public works development.

CATTLE FOR TROPICAL ISLANDS

Valuable Experiments Made In Fiji

- Practically all the types of European cattle which prosper in temperate and sub-tropical countries are adversely affected by conditions in the tropics.

- Under the Torrens heat test, rains of cattle may be developed which become resistant to the bad effect of life within the tropics.

- Important results have been secured in Fiji by introducing good types of Cebu for crossing with cattle of European types.

- Experts are working on the theory that it is wrong to milk dairy cattle within the tropics in daylight—that milking should be a night-time operation.

- Experiments with a certain type of grass in Fiji may offer new hope for the establishment of good cattle pastures in the tropical islands.

On a half-hour's conversation with an agricultural scientist, whom

I met by accident in the Kororua Hotel, in Fiji, I learned the foregoing significant facts.

The scientist is Dr. W. J. A. Payne, who is in charge of the Government Agricultural Station at Sigatoka, Fiji, and who appears to have achieved some interesting results in experiments with cattle.

The now famous twin-calves experiment has been completed, and significant data made available. During the last three years, in New Zealand, certain sets of twin calves have been selected. One of each set of twins has been kept at Ruakura experimental station, in NZ; and the other maintained under exactly similar conditions at Sigatoka, in Fiji.

Dr. Payne says that, as a result of the data gathered over three years from the several sets of twin calves, it can be definitely stated that the tropical climate does affect the value of the animal.

The establishment of this fact provides agricultural scientists with a basis from which to start all experiments designed to provide suitable breeds of cattle from the tropics. It is one of the most important developments in South Pacific tropical husbandry.

Another development of significance is the use of the Torrens Test, discovering the reaction of cattle to hot sunshine. It has been ascertained that, now and again, an animal is much less susceptible to tropical heat than are the majority; and the degree of this is ascertained by the Torrens Test. The Fiji Government tested six Illawarra Short-horn bulls, in Australia, and one of

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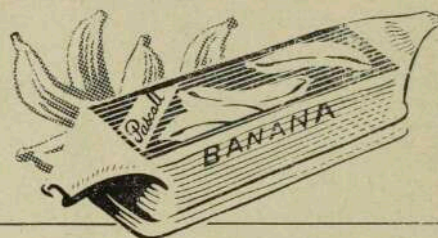
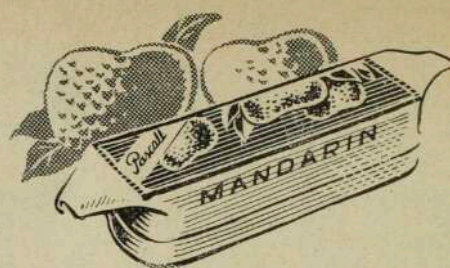
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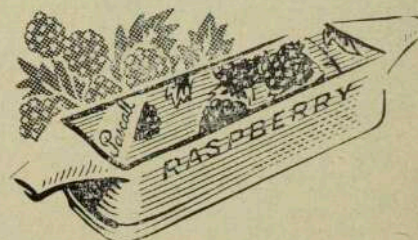
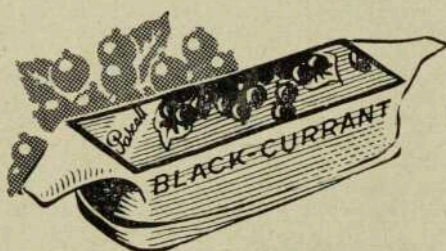
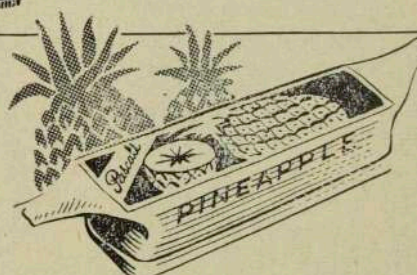
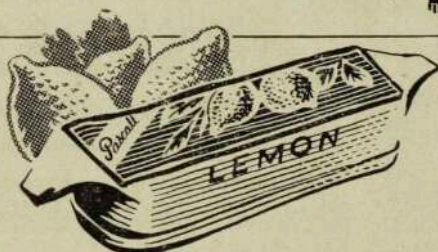
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... was not so susceptible to tropical sunshine. So he was purchased and taken to Sigatoka; and is doing well there, and is being crossed with certain European breeds and with Cebu, and with others, with a view to developing sun-resistant types.

HERE are thousands of Cebu and part-Cebu cattle in Fiji—one may see them, in use for milk, or beef, or for dragging the small farmer's plough, in every village. They are an important part of the Fiji-Indian economy. The Department of Agriculture has been trying for years to improve the breeds; and now it seems to have the best Cebu herd in the Pacific.

