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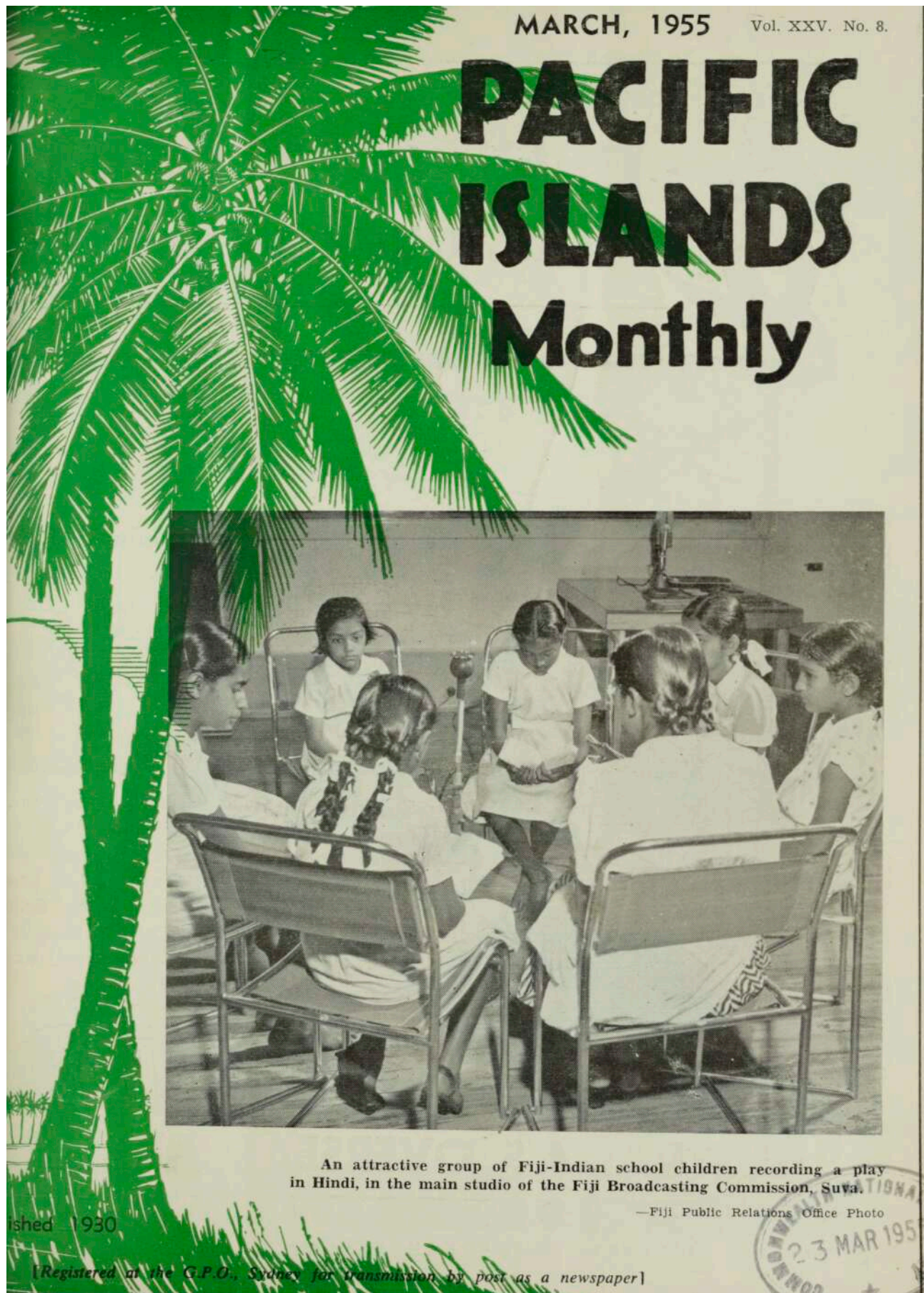
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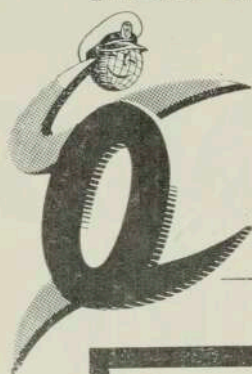
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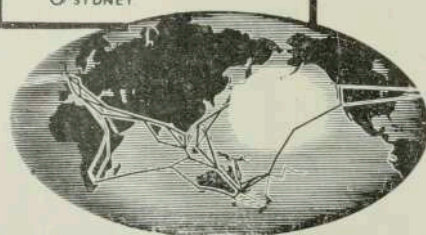
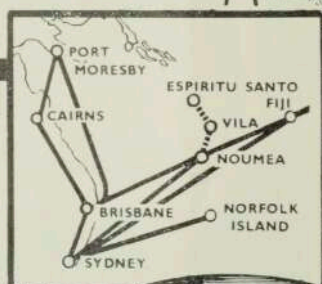
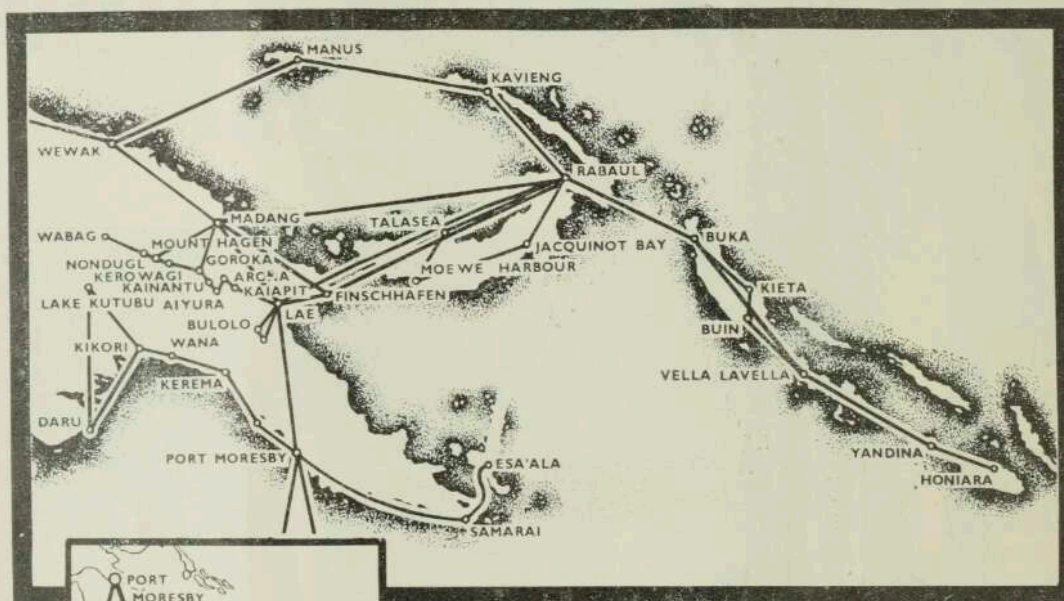


From Local Routes to World Wide Travel



Linking the Pacific

With AUSTRALIA AND THE WORLD



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

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.

QANTAS

AUSTRALIA'S OVERSEAS AIRLINE

Coleman

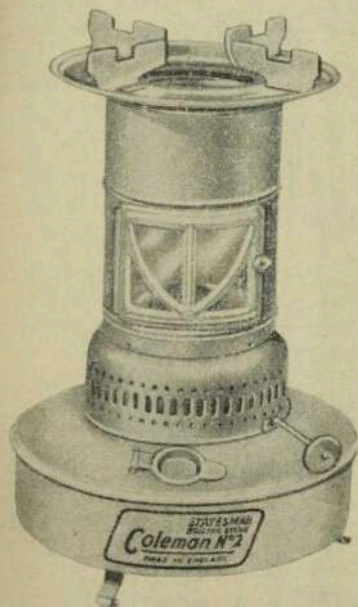
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WILL BURN 10 HOURS ON ONE FILLING

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

Coleman – the best of their kind

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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

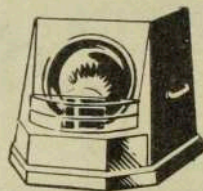
PEARCE & CO. LTD.
SUVA
FOR FIJI ISLANDS

PACIFIC ISLANDS MONTHLY—MARCH, 1955

For all
Kerosene Burning
Equipment



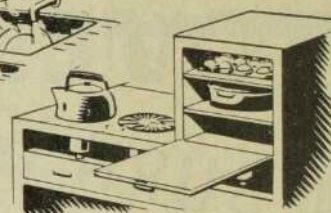
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HEATING



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REFRIGERATION



INCUBATION
and BROODING

NO SMOKE — NO SMELL — NO SOOT
— *Just a clean white flame*

VACUUM OIL COMPANY PTY. LTD.



L 21 2

Shipping Time-Tables

Sydney-Papua-N. Guinea

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

Next sailing about April 20.

MV Malekula sails from Sydney for Marai, Rabaul, Kavieng, Manus, Wewak, Kishafen, Madang, Lae, Samarai and return to Sydney. Next sailing about 1 April.

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. 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: Mar. 29.

Next Sydney sailing, Sinkiang: Mar. 29.

Next Sydney sailing, Shansi: Apr. 23.

The above dates are approximate, and are liable to be altered by as much as two weeks.

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 New Zealand, serve Suva (Fiji), Nukunono and Vavau (Tonga), Niue Is., Pago

Pago (American Samoa), Apia (Western Samoa). Tofua leaves Auckland for any or all above ports at approx. five weeks intervals. Matua calls at Wellington and Lyttelton (NZ), Lautoka (Fiji) and supplements Tofua's schedule in Islands, calling at ports as directed by owners.

Tofua's next voyages scheduled to leave Auckland Mar. 29/Apr. 26.

Matua will leave Auckland Apr. 16/May 14.

N. Zealand-Cook Is.

N.Z. Government's MV Maui Pomare normally clears Auckland about monthly for Rarotonga and other Lower Group

islands as required by fruit trade, with occasional calls at Niue. She carries 30 passengers. In March she was out of service and unlikely to resume running for some months.

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

Australia - New Zealand - Canada - USA

Sailings of Orient Line Passenger Ships, 1954-55.

		ORION 1955	ORSOVA 1955	ORONSAY 1955	ORCADES 1955	ORONSAY 1955
SYDNEY	depart	25 Mar.	3 June	15 July	7 Oct.	18 Nov.
AUCKLAND	arr/dep	29 Mar.	6 June	18 July	10 Oct.	21 Nov.
SUVA	arr/dep	2 Apr.	9 June	21 July	13 Oct.	24 Nov.
HONOLULU	arr/dep	8 Apr.	14 June	26 July	18 Oct.	29 Nov.
VANCOUVER	arrive	14 Apr.	20 June	1 Aug.	24 Oct.	5 Dec.
	depart	15 Apr.	21 June	2 Aug.	25 Oct.	6 Dec.
SAN FRANCISCO	arr	18 Apr.	23 June*	4 Aug.	27 Oct.	8 Dec.
	depart	19 Apr.	—	5 Aug.	28 Oct.	9 Dec.
HONOLULU	arr/dep	24 Apr.	—	9 Aug.	1 Nov.	13 Dec.
SUVA	arr/dep	2 May	—	16 Aug.	8 Nov.	20 Dec.
AUCKLAND	arr/dep	5 May	—	19 Aug.	11 Nov.	23 Dec.
SYDNEY	arrive	9 May	—	22 Aug.	14 Nov.	26 Dec.

* Thence to U.K. via Panama.

The liners Orsova and Orcares 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. Orcares will sail from London on August 22 bound for Sydney via the same route. She will arrive on October 1.

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: BU 1712 BU 6313 (Freight only)

Cable Address: “YUILL”

Norfolk Is.-New Hebrides Ports-BSI ports-Bougainville-Rabaul-Samarai-Sydney.
Sailing from Sydney about April 7.
Details from Burns Philp & Co., 7 Bridge Street, Sydney.

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes Line, coming from Marseilles, via West Indies and Panama, call about every six weeks

at Papeete, Vila (New Hebrides), Noumea and Sydney, and return by same route. Details from Messageries Maritimes. Luxurious new liners Caledonien and Tahitien recently added to this service. Sailing dates:—

From Sydney, Northbound — Tahitien: May 24, 1955. Caledonien: April 11, August 23, 1955.
From Papeete, Southbound — Tahitien:

April 30, 1955. Caledonien: July 1955.

Small motor-ships Polynisien (Messageries Maritimes) and Neo Hebrides (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 all-passenger liner Southern Cross, commence from the UK early in 1955. Calls on maiden voyage will be made at West Indies ports, Panama, Papeete (Tahiti), Suva, Auckland, Sydney, and Italian ports, South African ports, Cape 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 to South Africa about); about 1,200 one-way passengers will be carried. Single, berth and multi-berth cabins are available. Fares Sydney-UK are from Stg.; Suva-UK, via Panama, from Stg.; via the Cape, from £132. Papeete-UK, via Panama, from Stg.; via Cape, £151 Stg.

Tentative sailing dates for maiden voyage:
Papeete, April 22-23, 1955.
Suva, April 28, 1955.
Auckland, May 2-3, 1955.
Sydney, May 6-9, 1955.

N. America-Fiji-Hebrides,

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

MV Thorsisle sails from San Francisco on April 8, due Papeete April 29, Nukualofa April 29, Apia May 3.

PACIFIC ISLANDS TRANSPORT LINE

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

— M.V. "THORSISLE" —

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

and

TAHITI — SAMOA — FIJI — NEW CALEDONIA —
NEW HEBRIDES — NEW GUINEA

GENERAL STEAMSHIP CORPORATION, LTD.

General Agents

432 California Street, San Francisco 4, Calif., U.S.A.

PAPEETE—Etablissements Donald Tahiti.

APIA—Morris Hedstrom Ltd.

SUVA—Morris Hedstrom Ltd.

NOUMEA—Etablissements Ballande.

PORT VILA—Comptoirs Français des

LAE—Burns Philp (New Guinea) Ltd.

Nouvelles Hebrides

SYDNEY—Birt & Co. (Pty.) Ltd.

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 S)
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. Tues. 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

es., Thur.* and Sat.* Sydney-Nadi (Fiji)-Canton Is. - Honolulu - San Francisco—with every Saturday service extending to Vancouver.

SOUTHWARDS

d. and Mon.*—San Francisco-Honolulu-Canton Is.-Nadi (Fiji)-Sydney. Monday service commences from Vancouver on Sunday.

Two services — Tuesday northbound and Wednesday southbound—are "Connoisseur" services: First class only.

TEAL DC6 services between Auckland and Nadi connect at Nadi Tues. and Sat. northwards; Wed. and Sun. southwards.

BY CANADIAN PACIFIC AIRLINES
(CPAL)

(With Super DC-6B Aircraft)*

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

Every Friday return from Vancouver by same route.

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

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways
NORTHWARDS

Tuesdays, Saturdays and alt. Fridays
(Skymasters)*

Depart:	Arrive:
Sydney, 8.00 pm	Brisbane, 10.45 pm
Brisbane, 11.45 pm	Moresby, 6.35 am
	(Wed., alt. Sat., Sun.)
Moresby, 7.55 am	Lae, 9.10 am
Connecting services north of Lae by	

LONDON - SUVA

FIJI DIRECT SERVICE

VIA
PANAMA

For Sailings and Further Particulars Apply To:—

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

SHIPPING

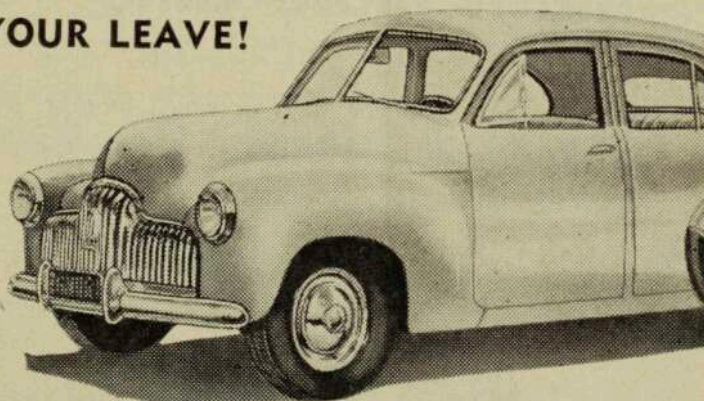
y 7, Lautoka May 14, Noumea May 19,
May 27, San Francisco June 15.

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

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 and we buy back even though the purchase price is not fully paid up. Tell us what you need — we do the rest! It's cheaper than a hire car and you can select the car of your choice — not some high mileage "hack".

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

BROADWAY MOTORS (N.S.W.) Pty. Ltd.

184-200 BROADWAY, SYDNEY, N.S.W., AUSTRALIA.

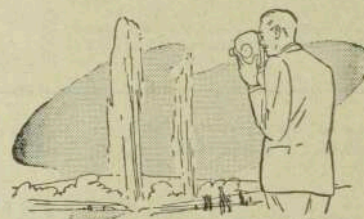
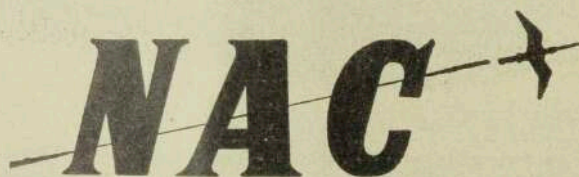
There's so much to do in **NEW ZEALAND**

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

flying gives you so much more time

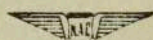
Air travel will save you days in which to play, let
you see so much more of this scenic wonderland.
And it's so much more comfortable.

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

to Bulolo and Wau on Wednesdays.
DC3 operating Moresby-Lae sector.

Fri., Mar 4, 18, Apr. 1, 15, 29, etc.)
Thursdays
(Skymaster)

Depart: Moresby, 8 pm
Bane, 11.45 pm
Arrive: Brisbane, 10.45 pm
Townsville, 3.30 am

(Friday)
Townsville, 4.15 am
Cairns, 5.25 am
Port Moresby, 9.15 am
Moresby, 10.35 am
Lae, 11.55 am

SOUTHWARDS
Wednesdays and alt. Saturdays
(Skymaster)*

Depart: Moresby, 5.45 am
Bane, 8.30 am
Bane, 4.30 pm
Connecting services from Wau by Drover.
Lae 9.35 am Saturday.

DC3 operating Lae-Moresby sector.

Th. Saturdays, Apr. 2, 16, 30, etc.)

Depart: Moresby, 8.25 am
Bane, 10.30 am
Bane, 3.20 pm
Bane, 5.15 pm
Bane, 10.00 pm
Arrive: Moresby, 9.45 am
Cairns, 1.20 pm
Townsville, 4.30 pm
Brisbane, 9.00 pm
Sydney, 12.45 pm

(Saturday)
DC3 operating Lae-Moresby sector.

3. N. Guinea Internal Services

Operated by Qantas

HOLLANDIA (Dutch New Guinea)
(DC3)

Alternate Wednesdays (April 6, 20, etc.)
Departs Lae 10.30 am, calls at Madang and Wewak, and arrives at Hollandia 9 pm. Every alt. Thursday (Apr. 21, etc.), depart Hollandia at 10 am, and, with calls at Wewak and Madang, arrives Lae at 2.40 pm.

LAEMANUS (DC3)
Every Wednesday.
Lae, 10.45 am; Finschhafen, Rabaul, Kavieng, arr. Manus 5.45 pm.
Thurs. Saturdays (dep. 8 am), via Kavieng, Rabaul and Finschhafen; arr. Lae, 2.55 pm.

MORESBY-DARU (Catalina)
Fule Is., Kerema, Kikori, L. Kutubu.—Every alternate Friday returning same day (Apr. 1, 15, 29, etc.).

PORT MORESBY-RABAU (Catalina)
Tue. (Apr. 5, 19, etc.) Port Moresby—Marai-Esa'ala-Losua-Moewe Harb—dasea-Jacquinet Bay-Rabaul. Returning via same ports (except Losua and Esa'ala optional) alt. Thu. (Apr. 7, etc.).

NEW BRITAIN-BOUGAINVILLE (Catalina)
Wed.—Rabaul - -Buka - Kieta - Buin
Apr. 6, 20, etc.
Wed. (same day) Buin-Kieta-Buka-Rabaul.

LAEMADANG-WEWAK-MANUS-KAVIENG-RABAU SERVICE (DC3)

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

LAEBULOLO-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 12.55 pm, Finschhafen 1.45 pm, arrive Rabaul 3.55 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 Super-Cons. between Sydney and Amsterdam with a call at Biak, DNG, and Manila, Philippines.

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

5. N. Guinea-Solomons

By Qantas with DC3

Monday (April 4, 11, 25, etc.), Lae (dep. 6 am) — Finschhafen — Rabaul — Buka — Vellalavella — Yandina — Honiara, BSI (arriving 5.25 pm).

Tuesday (April 5, 12, 26, 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 February 7 for Darwin - Brisbane - Noumea and return. Depart Noumea, February 10.

Australian agents: Messageries Maritimes.

7. Sydney-Lord Howe Is.

By Ansett Airways Pty., Ltd., "Flying-Boat Division"

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

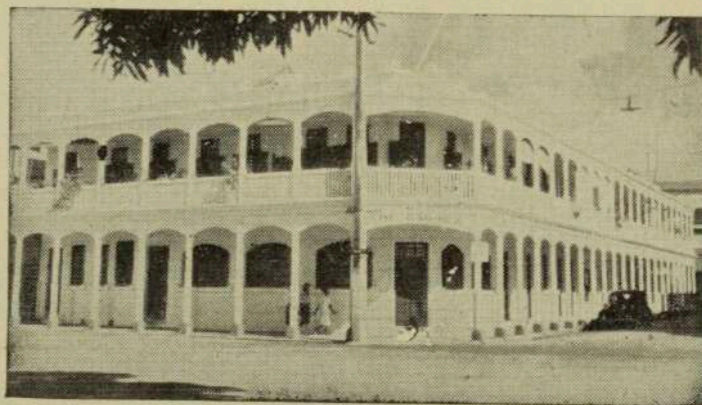
8. Sydney-Norfolk Is.

By Qantas, with Skymasters

Alternate Thursdays (April 7, 21, etc.), returning same day.

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.



EVERY thriving business has chosen a different route to success. Our route can be described in one word—Service.

Service to our clients in preparing for them policies to suit their needs, and then obtaining for them the widest cover at the best rates.

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LAE A. Scott. RABAU A. Hopper.
WAU F. Leydin. BULOLO A. Carter.
HONIARA, B.S.I.P. E. V. Lawson.

Insurances effected at Lloyds of London

9. Sydney-New Hebrides

By Qantas with Sandringham Flying Boats—Weekly

Depart:	Arrive:
Syd., Wed. 10.30 pm	Brisbane, 11.50
Bris., Thu. 1.20 am	Noumea, 8.00
Noumea, 9.30 am	Vila, 12.05
Vila, 1.20 pm	Santo, 2.35
	(Night stop)
Santo, Fri. 6.00 am	Vila, 7.15
Vila, 7.45 am	Noumea, 10.25
Noumea, 12.15 pm†	Sydney, 7.55

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

† Alternate Fridays (Apr. 1, 15, 29, etc.) alternate Saturdays (Apr. 9, 23, etc.) departs Noumea 2 pm, arriving Sydney 9.40 pm.

10. Sydney-Noumea-Suva

By Qantas with Sandringham 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. Apr. 8, 22, etc. † Alt. Apr. 9, 23, etc.

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

11. Auckland-Norfolk I

By NZ National Airways, with DC

To May 29 there is a single service with double flights on alternate Sundays as shown below.

March 27: Double service.

April 3: Single service.

April 10: Double service.

April 17: Single service.

(Reported early March that NZ taking over this service at once.)

12. Auckland-Sydney

Tasman Empire Airways, with DC6 aircraft.

Mon., Thur., Fri.: Dep. Auckland 9.15	arr. Sydney 1.00 pm.
Tue., Wed., Sun.: Dep. Auckland 11.15	arr. Sydney 3.00 pm.
Tue., Med., Sat.: Dep. Sydney 10.00	arr. Auckland 5.15 pm.
Mon., Thur., Fri.: Dep. Sydney 3.00	arr. Auckland 10.15 pm.

13. Christchurch-Sydney

Tasman Empire Airways, with DC6 aircraft.

Mon., Fri.: Dep. Christchurch 5.00	arr. Sydney 8.40 pm.
Mon., Thurs.: Dep. Sydney 8.00 am.	Christchurch 3.10 pm.

14. Christchurch-Melbourne

Tasman Empire Airways, with DC6 aircraft.

Thurs.: Dep. Christchurch 5.00 pm.	Melbourne 9.30 pm.
Fri.: Dep. Melbourne 7.00 am.	Christchurch 3.00 pm.

15. New Zealand-Fiji

Tasman Empire Airways, with DC6 aircraft.

Tue., Sat.: Dep. Auckland 1.15 am.	Nandi 6.30 pm.
Wed., Sun.: Dep. Nandi 11.00 am.	Auckland 4.25 pm.

16. Fiji-Tahiti

Tasman Empire Airways, with Solent aircraft.

Monday, March 28: Dep. Suva 9.00 am. Arr. Apia (Sun.) 1.55 pm. Dep. Apia (Mon.) 2.00 am. Arr. Aitutaki 7.30 am. Dep. Aitutaki 9.30 am. Arr. Papeete 2.00 pm.

Return flights depart Papeete 7.30 am on Thursday, March 31.

17. Fiji-Tonga

Tasman Empire Airways, with Solent aircraft.

Monday, April 12: Dep. Suva 6.30 am. Arr. Nukualofa 9.50 am. Dep. Nukualofa 9.50 am. Arr. Suva 4.55 pm.

18. Micronesia

Civilian services, based on Guam, using 2-engine amphibious Grumman Albatrosses, regularly to Koror (Palau), Yap (West Caroline), Truk (Central Caroline), Saipan (Marianas), Majuro (Marshall), and Saipan (Marianas). Details from Pan-Ocean Airlines, Guam, via Honolulu.

19. Fiji Internal Airways

Fiji Airways, with 3-engined Drovers

Nadi: 1 flight on Monday, Thursday and Friday.

2 flights on Tuesday, Wednesday and Sunday.

3 flights on Saturday.

Nadi-Suva: 1 flight on Monday, Thursday and Friday.

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.

20. French Oceania Inter-Island Service

Régie Aérienne Interinsulaire (Catalina)

Twice weekly service to the Leeward Group.

Wednesday: Papeete-Raiatea-Bora Bora-Raiatea-Papeete.

Friday: Papeete-Huahine-Raiatea-Papeete. Booking agents in Papeete: Messageries Maritimes, Ltd.

† Electric yellow bulb lamps are now coming into use. They do not repel insects, but, lacking blue and green, they do not attract the pests, like ordinary lights.

AMP's Nete O'Connor and Willie Finiki have returned to the Gilberts after completing a course at the Central Medical School, Suva.



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EST. 185

Editorial . . .

HERE ARE RECENT EVENTS: ASSESS THEM FOR YOURSELF!

HE signs point to an increasing danger, from the Asiatic Communist bloc, to our South Pacific security; but the average South Pacific resident can be pardoned if he merely curses the warning.

All over the world, there is Red fever and Western counter-move; endless battalions of radio and newspaper commentators shrieking out the dreadful character of the things that are happening—and each giving a different explanation of what each event means; and no authoritative attempt anywhere to claim the general significance of all, although each development seems to be some part of a world pattern.

The picture is very ugly—although more threatening than it was months ago—but we shall not add to the natural confusion of our readers by any lengthy commentary. Instead, we present hereunder the outstanding events of the last eight or ten weeks and leave our readers to make their own deductions. We merely add that these all are parts of the Cold War; and that, in relation to the whole, they all affect the future here in the South Pacific.

Announcement that the Moscow Regime had sacked Malenkov and replaced Bulganin Premier, with Khrushchev leading the band, aroused much mourning among ten thousand stern commentators, with each commentator giving a different interpretation! The only point on which they all agree is that the Moscow upset shows that something is very wrong in the Soviet State—most certainly a clash of jealous leaders, and unsatisfactory economic conditions.

Khrushchev, who now has the power of an uncrowned dictator, is unpredictable and therefore dangerous—he could precipitate outright war at any time.

France again is suffering acute political disunity. The Reds now are bent on sabotaging the Paris Agreements (passed by the Chamber of Deputies before Mendes France went to the Senate). But, from the military and defence viewpoint, the United States and Britain now regard France as a write-off.

The Anglo-American Powers increasingly depend upon West Germany in their defence plans. But Adenauer, eager to get West Germany in line with the West, is meeting increasing difficulties because the Reds—fearing above all the re-arming of Germany—are

intriguing desperately against Adenauer throughout the West.

- A growing note of confidence in Anglo-American Cold-War announcements in recent months is due to the introduction into their defence organisation of a new and highly secret apparatus, which can "kill" directed missiles in flight. Also, it now is believed that America (with Britain catching up) has great superiority over Iron-Curtain countries in weapons based on nuclear fission.

- Red propaganda makes extraordinary mountains out of the Formosa molehill. The situation there is quite simply explained. Formosa is a vital link in the islands chain (Japan, Formosa, Philippines, Western New Guinea, Australia) which parallels E. Asia coast, and which American strategists have selected as first line of defence for North America and the South Pacific against the enormous, growing power of the Muscovite-Mongolian Reds in Asia. Communist occupation of Formosa would break that plan of defence; so US will hold it, at all costs.

- The truce in Korea, the rearrangement of Indo-China's political boundaries under the Geneva Agreement, the independence of Siam, the British military domination in Malaya—all are being undermined and challenged by hordes of Red emissaries, and menaced by the outwards thrust of Red armies directed and supplied from Red China. This will continue until stopped by military force.

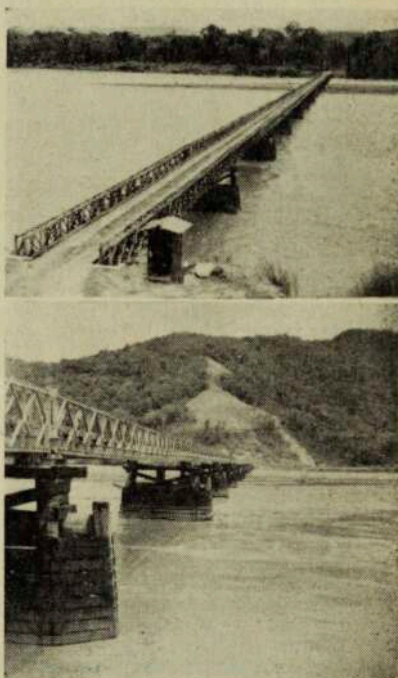
- Increasing politico-economic confusion in Indonesia (especially Java) is permitting more Communist penetration of the Indonesian governmental organisation. Among Indonesia's 78 millions, there are 3 million Chinese, in close and constant contact with Red China. Soekarno's Government actually is kept in office by the Indonesian Communist Party, which now has 160,000 acknowledged members. There recently have been risings against the Indonesians in the Moluccas and Sumatra.

- Australia now recognises the urgency of maintaining Dutch rule in Western New Guinea, as a barrier between Australia and Indonesia-South East Asia (which is increasingly in danger of collapsing under the Red Flood). Prime Minister Menzies has been at The Hague in consultation with the Netherlands Government. No official pronouncement—but it can be taken

as certain that Australia and Holland will take joint action—together, or in co-operation with SEATO and United States—in establishing in Dutch and Australian New Guinea the strongest possible barrier to protect Australia and the South Pacific Islands against Red Asia.

TO SUMMARISE: The danger probably is greater, because of the irresponsible, ruthless character of the new men in charge of Russia. But our security also is greater, because of increasing Anglo-American co-operation, and because of our command over new and secret weapons, which could counter most of the advantages the Reds may have in their atom bombs. But nothing alters the fact that if both sides begin using atom bombs, humanity is doomed.

New Link on New Guinea's Biggest Road



Photographs (by Mr. W. B. Woodman) show the new bridge (top) over the Markham River, in New Guinea, as seen from the south bank; and a view from the north bank showing the solid construction of the piers and how they have been shielded from the turbulent currents.

The new bridge cuts out the old vehicular ferry across the mouth of the Markham (between Lae docks and Labu Point). Traffic from Lae for the Wau and Morobe goldfields area now goes directly up the Markham Valley via the Nadzab Road, and then crosses by the new bridge onto the road leading towards Mumeng and Bulolo.

LENGTHY PREPARATIONS

FOR:

New Air-Lines for Polynesian Pacific

IT has been demonstrated lately that the establishment of a new air service in the Pacific area is a complicated, costly, and tedious operation.

Samoa Airlines Ltd., like South Pacific Airlines, expected to be in operation many months ago; but the searching official investigation of equipment, finances, and technical facilities apparently has caused delay in owners' plans.

Samoa Airlines, formed to operate from Pago Pago a regular inter-Samoa service, and an irregular service to other points, reports that Mr. Lawrence M. Coleman (president) was in Washington, DC, in February, working out with the US licensing authorities the final details of the schedules of flights.

Palmyra Island is now mentioned as being a regular port of call for this airline. It was stated that Mr. Coleman was discussing finances in New York with Mr. George W. Murphy, his vice-president.

From Honolulu, it was reported that Mr. S. Van Burkleo, president of South Pacific Airlines, had left for Christmas Island—the proposed re-fuelling point on the route to Tahiti—with an engineer, to survey the work required on ground facilities there before the service can commence. There were then firm hopes of starting the long-planned Honolulu-Papeete service in April.

Possible alterations in airline schedules in other Pacific areas are reported elsewhere in this issue.

Sharp Fall in Vanilla Price

THERE was a sharp fall in vanilla quotations in Sydney in February. The price for Tahiti vanilla, early that month, was 77/- per lb for the two best gradings. Early March, these were quoted at 64/-.

Tahiti exporters were then paying 200 francs per kilo to producers for the raw, unprocessed beans. This is equivalent to about 13/- per lb. Australian.

A Sydney importer said that the drop apparently was occasioned by the Papeete exporters having rather large stocks of 1954 season beans on hand. They would wish to clear these before the new season crop appears, in the middle of the year. The importer also pointed out, in relation to the price paid to producers, it must be remembered that there is a heavy loss in weight in the curing process—at least 50 per cent.

TUGI GATHERS HEADLINES IN AUSTRALIAN CITIES

PRINCE TUGI, of Tonga, Premier of the Kingdom and heir to the Throne, received a bigger "press" than the American crooners in February, when he passed through Australia's cities on the liner *Stratheden*, on his way to Europe.

He did not seek publicity—on the contrary, the Melbourne newspapers complained that "Tongan Prince strolled in city streets unnoticed," and that he was "comfortably reading in his cabin" when eventually tracked down by reporters and photographers.

He achieved the biggest headlines in Sydney, Melbourne, Adelaide and Perth; and appeared to have been courteous and informative when answering questions. But one got the impression that Tugi could not have cared less.

Prince Tugi's chief business in

Europe is to complete arrangements for the construction in Holland of a 500-tons vessel, to maintain communications and carry copra in the Archipelago.

In London, Tugi will ask the British Ministry of Food to arrange the copra contract, so as to enable Tonga to sell a little to America and thus earn some Dollars.

Tugi told reporters that he favours the encouragement of private enterprise to construct a modern hotel in Nukualofa so as to promote visits by tourists (who bring in useful funds.)

As son of Queen Salote, idol of London's Coronation Crowds, he probably will be lionised in England. He will try to hide—but you can easily conceal a man who is 6 ft. in. tall, and broad in proportion.

Tonga's Leader Entertained in Apia



While Prince Tugi, of Tonga, was passing through Apia, Western Samoa, on his way to NZ and Europe, he was entertained at a *Taumafataga* (special feast) given by Mrs. Leafa Tuilagi Tuihaateiho, wife of Tonga's Minister of Works. The feast took place at the home of

High Chief Seumanutafa Moepa of Apia, after Prince Tugi had been honoured by the usual ceremonial offering of a "Sua Taumafa."

The photograph shows Prince Tugi, Leafa Tuilagi, Seumanutafa and Faletua, Tulafale "Tui Letua Taulalai" of Apia and friends.

A rosewood shield, fashioned by skilled Indian craftsmen, has been presented to the Administration of Papua-New Guinea by the Indian High Commissioner to Australia, General K. M. Cariappa. Its purpose is to foster art among the native children of the Territory. It will be presented to the best child artist in an annual Territory-wide competition.

A US coast guard plane flew between Kwajalein and Johnston Islands, on January 22, sighted several life rafts bobbing in the Pacific. They contained the survivors of a missing US Navy flying boat. The coast guard plane was one of 40 which took part in the search. The vessels also helped cover an area of 102,000 square miles. The survivors had been on the rafts for three days.

Despite Rejection of His Waria Claim

Heinrich Rudolph Wahlen (75)

May Keep on Fighting

ALTHOUGH the last of the three claims, made for or on behalf of the old Waria Syndicate (of the German regime in New Guinea) for exclusive prospecting rights over 5,000 square miles in the Morobe area of New Guinea mainland, was rejected by Commissioner of Titles, C. P. McCubbery, in Port Moresby on February 14, it is possible that the claim will be pursued in a higher court.

The moving spirit in this action is Heinrich Rudolph Wahlen, who is a prominent merchant and banker in NG in the German era, before World War I. He insists that, despite the political and international changes brought about by World Wars, the mining rights acquired from the German Government prior to August, 1914, are still effective.

Mr. Wahlen is connected by marriage and in business with a leading family in Sweden, which in turn has strong United States connections. The first Waria claim was made two years ago by four American citizens; the second by a British national; and the third by Mr. Wahlen himself. All now have been rejected.

Mr. Wahlen's claims were made under the New Guinea Land Titles Restoration Ordinance which was enacted to permit re-establishment of title records destroyed during the Japanese occupation of New Guinea.

The Commissioner rejected the claim on the grounds that any right to way of concessions granted by the German Government during the German Administration of New Guinea ceased to exist in January, 1933, when all gold and other minerals became government property by virtue of the Mining Ordinance of New Guinea, 1922.

Mr. McCubbery stated that this was a rightful exercise of sovereign power. Mr. Wahlen, a venerable and able figure—he is about 75 years old—wrote recently from Hamburg, the editor of the PIM, and said that, in pursuance of his Waria claim, he was contemplating an early visit to Australia.

Australian daily newspapers lately have displayed prominently a

highly-coloured account of how Mr. Wahlen, in the early years of this Century, maintained his famous plantation homestead at Maron, in the Hermit atoll, in the North-western Islands.

Huge Area Provisionally Goes to Syndicate

IN the Papua and New Guinea Gazette of March 3, the Commissioner of Land Titles, in a "Notice Listing Provisional Orders," announced that "Waria Syndicate or—(a) Heinrich Rudolph Wahlen; (b) Julius Wahlen; (c) The partnership or firm known as M. M. Warburg & Co.; or (d) the partnership or firm known as F. Rosenstern & Co., as partners or members of the partnership or firm known as the Waria Syndicate" were "provisionally declared to be entitled on the appointed date (February 14, 1955) to interests provisionally re-established"; and the land so "provisionally" allotted is "South-eastern section District of Morobe, from the water-shed of the Francisco River to the border of the Territory of Papua, and from the water-shed of the Tauri River to the said border."

The Tauri River runs to the Papuan Gulf immediately to the west of the Lakekamu River.

A glance at the map shows that this is a substantial area of country—over 3,000 square miles, westward of the coast, between Salamaua and the Papuan border and southward of the Bulolo district. The Waria River runs through the southern section of it. Although it is supposed to be reasonably good country, and it has a good port (Morobe) it has never been developed and settled by Europeans.

Hurricane in N. Hebrides

A HURRICANE which had formed in the Rotuma area some days earlier crossed the Loyalties and New Caledonia on March 4-5. It was reported in Sydney as "severe," and word was received there of at least two small vessels being lost, though without loss of life. One vessel was the luxury 100-ton passenger launch *Philante II*, of Noumea, ashore on Lifu, Loyalties; and the other the small vessel, *Orion*, on a reef somewhere in the New Hebrides.

PHENOMENAL WEATHER

The last week of February and first week of March have been remarkable for cyclones all over the Southwest Pacific, from the Fiji group westwards to the Queensland coast.

Queensland has been badly damaged, and accounts of Islands damage are beginning to trickle in.

P-NG LEGISLATIVE COUNCIL IN IMPORTANT SITTINGS

THE Legislative Council of Papua and New Guinea will meet on March 27.

This will be a long and important meeting. Several Ordinances of considerable importance to the future of the Dual Territory will be considered—some designed to tidy up the existing laws, and some introducing new measures.

It is probable that the sittings of the Council, on this occasion, will extend over a fortnight.

NEW PACIFIC TRADING CO.

A SMALL group of Sydney business men has formed and registered Mackay Pacific Limited, of 215 Clarence Street, Sydney, with a view to engaging in the South Pacific Islands trade. It already has a depot in 8th Avenue, Lae, New Guinea, and it proposes to extend its operation. Mr. Stanley H. Bussell is chairman of directors.

This registration is the result of a tie-up with the trading organisation formed by Mr. Colin Mansell, named Mackay Kerry Pty. Ltd.; but it was announced late in February that Mr. Mansell will not be connected with Mackay Pacific Limited.

travellers per SOOCHOW in February, to right:

Mrs. Arthur Reynolds, with Jane and son, returned to Madang, where Mr. Reynolds is attached to Commonwealth Works Department.

Mrs. G. Hunt, formerly of Fiji and (left), made the round trip from Sydney to New Guinea.

Mrs. J. Soczynski, and Rostyk (centre), welcomed by her sister Mrs. Gillan (right) daughter Janice, when she returned to Madang after vacation.



Why Do NZ and Australia Discriminate Against Islands Races?

A FEW weeks ago a well known merchant of Tahiti sought the usual "permit" to enable him to travel to Western Samoa (which is under New Zealand rule). His father was Swedish; his mother was half-American and half-Polynesian. So the appropriate official in Tahiti (representing British interests) made him "go through the hoop" as a person of mixed blood who may not easily enter the sacred precincts of New Zealand. Another Tahiti resident, desiring to travel about the same time, and also possessing a strain of excellent Polynesian blood, was similarly "screened."

Both gentlemen got their permits—but only after a humiliating experience which—quite understandably—has set them to savagely cursing the name of New Zealand.

Some little time ago, a well known and highly esteemed resident of Fiji arrived in Auckland, with a relation. He is part-European, part-Fijian. The Fijian part comes from a major princely line. The New Zealand snub-nosed clerk in the Customs-Immigration reception office looked at his papers, and at him. "Wot are you doing in this line?" he demanded. "Get over there among the natives." The young gentleman apparently held natives in contempt.

Linotype operators are highly-skilled technicians. Some time ago, a Queensland newspaper engaged an operator who had been trained in Fiji, and was rated first-class. But he was half-Fijian; and when the discerning gentlemen of Australia's Immigration Department examined his papers, they refused to allow him to settle in Australia—he was rated "undesirable."

We could cite countless other examples of this kind of race discrimination—incidents which have engendered in the hearts of a generally good class of citizen a bitter hatred of New Zealand and Australia and their stupid, inelastic laws governing immigration.

THESE examples deal with persons of mixed blood. In almost every case, the person concerned has been raised, trained and educated as a European, and knows only European status and conditions. There are thousands of such people in the Islands; and, in the Islands, they are accepted by Europeans on their merits as citizens, without question. These people, and their European friends as well, are startled and shocked when it is suggested by officialdom that their

Islands' blood may make them undesirable as citizens of Australia or New Zealand.

Full-blooded Islanders, of course, know what to expect. They can enter these countries only under strict surveillance, and they may not remain indefinitely unless they receive a special permit, after careful screening. The average Islander just takes it. But the educated Islander, accustomed to European standards of life, knowing no reason why his race should be considered inferior, does not accept the insulting system kindly. And who can blame him.

IN Fiji, and in the countries of Polynesia, as a result of our administration systems, deliberately planned, a large and growing proportion of the indigenous people are literate; a proportion of them are acquiring property; and, naturally, an increasing number of them desire to travel. Their friendliness to us, the Europeans who have introduced them to Western ways, is marked.

But how much longer will that happy relationship continue if we leave those absurd immigration laws where they are? There should have been a revision right after World War II, which had a profoundly disturbing socio-political effect on the Islanders generally. But all the bureaucrats—who, since the decay of the Parliamentary system lowered the standard of politically-elected persons, have operated most governmental machinery—have run away from the problem.

AUSTRALIA is the major sinner. At the first suggestion of a revision of the immigration laws, there is a wild squawk from the shoddy press: "The White Australia is threatened!"—and politicians and bureaucrats skip for cover.

The "White Australia Policy" is not colour or racial discrimination in the usual sense—it is simply a measure of self-preservation. A realist can quarrel with it.

Asia is frightfully overcrowded with a type of people whose life standards are not comparable to ours. If the doors of these undesirable lands in Australia, New Zealand and the Pacific Islands were opened, the communities of Europeans (and Islanders) soon would be overwhelmed and terminated. The "Policy" must be maintained indefinitely.

But the barrier raised against Islanders (especially Fijians, Polynesians), and persons of mixed blood, by Australia and New Zealand is in an entirely different category. If every Islander in the group (including the 1½ million New Guinea, who are most unlikely to leave home any time this century of 2,000 AD) were allowed to go to Australia and New Zealand at will, neither racial nor economic balance would be in the least threatened.

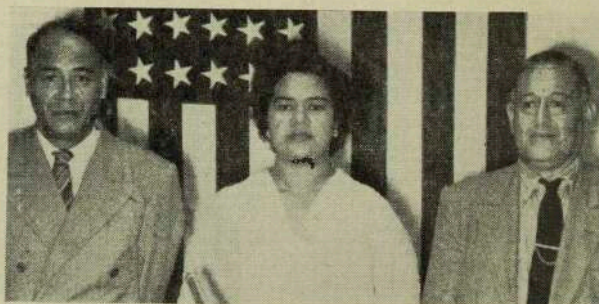
A few years ago, the PIM reported an incident that showed how absurd and illogical are these immigration laws. Having been instructed that Samoans, Tongans, Fijians, and similar Islands races were barred from the conscientious officials of Australia put the same barrier against the New Zealand Maoris. The Maoris (like the Samoans and Tongans) are Polynesians; and a large proportion of them are educated and live as Europeans.

But (unlike Samoans and Tongans) the Maoris have an important voice in New Zealand politics. When they found themselves held up as "natives" in Australia's ports of entry, they howled; their howls were treated with respect by NZ bureaucrats; and at no time at all immigration which Australia applies against Islanders were removed so far as NZ Maoris are concerned.

That happened several years ago. There has been no increase in the number of Maoris settled in Australia.

(Continued on page 149)

New Eastern Samoa Political Leader



Left to right—Chief Tuitela Leone, newly elected President of the Senate; Hon. A. Mulitauaopele, a woman in the Legislature of American Samoa, who defeated four male candidates and presented her husband with a child (and first 10 days later); the new Speaker of the House, S. Petero of T. Manua.—Photo: Prints.

Disruption of Services As

ALL MARK IV SOLENTS GROUNDED

SUVA, Feb. 28. THERE was a pile-up of air passengers in Western Samoa and Tahiti late in February, when all Mark IV Solent flying-boats were grounded without warning all over the world. This disrupted TEAL's Fiji-Tahiti service.

It was suddenly discovered that the Mark IV Solents contain similar metal to that in the Comets—all of which were grounded last year after three had crashed, apparently the result of metal fatigue.

Only Mark IV Solents are affected. Mark III's are in the clear. Only TEAL and Aquila air services, in the world, have Mark IV's—and it is the measure of Aquila's bad luck that it recently bought three Mark IV's from TEAL.

TEAL has one Mark III in reserve in NZ. While this is being readied for service, TEAL borrowed a Qantas Sandringham which arrived in Suva on Feb. 27; and it is gone on to-day to Samoa to bring back stranded TEAL passengers from there.

Later this week, this Sandringham will go to Tahiti to bring Coral passengers from there to Fiji, en transshipment to NZ.

SEARCH FOR PREDATOR

THE South Pacific Commission reports that Mr. T. V. Venkatraman is pursuing, in India and South-east Asia, his task to locate a satisfactory predator as a counter to the South Pacific rhinoceros beetle problem.

Snakes, lizards and various mammals have been found which live on the rhinoceros beetle, but none is suitable for introduction to the islands.

The most hopeful possibility at present appears to be two varieties of beetle; but they will have to be closely studied before there can be any thought of putting them to work in the Pacific.

Dr. Gerald Patterson has joined the Medical Service as a dental officer. Mr. Patterson was born in New Zealand, and educated in New Zealand, recently graduated from Sydney University with the degree of Bachelor of Dental Science. He married a Sydney girl immediately on his return to Fiji.

Monsoonal Bad Temper in Lae

RSL Gets a Scolding After Jap Wreath Incident

THE hot weather, too many Japanese around, official oversensitiveness to criticism, and an incident where a simple curator allowed his zeal to override his diplomacy—all these contributed to a deplorable public exhibition of bad temper in Papua-New Guinea during February.

P-NG's average citizens, with still vivid memories of atrocities committed during the 1942-43 Jap occupation, did not like the spectacle of the official Japanese party going through in January-February, tidying up their war-dead cemeteries and retrieving their soldiers' remains for re-burial in Japan.

But all was quiet until they reached Lae. Then there was an unfortunate "incident."

The Japs on February 15 asked District Commissioner Niall's permission to place a wreath on the memorial in the Australian War Cemetery at Lae. Mr. Niall agreed, and accompanied the Japanese party to the memorial.

Then the cemetery Curator, Mr. E. Bryson, arrived and asked who had given permission for this to be done.

The DC said he gave permission. Mr. Bryson said (Mr. Niall not concurring) he was sure the head of the Australian War Graves Commission (Brigadier Brown) would not consent. He ordered the Japanese party to leave the cemetery.

When the officials had departed, somewhat embarrassed, Mr. Bryson

removed the wreath from the Cross of Remembrance and took it into his house, nearby.

This caused a "newspaper sensation," well displayed in Australia.

In Melbourne, Brigadier Brown denied any responsibility—this was a matter for the government, he said, not for the War Graves Commission.

Next day, the 16th, the Lae sub-branch of the RSL met and adopted a resolution condemning the Japanese for their act in taking a wreath to the cemetery, and supporting Curator Bryson.

ON Saturday, February 26, the Administrator (Brigadier D. M. Cleland) at Lae, formally opened the 5th Congress of the Territory RSL. He was sharply critical of certain RSL activities (see elsewhere) and then he referred directly to the wreath incident in these terms:

"I now refer to . . . the published attitude, if not of the League, at least of one Sub-Branch, to the Japanese Mission and the laying of a wreath.

"Those utterances which were made here in this town just over a fortnight ago were irresponsible, ill-conceived and in extremely bad taste. Furthermore, the removal of the wreath after the ceremony was an act for which there was and is no excuse.

"It is conceivable that the person who removed the wreath did not act entirely of his own volition but was encouraged by the vociferous

New Sport Comes to Samoa



Once a week, 20 or more enthusiasts gather at the home of Barry Puklowski to practice the art of fencing. The Samoan, with natural grace and a keen eye, is a born sportsman; and Mr. Puklowski, an

experienced fencer, has high hopes for some of his pupils. In the picture, from left to right, are Mr. Puklowski, Eti Tiat, Mrs. Puklowski, Rae Lou Glon and Michael Fish.

utterances of a small minority who knew not what they were doing.

"If there are people in this community who are so small-minded, so full of hate, and lacking in general decorum and decency, to think up those statements and do what they did, then the Territory has no place for them.

"It is to the credit of many right-thinking citizens that those sentiments and that act were immediately repudiated in no uncertain terms.

"The visit of the Japanese Mission was arranged on the highest level and therefore it has the highest significance. It was a reasonable and honourable gesture for the Mission to pay a tribute on behalf of its Government, and it was a right and proper thing for my officers to accompany them as they did.

"I desire it to be very clearly and definitely known that the Administration deeply deplores those irresponsible utterances and actions."

The RSL did not accept the Administrator's strictures kindly, insofar as they referred to the League's officials.

In a formal press release made after the Administrator's address, the League said that it had nothing whatever to do with the removal of the wreath—it knew nothing of the incident, officially or non-officially, until four hours after it had occurred.

EDITORIAL COMMENT

SEEN from a distant point like Sydney, there appear to have been faults all round.

If the Western Powers had not been anxious to line Japan up with the West against the Red bloc, Australia probably never would have allowed this Japanese War Graves Mission to enter New Guinea and, by its presence, give offence to the civil population which the Japanese invaders tortured in 1942-43.

If the Japanese had had any sense of the fitness of things, they would have stayed away from the cemetery, where lie thousands of

young Australians—slain because the greedy and ruthless Japanese attacked us in 1942, without rhyme or reason. They did not make war like honourable men, or observe the rules of war.

The Curator in Lae, and the RSL men who supported him, were quite wrong, officially; but who can blame them. If the Administrator, in administering his scolding, had recognised that the average P-NG citizen is not a diplomat, but a man moved by plain and simple considerations, he would have used language a little less harsh.

The RSL has been, for years, a merciless critic of Administration tardiness and bureaucratic aloofness, especially in relation to land and settlement affairs. Was His Honour not taking the chance to get some of his own back, in reply to RSL pin-pricking, rather than dealing only with the unfortunate "wreath incident"?

Four Jap Soldiers Come Out of NG Jungle

THOSE who ridiculed the idea that Jap servicemen from World War II were still hiding in the interior of New Guinea were confounded in February, when four Jap airmen were found in Dutch New Guinea, arrested near Hollandia, and were put aboard the Jap War Graves ship in Wewak for return to Japan.

They said a party of about 40 arrived in Rabaul in 1943, and were sent to Wewak, to go thence to Hollandia. American attacks dislocated their transport, and 28 were drowned when they were trying to cross rivers on logs. Twelve reached Vanimo (near the border); then they took to jungle trails; eight died of disease; the remaining four had lived among the Dutch NG natives for ten years, making occasional sneak visits to Hollandia to see if the Jap navy had yet arrived there.

The survivors said there were other parties of Japs living with the natives, deeper in the jungle.

IMPORTANT STEP IN NATIVE EDUCATION

Official Move to U 'Pidgin'

AT long last, the Administration of Papua and New Guinea taking an official stand in relation to the use of Pidgin English. (See article on page xx of this issue).

The Advisory Committee on Languages, appointed by the Education Advisory Board, met in Port Moresby on February 14 and reached some important conclusions.

It was asked to make recommendations on what should be language of instruction in schools, and on the formation of a basic spelling system for language employed in the Territory. Of allied subjects presented for consideration included methods of teaching in the vernacular; methods of teaching English; the most suitable media of instruction in Dual Territory; the preparation of vernacular primers and similar material.

A considerable quantity of material bearing on these subjects had been prepared by the Department of Education and was brought before the Advisory Committee which comprised:

Chairman, Director of Education, Mr. W. C. Groves; Mrs. M. R. Unevangelised Fields Mission, Lae; Mrs. H. S. Draper, Australian Baptist Foreign Mission, Lae; Mrs. E. F. Wilson, Methodist Mission, Mendi; Rev. L. Luzbetzky, Catholic Mission, Banz; Rev. Heist, Lutheran Mission, Lae.

The recommendations of the Committee include the following:

Pidgin English should be taught in all areas in the Dual Territory where English is not known. For this purpose Pidgin English must be adopted officially, as its abolition is impractical.

Instruction books, including standard grammar and dictionary, should be prepared, printed and distributed as soon as possible.

A formal statement read: "We regard the teaching of English as an educational objective of the highest importance. Literacy, either in a vernacular or in Pidgin, should be regarded as a preliminary to literacy in English, and not a substitute."

It is reported that the Administration is generally in favour of the recommendations.

† In a by-election occasioned by the recent death of M. Albert Lebouché his son (M. Georges Lebouché) was elected to the Assembly of the Territory of French Oceania, in February. The voting was Lebouché 1,568, Taura 1303, and Lorfèvre

OIL BOREHOLE NEARLY THREE MILES DEEP IN PAPUA

DURING February, the Australian Petroleum Company, which is engaged in large-scale boring for oil in Papua, regained the level (immediately below 13,740 feet) in Omati No. 1 bore where "gas cutting of the mud and high pressure was originally encountered," last year.

It will be remembered that when this level was reached, in 1954, there was a marked outburst and the whole of the drilling operation was dislocated. The return to this level

has been eagerly awaited.

The Co. reported: "The well produced small quantities of gas. Drilling is being continued. The hole has been deepened from 13,780 feet to 14,222 feet."

It may be noted that 14,222 feet represents a depth only 1,600 feet short of three miles.

The Co.'s other bore in the same area—Omati No. 2—is now down to 8,834 feet; and drilling is proceeding there.

OF HOTELS AND TOURISTS

AND SUVA'S BOTTLE-NECK

From JUDY TUDOR

SUVA, Feb. 28.
TOURIST-minded Suva's Grand Pacific Hotel (the one-and-only) does not have a dinner-gong any longer. An Indian beats a *lali*—a hollowed-out log—in New Guinea is called a *garamut*.

This, doubtless, is believed to be one of those things "tourists just love"—that and the hibiscus flower which threatens to become Fiji's national emblem.

"Fiji just has everything"—say the tourist wallahs. Everything, of course, except enough first-class hotels, particularly in Suva. And until this is remedied the local tourist industry can never be soundly based.

The South Seas Hotel is still in embryo—left off where the earthquake hit it about 18 months ago. It is understood that work will recommence shortly, but on a much less pretentious style than originally planned.

However, there is something going on at the old Club Hotel Bar which is set up in the ground floor as soon as the ground floor shell was complete, but licence of which was withdrawn some time ago, pending improvements to the premises. Even when the licence is restored it will not help the tourist industry. What Suva wants is more bedrooms, not more beer bars.

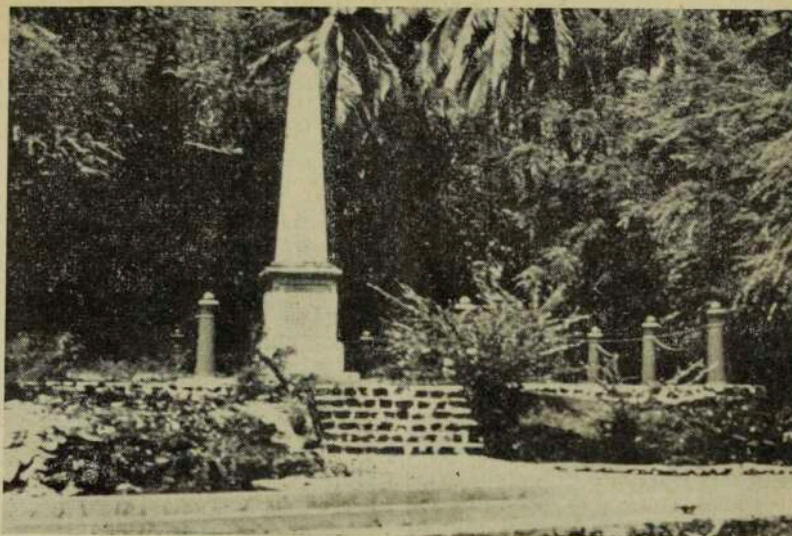
Away out on the Lami side of Suva, on a small flat island that will be joined to the mainland by a causeway, other interests have chosen the site of another tourist hotel. No work of any kind has commenced on this yet.

At the end of February, Mr. Sam Mercer, an American who covers publicity for travel associations doing travel in the Pacific area, had a short visit to Suva on his way back from the Regional travel conference in New Zealand.

Local Travel Top Brass entertained him at a reception at the Grand Pacific Hotel and talked over as it applies to Fiji. No news was heard from anyone present, however, to put up the \$250,000 necessary to build the tourist hotel that will get Suva out of its accommodation bottleneck.

Leisuretime—whether everyone likes it or not—and some of them don't—Fiji has an increasing tourist industry. The antis say that the business benefits the few—tourist agencies, airlines and the Indians who run the souvenir shops and provide the various services. The

Historic Monument Preserved by Co-operation



The Captain Cook monument stands amidst tropical growth beside the blue waters of Kealakekua Bay, on the "big island" of Hawaii. The monument was recently repaired by the British Government according to specifications prepared

by Vacuum Oil Company's chief constructional engineer, Mr. A. M. Old, who learned quite by chance of the condition of the memorial to the Pacific's most famous navigator.

Fijians—who are the props of the Tourist stage—benefit little. All very true, of course. But the industry could probably do without even these props.

The average tourist apparently does not know the difference between an Indian and a Fijian. They get just as much kick from watching an Indian beat the *lali* in the GPH as they would when seeing a Fijian doing it.

And, what is more, they have it right there in their own hotel—haven't got to go out into a Fijian village looking for it.

As far as the American tourist goes, the local Europeans look upon them as part of life's entertainment. Eating habits are particularly intriguing. They tackle "fruit compote" enthusiastically—only to be horrified when, like as not, it turns out to be canned plums. They are amazed at the frequency with which hot mutton and steamed puddings appear on the menu. They "just love tropical fruit," and shopping for souvenirs—and are hung about with colour and 3-D cameras.

But they expect a dollar's worth for their dollar and have taught the South Pacific that the only American millionaires who throw money about in bundles are those who were in the armed services, 1942-45.

There are many Americans passing through the Colony by air at present. Most of them are on world tours and stop off for a day or so to "do" Fiji. There are few New Zealanders at this season—their turn comes in the Southern winter.

PACIFIC VOLCANOES ACTIVE ALONG FAULT-LINE

THE Pacific "fault-line," that trail of volcanoes which extends from Japan through the Philippines and East Indies to New Guinea, the New Hebrides, Tonga and New Zealand, appears to have been more active than usual in recent months.

New Guinea reported, in February, further minor eruptions in the St. Andrews Strait area south of Manus, and in the Lake Loloru region of southern Bougainville.

At about the same time a Japanese fishing vessel reported a violent submarine eruption east of the Philippines; and Tonga reported that its intermittent performer, Falcon Island—which has been eroded to well below sea-level for some years—was again in eruption, and was building up early this year.

In New Zealand, Mt. Ngauruhoe and White Island (off the east coast of the North Island) have been performing at intervals for some time past.

† Mr. Harry Gladstone, a Victorian gold prospector, passed through Port Moresby south-bound early March with £15,000 worth of gold which he had gathered on Misima Island, Eastern Papua, in 22 months. He said he had been lucky in striking a rich pocket of 1,000 ounces of fine gold.

THE EDITORS' MAILBAG

No Wheel, But Much Union Tyranny

Story of the war-time Liberty ship which lost its wheel en route to Pitcairn Island brings an interesting note from William F. Angell, of Detroit, who then was actually Base Field Director of American Red Cross at Wellington, NZ, and dealt with the matter:

Early in the war, a group of Pitcairners were taken to NZ, for safety; and, at end of 1943, USA and NZ agreed to send them home. They were put on a Liberty ship going to Boston, to be offloaded at Pitcairn, en route. Signal came, one Saturday, that the ship was wallowing, without a wheel, 600 miles NE.

Officials decided to equip and send the Union SS Co's harbour tug immediately; but the Seamen's Union and watersiders, arrogant and time-wasting, would let nothing move until officialdom had agreed to rates of pay and living conditions on the tug. (Those were the days of the Socialist Government, when NZ maritime workers—like those in Australia to-day—had a stranglehold on all NZ ports—a set-up that was subsequently smashed by the present NZ Government.)

Twelve days later—about two days before Xmas—the tug returned with the cripple. A fast destroyer had arrived from Honolulu with another wheel. Officialdom decided to allow the now wretched Pitcairners to camp on the ship, and to hurry the ship into dry dock.

But they planned without the trade unions. "Nay, nay," said the labour Czars, "this is holiday time, y'know." The Americans reminded them, in vain, that it also was war-time. The gallant shipwrights would not touch a tool until after January 14. So the much-needed ship lay there for 3 weeks; the tug crew had a very good time with their fat, unexpected cheques; and the Pitcairners ate their meals on the freighter's deck—not enough room below.

Whence Came the 'Iron Curtain'?

A correspondent in Samoa asks if anyone can tell him the origin of the term "Iron Curtain."

Yes, it so happens that the PIM Editor can remember the first use of the phrase. It was coined by Winston Churchill, and was first used by him about 1947 when making a public address in a city somewhere in the United States. I was listening to a broadcast of the Grand Old Man's speech, and I remarked on the aptness of the phrase he used to describe the

barrier which the Reds had erected right across Europe.

Churchill was out of office then, and Attlee and his poor little gang were stumbling around in Westminster. They were more concerned with the supply of free spectacles to the English poor, and the expenditure of 30 million pounds on the peanut fiasco in Africa, than with Moscow's sinister plan to enslave the world. But Churchill, right from 1945, was deeply conscious of the danger; and in the American speech I refer to, he gave it substance and a name.

"Bamboo Curtain" was an inevitable development in newspaper headings, after Moscow got control of China.—R.

Glamour and Reality

It was bound to happen. A charming correspondent in Newcastle, NSW, has turned her lyrical verse to "The Fijian Footballers":

They came to us from far across the sea,
From languorous isles, that once in darkness lay.

Until the stoic missionaries paved
A road of love along the jungle way.

And here they stood, the truth before
our eyes,
Resulting from that blood and sacrifice.
They sang the praise of God in faith sincere,
And preached the love of God, for all to hear.

They won their football games, played
swift and clean,
And gave a witness, too, upon the green,
Of simple decency and true concern
For fallen brothers. And may we too learn!

JOYCE E. ERIKSON.

37 Ridgeway Rd.,
Newcastle, NSW.

The modest little poem reached us just after we had read the newspapers' account of how the lads who "trod a road of love along the jungle way" reacted to some rather dirty work in their last big match in Sydney.

One is happy to know that, under all this glamour and piety, our Fijian friends are strongly and lovably human.

Wanted, A Few Sunken Ships!

Do you know of any sunken ships which, salvaged, might turn into money? If so, write to Mr. Robert Marx, Division of Special Services, Camp Lejeune, North Carolina, USA.

Mr. Marx is a deep-sea diver, and is making plans to sail out to the South Pacific Islands later this year, to try to salvage "any ships that seem promising." He will pay "hard money" for any charts, maps, or

sound local information which may lead him to a profitable ship.

Scores of ships worth attention were lying around the Islands at the end of the War, but everything accessible probably since I received attention. However, there may be a few off the beaten track which will interest Mr. Marx. I wrote to the PIM at the suggestion of Mr. Tom Gilliard, of New York who is famous here for his work among Birds-of-Paradise in New Guinea.

Problem of Fiji's Mongrel Cattle

"Those stud Hereford bulls imported to Fiji by CSR interests are not the first stud Herefords taken into that Colony," writes Mr. K. P. Wright, of Loma Quirindi, NSW.

He goes on that his father and he, then raising cattle and sheep at Rasikulu, Negrara, Fiji, in 1911 imported two Hereford bulls from the famous stud farm at Tocal, near Maitland, NSW. One died within a couple of years, but the other, over a long period, added a greatly improved strain to the cattle in the Sigatoka district.

Mr. Wright says it is not easy to improve the mongrel Fiji cattle mixture of every breed on ear simply by bringing in good bulls. The farmer gets a sharp improvement in the first generation or two, but then, unless the process is systematically continued, quality tapers off again.

He thinks the CSR people, having the resources, may achieve something worth while. Mr. Wright, a noted breeder of Herefords—has received up to 1,500 guineas a bull.

No Fiji-Indians For SW Pacific

A valued correspondent in the Hebrides believes that Sir Ron Garvey's plan to provide New Caledonia and the Condominium with Fiji-Indian labour is still-born, because the business heads in New Caledonia will not have it; and employers in NH, for the reasons given hereunder, want Indo-Chinese (despite political difficulties) rather than Indians:

- We want married couples. If we understand that Indian women will not work, while Indo-Chinese women will. Women are expected to perform light chores, such as pick coffee-berries, clean cocoa-beans on driers, weed plantations. Constant care is needed to keep plantation clean and we find that this expensive, with men at high wages.

- It would be waste of money to provide free passages for women and children if women were to remain idle—apart from the trouble

(Continued on Page 123)

Waiting for Depressions That Never Fill In

SUVA, Feb. 28.
OWNERS of small inter-island ships and inhabitants of these fair isles generally, are watching the barometer at present. Some sort of depression has developed out at Rotuma—where most of Fiji's hurricanes originated. Which way will it move?
The RNZAF Sunderlands go out occasionally and view it and take barometer readings. But so far it is shown no disposition to move or, even better, to fill in.
I suppose this sort of thing goes all through this hurricane period in Fiji. But just now I am personally concerned. By now, I should be bouncing my way to the Lau Islands in my dream-ship, *Tovata*. Instead, *Tovata* is still bouncing up and down at Suva wharf, and I am still viewing the beauties of Suva while trying to persuade the management of this overcrowded hotel that it is not my fault and they have caused to throw me into the street to make room for a tourist.
Tovata is ex-Purple Sea, ex-SC671. I have inspected her—and I mean discourtesy to the owners when I say that I came away without enthusiasm.
EX-SC671 was brought here by Gerald Johnson in a headlineding, engine-less drift from near Suva about some four years ago. Less than a week ago I saw Johnson outside the GPO, Sydney, where he now takes street-photographs. He seemed contented and happy.
I have an idea that before I am shed with his former trophy I am going to wish mighty hard that it were I who was at the GPO, Sydney, taking candid photos; and that Johnson was still drifting in the *Tovata*.—JUDY TUDOR.