These Cebu are the direct descendants of the Cebu animals imported by the CSR Company from Australia, said Dr. Payne. They got to Texas, long ago, from India via the Suez Canal—an excellent type, completely free from disease. "Their fame has spread," said Dr. Payne, "and now we cannot cope with the orders being received for these Cebu, for breeding purposes—they are coming from all over the South Pacific Islands. New Guinea wanted 28—we could not supply one—we are trying to build up the herd." As soon as Sydney's next Royal Show is over, a number of the famous Santa Gertrudis bulls from King Ranch, in Texas, will be sent from the Show to the Department in Fiji, for distribution among selected cattle places, like the Hedden farm in Navua and the CSR stations.

The Santa Gertrudis type is believed to have qualities of special interest to people who are trying to establish cattle-farming in the tropical islands; and the experiments with the bulls in Fiji will be watched with interest by half-a-dozen Administrations. It may be remembered that the owner of the King Ranch was in Suva a couple of years ago, as the guest of Mr. Gold Gatty; and, after he had made a quick inspection of Viti Levu's pastoral country, he expressed the view that the new Santa Gertrudis strain of cattle would be of value in Fiji.

As a result of observations and experiments at Sigatoka, the experts are inclined to believe that the dairy-farm routine of temperate countries (milking at dawn and at dusk) should not be followed in the tropics.

In temperate countries, the cattle generally rest and sleep during the night, and graze during the day. But within the tropics, their tendency is to graze and move about during the cool hours of darkness, and remain in shelter, away from the sun, during daylight. The question—upon which the experts are working—then arises as to whether it would not be more profitable to

milking the cows at night-time, and leave them undisturbed during daylight hours.

The Department is giving much attention to Fiji's pastures—thus dealing with problems which are of interest to New Guinea (where the problem of introducing fodder grasses is even more important than that of acclimatising cattle). "Batiki blue-grass is becoming well established here," said Dr. Payne. "It is an excellent fodder. I understand it was first noticed in Batiki, in Fiji; and it since has been propagated and developed by the Department of Agriculture."

Fiji citizens generally praise the work of their Department of Agriculture, "Harvey, as Director—now abroad—has done a fine job," said a Suva man. "Parham, acting as Director, has been an extremely valuable man, and is esteemed wherever his work is known. Lamont and Dr. Payne have done distinguished work, especially on livestock; and Whitehead has had such success on soil erosion that the farmers, and notably the Indians, now are co-operating with him on preventive measures. (And, in the contour ridges, one could see evidence of this from the road, all the way from Sigatoka to Nadi.)

"O'Connor, the entomologist, has given splendid service in the war against the rhinoceros beetle. We have hopes that his method of putting BHC mixture into the crowns of the palms, and so poisoning the beetles, will achieve a measure of control.

"It is worth noting, incidentally, that Simmonds (the outstanding authority on the beetle) is inclined to think that some natural agency is at work in Viti Levu, limiting the spread of the pest. It may be a natural enemy not yet identified—some have suggested that the toad is destroying the larvae."

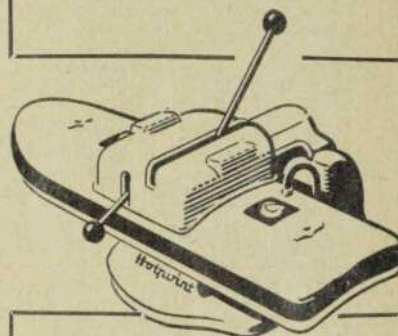
NOTES FROM NORFOLK

THE first effort in the drive for funds for the 1956 Centenary Celebrations was made on November 17. Half the Island's population attended a concert and Nigger Minstrel Show organised by Mr. Alec Carr. Items by schoolchildren delighted the audience but the star of the evening was Mr. Johnnie Quintal whose voice and personality bore more than a casual resemblance to Al Jolson.

Indictable Court cases are rare on Norfolk Island, but one occurred recently. The procedure here calls for a jury of seven, with a unanimous decision by five members—two jurymen may dissent without affecting the decision. The election of a jury is also different. Thirty residents are called for duty from which the final seven are chosen. Objection to any jurymen may be made but the reasons for the challenge must be given.

The traditional Thankgiving Service at All Saints' Church, Kingston, was well attended by residents and visitors. The Rev. K. Tutt conducted the service and the church was beautifully decorated by Islanders with flowers, fruit and vegetables.