New District Boundaries in Papua-New Guinea

LONG Notice in the Papua-New Guinea Gazette of February 24 re-defines all the District boundaries of both Territories. It is impossible to tell from the notice whether the new lines indicate important alterations, or merely new marks on the map—or the alterations were made.
The Notice concludes with the words, "God Save the Queen." There might well have been added, "the map-makers and map-pishers," whose work will have to be done all over again.

A new picture theatre, named *Mount*, was opened at Tavua, in January. Owners are Messrs. P. R. and M. Prasad.

DEFENCE OF NEW POLICIES ON NORFOLK IS.

Letter to the Editor
YOUR criticism (January PIM) of the new import duties imposed in Norfolk Island was bunk. There are few changes.

Kerosene is now free—it was 3d. gallon. Tea is free, at 11/9 lb; also coffee. There is 3d per gallon on petrol (6/1).

But there is the item that appears to inflame: Motor cars, lorries, motor cycles, are 10 per cent. ad valorem. But they are free out of bond, and free of sales tax out of Sydney, New South Wales.

I do not agree with your special correspondent, who seems to have made much ado about nothing. He never mentioned (when discussing expenditure on repairing the building at Kingston) the amount of work the islands received at top wages. Many were employed on these old buildings and the two landing piers—and a splendid job they have done. One can walk into the Bond without fear of falling through the floor.

When I came to NI it was the custom, after being here six months, for one to pay 6/- per day for between 9 and 15 days, or else engage in public works for those days. At the present time, the six shillings have been increased to £1 per day. Your correspondent never mentioned that fact, which is the crux of the situation.

The present Administrator is a very fine gentleman, and a good mixer; and if he is a sample of "dictators" let us have more of them!

I am, etc.,
Norfolk Is. HENRY DENT.

ALL GOURMETS, ACHTUNG!

SOMEONE asked me, recently, whereabouts in the Pacific Islands I got the best food. I hesitated between the cuisine of the New Caledonia restaurants, and certain hotels in Fiji; and then I thought me of a Dinner Menu which I had carried in my bag since September 28, 1954. Here it is:

1. Cream of Mushroom Soup.
2. Crumbed Fillet of Flounder.
3. Savoury Rice Rissoles.
4. Roast Lamb and Mint Sauce.
5. Roast Seasoned Veal and Apple Sauce.
6. Corned Silver-side and Carrots.
7. Raspberry Shortcake.
8. Lemon Snow and Boiled Custard.
9. Baked Custard and Jelly.
10. Ice Cream and Hot Chocolate Sauce.

Black Coffee.
That, ladies and gentlemen, was the dinner provided—no special occasion—in the modest hotel of Mrs. Ellen Pitt, in Goroka, New Guinea Highlands. Because you are served by Highlands natives, you order by numbers. Goroka, four years ago, was only a name on a map. Now it has 110 buildings. If you know of a better Menu in a similar town, anywhere in the world, please drop me a line.—RWR.

NZ's COOK IS. HEADACHE

What To Do With Maui Pomare

LAST August, when New Zealand's Minister for Island Territories, (Mr. Clifton Webb) looked into various Cook Islands problems, he came to the reluctant conclusion that, as private enterprise was not yet prepared to provide that Group with a satisfactory refrigerated shipping service, and as the *Maui Pomare* would be able to handle the expected fruit cargoes for a few years yet, it would be necessary to continue paying the heavy cost of her maintenance for the present.

Maui Pomare therefore was sent to her refitting berth in Auckland early in February.

An examination, however, soon revealed that before the vessel can be passed for any further service she will require replacement of her entire main deck—estimated to cost £100,000, with other necessary work. This was far in excess of the estimated expenditure.

Work was thereupon halted, pending major decision in Wellington. Further funds will have to be voted for repairs; or the money will have to be diverted to the building of a replacement; or an arrangement will have to be made immediately with private enterprise to service the Cooks.

There now are the indications that, for at least six months and perhaps longer, the passenger situation on that route will become worse. There may be shipping with cooler space available for the picking up of Cook Islands produce, but there seems unlikely to be tonnage that can also provide for the passengers offering.

If the decision is made to again refit the *Maui Pomare* this year, regardless of cost, she probably will be out of service for at least six months. It would be several years before a new vessel could be built, though a suitable one might be purchased overseas, second-hand.

Maui Pomare was built in 1927 and gave a great deal of trouble in her earlier years of service.

† The popular Mobil Quest radio programme, sponsored by the Vacuum Oil Company, will be broadcast over VRH, Suva, in future. The programme of Australian talent is now widely listened to, and a number of the artists have gone on to prove themselves overseas. Each year £2,550 is paid out in prize money (£1,150 for first prize), 66 artists are selected for broadcast after preliminary auditions. Mr. James Hill, formerly of Lae, N.G., is now publicity officer for the programme, and is stationed in Melbourne.

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Finance Position Not Clear When

TEAL CLAIMS BIG PROFIT THIS YEAR

The following appeared in Sydney newspapers on March 2:

Tasman Empire Airways Ltd. is expected to "get out of the red" after many years with a profit of more than £50,000 this year.

Last year, this joint Australian-New Zealand Government Co. lost more than £100,000.

It saved thousands of pounds since discarded Solent flying-boats.

TEAL's Sydney representative had not received a copy of the statement and was unable to say whether this was another way of announcing that TEAL's loss for 54 was £100,000, or whether "this year" meant the financial year 54-55, which ends March 31.

On our efforts on two past occasions to interpret the (to us) completely conflicting annual statements which have emanated from Wellington, Canberra, and TEAL's Headquarters in Auckland, we have been told by TEAL that our interpretation has been incorrect. So far we have never yet seen, from any source, a clear-cut statement of the exact cost to the Australian and New Zealand taxpayer of the Coral Route Service. We do not even know whether Australia pays any of that cost. On paper she does—but TEAL's publicity office has stated that the cost of that route is borne entirely by New Zealand.

Statements are released on Dollar Earnings, Working Profits, and Overall Losses. One year we published a TEAL statement on Coral

Route dollar earnings, and assumed that this meant profits. Later, a statement giving the losses in that year arrived.

We then accepted the view that it was one thing to earn dollars and another thing for them to represent a profit. It appeared to us that those dollars had actually cost a lot more than they would have cost on the Sydney black market.

But TEAL said we were wrong—they were profit. After that, we gave up.

As far as the Coral Route is concerned (and that is the sector in which we are interested) it always has seemed to us that in computing the cost of that service to the taxpayers (whoever they are) account must be taken of the cost of all the Civil Aviation Authority radio, fuelling, meteorological, and airfield costs involved. These surely should be charged to the Coral Route Service, as only TEAL uses them east of Nadi. We are informed that such costs are *not* included in any TEAL account—except the comparatively small landing fees which they pay.

Auckland-Norfolk Service

Tasman Empire Airways will take over the Auckland-Norfolk Island weekly air service from NZ National Airways as from March 1, reported NZ newspapers on February 28. TEAL's Sydney representative said that the newspaper reports were premature, as no public announcement had been made by TEAL.

RAFT FINDS A HOME

SEVEN LITTLE SISTERS, the famous raft on which William Willis drifted from Callao to Samoa, is to be housed in the centre of a lofty, Samoan-type, domed, thatched house at Pago Pago. The building will be between 37 ft to 40 ft high, and patterned after the two-decked houses seen in Western Samoa. The concrete foundations of the building, which will become a general museum of Samoan arts and crafts, will soon be laid.

New Caledonian Children in Sydney

ABOUT 38 New Caledonian children left for Sydney in January to spend several weeks there. Some of them are guests of families whose own children have been guests at Noumea homes. Others earned their trip by their good school work.

Every year the New Caledonian Local Assembly send about 18 of the best workers from the College and Technical schools to Sydney, paying all expenses.

The Australian Government arranges a special programme for these lucky youngsters. This year they are to make a trip to the Western plains amongst other places.

The "Exchange" group will join in the Government visiting programme.

The "Exchange" system was organised by Mr. Hudson, of Knox Grammar School, of Sydney, in 1953, and promises to become a yearly institution.

SPECIAL SCHOLARSHIPS FOR P-NG NATIVES

In pursuance of its policy of sending selected young natives to Australian Secondary Schools for further education, the Papua and New Guinea Administration has announced that the following six natives will go to Queensland in March:

Albert Luckie, 13, and John Mani, 14, of New Britain, to Wavich Grammar School.

Coratius Igua, 13, of New Ireland; Jinga Asia, 13, of Northern New Guinea; Morea Raka, 14, of Central New Guinea.

Christopher Tabua, 14, of New Guinea, all go to Charters Towers. This increases the number of such Secondary Education Scholarships awarded this year to 16 (the first 15 are already in Queensland) and makes the total such scholarship-holders 36—20 of whom are now doing their second-year course in Australia. It is a 4-years' course.

ROBERT STEVENSON MEMORIAL

New Move in W. Samoa

TWO high-ranking Samoan chiefs, Lofopo of Savai'i, and Managiamanu of Upolu, have called for the establishment of a Robert Louis Stevenson memorial museum at Apia.

The matter was to be discussed at the February Legislative Council meeting.

Various suggestions have been made as to the location—ranging from a special room at Vailima to a building on top of Vaea mountain (at the tomb of Stevenson), and a special house of Samoan design at Mulipuu.

It has been suggested that such a museum would become a major tourist attraction—and if located at sea-level would save visitors the present stiff climb to the Stevenson tomb on top of Vaea.

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COPRA IS KING IN PAPUA-N. GUINEA

THE Trade Returns for Papua and New Guinea for the financial year ended March 31, 1954, have just been issued—and they demonstrate that the coconut is still by far the most important item in the economy of the Dual Territory, though other industries are developing. Coconut products yielded almost £7½ millions in a total income of £11 millions received from exports. (All values are in Australian currency.) Main features of the Returns are:

- A combined export-import trade increase of £3.3 million.
- Export values up by £300,000, or 2.7 per cent.
- Import values up by over £3 million, or 25.64 per cent.
- A trade deficit of £4 million, compared with £1.25 million in the previous year and £4.75 million in the year before that.
- Copra returns up £1.3 million and 15,000 tons—or 21½ per cent. in value and 13½ per cent. in quantity.
- A heavy fall in gold output, with receipts down by £735,000.

An examination of the Returns shows that most of the trade deficit is charged to Papua, which thus has a deficit of £3.8 million, whilst that of New Guinea was £½ million. All that, of course, is because P-NG was subsidised by Australia in that period by some £6 millions, and another million at least was spent on oil research; and these revenues

(over and above export earnings) were mostly received in goods; and by far the larger proportion of such imports went to Port Moresby. Principal increase in import values was under the heading of machinery, metals and metal manufactures—which includes a large proportion of capital goods.

Although gold exports fell heavily, gold was still the second most important item. The principal exports were:

	£
Copra	7,500,000
Gold	1,410,000
Rubber (Papua)	612,788
Cocoa beans	249,588
Trochus, greensnail shell	209,090
Timber	181,849
Coffee beans	60,211
Peanuts	30,338
Silver	18,422
Crocodile hides	38,572

The comparative prices of some of the commodities exported in this and the previous year show copra was down by £2 per ton; gold was unchanged at £15/11/- per ounce; rubber rose from 1/9 to 2/3 per lb; cocoa fell from £342/10/- to £274 per ton; coffee fell from £693 to £660 per ton; peanuts rose from £176 to £193/10/- per ton; and, on a mixed trochus and greensnail basis, the average price of shell fell from £231 to £162/10/- per ton.

No details are given of the quantity of crocodile hides—a useful dollar earner—but the value rose by £24,000.

Most unexpected export probably is beer—the 18,000 gallons shipped South (as a result of the operation of the new brewery in Port Moresby) yielding £6,372. At the same time liquor imports increased

by £47,459 in value, a 14½ per cent rise on the previous year.

Import items in order of value were: Food, £4.4 million; machinery and metal manufactures, £1.1 million; textiles and clothing, £1.1 million; oil products, mineral vegetable, £875,379; tobacco, including trade tobacco, £585,287; liquor, £374,136.

COPRA PRODUCTION IN EAST SAMOA

IN the last fiscal year, East (American) Samoa produced 1,903 tons of copra, as follows:—

	Tons
Western District	7
Eastern District	3
Manu'a	7
Swains Island	7

The 1,903 tons marketed produced 354,570 US dollars gross—318 net. The average gross value therefore was slightly under £80 Aust. ton.

The Copra Board, the purchasing agency, is comprised of the Director of Management Services, Manager of the Bank of American Samoa, a local merchant, and a Samoan representative from each of the administrative Districts.

The purchasing is done by Samoan copra clerks, who make immediate payment, at rates decided by the Board—currently 4 cents per lb (equal to about £37 Aust. per ton). When 300 tons has been accumulated a Matson vessel clears for San Francisco, where it is through Atkins, Kroll & Co., have acted as Agents for E. Samoa for over 30 years, and keep the Government of E. Samoa informed of prices and trends.

The Samoan producers have always shown opposition to a stabilisation fund. Last year the Fono (Congress) requested that accrued funds be paid out in form of a bonus. This used over half of the Board's working capital. This, and a declining market, forced the Board to borrow from the bank this year; and the price paid to producers was consequently reduced to 6 cents, later to 4 cents per lb. If the price continues to hold at about \$16½ San Francisco (£65 Aust.) a high price to producers will be possible.

† The Union SS Co. 2,000-ton motor-ship *Navua* was launched in Scotland in February. She will be the Union Co.'s Pacific fleet and is designed to carry fruit from the Islands to New Zealand. The ship then will have in this service *Tofua*, *Matua* and *Navua*—so named in honour of the islands of pre-World War I.

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FIJI'S ASSURANCES TO THE EXCLUSIVE CAPITALIST

THE following useful material is contained in a folder entitled, "How Fiji Helps Investors," just issued by the Fiji Public Relations Office for general information:

RELIEF FROM TAXATION

A new company pays no company tax (normally 6/3 in the pound) on the first £5,000 of its net profits for a period up to five years, if its projects are approved by the Government as being in the interests of the economic development of the colony. A company starting a new secondary industry would, for instance, qualify for this concession.

Initial allowances of 20 per cent., and annual depreciation allowances, are granted for income tax purposes on industrial and agricultural plant. In the case of buildings, the initial allowance is 10 per cent.

Any person or company engaged in an industry which will encourage economic development of the colony is granted a special depreciation allowance of 10 per cent. for the first five years, in addition to initial and annual depreciation allowances referred to above.

Expenditure or improvements to land, such as fencing or drainage, removal of timber or weeds, preparation of land for agriculture and prevention of soil erosion, may be set to a considerable extent against chargeable income in any year.

Arrangements with the Australian and New Zealand Governments for reciprocal tax relief provide that Australian or New Zealand company pays tax on its Fiji profits at the lower (i.e., the Fiji) rate. Companies based in the United Kingdom pay on the higher of the two rates.

Special taxation concessions have been granted to the gold-mining industry to encourage mining extension.

In 1955, the basic income tax was reduced to 1/- in the pound. The rate increases by .012d. for each pound of chargeable income until it reaches a maximum of 6/- in the pound on £5,000. Surtax is payable in addition on chargeable incomes above £1,000. In addition to the statutory allowance of £150, there is allowed for a wife, £50 for a child or other dependent (up to five in number), up to £500 or one-sixth of income for life insurance premiums or superannuation payments, and the annual cost between £50 and £250 of educating a dependent child.

The Government has given assurance that it will not pursue a



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proposal that dividends should be taxed in the hand of the shareholder. Dividend income is liable to Surtax only when the total chargeable income exceeds £1,000. It is of normal tax, but is itself not included in chargeable income for the purpose of determining the rate taxed.

PROTECTION

The Protected Industries Ordinance makes it possible for the Government to give protection in the form of licensing to new industries which might not succeed unless protected in their early stages.

CUSTOMS CONCESSIONS

In recent years extensive Customs concessions have been granted to new and existing undertakings, and on imported agricultural equipment.

ASSISTANCE AND ADVICE

An Agricultural and Industrial Loans Board has been set up to grant loans to farmers and to small and medium-size business undertakings.

The Commerce and Industries sections of the Secretariat will answer inquiries from business men or potential investors and will help in the investigation of promising industrial or commercial possibilities. Letters should be addressed to the Commerce and Industries Officer, Secretariat, Suva.

The Public Relations Office, Suva,

is able to give general information about Fiji. The Fiji Visitors' Bureau (with offices in Suva and at Nadi Airport) will help visiting businessmen with travel arrangements and accommodation.

A POLITICAL PRISONER WHO HELPED N. CALEDONIA

From Our Own Correspondent

A DATE that went completely unnoticed in New Caledonia, —except for an article in a Free Thinkers' paper—was the 50th anniversary of the death of Louise Michel. She was a heroine of the Parris Commune, had spent many years of exile in New Caledonia and died in Marseille, aged 75, on January 10, 1905.

Her body was taken back to Paris, where she was buried with the minimum of ceremony, but 20,000 people marched behind the hearse. Paris has never known such a funeral since.

Louise Michel was the daughter of a domestic and the Marquis de Vroncourt. Though never legally recognised by the Marquis, she was tenderly cared for and educated by him. From an early age she devoted herself to the poor and never ceased her struggle till her death. She fought fiercely the French Gov-

ernments of the day, most of them corrupt.

Louise Michel spent thirty years in prison, six of them "bagne." She was deported to Noumea and imprisoned at Ducos Peninsula, together with many other famous agitators. Socialistic causes. Those who look across Noumea's harbour towards Ducos, scene now of the Leper hospital (tourist ships generally anchor just opposite) never ever think those who were once confined there that unfertile spot. The natives of New Caledonia have cause to remember Louise Michel for she, their very first benefactor, founded the first school for natives in NC, and was much loved by them.

Economic Survey of Cook

NEW ZEALAND's Minister of Island Territories announced March 9 that the Government has decided to make an economic survey of the Cook Islands, to decide how best to develop the ground in the spheres of agriculture, secondary industries, and sea transport.

Preliminary work will be commenced in May by Professor Belshaw, economist at Victoria University College, Wellington, and V. D. Stace, assistant economist of the Reserve Bank, both of whom are well known in the South Pacific.

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Tea for Pacific's Lost Famous Buccaneer

The following letter, on February 12, was addressed to the Editor of the South Pacific Monthly, Sydney, by the Editor of the Pacific Islands Monthly:

SORRY—but in the interests of South Pacific history—and truth—I must protest against the compilation which you published on February 13 under the title of "True story of Buccaneer Bully Hayes."

For my own amusement—and perhaps for publication, some time—I have over many years made a collection of "Hayesiania." I do not suppose that any notorious character of the nineteenth century has received a worse doing than Bully Hayes at the hands of irresponsible writers. I have scores and scores of catchpenny articles on Hayes; and not one of them appears to be wholly in accordance with facts.

In the "Thirties, I was able to buy unpublished manuscripts—one written about 50 years ago by a son (NZ) sea-captain who personally knew Hayes, and one by an ex-Navy officer who set himself, in 1912, to compile the true story of Hayes's adventures, and who had completed the task when he was dragged into World War I, and died. Both presented an authentic story.

Hayes was a merry, hard-drinking, unscrupulous rogue, who handled innumerable deserving people—especially shipowners!—but had some redeeming qualities. He was a blackbirder—but no worse than hundreds of others—black-birding was almost a respectable profession in those days. He was a successful man with the ladies but no more successful than most of us, in our secret hearts, would like to be.

Reading his true history, one deplores his misdeeds—but somehow feels a certain affection for the incorrigible old ruffian. In his day he had many friends and well-wishers.

Since he was murdered in 1877 (and in the manner described in the article), countless persons have tried to describe his lamentable career. Some of the bits and pieces are accurate enough; most are distorted; some are sheer imagination; some give the complete story. And, decade by decade, Bully has become a blacker character—until now we have the extraordinary picture of a quality which you have published which obviously is a combination of the highlights from most of the other publications, made by that industrious researcher, Mr. R. W. ROBSON.

But not one of them has recounted the extraordinary incident on the China Coast which started Bully off on his mad career of (to quote your clever alliteration) "Bigamy, barratry, bankruptcy, buccaneering and blackbirding in the South Seas." That incident gives some key to his character and performances, and probably explains his long and strange association with Captain Ben Pease.

The drawing with which you illustrated the article amused me. The central figure is not Dutch Peter, as you suggest—that is a copy of the well-known picture of Hayes himself as constructed by Norman Lindsay from several descriptions of Hayes, given by people who knew him. No photograph of Hayes ever was published. The figure on the right is an equally well-known drawing (this time, from life) of Louis Becke, who was briefly associated with Hayes in the *Elanora* days, but who certainly was not present when Hayes was killed. The other two figures are imaginary.

Bully was bad enough—but not nearly as bad as three generations of writers have made him.—R. W. ROBSON.

RAY PARER AS COASTAL ENGINEER

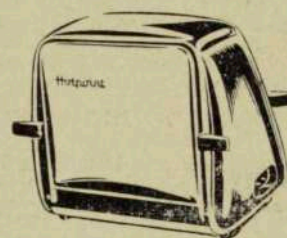
THROUGH a large photograph in the *Brisbane Courier Mail* of February 12, we have traced the wondering Ray Parer, famous pioneer of air transport in New Guinea. He is chief engineer of the Gladstone-Heron Island tourist vessel *Capre*, on the Queensland coast.

Ray Parer served in the Australian Flying Corps in World War I. He and Lieut. J. C. McIntosh flew a war-battered two-seater bomber from England to Australia in 1920—an extraordinary feat then—it took them 206 days; and in 1927, bumping from beach to beach, he took a small plane to New Guinea, and entered upon air transportation there. In World War II he served as an RAAF instructor and a small-craft engineer. In 1943 he "settled down" as a grocer in Sydney; but he was back in New Guinea, engaged in various activities, as soon as the war was over.

New Use for Citrus

ACCORDING to the February issue of *American Journal of Digestive Diseases*, the wasted rind and pulp of citrus fruit should find a market. The report says that two American researchers have discovered that a flavonoid compound, extracted from citrus fruit peel and pulp, will cure influenza and the common cold. The extract, which they have named CVP, was tested on 69 cases of severe respiratory infections and 66 cures were claimed.

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Late News and Items from P-NG See Pages 97-9.

P. MORESBY, March 5.
Mr. Tom Grahamshaw becomes Chief Collector for Customs, following the return of Mr. F. Lee to the Commonwealth Customs service, after two years here. Mr. Grahamshaw has been with the Administration here since 1916, and for 28 years has been associated mainly with Customs—Assistant Chief Collector in 1947. He served with distinction in the New Guinea campaign, became Lieutenant-Colonel, and was awarded the OBE.

WAR SERVICE HOMES

A senior War Service Homes official, Mr. M. C. McTaggitt, has arrived to establish a branch here. He will stay three to six months, to train an Administration officer to carry out the scheme. He is empowered to deal with applications and advances for War Service Homes, and those eligible will be able to borrow up to £2,750.

PLENTY OF HIGHLANDS LABOUR

Applications for Highland labour by coastal employers have shown a marked increase. During January and February, 1,081 Highlands natives left for coastal centres—all but 100 of them for private employers.

A PIM correspondent at Goroka reports that many natives offering for work were rejected for the present as it is thought that the numbers already absent would make recruiting unwise.

TECHNICAL HELP FOR COFFEE

Technical assistance for the coffee industry in the Highlands is again being sought by the Eastern Highlands Advisory Council. It is asking the Administration to either recruit a coffee expert from overseas, or send an Administration officer abroad for experience, particularly in Brazil and Hawaii.

At a meeting, Mr. George Greathead said coffee-growers knew the industry was still in its infancy, and an expert would be of tremendous help. This proposal had been made to the Commonwealth Bank Board, which had a fund to assist different types of activity, and the proposal was referred to the P-NG Department of Agriculture. However, it appeared that nothing was being done about it.

UPIE HAT AGAIN

A native custom which lapsed during the war years has been revived in the mountain districts of Northern Bougainville. The custom

centres around adolescent boys, has as its most colourful outgrowth a large round pumpkin-hat, known as a Upie hat.

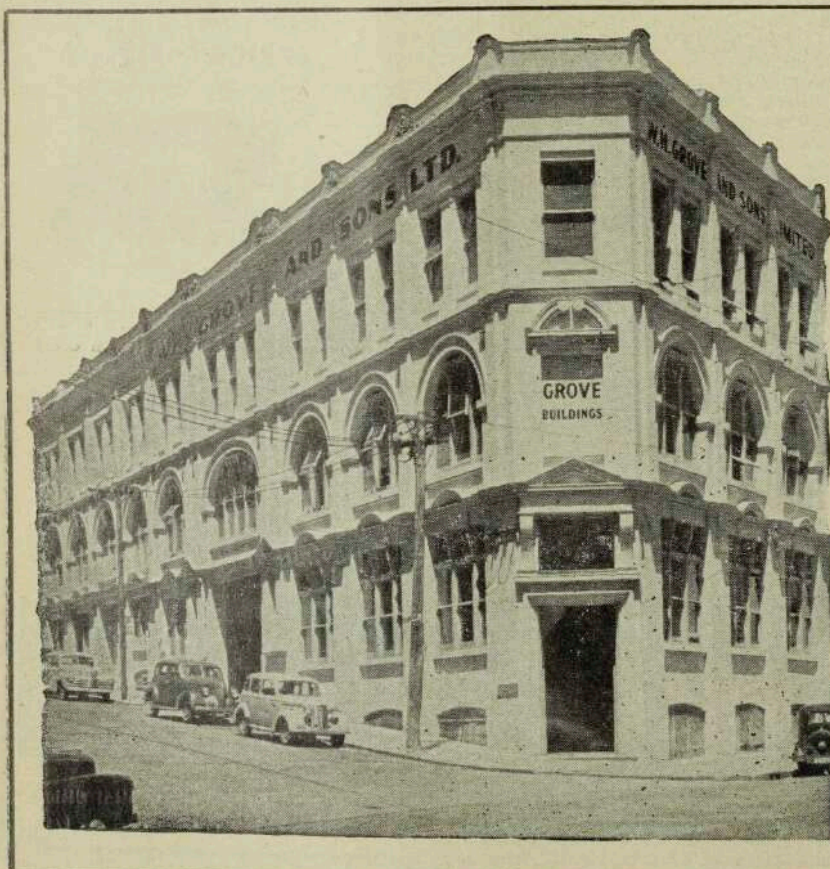
One of the main reasons for revival of the custom appears to be that local natives have been flattered into wearing the hats after seeing their portrait on Territory penny stamps.

The Upie custom could not be carried on during the war years because natives could not move about Bougainville to attend the necessary ceremonies connected with it. The custom has an elaborate system of tampus where women are concerned. Boys of about eight wear the hats and wear them continuously until an initiation ceremony some years later.

NATIVE SCHOOL TEACHERS

The first teacher-training course for native girls in the Territory started at the Popengetta Education Centre. The trainees are from Ireland, New Britain, Bougainville, Misima, Daru and Hanoabada; on completion of the course, they will return to their own district as assistant teachers.

The 12 girls at Popengetta take the same course of study as male teacher trainees, and in addition will attend classes on home cooking, mothercraft, sewing, nursing, and handicrafts.



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TERRITORIES TALK-TALK

By Tolala

Better Copra—We Hope

IT is good news to hear that copra inspectors started on an "organised inspection of copra" from March 1. Here's hoping they are as conscientious and energetic as they used to be in pre-War II days in PNG, and give overseas buyers that same valuable assurance. "Rabaul copra" had a fine reputation, then. For years I have advocated a measure to guarantee copra as it was in the pre-War I. days, and my regret is that it has taken the administration nearly ten years to introduce a measure which should have been in force immediately after the War, when regimentation was on far less vital matters. And let there be no latitude to native co-operatives' produce purely because they are native. If anyone knows how to cure copra and keep it and stones out of bags it is the indigenous producer. O/C's of these co-operatives should be held personally responsible for maintaining the standard.

Measuring Hatred

It was fore-ordained that some embarrassing incident should arise out of the Japanese War Graves Commission in PNG—more's the pity.



Mrs. F. S. Stewart, of Lae, New Guinea, accompanied by her daughter Ela (Mrs. Birrell) and small grandson Jimmie, arrived in Sydney in February, after a tour to Far East countries, including Hongkong. Photo shows the party at The ... in Hongkong. They returned to ... by plane on February 28.

And the incident—which received prominence in the Australian Press at least—was where the Curator of the Lae Cemetery took it upon himself to remove wreaths, laid on the Cross of Sacrifice at Lae, by the members of the Japanese Mission. It was later stated that the Curator held no official position with the Imperial War Graves Commission. That is as may be. Suffice it to say Horrie Niall, DC at Lae, who to my knowledge has always been accepted as a man who knows his job, with his finger on the pulse of things, gave permission for the gesture by the Japanese—thus following a custom established by the Turks and Germans, both of whom, in their time, have been thought the most diabolical of humans. Those who served on Gallipoli know of the atrocities of the Turks; those who served in both Wars know of "Hun atrocities." Belsen has become a by-word.

Most fighters in any war know, even if they do not admit it, that it is seldom personal feeling that urges them on but patriotism and a yen for adventurous experience is what prompts them to go out and fight.

Administrator Cleland pulled no punches in expressing his opinion of the Lae incident and, in view of the fact that he was bumping the local RSL (which, undoubtedly, is a very vocal body) he did a brave job, even if it was not too tactful. I do not know whether the majority at the Lae meeting supported retiring President George Whittaker's remarks; but person-

ally, I do think he stuck his neck out a little too far. Anyway the RSL is well in George's debt, for he has done a fine job of work for ex-Servicemen in the Territory.

Private Enterprise, Take a Bow!

Administration officials are often too critical of private enterprise in PNG, handing out blows instead of bouquets. It is encouraging now to see that Agriculture Director Larrie Dwyer has given credit to a private firm on New Britain for successfully re-establishing cattle herds there. But then Larrie always has been a straight-from-the-shoulder bloke, and expressions of his own opinion at one time (before he was Director, of course) were occasionally embarrassing for his Heads.

Anyway, he had some complimentary remarks to make about WRC cattle on NB and he recommends the importation of "large-frame bulls from Australia." ... What's the matter with installing an artificial insemination station?

Volcanic Eruptions

Reading in February PIM (p. 82) about the "Day's Work for a Vulcanologist" brings back a few nostalgic memories of that period when Rabaul took a gruelling in 1937, and of "vulcanalia" in general.

First to my mind comes a saucy cartoon that appeared in an eruption issue of "The Rabaul Times" (roneo-ed at Vunapope during the evacuation of the town) showing a series of New Britain volcanoes etched on the wax sheet by that clever artist, Keith McCarthy (before he rose to the dizzy heights of DC, of course). It showed the Father and two Sons in Talasea, the Mother and the two Daughters at

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Rabaul, and the newly-spewed up Vulcan. The caption read: "We called this the Father and Sons, and this the Mother and Daughters, and this the Bastard. No one wanted it, anyway." He contributed several humorous cartoons to those eruption copies and brought a smile to many a weary volcano-victim.

A pity the town-folk, generally, have not a better conception of their own volcanic record. Perhaps, however, they couldn't care less. Dr. Fisher might be persuaded to enlighten them as to the Beehives (Dawapia), Mount Mother (Kombiu) (there are doubts whether it was ever a volcano) and the potentialities of Rabalanakaia. Mr. Justice

Phillips could give an interesting talk on the subject, illustrated with photographic slides. He it was who was in charge of the evacuation of the town on the eventful Sunday when Tavurvur spewed its mud out over the town. Vic. Pearson, who is still in the town, I believe, was playing baseball on the Oval when Vulcan came out of the sea on the Saturday.

Monkeys in NG?

The report of a monkey having been sighted in New Caledonia (Feb. PIM, p. 19) need not necessarily be the influence of John Barleycorn. When the Japs occupied Rabaul in

'42 many of them could be seen ambling along with monkey pets on their shoulders. They had brought them from Borneo or Malaya. Several of the pets escaped, to our knowledge. It is not impossible that some of the Yanks in NC, during the War, also had these pets, which escaped.

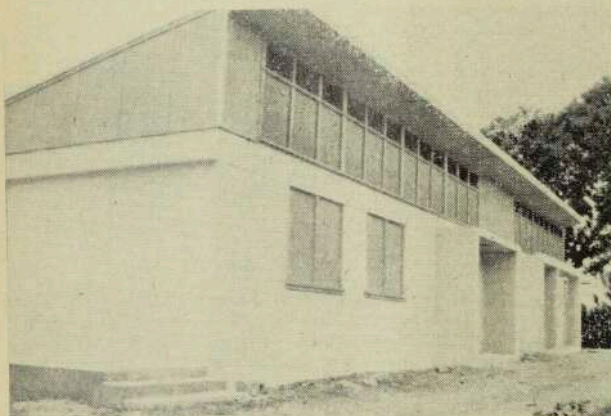
The Germans realised the damage these animals could do to coconuts and other crops and from the beginning declared them a prohibited import to NG. Deer—which Dr. Dwyer now is fighting against—were imported first to the Toma district near Kokopo.

But, taking it by and large, PNG is lucky in not having a lot of wild uncontrolled fauna to damage crops and carry wogs about.

Life Span of Goldfields.

Latest figures released of Territory's gold output show a decided decrease in production. June last year only 91,137 oz. was recovered for the twelve months, compared with 138,835 oz. in previous year. And this only goes to show that some prophets sometimes near the mark.

Back in 1935, there was big argument in TNG about building a road in to the goldfields from Lae, Salamaua. The anti-roadites claim that mining engineers reckoned life of the field would not be longer than 15 to 20 years, and that cost



The new £32,000 Administration owned freezer at Rarotonga, Cook Islands, recently completed by Norman Caldwell & Co. of Christchurch, NZ. From it fresh food imported from NZ is retailed, and it also will provide refrigeration for the new fruit cool store, to be built alongside.
—Photo by W. M. Percival.

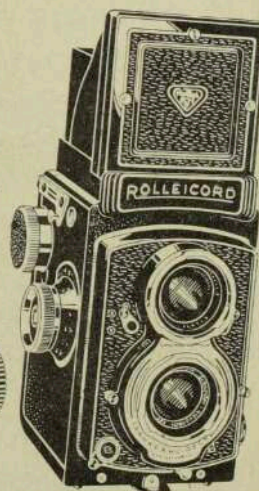
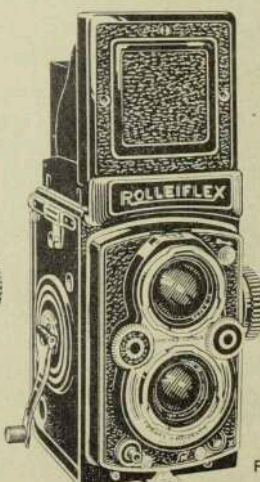
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and agricultural products would always remain the chief breadwinner. Unless something happens to give the gold industry a shot in the arm it looks as if the prognostication was about correct. Anyway, they have got their road (with its ash-outs) and a bridge across the Markham, with plenty of Klinkii to play with.

Incidentally, copra is TNG's best export now. In 1935 export values were £361,413; in 1954 they had risen to £61 million. Regular production now is over 100,000 tons per annum.

Post Office in Buka

Received an SOS the other day from an Islands philatelist eager for any information regarding (a) the Buka Post Office opened on July 26, 1913, somewhere around between Carola Harbour and (b) the opening of the Government station at Bonis, in Buka Passage, and the date it was transferred to Sohano and (c) when was the name changed from Buka Passage to Sohano. . . Any offers?

I recollect meeting Cecil Levien (father of goldfields' fame) at Bonis, Buka Passage, early in 1921 when he was PO or ADO there.

Trio of Old-Timers

The article "Sixty Years in Pacific Trade" (PIM, Feb., p. 24) awoke old memories for me—not only of that Old Man, Ivan Nelson, physician and mentally big (he was 3 or 4 inches over 6 ft) whom I well knew—but of J. B. O. Mouton, Captain J. M. Rondahl and W. Lourie (Lowry).

Mouton, a Belgian, was the sole survivor in NG of the famed "arquis" de Rays expedition of the early 80's, and had arrived as a young boy. For some years he worked with "Queen Emma," and then took up land at Kinigunan, near Kokopo. For a while during German days he and Lourie ran an ice-works plant in Rabaul. In the '30's he sold Kinigunan to the Red Heart Mission of Vunapope, and retired to Sydney. He maintained interests in the Territory, however, and one of them was the newspaper *The Rabaul Times*. He died shortly after War II.

Captain Rondahl, a fine old Viking-type skipper, was also on the "Queen Emma" staff, after spending the years in Samoa. He married Emma's sister, Grace, and took up land at Kabakaul, also in the Kokopo district. It was there that the Australians landed in 1914. He retired to Sydney, where he died after War II.

Bill Lourie was a New Zealand engineer, who joined "Queen Emma's" staff in the early 1900's. Later, he ran the ice-works and a boarding house in Rabaul; then he went on land, planting up Hilalon planta-

tion, on the south-west coast of New Ireland. He died in Rabaul in the early 30's.

A history of those old-timers, who were once on "Queen Emma's" pay-roll, would make interesting reading. There are few alive to-day. "Karkar" Schmidt and Fred Jolly are the only two I can think of, off-hand. Times marches on!

† Police say there now are so many bicycles in Rabaul—everyone seems to use a "wheely-wheel"—that collisions between motor-vehicles and cycles are frequent. They urge that construction of special "bicycle lanes" be undertaken when roads are planned.

Pan American Strip In East Samoa?

THERE has been an important development in relation to the Trans-Pacific airlines. Governor Lowe, of American Samoa, who has been in Washington in connection with finance, radioed late in February that official approval now has been given to the proposal that Pan American Airways shall use an airstrip near Pago Pago.

It is believed that PAA may substitute a stop at Pago Pago for the stop at Canton Island, in the trans-Pacific flight. The Pago Pago strip will have to be improved and extended, but officials believe this can be done in six months.

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WHAT TOURIST TRAFFIC DOES

Compare Honolulu with Suva

THERE are those who shrink from the thought of Suva or Auckland becoming tourist resorts. Honolulu. Whether it is better remain poor and "unspoiled"—which generally includes inferior health and educational facilities—or to come "spoiled" like Hawaii, is a debatable point.

There is food for thought in the US Department of Commerce report on Hawaii's 1953 income. Hawaii's per capita income has more than tripled since 1939, largely due to tourism and its associated industries.

Per capita income in 1939 was \$525 (£A235/10/-) per annum. In 1953 it was \$1,740 (£A780). The population of Hawaii was 511,000 (Fiji, 321,000 at that time) and it had increased by 1.8 per cent. on the previous year. Total personal income increased from \$111 million in 1939 to \$889 million in 1953. From that income the Government obtained \$106 million (£47,600,000) in taxes—leaving \$783 million for the citizen, on a per capita basis, \$1,532 actually to spend. Per capita income actually rose by 1.1 per cent. from 1952 to 1953.

Although Hawaii's population (511,000) is not vastly greater than that of Fiji (350,000)—the area of the two territories is about the same—there is an indication of the number of people associated with the tourist industry in the comparative populations of Honolulu city and Suva city—233,000 as compared with 25,000.

Honolulu now has 46 major hotels and 3 television stations, there are 12 or more broadcast stations in the territory; and, of course, numerous small industries associated with the tourist trade.

Yet the land is in no way neglected. Hawaii produces about the same amount of sugar as Fiji, and, in addition, has the large pineapple industry in the world, over 73,000 acres, with 9 canneries and an output worth \$100 million in 1953. Tourists in that year spent \$36½ million in Hawaii. The Government gathered \$5 million in direct tourist taxes.

As a result of all this, Hawaii is fairly well provided with the desirable things of life—195 public schools, 125 private schools through to university standard, for example, catering for 122,000 children; and adult education service which catered for 12,000 persons at centres in 1953.

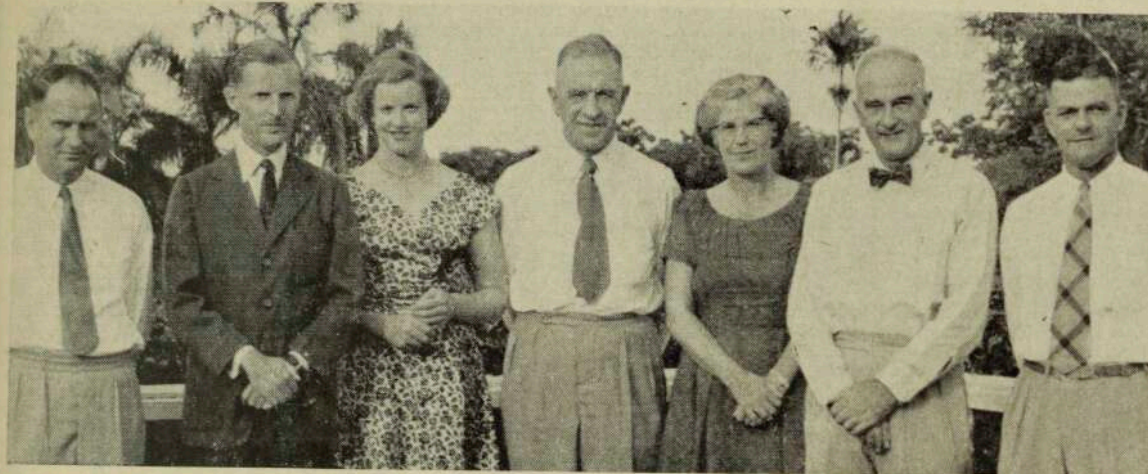
SOME ASPECTS OF NZ MINISTER'S FIRST VISIT TO TERRITORY

(D. E. Ross, photo.)

APIA, Feb. 20.

THE Hon. T. L. Macdonald, successor to Mr. Webb as Minister of New Zealand's Island Territories, paid his first official visit to Western Samoa in February. He was greeted with the usual Samoan

ceremonial and attended meetings of the Executive Council, the Legislative Assembly, and the Fono of Faipule. During the five days he was on Upolo he made a close inspection of all major public works, schools, plantations, etc. He pro-



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- March—Proud Waters, Ewart Brookes.
- April—Week-end at Huntmoore, Mary Lutyens.
- May—What Everybody Wants, Walter Greenwood.

poses to return in June, when he will also visit the Cooks and Niue. Dissatisfaction was expressed by people who said the Minister's time was monopolised by officials, so that there was not enough opportunity for Samoan leaders and private citizens to present their views.

Adverse comment was also made because the heads of Public Works, Health, Education, Agriculture, and Justice Departments, and the Financial Secretary and Treasurer, were all overseas.

The Minister's meeting with Public Service representatives, and pressure for increased salaries by seconded staff members from NZ caused some unfriendly comment by some Samoan residents, who hold that these officials already are very well paid, and can maintain a higher standard of living than would be possible for them back in NZ. They argue that Samoa's present financial resources cannot afford further expenditure on the Public Service and that the alternative is a drastic reduction of the present staff.

† Monsieur Louis Eschembrener has recently been elected Conseiller de l'Union Française to represent New Caledonia in Paris. He succeeds Monsieur Pierre Berges, lately deceased.

SCIENCE STUDIES THE ANTS IN THE SOLOMONS

ONE of the bugbears of copra producers in the Solomons, premature nutfall, still is providing the Territory's agricultural officers with some problems.

The trouble is connected with the ant population. Certain ants attack the immature nuts, in the head of the coconut palm. Certain other ants attack the nut-eaters. Control of premature nutfall therefore depends upon the balances achieved between various species of ants; and the Government entomologist therefore (according to the High Commissioner's annual review) carries on investigations under three heads:

- The "natural" changes in ant populations and their causes.
- The distribution of the species of ants in relation to premature nutfall.
- Collection of data on ants and other insects, and on certain plants concerned, so that study of the problem can continue and be developed.

The entomologist is being provided with a "spinal extending ladder" to facilitate his study of ants and

other insects in the crowns of the palm trees.

Second Oldest Islands Traders

"NEXT to Burns Philp & Co. Ltd our firm (Nelson and Robertson Pty. Ltd.) is the oldest Islands trading company in Sydney," said Mr. Norman Nelson, in a speech of welcome to 130 guests, in the Pickwick Club, Sydney, on February 18.

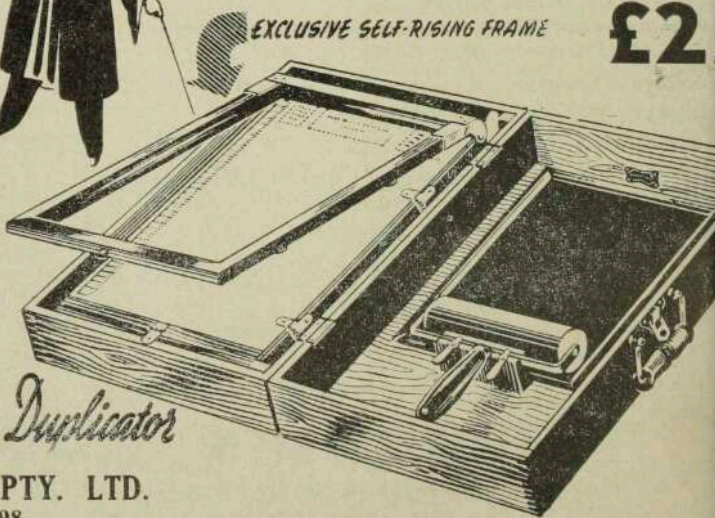
The occasion marked the 60th anniversary of the foundation of the Company by the late Ivan Nelson and G. J. Robertson. "They each put up £25, and a lot of hope," remarked Mr. Norman Nelson. He might have added, "and a remarkable spirit of goodwill to all people"—for big, blue and kindly Ivan Nelson radiated friendship, and in an atmosphere of friendship the business has been carried on since his death by so Norman, "Bill" Ryall and Harold Cooper.

† Yet another group of travel agents—this time eight women from New Zealand—toured Viti Levu sights in February. The visit was sponsored by White's Travel Service.

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HOW PRIVATE ENTERPRISE CAN HELP

Prospects of Cattle Industry in N. Guinea

THE progress being made by private interests in re-establishing cattle herds in the Gazelle Peninsula area of New Guinea was raised by Mr. R. E. P. Dwyer, Director of Agriculture. He referred to the extensive importation of high-quality breeding-stock by W. R. Carpenter & Co. Ltd., and its affiliate, Coconut Products Limited, and measures taken by these firms on tick eradication in co-operation with the Department.

The two companies, which operate plantations in Gazelle Peninsula, had big herds of cattle there in 1939, but most were destroyed during the Japanese occupation. Plantation maintenance costs increased sharply after the war, which influenced the firms to re-establish cattle. Within recent years, they imported over 700 head from Australia, and the progeny already totals over 1,000, thus:

Ulaveo	101
Taboona	374
Raniola	214
Wangaramut	375
Total	1,064

Zebu cattle have been brought from Fiji, and consideration is being given to importing Santa Gertrudis bulls, the famous Brahmin-Shorthorn strain developed in the United States, characterised by smooth red hide, heavy meat yield, and tick-resisting qualities. It is considered that infusion of the Santa Gertrudis strain into the British breeds would produce cattle well adapted to low-land areas of New Guinea.

The two companies are supporting tick eradication campaign being carried out by Mr. C. Bailey (of Coconut Products Limited) and the plantation managers, in collaboration with the Chief of the Division of Animal Husbandry (Mr. J. M. Farley) and the area's Stock Inspector (Mr. N. G. Robinson).

Mr. Dwyer said that the Gazelle area now is practically free of ticks as far as the Warangoi River. Good progress is also being made in other Gazelle areas where cattle are being run.

The chairman of W. R. Carpenter Co. Ltd. has informed Mr. Dwyer that the Co. will continue to induce high-class strains, in the belief that such herds eventually can meet Territories' beef requirements; and that the progress of the Co.'s herd of dairy cattle on Wangaramut plantation is being carefully studied, the belief that the establishment

of a good dairy breed is possible, if the animals' food is supplemented by certain minerals, and a small proportion of coconut meal.

Officials are co-operating with the Vunapope Mission in an attempt to eradicate the wild cattle in the Put Put area, which are a source of tick infestation. These animals "went bush" during the war years. They will either be tempted back into Put Put plantation through the provision of salt licks, or shot.

Eradication is required also of the district's wild deer, which also harbour ticks.

Eradication of ticks generally will be of tremendous help in the establishment of the cattle industry in New Guinea, says Mr. Dwyer.

¶ Miss Pushpa Ami Chandra has been appointed to the staff of Fiji Broadcasting Commission's Indian-programme section. A daughter of the late Pandit Ami Chandra, who was killed in an air crash at Singapore while en route to England two years ago, Miss Chandra was training as a nurse in New Zealand, but returned to Fiji on her father's death. Her father was a foundation member of the Broadcasting Commission.

¶ Mr. A. F. Grant, formerly Superintendent of Police and Prisons in Fiji, has been appointed Banaban Adviser to the Government. He will live on the Island of Rabi, which the Banaban people, who are natives of Ocean Island, purchased and settled after World War II.

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NOTABLE WEDDING IN EASTERN SAMOA



THE marriage of Savai'i's Manaia Afloga Vaovasa to the Taupou of High Chief Faiva, of Leone, who is known as Aloga Pulu, took place on January 25 in the village of Leone, American Samoa, before over one thousand people.

Manaia Vaovasa is a member of the Chief Amituana'i clan, in the village Sala'ilua, Savai'i, Western Samoa.

A malaga party of nearly 200 people attended Leone from Sala'ilua, and for ten

days many speeches, much dancing and feasting took place. The old-fashioned rites were observed, winding up with a huge exchange of money for fine mats and other gifts.

The party which returned to Savai'i in mid-February took back 450 fine mats and over 1,000 tapa cloths.

During the wedding ceremony the bride wore an unusually lovely dress of fine matting, with a bridal veil of the same

material. She was escorted to the church by High Chief Faiva, who protected her from the sun's rays with an umbrella, likewise made of fine matting.

The photograph (by Pan American Prints) shows the Samoan bride and her attendants who are all Taupous of various ranking chiefs of Leone. Reading from left to right:

Samalulu Kerisitina, Taupou of High Chief Tuiteleapaga;

Suasa'a Pele, Taupou of High Chief Avegalio;

Maid of Honour Tofolupu Leafaitulagi, Taupou of High Chief Tuitele;

The bride, Taupou Afloga Pulu, of the High Chief Faiva;

Bridesmaid Iliganoa Fofoga, Taupou of High Chief Ilaoa;

Bridesmaid Saelau Lalofi, Taupou of High Talking Chief Leoso.

More Trade Freedom in Fiji

IMPORT restrictions in Fiji have been further eased, especially in regard to importations from European countries outside the Iron Curtain. Certain jewellery, perfumery, and confectionery still require permits.

Paper bags, marine outboard motors, and track-type tractors may now be imported freely from any source.

† A new radio-telephone link began operating between Lae and Australia on February 28. Four Territory centres (Port Moresby, Rabaul, Lae and Samarai) are now served.

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About three years ago, stranded there with about 30 other BCPA passengers while an engine-fault was remedied, we were quartered in fusty cubicles furnished with little more than camp beds. Bathrooms and toilets were in another building.

The accommodation is still not of the top plush; but under Mr. Barry Philp's direction, the cubicles have given way to airy bedrooms, each with a small insect-screened verandah; and with private toilet and shower. Guests are provided with reading lamps so that they do not have to do that barbarous thing required of them in many Islands pubs—turn out the light near the door somewhere and then crawl through the darkness back to bed.

A huge electric fan—with blades as big as Super Constellation propellers—is part of the equipment. With the help of this, guests may now sleep cooler at Nadi than in Summertime Australia.

Meals are excellent. A magnificent buffet of cold meats, salads, fish curries, Chinese food and Islands fruit greets the northbound passenger in place of the roast mutton and fried chops of the former New Zealand cuisine.—J.T.

¶ Mr. G. B. Crabbe, of Suva, Fiji, is at present on a visit to Sydney.

¶ The Rev. and Mrs. Wil Wagner, of St. Louis, USA, passed through Sydney recently en route to a new Lutheran mission station at Aramunda (west of Mt. Hagen, New Guinea).

¶ Dr. L. H. Hatcher, who has been serving on contract at Nadi Air Force, Fiji, has now joined Fiji Medical Department, as Medical Officer.



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NEW GUINEA BASIC ECONOMY ALTERS AS

NATIVES ARE ENCOURAGED TO DEVELOP COCONUT PLANTING

P. MORESBY, Feb. 22. SIGNIFICANT change appears to be taking place in the New Guinea coconut-planting industry. Since the war, there has been very little coconut planting by Europeans. Economists have expressed anxiety about the future of the industry. Europeans are putting considerable areas under cocoa and rubber; but for a variety of reasons coconut plantations (which are the backbone of the Territory's economy) are not being renewed; the life of existing groves is rapidly growing shorter. Meanwhile, under the deliberate active encouragement of the Administration, the native communities are planting up coconut groves, and giving closer attention to existing native groves; with the result that the percentage of native copra in the Territory's total output almost certainly will rise. Apart from its economic value,

this is a fact of some considerable political importance. The development of a large community of native producers must affect the future of Australian New Guinea.

A STATEMENT issued for the Administration in February said that, in the six months to mid-February, native communities totalling 8,000, within a 40 mile radius of Lae, have planted 35,400 coconuts, and will double this figure by June. Directed by Morobe District Ser-

vices and Agricultural Department officials, the long-range aim is to interplant with cocoa in areas where the soil is suitable, when the palms are eight to ten feet high.

The groves are being planted with selected nuts from the Administration Baibara Plantation at Orangerie Bay, and from Markham Valley and Tufi. The Baibara nuts are the San Ramon type, imported into the Territory pre-war by the Papuan Administration to improve coconut yields, and have an output of up to 10 ounces of meat per nut compared with the general average of five to seven. Markham Valley coconuts are also of a special type, being big, high-yielding nuts which were introduced many years ago, probably by the German Admin-

Island Youth Chooses Medical Career

Falefatu S. Utu, recent winner of a scholarship to the American House of Representatives, representing Sa'ole County, has given up politics to engage in a medical career. He departed for Fiji on February 12 on the TOFUA with Jessy T. Mululu, Jerome P. Maua'i and Miki Sio, to begin the four-years course at the Suva Medical School. Falefatu graduated from the American High School in 1952 and, shortly after, was confined to hospital with tuberculosis. He recovered, and made a resolution that he would some day take up medicine so he could help his people in battle against this disease. Surrendering the stately importance of being a Representative, for a hard four-year course in Suva, indicates his sincere



shows Falefatu with Representative Mulitauaopole, only woman native in Legislature of American Samoa.

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istration, and traded back from coast to the Markham Valley by natives.

A similar coconut planting programme has been initiated in the Finschhafen area, where native communities have established groves containing 25,000 seedlings during the past nine months.

In addition to planting, villages are being encouraged to clear work existing groves which have come heavily overgrown, and where the only nuts used were the required for food. In such area village of about 150 people has been known to collect £75 for one month's output of copra.

Similar planting will start soon in the Kaiapit Sub-District (population 14,000) at the head of Markham Valley, 80 miles north of Lae. Existing mature groves when cleared and worked, may give 100 tons of copra, worth £7,500.

Last year natives of Finschhafen Sub-District produced 12 tons of coffee, and are being encouraged to improve and extend their coffee plots. This coffee production was initiated before the war by the Lutheran Mission. A start has been made on coffee-planting in the Wain Sub-District.

IS REPLACEMENT OF KAURI POSSIBLE IN ISLANDS?

WHEN the Europeans came to the South Pacific, forests of almost priceless Kauri timber extended from the North Island of New Zealand, up through New Caledonia and New Hebrides, into southern Solomons. There is much Kauri left now—traders and sawmillers have been nibbling at it for 100 years, and there has been no systematic re-planting, outside NZ.

There is a big timber enterprise based on Kauri, in Vanikoro (southern Solomons). In its latest review, the BSI Government states that a forestry officer (Mr. Hadfield) has been stationed on Vanikoro since a start made on "survey, enumeration of the remaining Kauri, and on small-scale experiments to see if it is economically practicable to speed up the replacement of the felled timber."

The outcome will be interesting, has been generally assumed that Kauri is so slow-growing that the planting of Kauri forests is not economic, if the usual reforestation methods are followed.

† The new Miramar Hotel, at the Bay of Citrons, on the Corniche Road, Noumea, has just been completed. It features an exclusive restaurant and night-club. There is a possibility that the Cercle C will have its bar licence transferred to this new hotel.

HOW SHOULD YOU SPELL "MIFELA"?

PROBLEM OF PIDGIN ENGLISH IN ITS PRESENT WRITTEN FORM

IN the various interesting comments on Professor Hall's new book, *Hands Off Pidgin*—a denunciation of New Guinea's commercial *lingua franca*—there is this pertinent note in *Sydney Morning Herald's* Column 8:

"I still cannot understand what is gained by spelling such words as *my, mi; belong, bilong; piccaniny, pikinini; you, yu*—and so on. Is the idea to make it look more un-English as possible?"

Very fair comment. As a matter of fact, those of us who hope that the P-NG Administration may be assisted in its task of making 1½ million NG natives literate, by using pidgin as a stepping-stone from vernaculars to simple English, have often wondered why High Officialdom in New Guinea has approved this kind of Pidgin spelling.

The origin of the system appears to be in. Until recent years, almost the whole burden of native education in New Guinea was carried by the various Mission organisations. Some of the Mission bodies, not long ago, decided that the only

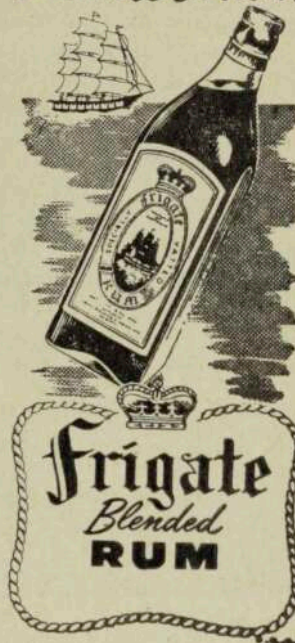
practicable medium of instruction, in this Islands Tower of Babel, was the Beach Lingo, Pidgin. Necessarily, they reduced it to writing.

Most of these missionaries—especially Roman Catholics and Lutherans—themselves had a poor knowledge of English; and therefore they proceeded to spell Pidgin-English phonetically, and in accordance with European rather than English pronunciation of the Roman alphabet. From the English speaker's point of view, the result is horrible; but, until now (when the question of how best to use Pidgin as a written medium of introduction to English arises) no one has worried about it.

Now, however, High Officialdom should take a firm stand. If Pidgin is to be used as the first step in native education—and Hall and others insist that no other course seems practicable—this phonetic spelling should be either wiped out or revised and the native who is being taught to write and read in Pidgin, should be encouraged to use the customary spelling of the English words employed. In that way, the step from reading and writing

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in Pidgin to reading and writing in simple English becomes easy.

Obviously, if the native is made partly literate in Pidgin, with phonetic spelling, the task of education is doubled. In order to use a simple English, as the open door to general education, he has virtually to learn reading and writing all over again.

THE other day, we of the PIM made a practical test. We presented one of the Pidgin news-sheets issued in New Guinea to a New Guinea planter—a well-educated man on furlough in Sydney—and asked him what it meant. When he read it to himself (in the way in which you and I read) he could make little of it—frankly confessed that he could not get the meaning. But when we took over the sheet, and read it aloud, phonetically, and giving Continental values to the vowels, he understood it immediately.

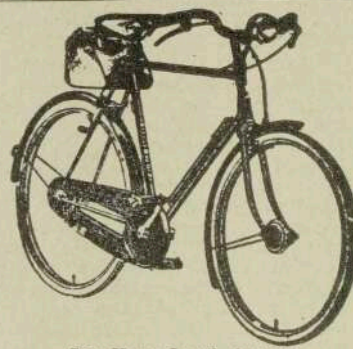
Without being masters of the lingo, we editorial folk have heard Pidgin spoken many times, and understand its construction and can generally follow its meaning. If written Pidgin were spelled as in English, we could read it and get its meaning. But we have not a clue to the meaning of Pidgin, spelled as it is now.

The Mission bodies which have adopted this phonetic spelling, and

produced considerable school literature in this medium, will, of course, resist any change-over from phonetic to English spelling.

In the interests of the Dual Territory as a whole, this matter should be considered on the top level before the country is irrevocably committed to this form of

written Pidgin, and a decision. If orthodox English spelling Pidgin is considered desirable in general interests of native education, the Mission bodies should be expected to conform to the rule even if they had to be compelled for printed material thus rendered valueless. *Continued on next*



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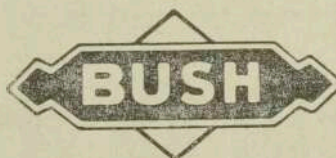
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It does not matter to the native whether he is taught to spell in the English fashion, or phonetically. The fact that a non-English missionary can deal more easily with phonetically-spelled Pidgin is of lesser importance than the fact that a native youngster, introduced to Pidgin English words in their English spelling, already has his foot on the threshold of literacy.

AN EXPERT OPINION

THE PIM asked Mr. H. E. Maude, Director of the Social Development Section of the South Pacific Commission's Research Council, if he had any comment to make.

Mr. Maude agreed that, in view of the native-education tasks which the various Administrations in the Southwest Pacific, this matter of whether more effective use could be made of Pidgin English was one of growing importance. He said, however, that experiments had shown that the native when taught the letters of the English alphabet had certain fixed values (that is, phonetic spelling) could more easily learn to read and write Pidgin than in orthodox English. A person unacquainted with English finds it most difficult to follow the varieties of English spelling—ough, tough, through, plough, for example, all pronounced differently. When a native had been taught phonetic spelling, it was more difficult for him to learn orthodox spelling and pronunciation.

It had been noted in the Solomons and New Hebrides and, to a lesser extent in New Guinea, that Pidgin is slowly but steadily changing in character, and developing an affinity with orthodox English. Native Pidgin speakers of the present generation had a certain difficulty following the Pidgin spoken by their grandfathers. This might amplify the problem for the educationalists.

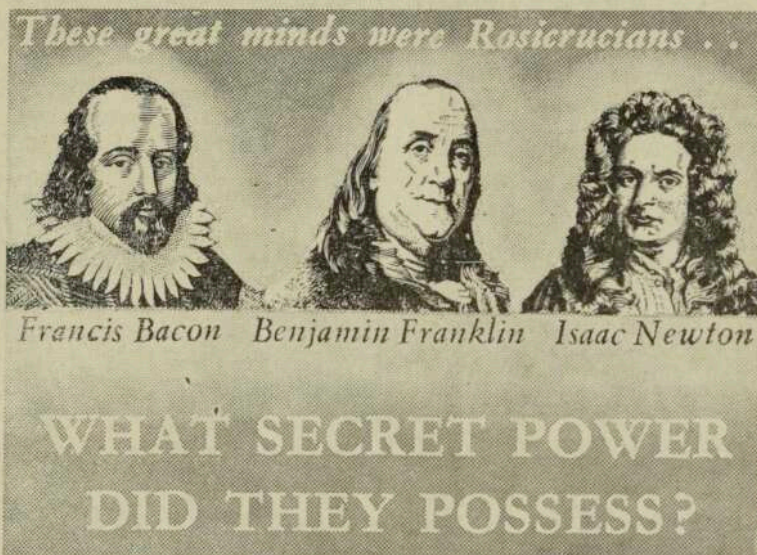
It may well be that, in view of the growing urgency of native educational problems, the time will come for a review of the system of writing Pidgin English, which was adopted many years ago under conditions which now have changed very much," said Mr. Maude.

Mr. H. J. Whyte, B.Med. MB, Ch.B., has been appointed senior lecturer and head of the Department of Physiology at the Central Medical School, Fiji. A New Zealander, he served with RNZAF in the Pacific during the war. Later, he graduated from Otago University with distinction, and has lately been re-appointed medical officer, Waikato Hospital, NZ.

Mr. P. W. Downes, MB, Ch.B., 29-year-old graduate of Bristol University, England, has been appointed medical officer in Fiji by the South Pacific Health Service.

¶ Rev. Father Francis Wiesenthal, SVD, recently celebrated the golden jubilee of his ordination at Alexis-hafen, NG. Father Wiesenthal, now 75 years of age, has served his mission in New Guinea for almost 50 years.

¶ Mr. and Mrs. C. W. Seton, well-known planters in the British Solomon Islands, are at present on furlough in NSW. Mrs. Seton's health has not been good for some time and she has been receiving expert treatment in Sydney.



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**RABAU'S NATIVE
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How a Criminal Was Trapped

From Our Own Correspondent

RABAU, Feb. 28.
RABAU native constable, Onivi, gets full credit for solving a rape case which had the European Police staff frankly baffled. A half-caste girl complained to police on December 17 that a native had raped her near Malaytown that day. She described her attacker, who had said he was a police-boy; but failed to identify him in line-ups of all native policemen. This left police to search among the 40,000 natives in the Rabaul-Kokopo District—a hopeless task. Onivi attended a sing-sing at Kokopo early in January. A native named Wami, whom he knew as Leo, asked Onivi if the police had rested anyone in connection with the attack on the Asian girl; and when asked if there were likely to be any investigating police attending the sing-sing. When Onivi said he thought there could be, Leo (who was decorated for readiness to join the dancers) re-

moved his regalia and left the sing-sing.

On January 16, walking near a boyhouse in Rabaul, Onivi heard two boys inside discussing someone.

One boy said: "Tell him to come to Rabaul and go on the *Kulu* to Port Moresby."

Onivi entered the boyhouse and asked: "Who's going to Port Moresby?"

"Someone," he was told. "A man."

Onivi knew the two boys were friends of Leo's, and connected the discussion with Leo's queries at the sing-sing. He discussed the matter with another constable and then reported it to Sub-Inspector Gallen.

The *Kulu* was at a wharf taking on cargo, preparatory to leaving for Moresby.

Two native police were stationed to watch the ship, all night, but Leo did not appear.

Sub-Inspector Gallen and two native police visited the Kokopo plantation where Leo worked. Leo had left without notice the day before.

Sub-Inspector Gallen detailed all police who knew Leo to search the town area for him. Fifteen minutes later, Leo, after a short chase, was captured in the vicinity of the boyhouse where Onivi had picked up his final clue.

In a line-up at the police station Leo's victim picked him out without hesitation. He denied the charge; then broke down and confessed; and on February 25, in the Supreme Court, he got 10 years' hard labour.

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WELL-PRINTED BOOK IS MORE INDIAN THAN FIJIAN

A COPY of the third edition of the Vivekananda High School *Times Annual* is to hand. Printed in English, Hindi, and Fijian, with a great many photographic illustrations, this 100-page publication is a pleasant surprise. Larger schools in more advanced countries produce much less ambitious annual publications than this. Cost of the publication was well supported by advertisers and the actual printing was carried out by the Sangam Sarada Printing Press of Nadi.

The Vivekananda School is operated by the Ramakrishna Mission, and is one of many schools in Fiji. Though the articles contained in the Annual are of general interest, the reader is made aware that the policy of this school is to orient the interest of its pupils more towards India than towards Fiji. The pupils may be third-generation Fiji-born—but they still are being trained to think of India as their real home. For religious reasons this probably could not be otherwise—but it does emphasise the racial problems that exist in Fiji.

Whereas in Hawaii the Japanese immigrant has become in the main

a Hawaiian-American in outlook as well as in racial status and citizenship, this Fiji school Annual serves to indicate that such a desirable change has not yet occurred in Fiji.

¶ District Officer Bill Purdy, of New Guinea, was married to Miss Ruth McMurtrie, of Sydney, at Vacluse, Sydney, in February. The couple returned to New Guinea after honeymooning in Tasmania.

¶ Major-General L. E. C. Perowne, CB, CBE, General Officer Commanding the 17th Gurkha Division (of which the 1st Battalion Fiji Infantry Regiment, has formed a part) will pay a brief visit to Fiji from Malaya, in March, travelling aboard one of the RAF transport aircraft which carries a periodic draft of troops from and to Malaya. While in Fiji, General Perowne will be the guest of the Fiji Government.

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WINE IN AUSTRALIA, by Walter James. The first general survey of Australian wine ever to be published, this tells the story behind most of the labels seen on bottles in Australian wine shops... what sort of grapes have been used where they were grown, how the wine was made, and how you may get the most pleasure in drinking it. Illustrated. 21/- (post 9d).

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NEW DISCOVERIES IN PACIFIC FISHING



Mr. van Pel with the crew of the fishing-vessel "De Goede Hoop", and a good catch.

MR. HUBERTUS VAN PEL, Fisheries Officer of the South Pacific Commission, has returned to SPC Headquarters in Noumea. He brought back from Dutch New Guinea the startling news of the discovery of sharks and sawfish in Lake Sentani, a freshwater lake 20 miles in from the coast and about 500 feet above sea-level. Specimens of these freshwater sharks have been sent to Holland for examination.