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NORFOLK ISLAND, "Burnt Pine" Real Estate Agency. Cable Address: "Adage, Norfolk Island". Properties for sale in peaceful surroundings and beautiful climate of Norfolk Island. All enquiries promptly attended to.

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GUEST HOUSE or similar.—Middle-aged English couple, seeking semi-retirement within next 12 months, desire purchase Guest House, or any proposition giving small income with easy life; sub-tropics, Norfolk Island or similar climate. **R.M.G.**, 151 Sea St., Herne Bay, Kent, England.

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PUBLIC NOTICE

TENDERS FOR LAND.—Tenders are invited from persons eligible under Regulation 46 of the Treaty of Peace Regulations for the cash purchase of a block of land known as "Nawangai" formerly used as a Trading Station.

The land has an area of approximately nine acres and is situated south of North Cape on the North-East Coast of New Ireland, near Kavieng. Further particulars as to location may be obtained from the Inspector, Office of the Custodian of Expropriated Property, Rabaul.

Title: A freehold title has been restored under the New Guinea Land Titles Restoration Ordinance in the name of the Custodian of Expropriated Property.

Terms: The property will be sold, subject to the consent of the Administrator of the Territory of Papua and New Guinea.

A tender shall be accompanied by a remittance representing 10 per cent. of the tender price as deposit. The balance of the purchase money shall be paid within one month of the acceptance of the offer.

Each tender shall contain a statement that the tenderer is prepared to purchase the property with all its faults (if any).

On payment of the full amount of the purchase money, a proper transfer and title to the property will be executed to the purchaser at the expense of the purchaser.

The highest or any tender will not necessarily be accepted.

A tender shall be enclosed in a sealed envelope endorsed "Tender—Nawangai" and should reach the Custodian of Expropriated Property, Canberra, A.C.T., by 12 noon on February 1, 1955.

C. R. LAMBERT,

Custodian of Expropriated Property.

Regulation 46 of the Treaty of Peace Regulations reads as follows:—

"... The Custodian shall not unless by direction of the Governor-General, sell any property to any purchaser other than to—

- a person who is an Australian soldier or who is a natural-born British subject;
- a company in which at least two-thirds of the shares issued by the company are held by persons who are natural-born British subjects and of which the Articles of Association contain a provision prohibiting the sale or transfer of shares in the company to persons who are not natural-born British subjects;
- a company registered in any part of Her Majesty's Dominions, in which at least two-thirds of the shares issued by the company are held by persons who are natural-born British subjects and which is approved by the Attorney-General."

SCHOOL

TUARANGI SCHOOL, GISBORNE, N.Z.—A Private, Progressive, Co-educational Boarding School will be opened in Gisborne, N.Z., on February 8, 1955. It will provide primary and secondary education for boys and girls from the age of six to eighteen in ideal surroundings. Inquiries should be addressed to: Mr. and Mrs. R. C. Rashbrooke, Kotinga Rd., Takaka, Nelson, New Zealand.

BOOKS

ANY NEW BOOK (English), which is in print now, posted to you in a few days. I also find rare and out-of-print books to order. Large Pacific clientele. Bank accounts at Sydney and Wellington. Write: **Philip R. Boulton**, Bookseller, Westbury, Wilts, England.

XMAS AND NEW YEAR GREETINGS

all our friends in the Pacific. You people who live off the beaten track must sometimes that you could get in touch with business folk overseas whom you could get to know. Like us, for instance, Time was when we were in bush and longed for someone who would take trouble over getting what we wanted. We have books for people now. Any book you want—doesn't matter whether it's new or old, in English or any other language. We are able to get a copy of it. We also have out a periodical booklet about books called "Words From The Wakelys". We'd like you to have a copy. It's free; just send your name and address to: **Gerald Karlin Wakely**, Book Searchers, G.P.O. Box 2656, Auckland, C.I., New Zealand.

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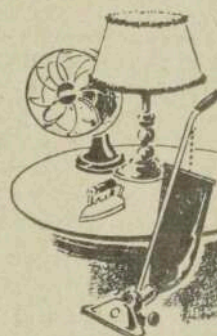


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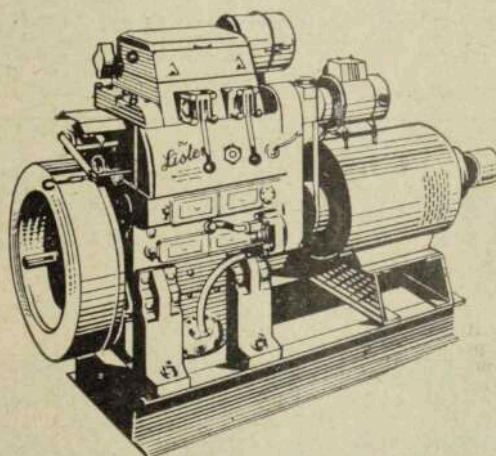
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COPRA

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:—

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

Pitn. . . .	£F70 15 6 (60 pts. & over)
FMS	£F70 10 0 (45-57½ pts.)