In Tonga, last year, Mr. van Pel experimented with trolling, using a wooden depth-kite about 2 ft by 1 ft in size. This gave a catch fifteen times larger than that obtained by

surface fishing in the same locality. Mr. Van Pel said one sawfish was more than 10 feet long.

"The only explanation the Dutch scientists could give was that the lake, thousands of years ago, was fed from the sea at sea level," he said. "Then a volcano eruption took the lake 500 feet up when mountains rose out of the sea. The change from salt to fresh water was so gradual that the sharks and other habitual sea fish became acclimated."

¶ Mr. John Hagen, of Noumea, was in Sydney in February, completing arrangements under which passengers will be carried on his ship, *Neo Hebrides II*, on its run between Sydney and the West Pacific Islands.

Chinese Minister's Arrival



New Chinese Methodist Minister to Rabaul, the Reverend John Su, who arrived in February with his 12-years-old daughter Miriam. He has been preaching for 18 years in the Far East, and was ordained in 1945 in North-West China. He has travelled as a minister in 19 Chinese provinces, Japan, the Philippines, and Malaya. He had a narrow escape from the Japanese in 1942 when he left Hong Kong for Fukien. Reverend Su is an accomplished musician and can play ten instruments. He composed all the melodies of "Heavenly People Choruses", the first Chinese Methodist Hymn Book, and many of the lyrics. Miriam, his eldest daughter, is following in her father's footsteps musically. Mrs. Su, now in Hong Kong, with two younger daughters, expects to join her husband soon.

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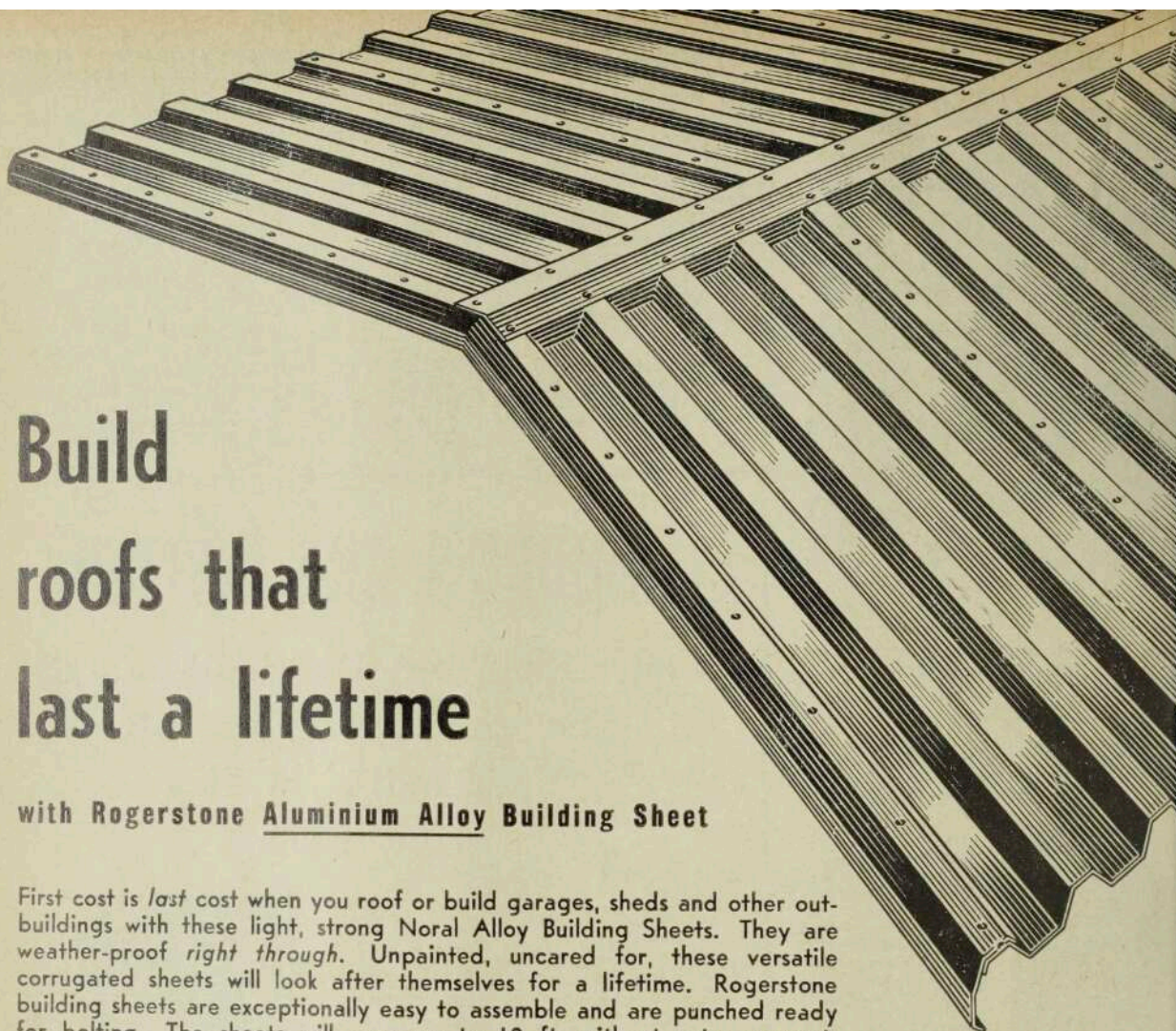
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New Year Engagement



Popular Apia couple, Anita Bartley and Lex Bartley, who announced their engagement on New Year's Eve. Anita is daughter of well-known businessman John Bartley, and Lex is working at the Apia meteorological station. They plan to wed early this year.

Mr. E. A. James, MLC, of Port Moresby, has been on a business trip to Sydney and Melbourne during the past fortnight.

Cinderella Territory Seeks A Way Out

BRITISH SOLOMONS PLAN TO WOO PRIVATE ENTERPRISE

THE British Government's new policy for the development of the Solomon Islands was outlined in general terms by the High Commissioner for the Western Pacific (Sir Robert Stanley) when he opened the BSI Advisory Council meeting in Honiara on February 10. Sir Robert had recently returned from a discussion in London with the British Colonial Office, and he told the Council that:

- BSI would receive some special grants (amounts not yet known) wherewith to "finance a development programme and encourage private enterprise."

- A "Development Secretary" will be appointed, to be responsible for the organisation and supervision of developmental schemes.

- As it was not possible for "a Government by itself, however much money it spends, to develop a territory such as this without the assist-

ance of private enterprise and the stimulus of competition," official steps will be taken to encourage private enterprise to enter the Solomons. Specific proposals are being examined by the Territory Treasurer, Mr. McLeod Smith, now in London.

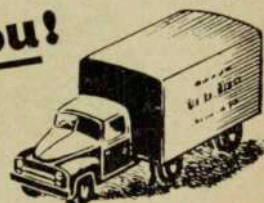
- The taxation system is being overhauled, with a view to giving private enterprise some relief from "the burden of income tax and sur-tax."

- A "Trade Development Officer," who should undertake fairly frequent visits to Sydney and other important centres, so as to make contact with business people and the Press, and to seek better publicity for BSI resources and opportunities, will be appointed.

Sir Robert, at some length, described measures which were being taken to improve the general standard of administration and pro-



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vide essential social services; but the great difficulty of holding and training sufficient staff to achieve such ends appeared again and again throughout his review. To assist its purpose of maintaining an adequate staff, the administration is spending large sums in providing adequate housing, attractive salaries and other amenities.

THE ECONOMIC POSITION

IN 1954, exports were worth £A1,930,000 and imports £A1,230,368. The Government's revenues totalled £A506,711 (£A59,000 above estimate) and expenditure was £A603,000; and most of the deficit is being met by a special grant from Britain.

Copra exports totalled 19,021 tons (16,488 tons in 1953) and are estimated at the same, or a little less, in 1955. Trochus and green snail-shell exports were 796 tons (562 in 1953); and super-feet of timber shipped away totalled 4,350,000 (1,800,000 in 1953).

Progress has been made in cocoa planting in Malaita; the possibility of coffee growing is being investigated; and a special British grant is available for investigation of rice-growing.

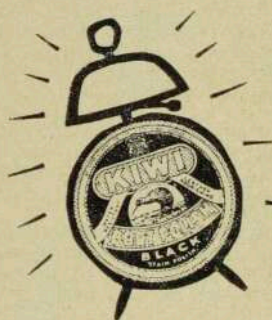
The Ilu Farm Scheme has been discontinued and the cattle are be-

ing distributed throughout BSI—Levers have taken 50 for breeding purposes.

The report shows that, despite very limited resources in personnel and funds, a Geological Survey has been going on, especially in Guadalcanal. More than traces of some

valuable metals have been found certain of the main islands, and the Survey will proceed during 1955. It is here that private enterprise may be interested, if metals are found in quantity. It will be remembered that private enterprise, in the shape of the Emperor Gold Co., of F

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was all ready to explore the gold deposits of Guadalcanal, in the Forties, but was literally chased out of the Protectorate by the British Socialist Government, which planned the development of BSI by Socialist processes alone.)

TRANSPORT PROBLEMS

THE High Commissioner is frank and outspoken on the subject of shipping—and rightly so, for the future of this great archipelago necessarily is bound up with ships. Nearly all BSI activities depend on water transport; yet the BSI headquarters, after the war, were placed at Honiara, which is almost an open roadstead—and apart from lighters, is still without loading and unloading and docking facilities.

While demands for shipping facilities have increased, the Government's fleet of small ships has diminished. However, an order is being placed in Hong Kong for a 105-ft diesel vessel to run on a regular schedule within BSI; the *Letua* is being re-engined; and the *Tovola* may be available shortly. Plans have been made for ship-repair facilities at Tulagi; and there is talk of providing a floating dock. BSI roads are in poor condition—especially those around Honiara. That is because the officials have been unable to get spare parts for their road-grader, which still is immobilised.

Considerable improvements have been effected at Kukum airfield (near Honiara) and plans are being made to restore the once-famous Henderson airfield (on Guadalcanal) to international standard. Munda airfield may be restored to use, in place of that at Barakoma.

A plan for the establishment of a port facilities at Honiara will soon be submitted to London. Sir Robert Stanley dealt at some length with matters of domestic concern—education, medical services and the encouragement of means of local self-government among the Protectorate's 100,000 natives.

EDITORIAL NOTE

Britain's SW Pacific Headache

WE must recognise the courage, and the healthy spirit of optimism with which Sir Robert Stanley faces his heartbreaking task of trying to find a way in which this great archipelago may be developed for the general good. Sir Stanley rightly argues that it is primarily a job for private enterprise. But—as the PIM repeatedly has pointed out—the obstacles may not be surmounted by a British Colonial office preoccupied with Africa and West Indies affairs, and with little interest in the South Pacific. Fiji does not come into the picture. That Crown Colony already has a well-established and self-support-

ing, and making sound economic progress under its own steam. The only other British possessions in the South Pacific are the Gilbert and Ellice Colony (an over-populated chain of atolls where no further developmental effort is needed), the British share of the New Hebrides (where all developmental and settlement possibilities are literally paralysed by the existence of the Condominium), and the great Solomons archipelago, potentially rich but still economically useless, because neither Australian planter, South Seas trader nor British Government ever has found the initiative to establish a worthwhile industry there.

Sir Robert Stanley is doing—and will do—his very best, with the

limited facilities at his command. But the task is one for Australia; and nothing much can be accomplished in the Solomons until that fact—with its economic and defence implications—is accepted by high officialdom.

† Polynesian Association of Sydney meets at about 6-weekly intervals, or when any particular group of Islands people happens to be visiting Sydney. It meets in a hall below Victorian Tourist Bureau, north side of Martin Place, between Pitt and Castlereagh Streets. For information contact Mr. Len Moran, phone FW4661, between 6 pm-7 pm daily; postal address: PO Box 2232, Sydney, NSW.

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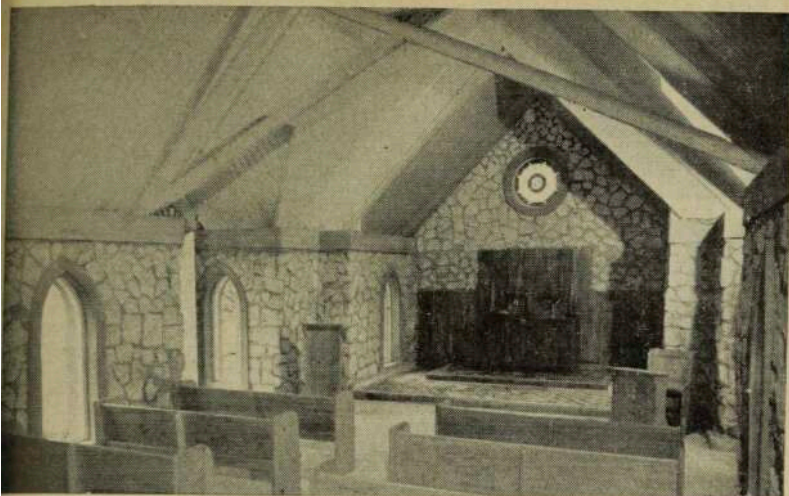
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MARCH, 1955 — PACIFIC ISLANDS MONTHLY

Suva Point Church to Have a Tower



The interior of St. Luke's Church, Suva Point, which a year or so ago, was built by voluntary labour. The same band of enthusiastic workers are now adding a tower to the church.

Photo: Stinsons Studio.

Miss Keren Rees, recently a sister of the staff of Royal Prince Alfred Hospital, Sydney, has taken up an appointment as matron of the Tauru hospital.

Mr. Trevor Nixon, popular member of the staff of Rarotonga Radio, was farewelled at a large party recently on his departure for a new position in New Zealand.

Mr. and Mrs. Len Doble, both registered nurses, flew to New Guinea in mid-February, where they will join the nursing staff of the Hansenide Colony, near Mt. Hagen. All within a few weeks, Mrs. Doble has completed her nursing training at Wahroonga Sanitarium, Sydney, married in Christchurch and gone to NG.

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HISTORIC MISSION ISLAND IN THE SOLOMONS

A PROMINENT part in the 50th anniversary celebrations of the Methodist Mission on Vella Lavella, British Solomon, in November-December, was taken by the Rev. and Mrs. A. A. Bensley (now living in retirement at Tauranga, New Zealand) who were missionaries at Vella Lavella between 1922 and 1935. They were succeeded by the Rev. A. W. E. Silvester, who stuck to his post during the Japanese invasion and, for his courage in rescuing Allied sailors and airmen, received the highest US civil decoration.

At the celebrations it was recalled that a Fijian teacher, Ratu Aporosa, was established at Vella Lavella in 1904, following the first Christian service conducted there by the late Rev. J. F. Goldie in March, 1904. The Rev. R. C. Nicholson, appointed in 1907, continued the pioneering work at Vella Lavella. The central feature of this Mission jubilee was the opening of a new church at Bilua (at the southern end of the island, where Mission headquarters are situated).

Messages were received from Mrs. Nicholson (widow of the first resident white missionary there), the Rev. A. W. E. Silvester (now living in New Zealand), Dr. A. G. Rutter (of London, for several years the mission medical officer in BSI), and Sister Winifred Poole (of NZ, who was stationed there for some years).

All mission buildings on Vella Lavella

were demolished by bombing and subsequent land operations in 1942-43. American troops landed there in August, 1943, and a New Zealand brigade arrived in mid-September to mop up 800 Japs holding areas at the north of the island. On the night of October 6-7, many of the

Japs were evacuated after two weeks skirmishing under difficult jungle conditions. Vella Lavella was occupied by New Zealanders for some months, when a fighter strip was built by the Americans for use in their offensive against Jap-held Bougainville.—A.J.S.

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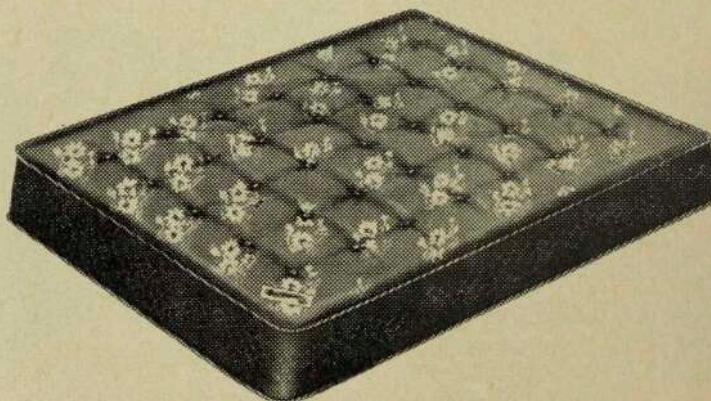
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WAR DAMAGE

I had an old cat and I loved him.
Though really he wasn't much use.
The one thing he really excelled at
Was cats like himself to produce.

Though sometimes the colour was
different,

The head and the tail were the
same—

For the head, well, it always was
hungry,

And the other end, well it's a
shame.

mothered this cat through the ages,
I fed him on tit-bits and such.
I liked him, but if he'd departed
I wouldn't have cared very much.

Soon three hundred cats roamed the
jungle,

And there'd only been one there
before.

When a lively young Government
agent

Contacted me after the War.

hadn't seen much of the fighting—
I'd kept myself well out of range—

so when he said each cat's worth
ten bob,

I thought the idea mighty strange.

But I started in then to cut notches
For the cats that my old cat had
sired.

By the time I had finished the task—
well,

I had three accomplices hired.

We retired my old cat on a pension,
He sleeps in a box full of straw,

and before we pass on to beyond,
well,

We're hoping for just one more
war!

—MILNE BAY PEASANT.

apua.

Australian Writer on Safari



Dr. Colin Simpson on a Highlands air-
field, New Guinea, in October. The pack-
ages in the background are part of the
equipment which went with him into the
field area.

Exit the Cockroach?

THANKS to two insecticides de-
veloped by the Shell Company,
it appears that that standard
"prop" of Island novelists—the
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will very soon be a thing of the
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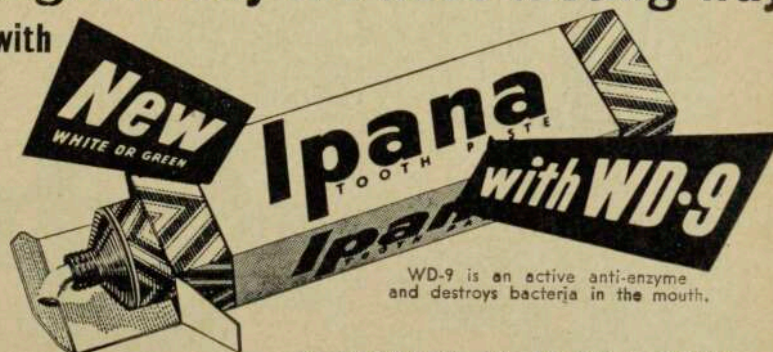
lacquer and sprayed onto walls, are
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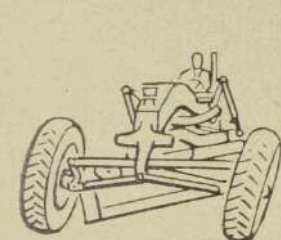
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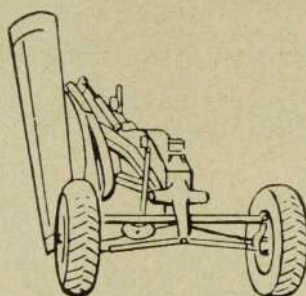
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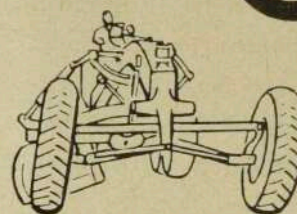
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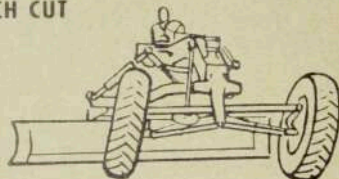
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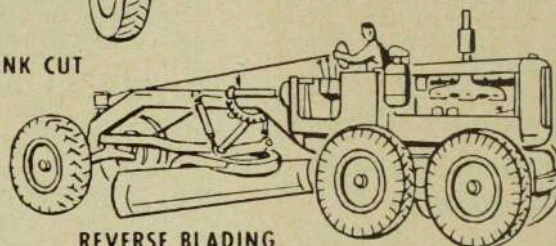
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WHAT IS CANBERRA PLANNING
NOW?

LAND REFORMS LINKED WITH SLOW ADMINISTRATIVE REFORMS IN NEW GUINEA

NO one—except some sections of high officialdom—seems to be happy about Australian Territories Minister Hasluck's new land and settlement policy in New Guinea.

The Minister and his Canberra advisers have inaugurated a policy under which the acquisition of land in Papua-New Guinea, its allotment, sale and its use are to be rigidly controlled by a Land Board and by a series of instrumentalities subject to the Board.

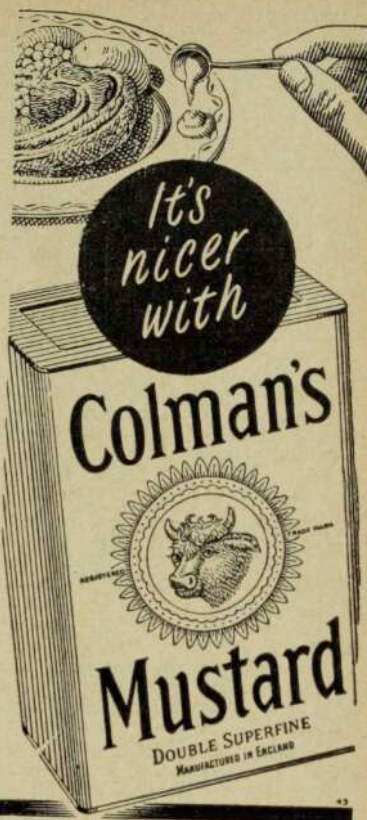
A section of the well-informed and experienced people of Papua-New Guinea (with which the I.M. associates itself) has criticised the Hasluck plan as too realistic and impractical. These critics favour a much more elastic system, directly controlled by the experienced high officials on the spot in the Territories—a system under which lands may be selected to serve certain purposes, and the right type of settler may be encouraged, so that he may fit into the native as well as into the European economy of the country.

It is argued that, for purposes

of successful land settlement and development, in a country like New Guinea, rigid control by Canberra-minded bureaucrats is about the last factor which should be introduced.

WHEN we expressed these views, some four months ago, we received official assurances that the dangers we feared would be countered by a new system of District administration, about to be introduced. The plan apparently provides that the District Commissioner will be relieved of the shackles of routine administration, but instead will become a sort of sub-governor, responsible directly to the Administrator in Port Moresby; that the Department of District Services will disappear, to be replaced by a Department responsible for Native Affairs; and that the DC will have a very influential voice in all that is done in his District in land allocation and settlement.

That seemed a more flexible and therefore a better arrangement and to answer the complaint that land



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settlement is in danger of becoming too rigid, impersonal, and subject to bureaucratic machinery. The majority of DC's are men well qualified by experience and outlook to direct and influence the right kind of European land settlement.

But later information from the Dual Territory indicates that this reform of District Services is lagging and stumbling. High Officialdom has announced that it will not be given effect to until after the end of this financial year.

More disturbing is the report—from a source usually authentic—that Canberra does not propose, as a matter of course, to use the present District Commissioners under the new set-up. Instead, in most cases, the present DC is to become merely the head of the reorganised Native Affairs Department in his particular District; while the new District Commissioners are to be beings of a superior class, specially vetted for the job—and, doubtless, specially chosen by Canberra.

WE can only express the hope that this is not true. But we fear that it may be true—it would be so typical of the Canberra planners—typical of the gentlemen who, for example, almost always go off into the blue and choose an expolitician or a superannuated Army man when an Administrator is wanted for Norfolk Island or Nauru, and who ignore the obvious claims

of the trained and experienced men with good administrative records in the bigger Territories.

However, nothing is to be gained by an outcry at this stage. The Dual Territory can but wait and see what the Canberra set-up of politicians and bureaucrats is going to produce on July 1.

Meanwhile, time will pass. Ten years were wasted while Mr Hasluck cogitated, and laid a painfully hatched his land-settlement egg. All the proposed New Guinea soldier-settlers became ten years older and more discouraged and many drifted away to other fields. Now, we shall add another

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six months—while the Land Board threshes around looking for adequate staff, and wraps itself in endless cocoons of red tape.

In comparison with what could be done with the Eight Millions Per Annum which Australia is pouring into the Territories, that which is being accomplished in land settlement by Europeans is pitiful and shameful. But Australia, apparently, could not care less. Politicians and bureaucrats can get away with anything, in these days.

MEANWHILE, we receive many comments upon the land and development situation in New Guinea.

From a former high official: What makes you think that Canberra is prepared to surrender one iota of its power? Nothing will convince

them that any part of an administrative job can be done better by the man in the field.

From a Former New Guinea Civilian, now resident in Queensland: I think an important principle—very vital in this regimented age—is involved in this land-settlement matter in the Highlands. . . Obviously, the method of personal selection, co-ordinated by the responsible DC on the spot, and in agreement with the natives concerned, is the only one whereby Papua and New Guinea can be fairly and adequately opened up. Keep hammering away!

The Tamworth (NSW) branch of the Graziers' Association, anxious

to see European settlement increase in New Guinea, and disturbed by reports of Governmental failure to get on with settlement plans, decided to recommend the annual conference to make representations direct to the Minister.

† The Annual General Meeting of Guadalcanal (Solomon Islands) Club members elected the following office-bearers: President, Mr. P. N. Dalton; Vice-President, Dr. R. F. Payne; Secretary, Mr. A. P. Peebles; Treasurer, Mr. A. Whiting; Committee Members, Mrs. R. Raffles, Mrs. M. Symes, Mr. K. Hain and Mr. L. Wiseman.

Rea-Winsbury Wedding



A photograph of Mr. and Mrs. Allan Winsbury, cutting the cake at their wedding reception, at the home of Mr. and Mrs. W. J. Stubbs, in Suva, Fiji, on January 5. The bride was formerly Miss Vega Rea, daughter of Mrs. A. M. Rea, of Auckland and the late Mr. A. W. Rea of Nausori, Fiji; she has been schooling in Fiji. Mr. Winsbury is an Englishman and is with Overseas Telecommunications in Suva.

The bride wore a tailored, off-white cascade Dior gown and was attended by Miss Jackie Stubbs. Mr. W. J. Stubbs led the bride away and Mr. Rodney Cole was best man. The wedding ceremony took place at Suva Point Church of England.

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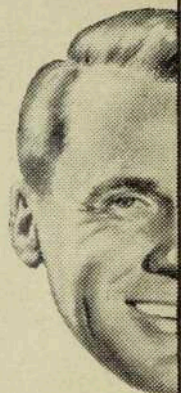
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SDA MISSIONARIES MEET IN SUVA

OF the fifty delegates present at the second Quadrennial Session of the Central Pacific Union Meeting of Seventh Day Adventists, in Suva, in January, exactly half were native people, representing the ten SDA Pacific mission fields.

Also present were Pastor E. E. Roenfelt, Australian-born associate secretary of the General Conference of SDA, of Washington, DC, and Pastors F. G. Clifford, L. C. Naden, and E. J. Johanson, president, secretary and treasurer, respectively, of the Australasian Division. The session was under the chairmanship of Pastor G. Branster, president of the Central Pacific Union Mission.

In his opening address, Pastor Branster drew attention to the dangers threatening the world and stressed the need for the church to be prepared for the tremendous issues of these remarkable times. The one, and only, reason for the church's existence, he said, is the uplifting of humanity.

Secretary-treasurer E. W. Howse reported that church membership throughout the Territory of the Union had more than doubled in the last six years. The total working force of the area numbered 66, which included 36 national ordained ministers.

Said Mr. Howse: "During the quadrennium under review, many of our native workers have been given added re-

sponsibilities, not only in carrying administrative work, but also in developing the departmental interests of our local missions, and in caring for districts within the mission territory."

Education Secretary, A. W. Martin, reported an improving standard in Seventh-day Adventist mission schools throughout the Central Pacific Union territory as more and more well-trained teachers are graduated from Fulton College.

The college principal, Pastor L. S. Wood, MA, Dip. Ed., said that courses in Theology, teaching, business, and building construction were available. The academic standard was approximately equal to that of secondary schools in Australia and New Zealand. "In all our class work," said Pastor Wood, "emphasis is maintained on the practical side of education. All students who enter the secondary school and who pass through training courses are required to take some form of manual training. The boys are enrolled in woodwork classes and the girls are enrolled in domestic science classes. Plans are under way to include a course in agricultural science. We believe this will be of great practical benefit to our Islands students." The college staff comprises eight European teachers and 10 nationals drawn from various Islands groups.

Following the Fiji hurricane of 1953, Dorcas Societies distributed more than 6,000 articles of clothing and 1,196 baskets of food, according to Pastor R. L. Aveling's report of the activities of the Church Missionary Society.

Reporting on the various aspects of the Young People's Society, Pastor A. W. Martin said that First Aid classes have been taken up in earnest in most island groups. Last year St. John's examiner had examined classes in Aitutaki (where 100 young folk passed), and in Fiji, Tonga, Samoa, and New Hebrides. He was gratified with the standard attained by the young people of the Seventh-day Adventist Church. Such training will prepare them to render expert assistance in times of emergency.

During the conference the evangelical, educational and medical programme of the mission was examined and plans were adopted to strengthen this triad of church service.

When *Sonoma* sailed from Pago Pago for Hawaii and the United States in January she had aboard 8,200 cases of canned tuna from the local Van Camp cannery, and some 40 tons of Samoan mats and curios. There is a keen demand in Hawaii and the States for these floor mats.

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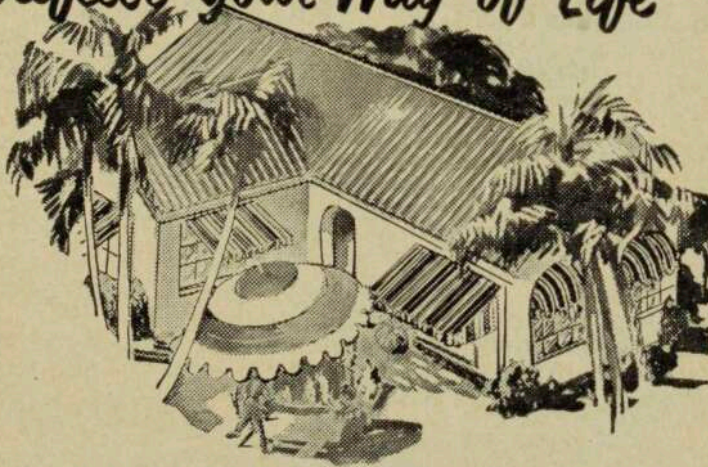
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A LIMITED FIELD

The Wax That Comes From Sugar Cane 'Mud'

IF a statement made recently by Mr. D. A. Low, a Queensland MLA, ever reached Fiji, it must have caused some interest in that sugar-producing Colony.

Mr. Low said that the extraction of wax from sugar-cane could quickly develop into a £1 million per year project, if all sugar-mills in the State of Queensland engaged in it. At present, he said, only the Moreton Central sugar-mill at Nambour was extracting the wax from the "mud," and only comparatively few extraction plants were in operation throughout the world.

The Moreton Central mill, said Mr. Low, employed four men on its wax extraction plant. The mill was producing a ton of top-grade bleached wax per month, worth £500. Crude wax was worth £400 per ton. It was marketed in Brisbane and Melbourne and used in polishes, carbon paper, greases, and for impregnating certain rope.

To discover why this valuable commodity was not being produced elsewhere in Queensland and Fiji, and to check on the market potential, PIM made some inquiries from the Colonial Sugar Refining Co.; from a Sydney firm which im-

ports this and similar waxes; and from the CSIRO's Division of Industrial Chemistry in Melbourne; and elicited the following information.

SUGAR-CANE wax is not a recent discovery. Possibilities of its extraction from sugar cane "mud" (mulched waste remaining after extraction of the sugar) were

known prior to World War II. But the cane-wax has to compete with the well-established wax extracted from the carnauba palm nut of Brazil. Carnauba wax is currently quoted on the London market in two grades—prime yellow, £Stg. 90 per ton, and fatty grey, £Stg. 57 per ton.

Brazil, however, is a hard-currency country, and this factor would a

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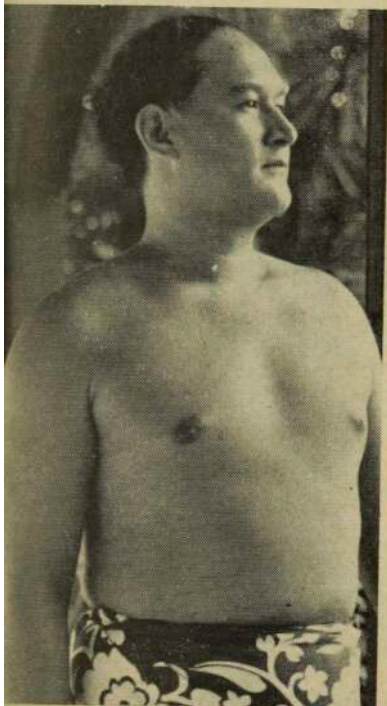
present favour a soft-currency source of wax. CSIRO estimates that if sugar-cane wax were to completely replace carnauba imports, about 300 tons of mainly refined wax could be absorbed in Australia per annum, at the present time.

But consumption and price are no doubt linked. If sugar-cane wax could compete satisfactorily and could be sold at a substantially lower price, the consumption might rise sharply. CSIRO says that a ton of crude sugar-cane wax will produce about half a ton of refined wax.

CSIRO thinks there is little prospect of developing a hard-currency export business. America is importing crude cane-wax from Cuba at the rate of about 550 tons per annum, and refining it in the States.

THOUGH Australian consumers prefer canauba wax at present, CSIRO says they have so far had little incentive to use cane wax. Australia's carnauba supplies can be imported from England with Sterling funds, so there would be no dollar savings. Presumably, England receives carnauba wax supplies from Brazil on a trade-exchange basis.

A Link With Old Tahiti



Mr. Ta'aroa Salmon is a descendant of the Royal Family of Tahiti, which until years ago played an important part in the affairs of what is now French Oceania.

—Photo by Simpson.

Another factor is the montan wax being produced in Germany from brown coal; and CSIRO says this is equal in quality to carnauba wax and superior to cane-wax, and the price is competitive.

A small amount of cane-wax is being produced on an experimental basis in Jamaica—probably the only other British extraction plant in the world.

A spokesman for CSR Co. Ltd. said that wax extraction had been studied, but that company would not be interested unless big-scale operations were practicable. The industry was more likely to interest the small, individually-owned mills.

On the basis of these inquiries, Mr. Low's forecast appears somewhat optimistic.

Mr. S. J. (Jock) Campbell, BA, B.Ed, is now Headmaster of the Tonga High School. He was for some years on the staff of the Rabaul European School, and then in charge of the Territory's Correspondence School. He served with NGVR, ANGAW and the AIF in New Guinea during the war. Since then, he has been a teacher in Queensland. Mrs. Campbell is a daughter of the late Mr. Fred Hay, of W. R. Carpenter & Co. Ltd., Rabaul.

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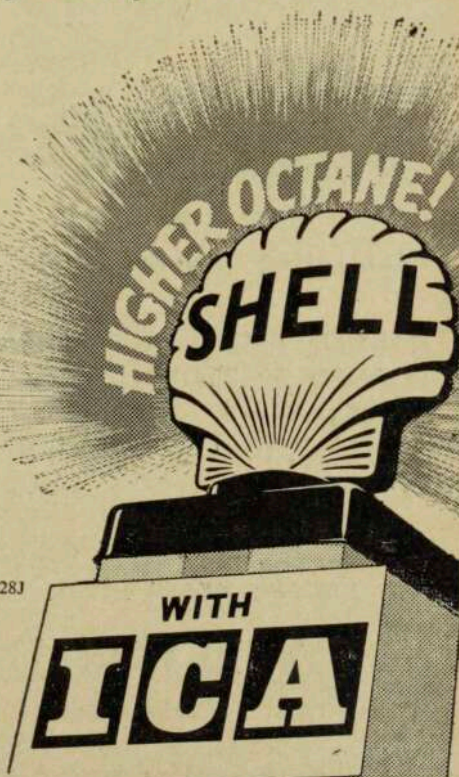
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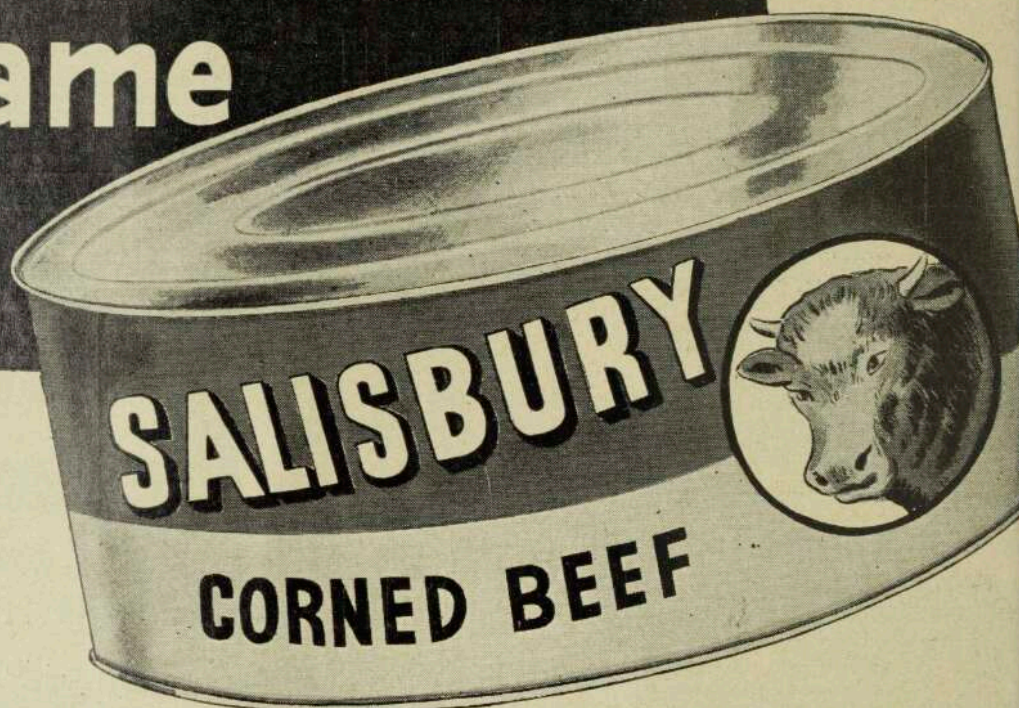
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OTHER SIDE OF
THE PICTURE

History of Italian Copra-Cutters Of N. Hebrides

THE failure of an experiment made two or three years ago on behalf of a well-known planter of the New Hebrides, in an effort to solve the local labour problem by importing Italians as copra-cutters, has now passed into Condominium history.

None of those Italians are now cutting copra; but most of them are still in the Hebrides and they say that their side of the story, as to why they did not fulfil their contract, was never adequately presented.

When the planters' agent interviewed the prospective copra-cutters in Italy, the Italians had no idea where the Hebrides were situated in relation to the rest of the world; and knew absolutely nothing about copra or the way it was produced. But 3,000 Pacific francs per month, translated into Italian money, plenty of sunshine, bananas, oranges, pineapples and other tropical delights sounded very

good indeed. The New Hebrides must be the land of golden opportunity.

When they arrived in Santo, their employer took them to the Club where they were served good meals and plenty of "vino." Their first impressions—apart from a sudden glimmering of the high cost of living in the Hebrides—bore out everything they had imagined back in Italy.

Then they were sent by small schooner to one of the outlying plantations and here they learned what copra was, and that, normally, it was cut only by natives.

On their arrival the plantation manager was ill, but his wife showed them to some old buildings. These were their quarters. Equipment and amenities were primitive: their water supply came from two old rusty drums.

The Italians asked for a week in order to get the place shipshape. This was granted and they

made furniture out of packing cases, and dug a well.

Their food consisted mainly of rice and salt beef; the tons of tropical fruit of their fond dreams never eventuated. Native copra-cutters worked on this plantation also.

After about six weeks, the Italians went to Santo to see the plantation-owner. When they got what they regarded as unsatisfactory answers from him, they left, most of them finding other local employment.

† The Australian Red Cross Society has been asked to help establish a Blood Transfusion Service in Papua and New Guinea. Following a recent visit by the Director of General Health in the Territory (Dr. J. T. Gunther) to Australian Headquarters, it was decided that an experienced Blood Transfusion officer would visit the Territory. He will complete a survey and plan, without undue delay, the establishment of a service.

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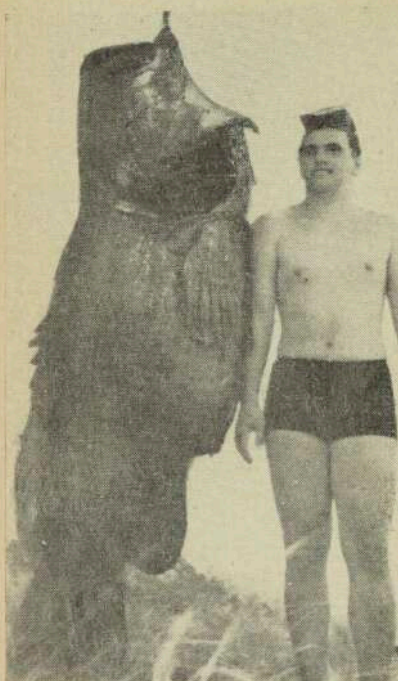
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Attention Spear-fishermen!



Mr. Jack Bennett, of Raiatea, French Oceania, sends along this photo of one that did not get away. The giant cod weighed 313 lb and measured 6 ft. 11 in.

when hung up. It was landed with a spear-gun — and plenty of hard work — from Fetuna Pass, Raiatea.

Mr. Bennett would like photographic evidence from spear-fishermen in New Guinea, Fiji, Rarotonga and elsewhere, that they have landed a larger fish—and so would readers of PIM!

Largest known fish of this type caught by other methods in Tahiti waters, our correspondent says, weighed 381 lb.

Christmas Morning Chore

THINGS are done differently on Pitcairn Island. There, on Christmas morning, the polling booths were open from 6 am to 7 am only, for the public to enter their annual vote for the election of an Island Council for 1955.

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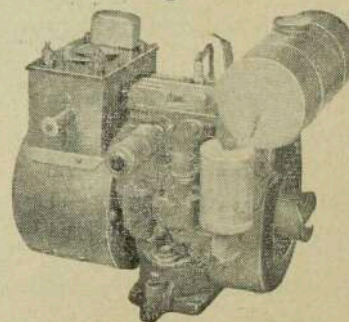
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AUSTRALASIA MAY GET LESS NAURU AND OCEAN ISLAND PHOSPHATE

The Australian Government is perturbed by a suggestion that the United Kingdom might soon exercise its right of using part of the phosphate output of Nauru and Ocean islands.

In the past, although Britain shares with Australia and New Zealand the rights of phosphate exploitation on these two islands, Britain has allowed her Pacific partners to use the entire output, though, of course, she has shared in the financial proceeds.

Britain's supplies have come mainly from North Africa—Morocco especially. It now appears that the price of North African phosphate rock has risen sharply. African phosphate rock is not so high in tricalcic content as the Nauru-Ocean rock; so, unless some important alternative fertiliser is developed, it does seem highly probable that all phosphate, regardless of grade, will increase in price as supplies diminish.

Australia's worry at the moment is not so much the diminishing supplies of Nauru-Ocean—estimated by the British Phosphate Commissioners to last about 50 years, at present rate of exploitation—but the fact that the available facilities on the islands cannot process and deliver for export at a higher rate than they are now doing.

Australia and New Zealand also jointly share in the phosphate mining rights on Christmas Island, in the Indian Ocean. At present Australia takes the entire output. Even with this, plus her share of Nauru-Ocean production, she is still undersupplied. She will therefore now have to purchase her unsatisfied needs at a higher price from Africa.

Unless other fertilisers are developed—and that is not entirely improbable in this age—there is likely to be an increasing interest in some of the many unexploited low-grade guano deposits scattered throughout the Islands, and revived interest in other deposits which already have been worked over but not completely exhausted.

There has, for example, been recent talk of revived interest in Wallis Island, east of Noumea; and some time ago the French Phosphate Company, operating on Makatea (north-east of Tahiti) sent an official from France to closely examine lower-grade deposits on nearby Niau.

The British Phosphate Commissioners have records of a great number of other small deposits, from Henderson Island to New Guinea, and down through the years they have examined many of them for possible future use.

During World War II, with Nauru and Ocean temporarily lost to the Japanese, some were re-examined—Ongea Ndriki in the Lau Group, Fiji, for example.

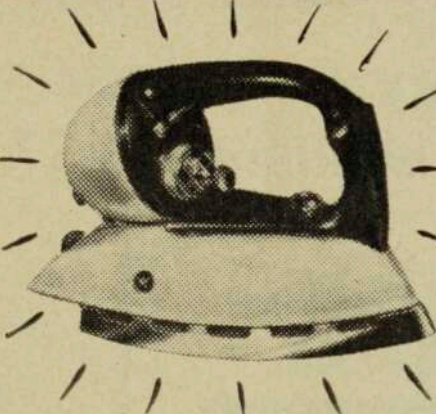
Should the value of phosphate

rise sufficiently it would probably become payable to re-work some areas of the main phosphate islands. On Makatea, for instance, where the phosphate overlies jagged pinnacles and crevasses of coral, the phosphate, which is there extracted entirely by pick and shovel, has only been dug to a convenient depth of six or eight feet in the narrow crevasses. It might later prove profitable to drive deeper into the more awkward places.

At present there are indications that the latter half of this century may see a repetition of the latter half of last when, first, American

(Continued on Page 69)

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interests, then later British, exploited many little, now abandoned, guano islands in the central Pacific.

A full history of Pacific guano and phosphate exploitation if ever written, would make fascinating reading—but there may be another chapter yet.

(Guano is derived from a Peruvian word "huano," meaning "dung"—in this case, of sea birds. The original supplies came from the almost rainless coasts of Chili, and were rich in nitrogen and phosphates. The first supplies reached Britain in 1840, and in the next 60 years, before the deposits gave out, revolutionised farming. Unlike Chilean guano, Pacific islands deposits have had a great deal of the nitrogen leached out by rain.)

Christmas Is. Phosphate Not Popular

IN Western Australia, at the end of January, the general executive of the Farmers' Union asked the Department of Agriculture to make widespread tests of the relative value of Nauru and Christmas Island phosphatic rock.

Members of the dairy section of the union had complained that pastures in the South-West of WA had deteriorated since Christmas Island rock had replaced Nauru rock in the manufacture of superphosphate in that State.

SOME OF THE JOYS OF TROPICAL AGRICULTURE

A correspondent of "The Melbourne Herald," recently described the extraordinary difficulties, introduced and indigenous, which beset the Lever coconut-growing enterprise in the British Solomon Islands. The main trouble, of course, is lack of labour. The BSI natives are like other Islanders—they have neither incentive nor inclination to work hard; and the authorities will not permit the introduction of Asiatic workers. But there are other headaches;

Owing to absence of fresh meat, the early planters brought in cattle to eat the weeds around the coconut palms and provide Sunday dinners. But in the steamy heat the cattle died.

Crossing shorthorn with zebu was the answer to that. But the resulting crossbreed needed something more than weeds in his diet. Company scientists evolved a tropical clover.

Then the thriving animals had to be used only sparingly for weeding because their hooves packed the earth and killed the palms by inducing in the palms "wet feet."

To speed pollination of the palms

the company introduced bees. In the hot rains the bees died.

To control vines, which were over-running some estates, the company introduced goats. The goats died. Autopsies revealed that they were poisoned through eating a local plant. Only then did the company learn that for generations the natives had caught fish by poisoning streams with the sap of the plant.

Until the 1930's a moth was damaging palms. On scientific advice the company imported mynah birds to eat the moths. But iguanas raided the mynah's nests and ate both eggs and baby mynahs. A hunting campaign was waged against iguanas and now mynahs flourish and moths are rare.

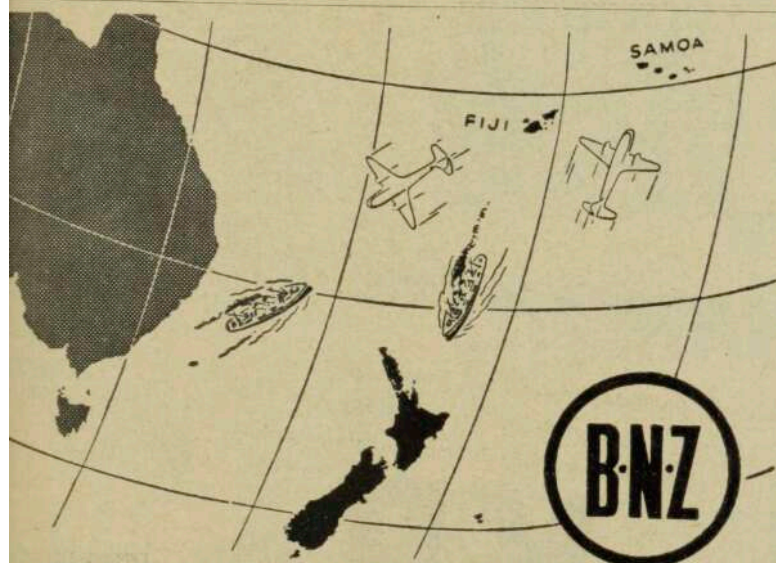
At this stage the blood-sucking hornfly attacked company cattle herds. Parasites and "friendly ants" coped with the hornfly—after vast research.

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THE FIJIAN MUST LEARN TO WORK

Demands of The Modern World

From Our Own Correspondent

WITH fresh enterprises springing up in Fiji, the quality of Fijian labour is under fire again.

"It's not the quantity but the quality we lack here," writes a commentator in the local Suva paper. It takes ten men to shift a piano, three men to do the average day's work of even the most take-it-or-leave it Aussie. Allowing for the climate and the easy going attitude of the average Islander, new-comers who wish to set up in business are beginning to realise that there is no such thing as "cheap labour" in Fiji.

The crux of the matter is the Fijian's lack of economic ambition. In contrast with the more economically-aggressive Indian, our money system is entirely at variance with his known way of life.

In a land where nature provides abundantly, there is no incentive for the Fijian to store against a time of need—his perishable subsistence crops, grown throughout the year, do not call for storing. On the

other hand, the Indian, for centuries, has stored his rice-crop, wise to the threat of famine—thus the Fijian and Indian attitude towards saving is utterly incompatible.

How then can the Fijian be made to know the brutal facts of economic life? That world population is increasing at the rate of 22 millions

yearly; that land fertility is decreasing; that there is now no longer room for "privileged people" in a hungry world; that those who cannot take their place in the swiftly moving stream of progress will either sink or swim?

How can the Fijian be made economically ambitious? Neither

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coercion "jolly along," nor money-loans can make any fundamental difference while the Fijian remains wedded to the patriarchal village system and the "keri-keri" attitude toward life. Those things, while very well in their way, when there were only jungle tracks in the Pacific, are the very antithesis of to-day's money economy.

THERE is a lack of realism in those who deplore the passing of the ancient manner of communal living, with its picturesque customs. It seems they would wish to see the Fijian race isolated as an anthropological curiosity, a mere tourist attraction—which it will inevitably become if the Fijians do not seize their opportunities.

The Fijians' own leaders, the thinkers, are impatient to see their people become more individualistic. Modern progress need not necessarily swamp the good that is in their customs. We have the parallel of England's emergence from the feudal system. The English to this day keep their ancient traditions, even if they are confined only to high days and holidays.

In other crowded countries, where races intermingle, racial groups cling stubbornly to their old customs, while still obeying the dictates of a common modern economic outlook. The Fijian may have to compromise and do the same. He can take his place in the modern world preserving those things in his tradition that are dear to him—his yangona ceremonies, his mekes, his song and story.

But we who wish the Fijians well could proceed with care. Speaking recently at a school on "Trends in Education," the Director of Education (Mr. W. W. Lewis Jones) drew a parallel with Africa where, in trusting modern education on native peoples, much that was good in their tribal customs had been lost. Many tribal practices were preparation for adult life, and when these are swept aside by the too sudden acceptance of "modern progress," there could be a dangerous gap.

The slaying of a lion in single combat may not necessarily be the only way to prepare for manhood in the old tribal way; but acceptance of new ideas, willingness to accept responsibility, and giving a fair day's work for a fair day's pay, are the equivalent training for manhood to-day.

A higher standard of education and enlightenment among the Fijian men will play its part in progress. Women become dissatisfied with archaic mode of life, and covet things that make life easier, and their acquisitiveness act as a spur to their men to provide for them, and work for them.

The price of modern progress to the Fijian is the loss of many of its picturesque (and grossly time-consuming) customs; development

of individualism rather than communal living; willingness to accept responsibility for his own actions. The race is to the swift; and the prize is the ownership of the land by those who best demonstrate their ability wisely to use it.

Rare Samoan Stamp

A STAMP journal, issued by an Auckland firm specialising in Island stamp collections, reported in its August issue that an extremely rare Samoan 6d stamp had been found in a collection recently purchased in Auckland.

Only two mint copies are known to be in existence, although 2,400 stamps of the series were printed and were on sale in Apia for 7½ years. The stamps were printed in 1887. In 1895 a fire that swept Apia destroyed the post office and stamps of the series still unsold.

In addition to the two mint copies which still exist, there is one other used copy.

It is clear that a search by Islands residents for stamps on old envelopes, receipts, etc., should be well worth while as all are worth many times their face value. No attempt should be made to strip the stamps off the envelopes.

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G & E EDUCATION:—

Problems Arising From Lack of English

THE Education Report for the Gilbert and Ellice Islands Colony for 1953 (just now available) shows a year of considerable activity in the educational field following a period of little progress in the post-war years.

Educational problems are considerable in this widely deployed Colony which extends from the northern Gilberts south-east to the Phoenix, and east to Fanning Island.

Education is largely in the hands of the three Christian mission organisations, which the Government subsidise and encourage in educational work.

At the end of 1953, the 12 Government schools were handling 722 pupils; the London Missionary Society, 4,392; the Catholic Sacred Heart Mission, 3,088; and the Seventh Day Adventist Mission, which came to the Gilberts in 1950, 165 pupils.

These figures are exclusive of religious trainees in some special mission schools. The two principal

missions received a total of about £1,700 in subsidies for their 253 schools. That amount was to be increased by £1,000 in the following year. In 1953, the Seventh Day Adventists mission was not receiving any subsidy for its 5 schools.

Total government expenditure on education in 1953 was about £14,700, as compared with £12,300 in the previous year.

During the year, the staff and pupils of the Government Temporary School at Abemama were transferred to Bikenibou, Tarawa, to the new but still incomplete King George V School, which had a roll of 109 by December, including boys brought in from the Elisefou school on Vaitupu, which was also closed. From this new boarding school pupils reaching the New Zealand School Certificate level will be selected for further overseas education.

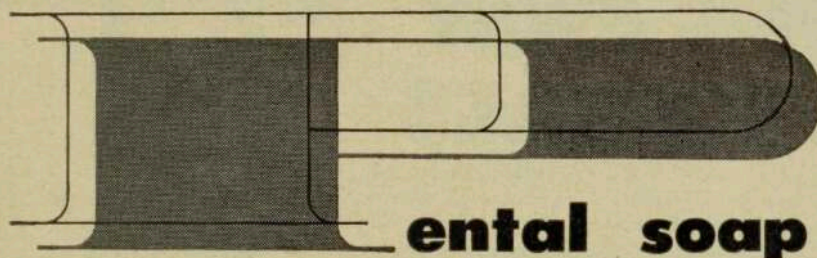
Educational standards in all schools continued to be limited by an acute shortage of trained staff.

The new curriculum for Government primary schools came into operation at the beginning of the year and it was expected that it would also serve as a guide to mission schools where suitably trained staff was available to apply it. Heavy emphasis is being placed on the teaching of English in the higher classes.

The new King George V School will do away with the necessity of sending higher-grade students to Fiji, and none have been sent since 1948, when results of the Colonial Development financed scheme were disappointing. Of the 92 students sent to Fiji not one reached University Entrance Standard, only one passed School Certificate. Only two

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PACIFIC ISLANDS MONTHLY—MARCH, 1955

others reached third-year secondary standard in New Zealand.

A large percentage were returned to the Colony as unsuitable, without even completing their primary education. Lack of English appears to have been the main stumbling block.

This has applied also to boys training under the British Phosphate Commissioners' Apprenticeship Plan for tradesmen. Great aptitude is shown in the practical work but on the theoretical side progress is slow. This problem should be eased with the full establishment of the King George V School. The first Colony students to complete a full teacher-training course returned from New Zealand to join the school's staff late in 1953.

During the year, new government schools were opened at Vaitupu, Niutao, Gardner, Fanning, and at Tarawa. The Catholic mission also opened a new boarding school at Tarawa. These schools were mainly of the so-called "Island" type, under partly trained teachers, and provide superior primary education to that available in the average village school.

The report says that education is seriously hampered by an acute lack of educational text books in the vernacular.

No More Life-Time Officials in E. Samoa

ACCORDING to an Executive Order issued by Governor R. B. Lowe, of Eastern Samoa in December, appointments of District Governors and County Chiefs will be for a period of four years only, instead of for life as in the past.

Appointments will end with the calendar year, so that any appoint-

ment made during a year will end in somewhat less than four years.

Another important change will be that where any of these officials have accepted appointments in the legislative or judicial branches of the Government, they cannot be re-appointed to their former District or County position.

The changes appear to have been made to avoid any possible malpractices by these senior officials.

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Jeffs-Sorensen Wedding



This photograph was taken after the wedding, in Auckland, NZ, in November, of Miss Phyllis Jeffs, and Mr. Hans Sorensen.

Bride and groom are both formerly of Tonga—the bride is a grand-daughter of the late Mr. Cook who operated a whaling station off Tongatabu. Mr. Sorensen comes from a well-known Vavau family. For her wedding the bride wore a cream, embossed-brocade gown. Her bridesmaid was Miss Louisa Sorensen, sister of the bridegroom.

Favourable Balance for N. Caledonia— But Only Just

NEW CALEDONIA'S most expensive single item of imports, in 1954, was coal (and coke) from Australia. About 159,000 tons was taken across from Newcastle to the nickel smelters of Noumea. Total imports of Australian origin were valued at 420,000,000 francs. NC imported 1,300,000,000 fcs worth of goods altogether; and exported goods—mostly metals—to the value of 1,500,000,000 fcs.

France, Japan, the United States, and that order, were the Colony's best customers. Australia took goods worth only 9,000,000 fcs.



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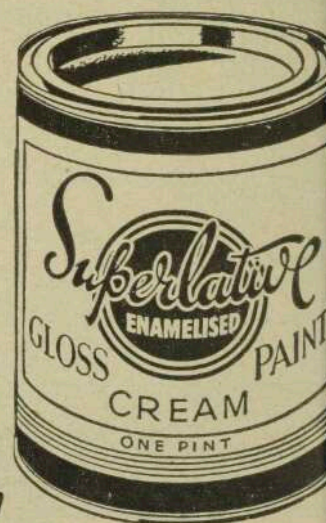
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MAGAZINE SECTION

Tropicalities

SOMETHING NEW IN NORFOLK ISLAND!

A CERTAIN newspaperman in Sydney who became interested in the present "revolt" in Norfolk Island—where the 850 residents are resisting Canberra bureaucrats' attempt to fasten new taxes upon them and push them around generally—found himself in a strange tangle when he was studying statements of the position made by three of the leaders. He thought he was dealing with a series of statements made by one man. Considerable confusion ensued—which was not cleared away until he discovered that by a peculiar coincidence the names of the three men are Newbery, Newbald and Needham. These three gentlemen are generally agreed on the necessity for

fighting Canberra, but have somewhat different viewpoints on the methods of campaign and some of the minor issues.

Incidentally, it was reported in Sydney in February that Mr. Needham had been assaulted by a member of one of the old Pitcairn families and that the incident had come before a Norfolk Island Court. So local conditions, presumably, are generating a little heat.

SLEEP-WEeping AND COCK-FIGHTING ARE OUT!

THERE is plenty of evidence to show that life, even in the Pacific's most isolated atolls and islands, was never of the do-as-you-please order imagined by the would-be beachcomber. Certainly since Moses issued his Ten Com-

mandments the situation has not eased any—if the 141 commandments set out in the Ellice Islands Regulations, 1954, recently issued, are any measure!

All these dictums are for the common good, no doubt, but, well—where once a man could get up in the night and head for the nearest tree-trunk, he shall now proceed "to the adjacent foreshore to, but not above, the high water mark." All very well, if there is an adjacent foreshore, of course!

Apparently the Ellice Islanders must at one time or another have derived some fun from cock-fighting. It's not to happen in future! "It shall be an offence to encourage or incite any animal to fight with another animal of the same or of a different species." One may detect in that clever wording, a flouting of the law in the past by perhaps training a frigate-bird to fight with a cock.

Commandment 28 is entitled "Sleep-weeping (moetolo)" and leaves the innocent outsider somewhat perplexed. Sleep-walking would seem to be a better title, for this is all it says: "Any male native found within a dwelling-house during the hours of darkness, and having no claim of right to be there, is guilty

Artifacts of Tahiti



Although the present generation of Tahitians have lost most of the skill of the old Polynesian carvers, who worked in stone and wood, the Tahitian people still can produce many articles notable for original design and artistic workmanship. This collection of artifacts (arranged and photographed by Simpson) gives some idea of the range and attractiveness of the articles now supplied to the traders in Papeete. Some very attractive objects are made from wood and from large shells, as shown in the lowest row. From certain very heavy woods the craftsmen make book-ends, as shown on the second row from the bottom.

of an offence." The weeping apparently starts when the magistrate demands the specified ten bob!

The late riser, rushing to dabble his face with water and gallop off to a day's clerking in the DO's office is in for a shock, too! "No bathing or washing shall take place within five fathoms of any well."

Why fathoms? We don't know—because commandment number 9 stipulates that the dead shall not be buried shallower than 4 feet down or within 50 yards of a dwelling—though the reasoning involved seems sound!

Every prospective Ellice beach-comber is advised to equip himself with this handy guide before making his final plans.

THAT BOTHERSOME ENGLISH

FIJIANS are quick to learn shorthand, mainly because the Fijian ear is accustomed to detect and analyse more accurately than most European ears. At the same time, Fijian stenographers often find their shorthand speeds outstripping their capacity to cope with the vagaries of English spelling. (Fijians maintain that even though the early missionaries complicated written and printed Fijian by their extraordinary use of the letters "q", "c" and so on, Fijian spelling is a model of consistency compared with English spelling).

Something of this state of affairs is reflected in a diverting note in the Ratu Kadavulevu School magazine, which states that when a Fijian schoolboy was asked in an examination paper: "Who came to the school with the Governor on September 29?" the reply was: "Lady Garvey, Mr. and Mrs. Lewis-Jones and Edikonk."

In this case it was the aide-de-camp who was demoted, but a Fijian Army officer tells that when, at a general knowledge class, he asked a soldier: "Who comes after the Governor in Fiji's governmental set-up," the recruit rocked the assembly with the reply: "The aide-de-camp." On the face of it, it was both logical and an indication of accurate observation.

The Director of Education (Mr. W. Lewis-Jones) was the subject of another question at Ratu Kadavulevu School. When asked who was the present Director, a boy blandly replied: "Mr. Joe Lewis."

THE BOYS WITH THE 15/- LAP-LAPS

ACCORDING to Sydney's Red rag, the *Tribune*, much exploitation of New Guinea natives is still going on. Recently they reported that natives were not allowed in European stores and had to patronise trade-stores where they were charged "through the neck" for everything. The writer declared that this is what the trade-stores charged (prices for the same commodities in European stores are in parenthesis):

Bread 2/- to 2/6 (1/7); cordials 1/6 (1/-); lap-lap material 15/- a yard (3/-); salt 2/- for a lemonade bottle full (3d a pound); soap 3d a quarter cake (1/- a bar); tea 2/6 a quarter (1/10); sugar 1/- a lb. (9d).

A LOVELY VALLEY—APART FROM THE DEVILS!

OUT in that lovely, lonely Warengoi Valley at the back of the Gazelle Peninsula, New Britain, where the only human beings are Mr. Jack Chipper's timber-getters, there are some hot springs bubbling lazily out of the earth.

This photograph shows where the springs run out into the Sigul River—a small stream in beautiful forest country. The water temperature is 80 degrees Cent. Private enterprise could turn this into a very attractive holiday and health resort.

Administration says that this large and fertile area is needed by the natives; but the Tolais say that it is inhabited by a peculiarly unpleasant type of devils (they don't mean timber-getters, either) and there is not a native settlement within many miles.—RWR.

SELLING ICE-BOXES TO ESKIMOS

The Australian Press is becoming interested in New Caledonia, writes a resident of that fair Colony, and continues, "The Sydney *Daily Mirror*, in January, sent their columnist, Sydney Mann, to try to sell advertising space in a special New Caledonian supplement in a future issue of the *Mirror*."

"Knowing the local business men, I am inclined to suggest that the salesman try out a few side lines—electric radiators, central heating plants, etc. They should be easier to sell than publicity at Sydney newspaper rates."

DID THEY SWIM OR DID THEY WALK?

ASDA missionary, Mr. O. L. Speck, reported in Perth (where he has been on leave recently) that crocodiles now bask in the sunshine on the river banks near the Kokoda Trail monument at Sogeri, Papua. In the war years, many Australian soldiers from the convalescent camp nearby swam just there, he is reported to have said.

A lot of Australians still swim a great deal further down the Loloki—a pool near Sapphire Creek

which is not much above sea-level, being a favourite spot. If there are crocodiles at Sogeri, there certainly should be some in the river below Rouna Falls—but maybe Port Moresby swimmers don't know about these yet.

The habits of crocodiles are a closed book to me—so I can only be amazed that they managed to get 2,000 feet up above sea-level to Sogeri. They have only two means of approach—either up the series of rapids to Rouna Falls and then up that perpendicular obstacle to



navigation; or overland. It appears to me that crocodiles are not built for either pastime.

There could be a third method, of course: By human agency. But surely no one, native or European, would be silly enough for that.—JT.

MONO MEMORIAL CHURCH

A CHURCH built by New Zealand and American troops on Mono Island, Treasury Group, BSIP, in 1944, to replace one of native materials destroyed during fighting there, already requires major repairs and may have to be entirely rebuilt. This was reported by the Rev. H. L. Fiebig, of the Methodist Mission, on his return to New Zealand from a recent inspection tour.

The New Zealand 14th Brigade and American units landed there October 27, 1943. The existing church was destroyed in the operation, and the military authorities rebuilt it as a memorial to the 50-odd New Zealanders and Americans killed there.—AJS.

DR. DAVIS IN THE DEEP-FREEZE

THERE was news of Rarotonga-born Dr. Tom Davis early February. It will be recalled that the Davis family sailed from Wellington, NZ, to Boston, USA, three years ago in their yacht *Miru*. Dr. Davis had been awarded a post-graduate course at the Harvard School of Public Health.

Mrs. Lydia Davis' story of the voyage appeared in the *Saturday*

Evening Post. Miru has since been destroyed in a storm while at anchor.

Early in February, a Boston reporter interviewed Dr. Davis as he sat shivering in shorts in a refrigerator, while a complex electrical device recorded his various reactions. Dr. Davis is investigating the effects of temperature on the human body.

Dr. Davis said that he and his family may soon go to Alaska on a special US Air Force "cold" project.

Mr. Leo Schmidt, of the Western Samoa Police Force, and his bride, formerly Miss Salaepula Mataafa, were in Sydney on their honeymoon in March. Mr. Schmidt was to undergo a special police course before returning home.

Well-Known Trader of BSI



MR. VAL MURPHY, Manager of the Government Trade Scheme at Gizo, principal port of the Western Solomons, is an old hand in the Islands trade. He was born in Sydney in 1906, went to Vila for the Burns, Philp South Sea Co. in 1927, and transferred, in 1932, to Makambo, BP's capital in the Solomons. He was married in Sydney, in 1935, to Miss Jean Solomon. They went to live at Faisi in the Shortlands, where Val was Manager of the BP branch from 1936 until the Japanese war reached that area. He was evacuated in the "Morinda", on her last voyage, leaving Gavutu in 1942 after being bombed in Port Purvis earlier in the day. Mr. Murphy then joined AIF as an amphibian, serving in New Guinea, Bougainville, and Guadalcanal. He went on the expedition to Mono Island in an LST, spending 10 days there, near the musically famous village of Ball-ha'i, before going back to New Guinea and Australia. He then joined the BSIP Defence Force. After the war he was working on War Damage claims at Rabaul. In 1948 he went to Ingatu for Lever's. In 1952, he joined the Government Trade Scheme as its manager at Gizo.—BRETT HILDER.