W. SAMOA:—After deductions producers receive approx. £A57/12/-, £A57/5/-, and £A56/15/- per ton under the three gradings in use.

E. SAMOA:—Government pays \$101 (£A45) per long ton, plus bonus at end of year if average proceeds higher.

SOLOMONS:—Hot Air: Honiara/Gizo £69/5/-, Yandina £69/10/-; Mixed FM £1 less; FM £2 less, respectively.

NEW HEBRIDES:—Dec. 2, 77,000 Pac. francs per long ton (approx. £A55/4/-).

FR. OCEANIA:—Under periodic price adjustment of October producers receive 9.50 and 9.03 Pac. francs per kilo for the two gradings in use, delivered in bulk, Papeete. (£A67—£A65/15/- per long ton.)

COCOA.—Islands prices are usually based on rate for Accra cocoa (W. Africa), quotation (from Colyer Watson, Ltd., Sydney) for which on December 2 was £530, c.i.f., Australian ports.

N.G.—£A505 approx. per ton Sydney. Samoa.—Sydney agents on December 2 quoted Samoan cocoa at £S385 (£A481 approx.), f.o.b. per ton, first grade.

COFFEE.—P.N.G. 7/- per lb 1st grade. PEANUTS.—P.-N.G.:—Ready sale Sydney for Virginia Bunch, in shell, large, well cleaned, at 1/6 per lb.

RUBBER.—P.-N.G. price is based on Singapore. Nov. 30: No. 1 RSS, spot, buyers 81.3 cents (28¼d Aust.) per lb.; London, spot, buyers 23¼d Stg., June delivery 23.6d Stg.

VANILLA BEANS.—Sydney quotation by Victor Karp, Tulk & Co.: Tahiti.—White and Yellow label 86/-, Green 84/-, c.i.f.

RICE:—Price adjusted May 1 each year. P.-N.G.: Dry brown and dressed £83 per ton, f.o.b. Other Pacific Islands £90.

PEARL SHELL.—Prices fixed betw Torres Strait producers and Otto Ger Co. (USA) for 1954: Sound grades, £A D, £A390; E, £A300; EE, £A225, f.o.b. Australian port. Manihiki: £A

TROCHUS SHELL.—Rising tende First Grade NG and N. Hebrides qu early Dec. £A345 per ton, ex w Sydney, less rejects.

GREEN SNAIL SHELL.—N.G., 1st g £A245 per ton less rejects, ex-w Sydney, N.H., £235, ditto, B.S.I., N grade £A180-£A200.

LONDON AND U.S. PRICES

Copra:—London, Nov. 20: Straits, Cont. ports, per ton, Dec.-Jan. deli £Stg.72 (£A90 approx.); N. Hebr. afloat, 81,000 metrop. francs (£2 approx.); Philippines, Dec.-Jan. deli \$195 (£A87/10/- approx.).

Cocoa:—London, Nov. 20: Accra/L £Stg.412/10/- December delivery, c January delivery £Stg.410/10/-, M £Stg.407/10/-; New York, Nov. 20: 47.94 cents, May delivery 47.45 cent

Coffee:—London, Nov. 20: spot, rob Br. Cameroons to £Stg.380, Gold C to £Stg.355, Uganda to £Stg.413, K to £Stg.600, Jamaica to £Stg.545, all ton in bond, London; early shipm Kenya "A", £Stg.675, Bukoba n f.a.q. £Stg.375, both f.o.b.; New Y spot, Columbian to 79 cents per lb, Sa "Four" 71½ cents.

Trochus:—London, Oct. 30: Singa early delivery, c.i.f., £Stg.465, S Macassar £Stg.380, Mergui £Stg. Padang £Stg.300.

Greensnail:—Singapore, £Stg.340.

ISLANDS MINING SHA

FIJI

	Aug. 1939	July 1	Dec
Emperor . .	b9/11	b17/9	s17/
Loloma . . .	s25/6	b27/-	b24/

PAPUA-NEW GUINEA

Bulolo . . .	b124/-	s60/-
Mandated All.	b3/8	b1/-
N.G.G. Ltd. .	b1/10	b1/11½
Oil Search .	s3/11	b32/-
Ent. of N.G. .		s5/2
Oriomo Oil .	b5/-	s15/6
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 Lon 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.

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