A True Tale of an Adventurous Duck

By PETER ENGLAND

DO you know the Schouten Islands? All small islands, of course, have something romantic about them. When they are tropical small islands, and when they have as pleasantly sinister an aspect as those of the Schouten Group off NE New Guinea, their charm is irresistible.

Wokeo, Koil, Blup-Blup, Kadover, Bam. All volcanic, and with the exception of low-lying Koil, all mountainous, steep-to, no harbours, and only the narrowest ledge of holding ground falling away into unfathomable depths within a few yards.

They lie between Wewak and the mouth of the Sepik River, at distances ranging up to forty-five miles from the mainland, and they are inhabited by a hardy race of seamen and fishermen who think nothing of braving the intervening space of fickle seas and changeable winds in their fragile dugout canoes. Black and frowning, with hungry breakers snarling round their ragged buttresses, they are frightening—but completely fascinating.

Well, this is a story of Blup-Blup, and it started one morning when I went down to the Angoram wharf (Angoram is 25 miles up the Sepik River), to meet the ketch *Taynna*, just pulling in. The boat was hardly secured—Jack Pert was still giving orders as to the disposal of lines and springs—when an enormous drake climbed awkwardly over the gunwhale, up onto the wharf, and looked around. When I say enormous I don't mean just very big. He was at least twice as big as any duck I'd ever seen before, and also twice as dignified and superior.

He gave a couple of superior asthmatic coughs, waddled across the wharf, looked left, looked right, and then wandered off down Tobacco Road towards Chu Leong's trade store.

By this time Jack had come ashore. We exchanged greetings and he gave me a bunch of Bills of Lading. I said: "That's some duck you've got there. What did you do—mate his mother with an emu?"

Jack laughed. "Yes, he's a bit of all right, isn't he? I picked him up on Blup-Blup. He swam there!"

"He what?"

Well, that's actually what this colossal old duck had done. What happened was this: Every month or so the May-flies swarm on the Sepik River. When they do—swarming,

touching the water, and then floating down with the current in frothy ribbons—all the natives in Angoram race down to their canoes and out into the stream to gather the harvest.

Only seconds behind, all the ducks in Angoram plunge into the water and paddle out into midstream for a good feed. Sometimes they get so absorbed in gastronomy that they forget that the Sepik averages four knots, and presently frantic owners have to forget May-flies to race down-river and round up their errant poultry.

Well, Jack's drake was the One That Got Away. Obviously a gross feeder, he had kept his beak down to business until, 24 hours later, he had looked up to find himself far from land and with Blup-Blup straight ahead. With an odd May-fly still to be got for the picking, no doubt, the old cove just paddled along in leisurely fashion, and having covered the 30-odd miles of blue water, stepped ashore on Blup-Blup.

On Blup-Blup, so Jack told me, there are no ducks, but there is a very considerable population of domestic fowls. When Jack arrived at the island, Sinbad (as he soon called the web-footed beachcomber) came down to the landing to meet him, escorted by a bevy of adoring hens. Even in these idyllic surroundings a beachcomber sometimes yearns for home—local reports said he had already been there for 18 months—and so Sinbad sailed with the *Taynna*, leaving behind him broken hearts in every poultry yard on the island.

I would like to make this a moral story, with a reformed hero settling down to respectability in Tobacco Road, occasionally telling the story of his travels and adventures to an open-mouthed audience of children and grandchildren, and winding up with a warning against the dangers of gluttony.

But, alas! A few minutes before the *Taynna* sailed, Sinbad came waddling along the road, pushed his way through the idlers on the wharf, climbed carefully down on to the ship, selected a comfortable position in the shade of a packing-case on the main hatch, gave a disinterested glance at the spectators, and said, in all but words, "All right, let's go!"

Last I heard of him he was doing very well at Kerosene Island, Madang.

The Japs Came Back

(From Our Rabaul Correspondent)

THE arrival, stay, and departure of the Japanese War Dead Repatriation Mission really caused only a mild ripple of interest among Rabaul residents. There was no public meeting of protest or any "incident" connected with the visit. The local Sub-Branch of the RSL made no comment through the Press or over the air. It seemed that even those who were most anti-Jap had resigned themselves to the inevitable.

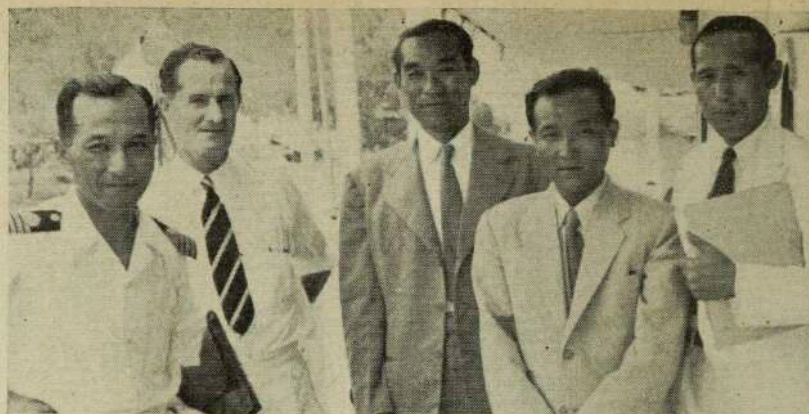
THE Japanese Training Ship *Taisei Maru*, carrying the 18 members of the Mission, 64 crew, and 89 Merchant Marine cadets tied up at "Old BP's wharf," a mile outside the town area, at 11 am, on February 1.

A handful of Europeans and a group of natives working in the area watched in silence as it edged into its berth.

Shortly before noon, New Britain District Commissioner, Mr. J. R. Foldi, was driven down to the wharf and boarded the ship to meet the Captain and leaders of the Mission.

At two pm, four members of the Mission, accompanied by Assistant District Officer Arthur Ewing, Administration Liaison Officer with the delegation, paid their respects to Mr. Foldi in his office. Then, followed by a truck carrying six other Mission officials, they took the road South out of town three miles South to the Japanese War Cemetery.

The cemetery, in a recently cleared patch of flat ground, consisted of



On board the "Taisei Maru", from left to right: Captain R. Shiina; Liaison Officer A.D.O. Arthur Ewing; Chief of Mission Mr. Gijuro Shirai; Interpreter Yoshioki Okazaki; Mission member Mr. Tsutomu Fukushima.

rows of four by four wooden marker posts, rising three feet above the earth and carrying the names of the dead in black painted letters. Some posts had rotted at their bases. A few posts were missing. The identity of the unmarked graves was ascertained by reference to official records carried by Mr. Ewing.

The records showed 522 men to have been buried in the patch. Included in the number was Lieutenant-General Adachi, former Commander of the 18th Japanese Army, whose grave mound was larger than and isolated from the other grave mounds. Adachi atoned for the shame of defeat by committing *hara-kiri*.

Adjoining the official cemetery, and divided from it by a sagging wire fence, was a scrub-covered undulating piece of ground about an acre and a half in extent containing individual and mass unmarked graves. Probably between 2,000 and

3,000 Japanese lie here. In a section close to the road and furthest from the official cemetery, about 70 executed War Criminals have been buried.

The Japanese reconnoitring party walked over and studied the location of the graves. One seven foot square grave—concrete dwarf walls enclosing a grassy mound—contained, in a small concrete cavity set in its centre, a small wicker basket holding a small china bowl and two small charred bones. The Japanese could not identify the remains.

Before returning to the ship the Japanese rested in the shade of a large tree.

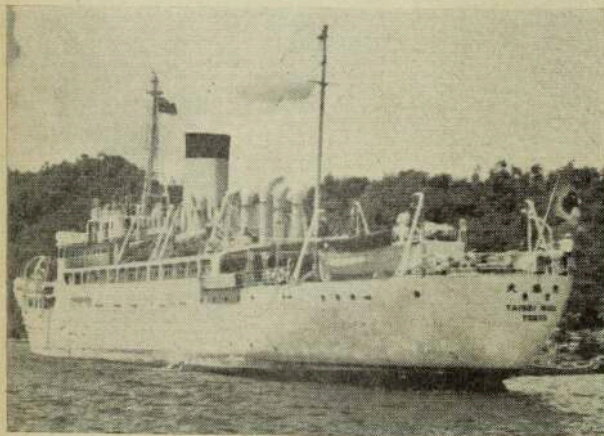
"Too hot," said Yoshioki Okazaki the interpreter. "Japan cold now."

Okazaki's title was misleading. His English was halting and he had difficulty understanding simple phrases in English.

More fluent was Koichi Obata, a

Below: The Japanese merchant marine training ship "Taisei Maru" shortly after berthing in Rabaul on February 1.

Right: Sorting and tagging the remains. What look like white cloths are small cotton bags into which the cremated bones were eventually packed.





Above: Zeken Nishiyama, Buddhist priest, conducting the last ceremonial rites at the cemetery before the departure of the ship for Bougainville.

Right: The memorial stones which the Japanese stonemasons erected.



Tokio lawyer, who had spent the War years in New Guinea and was the official guide for the Rabaul area.

Koichi had been a Captain Paymaster in 18th Army Headquarters under General Adachi. Taken prisoner in Wewak in 1944, he had completed the War years in custody, on Mussau Island, near the scene of his capture.

"I have a feeling of nostalgia for New Guinea," he said. "It is like my second home."

All the party insisted that they were grateful to the Australian Government for granting them permission to remove their War Dead.

THE next day, a working party of 90 Japanese in trucks and taxis returned to the cemetery. With them were picks, shovels, scythes, marble blocks for the memorial, bundles of firewood faggots, 4-gal'lon drums of kerosene, tagged cotton bags to carry the remains, and sheets of canvas.

Among them were many of the young cadet crew, fresh-faced and healthy looking. A few of the fission answered the novelist's traditional description of the sons of Heaven . . . short, stocky, myopic behind thick-lensed spectacles, protruding teeth over heavy jaws, and dressed in khaki Bombay bloomers, the tops of white singlets showing under white sports shirts, their feet encased in sandshoes surmounted by short woollen socks. Gijuro Hirai, Chief of the Mission, and two others wore well-cut cotton suits.

At the cemetery, everyone, by pre-arrangement, set to his allotted task, after a short ceremony conducted by Buddhist and a Shintoist priest while they stood with bowed heads. Canvas awnings were stretched over saplings stuck in the ground beside the trees fringing the

cemetery, to provide shade for the resting parties. Groups of four or five sailors began to dig up the grave mounds. Another batch cleared a patch of kunai grass near the area and built a makeshift outdoor crematorium of old corrugated iron sheeting supported, a few inches off the ground, by the grave markers laid in two rows and covered with firewood.

The grave diggers were rapidly distinterring the remains. Few graves yielded more than a handful of decomposing bones. The bones were attached to the cotton bags which carried the identity tags of the exhumed men, by the drawstrings around the necks of the bags.

When each digging party had collected and assembled about a dozen labelled remains it would carry them, in a canvas sheet or on a rough stretcher, to the crematory.

Each man in the party had his particular sets of remains to look after, and he would place them, after disengaging them from the bags, in individual heaps on top of the firewood. Other parties placed their charges in readiness for the cremating and, when all positions had been occupied, kerosene was poured over both firewood and bones and the whole set afire.

Fifteen minutes later, with the fire dying down, the black charred bones were flicked out of the embers with woollen gloved fingers or with a short stick. Each set was placed in its correct bag. If a skull or thighbone was too bulky to fit easily into a bag, it was broken into smaller bits and the disintegrated pieces packed away.

By four-thirty in the afternoon the day's work was completed; 518 graves had been dug up, the remains removed and cremated, and the holes filled in. The number was four short of the number re-

corded in the ledger but the Japanese were satisfied.

Tonosuke Kamata, the stonemason, had completed the memorial stone out of the three marble blocks carried from the ship. The dark grey polished slab on top carried an inscription either side, one in Japanese characters, the other in English. "This stone marks the place from which Japanese War Dead were removed by the Japanese Government in 1955." The Japanese characters read "To the memory of Japanese war-dead Heroes."

That evening, on the ship, the heads of the Mission denied that the Japanese Government believed that there were Japanese servicemen still alive on the mainland of New Guinea. Only the families and relatives of the missing men believed that, they said.

But later, a group of five in Doctor Masaaki Nando's cabin were just as adamant that Japanese troops still lived in the more remote regions of New Guinea between Aitape and Hollandia.

"10,000 men are missing," said Obata, the lawyer, speaking for the other four and himself, after the question had been relayed by him to them. "They cannot just vanish. Many must still be there."

The non-English speaking quartet nodded their heads in agreement.

The possibility of a future War interested the assembled men. Of one point they were certain. Japan would never ally itself with Russia.

The following day the Japanese recovered 95 more identified remains from the unmarked grave area, bringing the total to 613.

ON February 4, the day of their departure from Rabaul, 25 Japanese, including the Buddhist "bosan" and the Shintoist "shriner" returned to the site of the now cleared cemetery for a memorial

service in honour of their dead. They brought, on two trucks, everything necessary for the ceremony.

Ten large and nine small wreaths of artificial flowers on easel-like stands were placed in a half-circle around the memorial stone. An altar of one low table in front and two taller tables behind it were stood atop a small mat before the stone.

Two candles, in carved holders were placed on the lower table, beside an urn of smoking incense and two small bowls of wine and one of water. On the higher tables were placed a coloured picture of Buddha, tins of biscuits and tinned fruit, and a light coloured wooden tablet on a stand between two containers with palm fonds in a fleur-de-lys design.

A recording machine placed on the grass was wound up to record the ritual.

On one side of the memorial stone sat Captain Shiina, master of the *Taisei Maru*, and four other Japanese officials; on the other, District Commissioner Foldi and four other Europeans, one of them a woman. Facing down the space between the seats 19 Japanese lined up in five rows. Four of them took photographs and tended the recording machine.

The Buddhist priest wore purple pants under a brown robe. The gold and silver floral decoration on his shoulder sash and obi stood out against a purple background. He held a fan in his right hand. His head was uncovered.

The Shintoist priest's robes were cream over white pantaloons, his head topped by a black mitre with a thin white strap running under his chin. He held a wooden sceptre.

They seated themselves on chairs facing each other.

The Buddhist completed his service first. He prayed, read from a paper scroll, and tinkled a small brass gong with a brass stick.

The Shinto priest also read from a scroll, spoke the customary ritual, and showered confetti-sized paper on the altar. He turned towards the seated Japanese. They stood up and bowed their heads. He sprinkled the paper on and near them. Then to the Europeans, who also stood; and finally to the main body of mourners.

He handed Captain Shiina an artificial green leaf. The Captain approached the altar, bowed low, placed the sprig on a table, clapped his hands twice, bowed and retired. He was followed by Mr. Shirai and one other Japanese. The ceremony ended with all the Japanese in turn bowing before the altar, sprinkling a pinch of incense on to the smoking urn, bowing and retiring.

Everything, except a few small bunches of artificial flowers, was removed by the Japanese after the ceremony. The flowers later were removed by unknown hands.

The *Taisei Maru* left Rabaul that same afternoon—left more incon-

spicuously than it had arrived, with only five Europeans and the natives who were handling the ship's lines to watch it glide into the stream on the next leg of its voyage.

What Tonga Thinks Of Fiji!

A statement published recently in the PIM said that a study of the Fijian language revealed that Fijians considered Tongans to be pretty ill-mannered people (writes a Vavau resident). I think it only fair to take a look at the Tongan language and see what Tongans think of Fijians!

"Putu-fisi" (Fijian butter) is the local name for margarine and it refers not so much to the fact that some of the local margarine comes from Fiji, as to the fact that margarine is regarded as a sort of false butter.

Further, people here who live together without being married are said to live "faka-Suva" (like the people in Suva).

No Bargain Houses for Samoa's PS

RESIDENTS of Islands Territories outside of Western Samoa, who sighed with envy over November PIM photographs of houses built there for public servants, can relax. They cost little over the amount we said they cost. Just a trifle.

Mr. R. P. Rankin of Apia, who supplied the photographs and the story writes that he got into a "bit of hot water from local MLA's over the matter, and goes on:

"I could not ascertain for sure what the houses cost and, as the figure given to me was only approximate, I stated that they were built for a 'reported cost of £3,000. When the story was published, the 'reported' was left out. This made me look somewhat of a liar, and apparently the final cost was in the vicinity of £5,000."

We would remind residents of P-NG and elsewhere (where some public servants are still living in tarred paper and grass establishments), that £5,000 Samoa is equal to approximately £6,250 Australian.

PIM CROSSQUIZ NO. 61

Solution on Page 113.

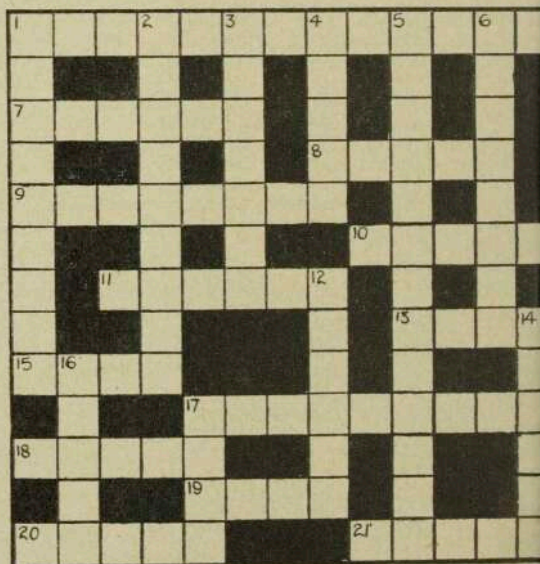
ACROSS

- 1.—Who wrote that classic of English literature "Gulliver's Travels"?
- 7.—Of what royal line was Elizabeth I the last reigning monarch?
- 8.—Who is acknowledged as the most celebrated French sculptor of recent days?
- 9.—What is the term applied to the lowest point of the tide?
- 10.—Which American golfer won the Open and Amateur championships of both England and America in 1930?
- 11.—What style of architecture features high pointed arches and clustered columns?
- 13.—What type of insect builds papier mache nests produced by chewing wood?
- 15.—Who was the Greek god of love?
- 17.—At what Crimean port did the charge of the Light Brigade take place?
- 18.—What is the national drink of Russia?
- 19.—What American coin is equivalent to 1-100th of a dollar?
- 20.—What would a person be without if you could apply the term "edentate" to him?
- 21.—Which river of India rises in Tibet and empties into the Arabian Sea?

DOWN

- 1.—For what invention is Sir Frank Whittle famous?
- 2.—What term is used to indicate the absence of crystalline form in any body or substance?
- 3.—What narcotic drug is prepared from the gum extracted from Indian hemp?

- 4.—What is mixed with sulphur and charcoal to make gunpowder?
- 5.—Who was the President of the United States during the 1914-18 War?
- 6.—With which English explorer is the little boat "Tom Thumb" associated?



- 12.—What metal used in bombs is believed to be many times more destructive than the hydrogen bomb?
- 14.—What was the name of the first light house ever built, situated at the Entrance to Alexandria harbour?
- 16.—Of what department of France is Lyons the capital?
- 17.—Who composed the wonderful 8 Matthew and St. John Passions?

BE-MEDALLED LEGIONNAIRE NOW TEACHES APIA CHILDREN

By JACK THORNTON

A SOLDIER of fortune who has served in five armies and is entitled to wear more service ribbons than most Generals, is a modest-mannered adventurer, Pedro de Treend, now a school teacher of Apia, W. Samoa.

Of British nationality, though of Spanish parentage, he ran away to sea at 14 and worked his way to South Africa, where he decided to forsake the seafaring life. From South Africa he travelled to New Zealand, in which country he was living when the Spanish Civil War commenced. Mr. Treend thereupon returned to Spain and fought against Franco's forces until he was captured and imprisoned at Seville, where the Moorish guards took precautions against escape by breaking prisoners' ankles.

"A couple of sharp twists did the trick," Pedro told me in Apia recently. "I never heard the word 'communism' mentioned by anyone in the Republican Army. When my ankles had healed I was given the option of helping to unload Franco's ships or being shot, so I did the sensible thing on the wharves at Malaga till a chance came to stow away on a ship to Gibraltar, where I stowed away on another ship to Melbourne, where I worked until I saved enough to get to England in time for World War II.

"I joined the British Army but was unlucky enough to stop one from a German who'd made a forced landing on the coast. The wound wouldn't heal so I was discharged, and a few white lies, rejoined the Army and sailed to North Africa, where I was wounded again in the same place, and the authorities returned me to England to be discharged. In London I enlisted in the French Foreign Legion and was sent to Sidi Bel Abbes for training.

At that time, General Le Clerc was forming a French tank division for D Day landings, and I managed to transfer from the Legion. My job helped to liberate Paris, but when we reached the Siegfried Line I had to return to the Legion, otherwise I was liable to be shot out of me as a *franc tireur* if captured by the Germans.

While waiting in Paris to be sent back to the Legion in Algeria I decided—I've since been officially released—and hitch-hiked to Holland, where I attached myself to the United States Army, with which I stayed until I managed to rejoin the British Army as a paratrooper.

was taken prisoner after being pushed east of the Rhine, and saw the war in Sandbostel Camp there—as was afterwards proved—



Mr. Pedro de Treend

political prisoners were starved and shot, and cannibalism took place."

After the war, Mr. Pedro de Treend served in Palestine until things became too quiet, so he applied for a discharge and went to New Zealand, where he joined the army and went to Japan.

When the occupation ended he tried to get to China, but there was nothing offering so he joined a NZ Teachers' Training College and after qualifying, applied for a transfer to Western Samoa, in fulfilment of a long-standing desire to live in the Pacific Islands.

The adventurer-turned-school-teacher says that spearfishing now satisfies his need for excitement. With a Dutch friend, he spends a lot of time out on the reef at Apia.

Now aged 33, he has decided to settle in Samoa, and is engaged to a physical training specialist in New Zealand. They plan to marry shortly. "For me it will be the end of one life and the beginning of another," says Pedro. He has swallowed the rifle for good.

Old Book Wanted

Mr. Robert Leigh, 1076 45th St., Oakland 8, California, USA, writes:

"Do you know where I might obtain a used, old or new copy of *Forty Years on the Pacific*, by Frank Coffee (published in 1920)? It is required by a friend in hospital."

We cannot locate a copy in Sydney bookshops, but perhaps a reader may have a copy. Mr. Leigh makes a practice of visiting Red Cross hospitals in California and doing small jobs for ex-Servicemen and soldiers.

Warning About Sun Stroke

Mad dogs and Englishmen go out in the Noonday Sun—Or so said Mr. Kipling: Those words him fame have won. The tropic sun no mercy shows for poor mad souls like we; But, for a little savage heat, I'll gladly pay the fee.

The books all talk of burning sands and near to boiling water, And bodies dropping everywhere—Of men the heat could slaughter. Of shrivelled grass and steaming wastes and open, cloudless skies, And rapid declination when a chap just up and dies.

And in the books you'll also find some talk of mid-day slumber—Relentless heat of high-noon sun will take the Sahib's number. He'll roll beneath his 'skeeter net and drowse there, in the shade And won't get up to sip his gin 'til day is on the fade.

These cloudless skies I've yet to see, and harsh relentless sun, And noon-tide heats that man can't bear, and put a stop to fun; But constant, sticky, cloudy days that shade the harmful rays And leave a sullen nagging pain that lasts you all your days.

And you won't find the Noonday sun, or see a raving dog—You'd get a better ruddy tan sunbathing in a fog. And so you think you won't go nuts, you even think it's cold—But watch it, brother—Watch it well—it's Hot, and you've been told!

—The Passing Mosquito,
Rarotonga.

Some Pre-1914 History

A little more about the tombstone of Phoebe Clothilde Hagren, near the Davana Kokopo road—referred to in recent PIM.

Mrs. Louisa Miller, of Rabaul, says that Phoebe was the daughter of Mr. August and Mrs. Mary Ann Hagren—Many Ann was the step-sister of Mrs. Emma Kolbe ("Queen Emma") and Mrs. Parkinson. Mrs. Hagren's property was Davana and, before World War I, she used to trade from there. When Phoebe died there, on August 3, 1914, her father buried her there among the palms, between the road and the beach.

Mrs. Louisa Miller, an old resident of the "good old days" in Rabaul, suffered a great deal during the Japanese occupation, and now is in poor health. She asks anxiously when she, and those in her situation, are likely to receive some payment from the "Internees Fund." Does anyone know?

THIS MONTH'S NEW READING

(Conducted by the Assistant Editor)

HAG RIDDEN

THIS one is worth the price of admission for its description of a little-written-about part of the world—the Sudan. The action of the novel takes place between the wars and concerns a group of Britishers occupied in growing cotton on the irrigated banks of the Nile. "Exploiting the natives," it is probably called these days, if it still goes on.

However, if you are a gross materialist and do not subscribe to the more things on heaven and earth than were dreamed of in Horatio's philosophy, you may find the plot hard to swallow.

Magdalen King-Hall has called this novel *Hag Khalida*, which was also the name of the cottage to which the Cotton Company, in its wisdom, condemned young Tony Warrington and his bride.

A tragedy had occurred in the cottage, and the rest of the Company's cotton planters, and Tony, did not consider that the Company was quite playing cricket by insisting that the young couple occupy Hag Khalida. They entered a conspiracy that, come what may, "Brenda should not find out"—and having thus created an atmosphere of mystery, Brenda felt impelled to do just that.

In a sense, the novel contains two stories—that of Brenda, and through Brenda the tragedy of the woman who had previously lived in the house.

The life of tropical suburbanism is well drawn and if some of it is too mystic to be feasible, perhaps the interesting description of the couple's holiday trek towards the Abyssinian border may compensate.

(Published by Peter Davies Ltd., Australian price 13/3.)

THE SEMI-SUBMERGED ONE-TWELFTH

A NOVEL that, at times, verges on the too-clever; but it is interesting if only because it deals with a little-known section of the human family.

This publishing company—which seems to specialise in first novels—has fared somewhat better with *Mother Mountain* and its author, Hayden Roberts, than with some of its first-fruits. Few people outside of South Africa know anything of the so-called Coloured one-twelfth of that Dominion's population—apart, perhaps, from a very vague idea of them in relation to African politics.

This is a story of Cape Town

Coloureds—and Coloureds, not as a political entity, but simply as people. Although all the props for a political novel are there, politics come into it not at all—maybe because the author went there as a youngster and sees the Coloureds correctly in the niche that the South African Union and God has seen fit to place them—also without sentimentality and heroics.

He portrays them as a not unhappy people, limited in outlook, and, for the most part, taking the line of least resistance. If there are some who have burning and not-to-be-denied feelings, nationalistic or otherwise, they have been left out of this story.

The youth Martin comes nearest to the exception, and his trouble could be called more a divine dis-

~~~~~  
This month, Judy Tudor is somewhere is the Lau Islands, Fiji.  
~~~~~

content—or so it appears—than any thwarted ambition towards any specific goal. Part of Martin's trouble is supposed to be that he has had too much education for a Coloured boy. However, the author seems to have had less luck with Martin than his other characters and although one doubtless is supposed to feel a sympathy for him, he appears merely a weakling, and engenders a desire to give him a good swift kick where it will do most good.

There is nothing particularly uplifting in this book; and if you are predisposed towards the idea that the stratum of society occupied by the Cape Coloured necessarily produces shiftlessness, there is little here to prove otherwise. Nonetheless, it has interest—not the least of which is the extraordinary jargon which these people speak. The notorious Australian accent is, by comparison, crystal pure.

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

OF DAYS THAT ARE GONE

A DELIGHTFUL, roguish, entertaining picture of the "fashionable" English world of the 1880-1914 period is drawn for us by Kate Mary Bruce in *The Poodle Room* (William Heinemann, 13/3). It is a story concerned with the fortunes and the loves—illicit and otherwise—of three generations of aristocrats, and it shows how the fate of many wealthy and ennobled families became entangled with the ambitions

and belligerencies of Kaisers and Hitlers.

A bored young wife, perfumed and pampered and amoral, sinned in 1890, with 1950 abandon; bore her trusting husband a son who obviously was not of the same breed as her other children; and thus created a situation which took dramatic form among her grand children, after World War II.

Kate Mary Bruce is a natural and charming writer—as is to be expected of the niece of Somerset Maugham. The Victoria-and-Edward England which she describes never will return; although it may have lacked bathrooms and motor cars and radio, it was England at the moment of greatest power and influence. When they read a story like this, older people, looking around them, experience strong feelings of nostalgia and regret.—F

WANT ANY TROCHUS

Moonbeams flit on wavelets round these lovely tropic isles,
With their coral reefs extending for miles and miles and miles,
And every reef is weighted down with tons of trochus shell
Just asking me to gather it and the to go and sell.

There are fortunes going begging around these tropic seas;
And then back to the city, to a wondrous life of ease—
Well that's what someone told us and that's what we believed.
But after two years' yakker we know we were deceived.

We've slept on stinking trochus at on lousy flyblown wrecks,
With rotten wormy bottoms and patched-up leaky decks,
And the rain comes down in torrent and washes us from bed—
We're not sure sometimes if it's or trochus that is dead.

We've lost a brand-new dinghy mile out from the shore
With its day's full haul of divir a hundredweight or more.
It was smashed to little pieces a savage northwest squall—
For a while it had us asking if we lose our boat and all.

We are out of tea and sugar, as lived for months on fish,
And a fresh-cooked meal of ste and eggs is our most ardent wish.
We're thinking of insuring even thing that we have got,
Then sink it all together—let the trochus have the lot!

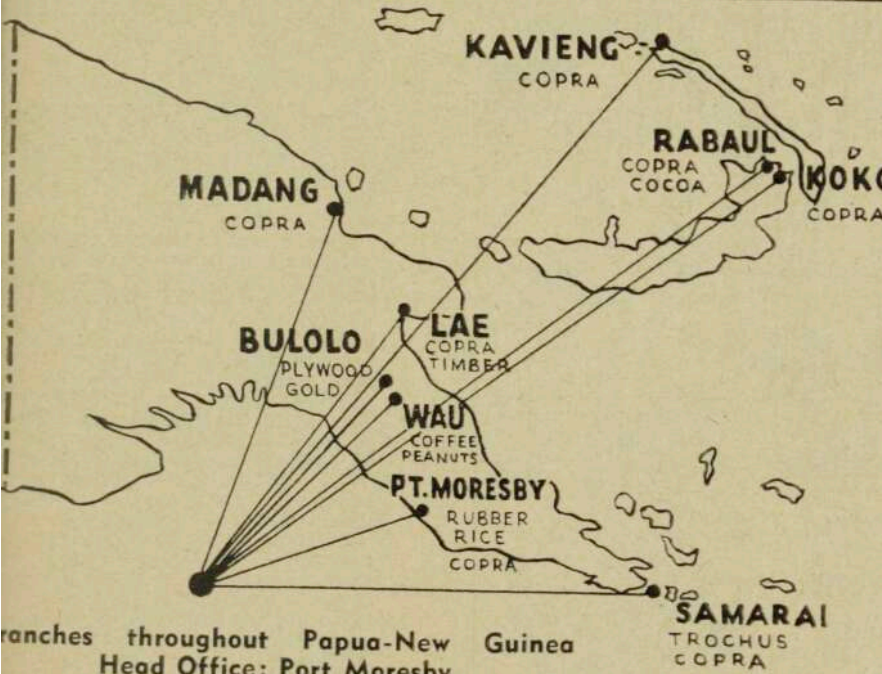
—MILNE BAY PEASANT

Miss Salamasina Malietoa represented Western Samoa in January at the annual conference of the Dominion Council of the Girls' Life Brigade, held at Christchurch, NZ.

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PACIFIC ISLANDS MONTHLY—MARCH, 1955

85

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NATIVE TONGAN'S ANALYSIS:

Why Tonga Hold To Old System

This thoughtful article is not only of value in itself, but it also is interesting because it was written for PIM by Mr. S. A. Fanamanu, AM of Eua, a full Tongan, who was educated in Tonga and trained at the Central Medical School, Suva, Fiji.

WITH reference to Dr. D. Hoodless's article, "Is It Possible to Modify the Fijian Way of Life," which appeared in PIM last April, it is interesting to compare the Fijian communal system with that found in Tonga.

To be individualistic on the one hand, or to be "thriftless" on the other, is a matter of individual choice among the Tongans nowadays; through thriftlessness is embodied the Tongan communal system of living. This system is very open to criticism—but there it is, and it has survived, so far!

Individualism, in its true sense, can be found only in a very small degree in Tonga; and, even when present, it usually gives way to Tongan custom, which is upheld by the majority.

The so-called thrifty people of Tonga may own a nice house, a car, or a small business, but that usually does not mean that they are faring ahead, in the European sense, because they are now expected to provide for the needs, not only of their family, but of relatives and friends, financially or otherwise. Thus, the more a person tries to be an individualist, the better will he support our communal system of living by contributing more to the community than his less ambitious neighbours.

In some cases parents are sending their children to school overseas, often with no definite aim in view, but with the idea of giving them a good education so that they will later be able to face and solve their problems more efficiently than their parents were equipped to do. But the end result of their education depends on the children themselves, once the family's funds are exhausted.

Students sent abroad under Government Scholarships are expected to return and play their part in providing, according to their qualifications, for the common good—and the same is expected of the children who were sent overseas at the expense of their parents.

IN Tonga, the pattern of living forms a sort of co-operative social system, which is very good ground for the gradual introduction of improvements and modernisation. These are readily accepted here, and they go to solving our immediate

problems within the sphere of our present Tongan way of living.

But modification of deep-rooted, age-old customs, especially in a place where life is and always has been easy, and free from the bustle of civilisation, is not the easy task that the European often imagines. We accept European ideas to a certain extent, so long as they march hand in hand with our traditional customs, or tend to improve our old customs without interfering with our communal way of life, and specially if they improve our living standards and economic conditions.

As a native of the South Sea Islands, I am fully aware of the great and untiring efforts of our leaders (in each Islands Group) to improve our ways of living, our health, and gradually to promote our general betterment in much-needed ways. They plan to bring about slowly the majority who still strongly adhere to the old pattern of living, and for the changes to be made in harmony with the general feelings and standard of intelligence of the whole community. To the European, progress must seem slow. But Rome was not built in a day, and I feel certain that in years to come we will finally attain the much-needed level.

It is a pity that much adverse criticism is aired from time to time about living conditions in

the Islands; but we of the Islands feel that with the coming of the South Pacific Commission these criticisms from beyond the horizon will decline to nil.

We are, if not fully aware, at least conscious of some of the complexities of "civilisation"; and if civilisation is destroyed we inevitably will suffer as well. So we are quite content to pursue our own way of living, as it exists to-day. We may be in all respects behind the "march of civilisation"; but we feel

very secure, our stomachs are always full, and we are not being spied upon or living under threat of deportation to a cold mine in Siberia!

Strict measures are still being taken in Papeete to prevent the introduction of the rhinoceros beetle. Vessels arriving from infested areas are required to move away from the wharf to an anchorage well off shore during hours of darkness, when the beetles take to flight.

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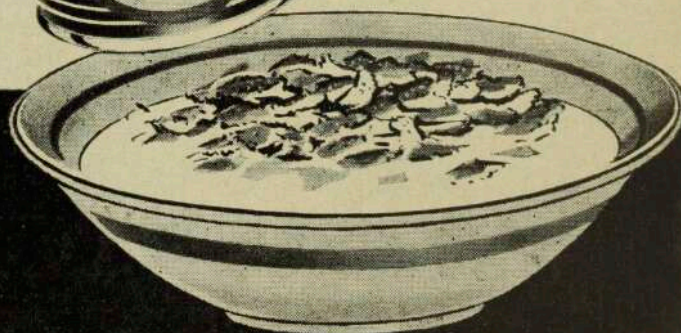
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DEPARTMENT

31 MILLIONS FOR ASIANS—BUT THE COLD CHISEL FOR P-NG PUBLIC SERVANTS

THE idealists in Australian public life never ceases to praise the Colombo Plan—the Spender-conceived idea that if the Western powers give lavishly of their treasure, to assist the under-privileged Asians to education and a higher standard of life, Asia will naturally give us love and esteem in return, and will refrain from occupying our South Pacific countries, and cutting our several throats, when Asia's breeding habits are used up all the livable space in Asia.

Opinions differ. The realists among us, knowing human nature, have no faith in the Colombo Plan. Anyway, for what it is worth, here are some details of the Plan.

The Plan was initiated in Colombo in January, 1950, by Australia, Canada, Ceylon, India, New Zealand, Pakistan and Britain. Australia led the way by promising 1,500,000 in capital goods and technical help—although Australia herself is very short of those things.

Up to June 30, 1954, Australia had contributed £17,800,000—including

24 Diesel rail cars (£1,250,000) to India; 100 Diesel buses (£500,000), trucks and cranes (£69,000), and 310 fishing-boat engines (£420,000) to Indonesia; 190 tractors and £80,000 worth of ancillary equipment to Ceylon; 200 tractors and equipment (£350,000) and irrigation equipment (£2,600,000) to Pakistan; roadbuilding plant (£150,000) to Cambodia. And much more capital goods to other countries.

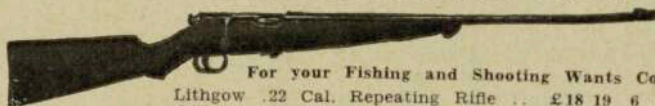
Technical help sent to Asian countries by Australia includes at least 73 Australian experts—men, for instance, to staff a Printers' Training Centre in Indonesia, and a Railway Training School in Cambodia;

and Australia is paying for the support and education in Australia of between 500 and 1,000 Asian students. . .

Yes—this is the same Australia which has stirred little Norfolk Island to fury by introducing new taxes there, and which has created bitter resentment throughout the Papua-New Guinea public services by "chiselling" the men and women there on allowances, after the allowances had been recommended by the Public Service Commissioner.

¶ Governor Richard B. Lowe, of Eastern Samoa, accompanied by his Director of Budget and Finance (Mr. Thomas S. Smith) paid a quick visit to Washington, DC, in January-February. The Government vessel *Manu'a Tele* took them to Canton Island, to connect with the air service. They expected to return by the same route in late February.

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**SUVA WILL KEEP
ITS POLES.**

The Words Must Go On

A ROW of unsightly poles along the Suva foreshore between the cable office and a hut at Suva Point has been the cause of much local debate. The poles are there because electrical interference between Suva city power-lines and an underground telegraph cable caused serious interruption to traffic on the Suva-Fanning sector of the trans-Pacific cable service.

The cable company, after carrying out many tests, decided that only an overhead line would entirely cure the trouble, and commenced to erect the poles along the foreshore. Residents immediately complained that they were an eyesore, and work was halted, while further research was carried out. Now it has been decided that the poles must go up.

About 280,000 words of telegraphic traffic passes through the Suva cable office in a good day. At times, interference from power-lines has cut this down by 37,000 words in a 10-hour period and Suva has become a bottle-neck in Commonwealth communications.

† The popular Korolevu Hotel, on Viti Levu's south coast, has recently added six more *bures* to its beach-side accommodation, making a total of 25 *bures*, each equipped with shower and toilet, hot and cold water, telephone, and, of course, electric power. A bowling green, tennis court, and possibly a small

golf links are now projected, as well as extension to dining room and bar.

‡ Mr. N. G. Price has arrived Fiji from the United Kingdom to take up the new post of Personnel Officer in the Public Works Department.

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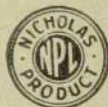
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- Sprinkled on ice-cream.
- As a sandwich filling
- Direct from the jar.



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Exporting Fruit Juices—

First Grow Your Citrus Then Can It

ALTHOUGH the Fiji Department of Agriculture seems to have proved that a citrus fruit-juice export industry is not for that Colony, the Department's investigations may be of interest to the Cook Islands, where the local economy is based on oranges.

In the Cooks there is always a substantial quantity of unexportable emished fruit, and the possibility of a profitable outlet for juices, which are not dependent upon prompt shipment, would naturally be of major importance there.

The Fiji Department of Agriculture, investigating possible markets for that Colony's products, found that the limited quantity of juice that would be available, where most all fruit is eaten locally, would be unlikely to interest United Kingdom or European importers.

Best possibilities appeared to be New Zealand, so samples of Fiji orange, grapefruit, lemon and mandarin juice were sent to three Auckland importers for comment.

Perhaps most significant from a Cook Islands point of view was the finding that the Fiji oranges had "negligible" flavour, as compared with South African. Many who have tasted Cook Islands oranges consider that, in the main, they too, are rather watery and tasteless.

The merchants reported that there is little interest in mandarin juice in New Zealand, though they did not say why; and that local requirements for lemon and grapefruit juice were being fully met by local producers.

Samples of Australian and West Indian citrus juices in 20 oz. cans were sent from Auckland and the FOB cost of such juices was supplied. Prices were 11/- Stg. per dozen cans of orange juice, 8/6 for grapefruit juice, and 9/6 for mixed orange and grapefruit juice.

In Fiji, the Department then investigated the probable cost of producing similarly packed juices there, and found as follows: Juice alone in a dozen 20 oz. containers would cost 3/- Stg. for oranges, 8/- for grapefruit, 4/4 for lemons, and 3/3 for mandarins. Cost of a dozen cans would be at least 3/6, plus the cost of processing the fruit, and freight.

To establish a payable industry, Report says, it would be desirable to extract essential oils from by-products. Limiting factor as far as Fiji is concerned is the limited quantity of fruit available. The situation may be different in the Cooks.

Some time ago it was reported in the PIM that Mr. Ronald Syme had

taken a small pineapple pulper to Mangaia Island to see whether the people there would be able to develop an export trade to New Zealand in pineapple pulp. As it happened, Mangaia was particularly fortunate this past season in having regular shipping outlets for its fresh pineapples and the usual heavy wastage did not occur. Samples of pulp were, however, sent to a leading ice cream company in Auckland which had given Mr. Syme considerable advice and assistance. They have now reported favourably on the Mangaia product's flavour and have lodged an initial order of 1½ tons for next season. Mr. Syme is negotiating with the Administration for financial assistance in establishing a non-profit

making cannery for the benefit of the Mangaian people. Pineapples, orange juice, and tomato juice are possible products.

Usually there is a heavy wastage of all these products on Mangaia through absence of shipping at the right time, or through bad weather preventing loading across the reef.

¶ An old resident of Papua and one of the "Murray Men," in the person of Mr. John Boileau, Supervisor of telephones, power lines, etc., in Port Moresby until 1942, is now an electricity inspector for the Brisbane City Council. From 1942 until quite recently, Jack was on the electrical staff of the Norco butter factory, Byron Bay.

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Ballant Tahiti Serviceman

AMONG the young Frenchmen who so gallantly sacrificed their lives in Indo-China last year, in a vain endeavour to hold Dienbienphu against the Communist invaders, was Sergeant Leon Colombani, son of a well-known Tahiti family. He was born in Huahine and was only 29. His father is a Corsican, and his mother part French, part Tahitian. Leon went abroad in 1947, and became a soldier. He had a fine record in service. He returned to Tahiti on leave, from the Korean War, early in 1953, and returned to his service three months later. Much sympathy for his parents was expressed in Tahiti. The photograph shows three young servicemen in Korea; Sergeant Colombani is the man on the left.



The *Matua* cleared Apia for New Zealand early in February with 20,000 cases aboard. This is believed to be the biggest shipment of bananas ever made from W. Samoa.

MR. H. L. KERR, of the UK, has been appointed to study and advise on working methods in the Fiji Public Works Department.

His services are being retained on the advice of the London consultant firm of Urwick, Orr and Partners, who have for some time been examining the Fiji Public Service and advising on methods of improving its efficiency.

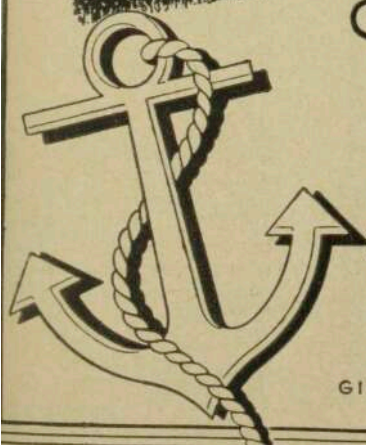
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Mr. Don White, a 19-year-old English boy who has had some remarkable experiences in several years of hitch-hiking his way round the world, and, as one of his numerous jobs en route, was recently English Editor of the Fiji newspaper *Fiji Samachar* for six months, is now employed in Sydney central

telephone exchange. In June he will be joined by Dharendra Kumar, son of R. K. Sharma (editor of the above newspaper), and the two will travel to London per *Surriento* to study at London University. White plans to complete studies for BA degree. Kumair will study for B.Com. degree.

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MASKED ROBBERS ATTACK MERCHANT IN TONGA

VAVAU, Jan. 28.

THREE masked marauders broke into the home of Mr. Harry Storer, on Fofea island, on the night of January 7. The men, who had evidently planned the attack, chose a time when all of Mr. Storer's workers and the members of his own household were away. Finding him alone, they attacked him, inflicting severe bruises. They then tied his hands and feet and proceeded to rob him of tinned meats and other goods from his Fofea island store. Unable to open his safe, they carried it outside and bashed it open with rocks and then went off with the contents, which amounted to several hundred pounds. Two suspects are currently being held in the Nelafo jail, pending investigation.

VAVAU NEWS ITEMS

Mr. Harris Hunter, of the Citrus Products Co. Ltd., of Auckland, has been in Vava'u visiting his Nelafo factory and supervising production.

Lilipeti Simu, 2½, of 'Utulei was drowned on January 20 when she attempted to follow her grandmother out onto the reef where the woman was going shell fishing. Unobserved by the fishing party, the child evidently tripped in the rough coral formation and was unable to regain her footing.

Mr. and Mrs. Cecil Thomas, of Burns

Philp and Co., recently arrived in Vava'u to take over the managership of the local branch during the absence of Mr. F. W. P. Rowe, who is going to Australia on leave. The Thomases come to Vava'u from Lambasa.

¶ Mr. E. P. Glover, managing editor of the *South Pacific Post*, P. Moresby, accompanied by Mr. Glover, arrived in Sydney in February, on long leave—part of which will be spent on a visit to Europe.



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IMPORTED FROM LONDON, ENGLAND

Conditions on Lonely Easter Island



Easter Island correspondent corrects figures published in March (1954). It appears that the stock figures as published were reversed.

1930 or thereabouts the island was having 23,000 sheep and 7,000 cattle—not other way about—and when Mr. [name] departed there were 45,000 sheep (including lambs) and 2,000 cattle, the island then being fully stocked.

As forecast in the March article, the Government took over the control of the Easter Island stock station early in 1954. Last year the island had a severe drought—in line with many other Pacific islands—and a large number of stock died. Food for the population became low.

The accompanying recent photos were taken along with the images of the island which the island is famous, set up on a modern base, apparently in the main. The other shows a group of Easter Island people outside the station instead.

Work has been completed on a survey of Viti Levu, Fiji, and A. C. S. Wright, of the New Zealand Soil Survey Department, has now commenced work on Vanua Levu. Work there is expected to take several months.

Fiji's Anti-TB Campaign Awaits London Decision

A FIJI Government statement in February again emphasised the fact that progress in the Colony's anti-TB campaign is not simply dependent upon the Trustees of the War Memorial Anti-Tuberculosis Fund.

The Government acknowledges that it has received an offer of financial assistance from the Fund towards the establishment of a new sanatorium in the Lautoka area, where the climate is drier and more suitable than the present old building at Tamavua.

The Government cannot proceed with construction until London decides on the allocation of funds from the Colonial Development and Welfare fund for 1955-60.

The statement says: "It would not be possible to plan in detail until it was known how much assistance would be forthcoming . . . and until the Secretary of State had approved the Government's proposals for raising loans from outside sources."

The Anti-TB Fund therefore will not make any further public appeal for expansion of its funds for the present, and until Fiji Health Department is in a position to use all the money that the Fund can make available for the campaign.

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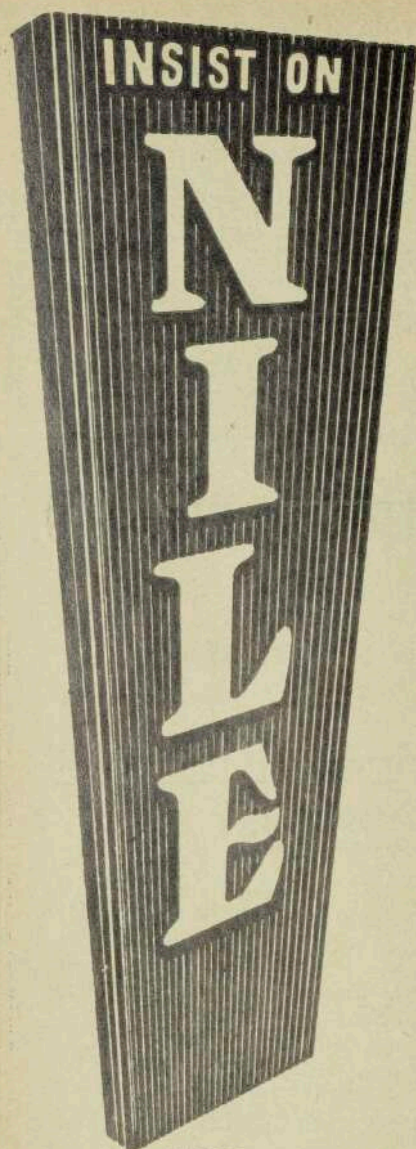
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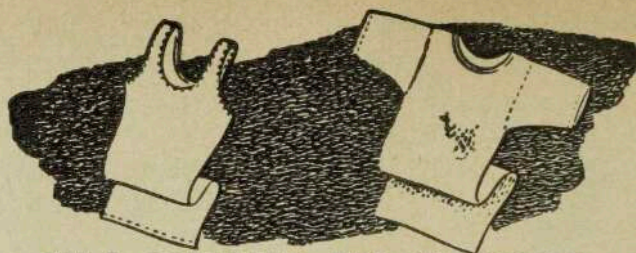
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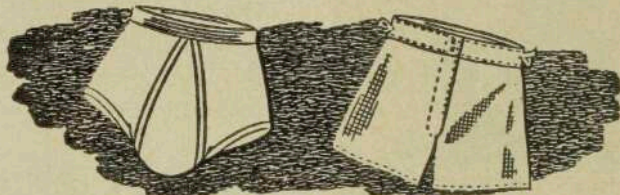
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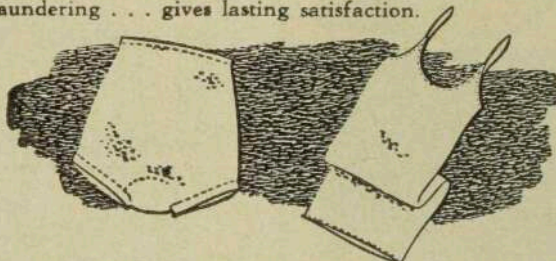
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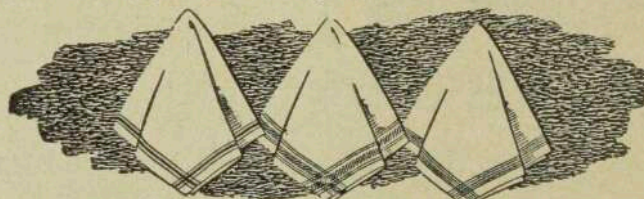
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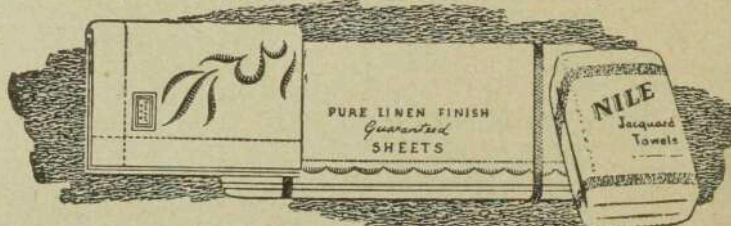
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NILE SHEETS, PILLOW CASES AND TOWELS

Current News Items From Our Correspondents In Papua-New Guinea

THAT WHARF SHORTAGE

The master of the freighter *Suva*, 800 tons, Captain M. Rabone, was fined the maximum penalty of £20 at Port Moresby on February 7 for disobeying the harbour master's order to vacate a berth for a trunk-line vessel, the *Bulolo*.

Suva berthed for the week-end next to *Eastern Saga*, and did not move when asked to vacate for the *Bulolo* by 7 am on Monday. *Bulolo*, it happened, was late, and was unable to take the berth of the *Eastern Saga*. Later, port authorities laid a charge under the Navigation Ordinance.

DEALING WITH "COMMANDOS"

Exercise "Bandit" kept members of headquarters company of the PNGVR, police, and the Pacific Islands Regiment busy one night in February. The police and troops had a job of attempting to round up the PNGVR, who were acting as "commandos".

They had just made a raid on enemy installations in Moresby and were attempting to get away. First news of the "raid" came over 9PA, but prior arrangement, and the

police and PIR went into action, blocking off the roads and combing the hillsides. Even the Navy, in the form of *HMAS Wagga*, in port at the time, took defensive measures.

The exercise—a training in initiative—continued for 12 hours during the night of February 5, despite heavy rain. Army claimed it had been a success.

SCRAP PRICES UP AGAIN

It is possible that work will be re-started on the salvage of Japanese shipping in Rabaul harbour. Operations ceased last year when scrap prices dropped. Prices have risen again lately.

SALAMAUA AIRSTRIP

Civil Aviation officers have completed a survey of the old Salamaua airstrip, in the hope that it can be used in an emergency by light aircraft. A weather front builds up near this area, and often affects aircraft flying out from Lae, so that they sometimes could use Salamaua with advantage. Salamaua town, port and airstrip, so busy between 1928 and 1940, were abandoned after the war.

AGRICULTURE PROGRESS

Directors of Agriculture or Departmental Secretaries from the six Australian States and the Commonwealth, at Minister Hasluck's invitation, plan a fortnight's visit to Papua-New Guinea about the middle of March, to see our agricultural progress.

PLEA FOR DEVELOPMENT OF BOUGAINVILLE'S RICH LANDS

An appeal for the Administration to do something about opening up large areas of good land in the Buin area of Bougainville has been made by Bougainville planter and former coast-watcher, Mr. Paul Mason. He says there are 800 square miles of flat, arable land between Torokina and Tonolei Harbour which could be opened up if some money were spent. He claims

PACIFIC ISLANDS AIR PHOTOGRAPHS

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the land is very similar to that on the Gazelle Peninsula, and suitable for cocoa. The people on the land probably would be willing to restore roads in the area if the bridges were done by the Administration.

Mr. Mason added that the great island of Bougainville was neglected. Port Moresby knew less about Bougainville than any other part of the Territory—no Administrator had been to the Buin area since 1947, when Colonel J. K. Murray walked over part of it. This was at a time when there was an outcry from Australia about the alleged conditions of the natives there.

The Administrator (Brigadier D. M. Cleland) later commented on Paul Mason's statement (which would get the support of anyone knowing anything about Bougainville, and all the things that need to be done there). Brigadier Cleland said he had planned some time ago to include Bougainville in his next extensive tour of the Territory.

LAX SYSTEM OF MONEY CONTROL

Mr. Justice Kelly said the Custom House system of handling money at the Port Moresby Customs office was lax, when he acquitted Lionel Darby, 47, Customs clerk, of a charge of stealing £500. Darby later pleaded guilty to hav-

ing made false returns to the Treasury, but was discharged on entering into a good behaviour bond. The judge said that Darby had handled one million pounds a year, and he was surprised that under the system there was not a greater leakage of money.

P-NG CAPITAL IN WATER TROUBLE

In a surprise announcement February 8, the Health officials at Port Moresby's water supply contaminated, and warned that water should be boiled before

A report late in February said

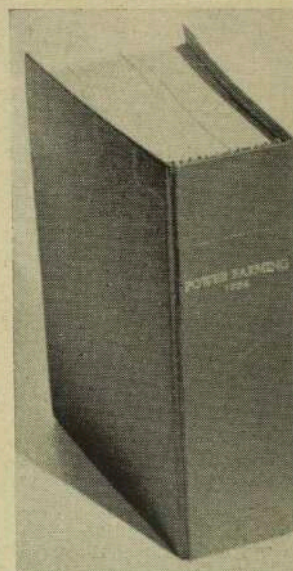
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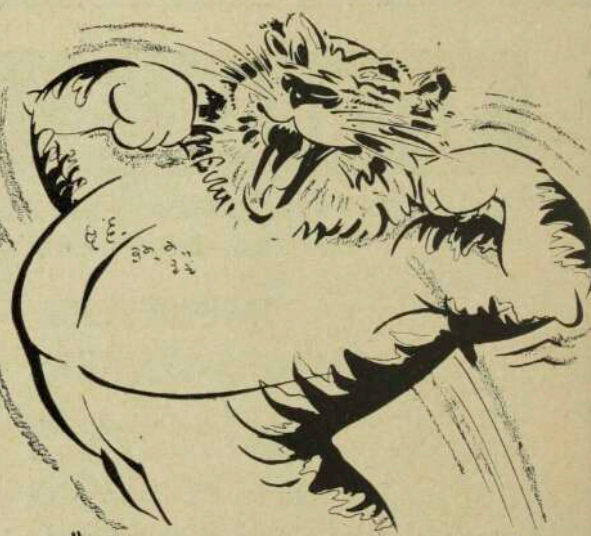
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as likely the water would be unfit for drinking for months, until the installation of a new plant at Roromania was completed. The installation was started 18 months ago, but work stopped because money was not available. The present filters are inefficient.

PRICE CONTROL FOR RABAU IS SUGGESTED

RABAU, Feb. 22.
Among matters the Conciliation Commission investigated, when dealing with wages and living costs in the Territory, was a claim that Rabaul merchants were overcharging for many items of merchandise. The Commission recommended that a representative of the Prices Commissioner be appointed to police prices in this town.

A few days later, Mr. Don Bennett, M.C., repeated this finding in a more strongly-worded statement. Store managers' explanations, as published, do not seem to cover the situation.

The true explanation probably is the absence of any real competition. There is so much money in the hands of the buying public generally that they do not check the seller's prices as against another and simply pay whatever is asked.

One store manager said that his own percentage of profit was often lower than that allowed traders on the mainland.

But methods of assessing costs vary. Besides adding to the original cost of the article such items as freight, insurance, handling, and so on, a further percentage to allow for the heavy overhead of the firm concerned is included. It is this percentage, varied according to the opinion of the firms concerned without reference to any Prices Commission, which is so often debatable.

BAUL-KOKOPO ROAD, 18 FT!

RABAU, Feb. 23.
It was officially announced, as a prelude to a long succession of objections by public bodies, that the Rabaul-Kokopo coastal road would be sealed to a width of 18 feet.

That much-used traffic artery between the two largest centres of New Britain has long been the bane of motorists. At a cost of thousands of pounds annually, the Government has levelled its corrugated pot-holed surface every so often. And, after every rain-storm it is identical—or so it seemed—the shaking corrugations and potholes reappeared. Many accidents, some involving fatalities, have been caused on the uneven surface.

As part of the Three-Years-Plan for New Britain it was decided to widen the road to a width of 16 feet along its entire length.

Town and District Advisory Council protested repeatedly that this was dangerously narrow, but Port Moresby maintained an eloquent

silence—until the TAC, in February, led by Mr. Don Barrett, really made a demonstration.

The following day the Administrator stated that it had been decided, a few days before Mr. Barrett's outburst, that the road would be 18 feet wide.

Anyway, more power to the private citizen!

† Monsieur Tauraa Jacques, recent President of the Chamber of Agriculture of French Oceania, has been nominated, and was expected to be appointed late February, to the post of President of the Territorial Assembly of French Oceania. He succeeds M. Albert Leboucher, recently deceased.

Campbell-Beaden Wedding

A wedding of interest to a wide circle of New Guinea residents, particularly in the Highlands, was celebrated on February 3, in the Seventh-day Adventist church, Wairoonga, NSW.

The bride was Miss Heather Alison Campbell, only daughter of Pastor and Mrs. A. J. Campbell of Goroka, and the bridegroom was Mr. Gerald Beaden. The bride's gown was of cream embossed satin, with a full skirt and scalloped neckline. Her twin brothers, Gordon and Alwyn, were groomsmen.

The officiating minister was Pastor A. H. Forbes, manager of the Sydney Sanatorium, where the bride did her nurse's training. Mrs. Campbell flew down from Goroka for the wedding. Former residents of the Territory were among the 60 guests who attended the reception following the ceremony.

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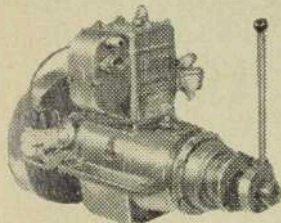
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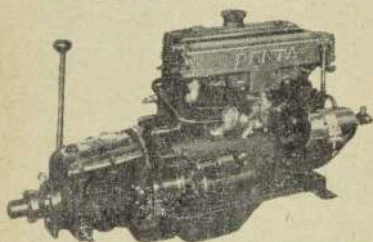
4 Models 3 to 20 H.P.



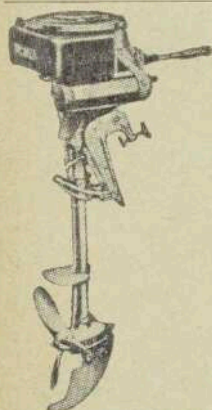
Simplex 5 H.P. and 12 H.P. 4 cycle engines now available with the new built in simplified thrusmatic reverse gear. Simplex engines are all rugged construction, and give quiet troublefree performances in continuous use. Wonderfully economical, easy to start, run and maintain. Only Simplex gives you every modern marine feature. There is a model for all boats from 12 ft. to 26 ft. long for pleasure or commercial use.

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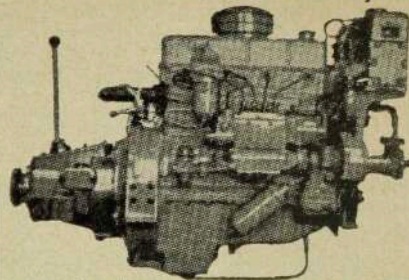


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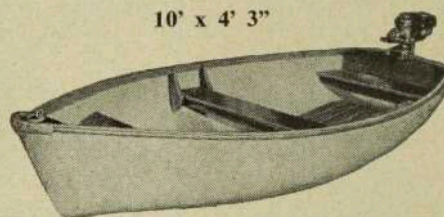


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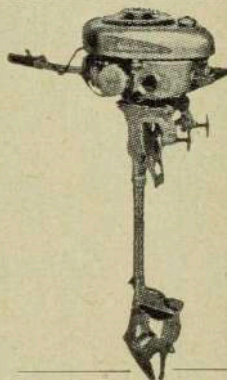
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NEWS OF THE SMALL-SHIPS

**March Weather is Risky—Viti II for Yasawas Cruises—
Owners Say Hong Kong Cheaper than Australia—Renovated
Ship for Loyalties Service—Gilberts Mission Ship Lost**

IT HAPPENED IN MARCH:—March has been an eventful month in the maritime history of the South Pacific, and especially in the Fiji area, with its hurricanes. Paine, in his *Ships & Sailors of Old Salem* (1924) tells of the loss of two Salem ships on a single day—March 31, 1831—when a hurricane swept the Ovalau area. The *Glide*, Captain Henry Archer, with 30 men aboard and 22 months out of Salem, Mass., was lying at "Bonne Rarah," Ovalau, when the blow struck. She had just completed loading a cargo of beche-de-mer at "Miamboaa," along the coast. When the ship was blown onto the reef all hands got ashore safely. Thanks to the good offices of a New Bedford seaman named David Whippy, who had deserted from another vessel some time earlier and had, through marriage, become virtually a chief, the men were not molested, but the *Glide* was literally torn to pieces by the local people and carried away as booty. The vessel, incidentally, had earlier in her voyage been attacked by natives at Penrhyn, Northern Cooks.

The other ship lost was the Salem brig *Niagara*, which was blown onto a reef between Ovalau and Mbau. Captain Brown and his crew all escaped, and made their way in boats to Ovalau, where both crews were picked up in June that year by the Salem brig *Peru* and eventually reached home.

The descendants of David Whippy to-day form one of the best known families in Fiji—one member was recently admitted to the Fiji Bar. Others are still closely associated with the sea and ships, many of the inter-island fleet having been Whippy-built.

As a matter of interest, it may be mentioned that old whaling records disagree as to just when David Whippy did land in Fiji.

FOR RESEARCH WORK:—Institut Français d'Océanie has purchased the 90-tons motor vessel *Orsom III*, ex *Bateman's Bay*, from Mr. Roy Gubbay, of Santo. The ex-trawler, which was built in a NSW boatyard in 1947, is now based on Noumea and will be employed for scientific survey work in the New Caledonia area. She is

powered with a Caterpillar diesel.

CHARTING CONTINUES:—As in the past several years, HMNZS *Lachlan* will do some coastal survey work in the Islands this Autumn. She is scheduled to clear Wellington early April, going first to Niue to survey anchorages and erect survey beacons ashore. Then she

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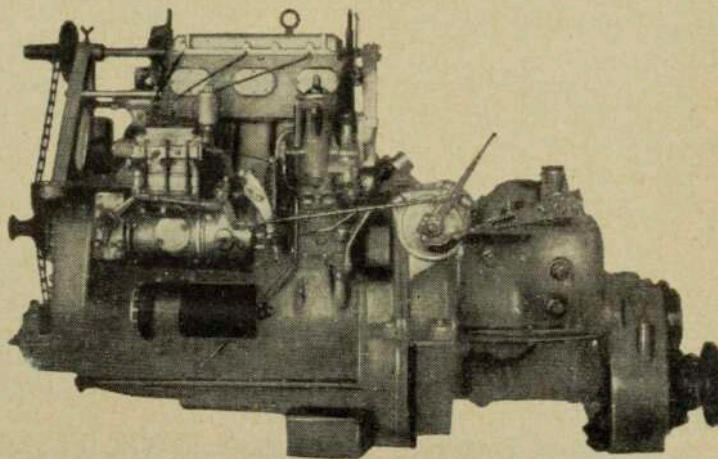
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will proceed to Apia to take approach and harbour soundings. The survey ship is due back in Auckland on May 6.

NG LOSS:—The launch *Destiny*, owned by Mrs. Gilmore, proprietress of the Madang Hotel, took fire and was burnt out in Madang Harbour on January 30. Attempts by a shore party to halt the blaze failed and the craft became a total loss.

RETIRED—IN A SENSE:—Captain L. C. Boulton, OBE, who retired after long service as master of the NZGS *Maui Pomare* in the Samoa-Niue-Cook Islands trade, was reported to be delivering the steam trawler *Waipu* from Auckland to Sydney, late February. *Waipu*, which has been purchased by Red Funnel Trawlers, of Sydney, was the vessel in which an Auckland syndicate planned to seek the *General Grant* gold hoard at Auckland Island last year. The plan appears to have fallen through.

STILL GOING STRONG:—Skipper Hugh Williams and engineer Les Livingstone have completed another year of useful work in the Cooks inter-island trade with the converted Brixham trawler *Inspire*. The twin-screw ketch arrived in Auckland for annual refit and a new motor in mid-February, with a crew of passage workers taking the opportunity of

an inexpensive ride south. *Inspire* is a handy-sized vessel for the Cooks trade and has done a considerable amount of work since she arrived there from Sydney several years ago.

Following the recent loss of the D. C. Brown vessel *Rannah*, the

inter-island fleet has been reduced to *Inspire* and the A. B. Donald & Co. 300-tonner *Charlotte Donald* now in Papeete refitting.

Incidentally, the Donald organisation this year issued a most attractive calendar—a reproduction of a painting by the well-known

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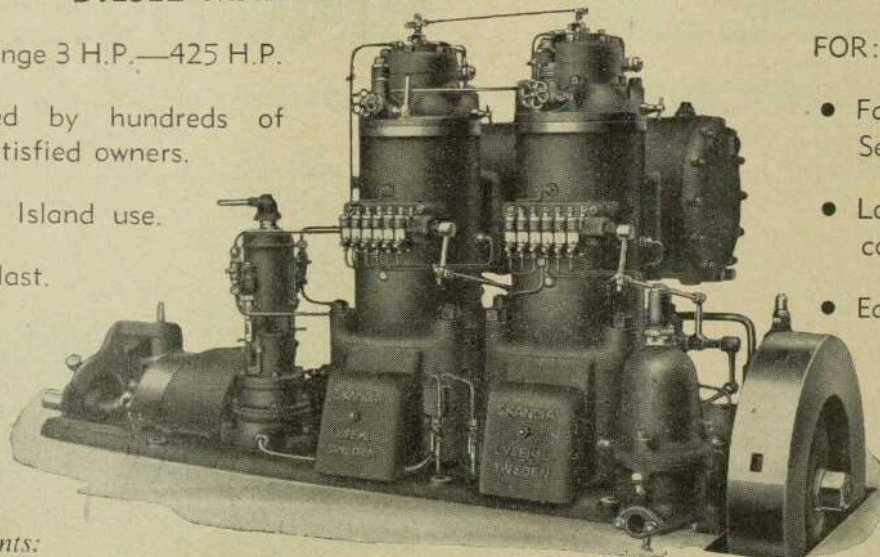
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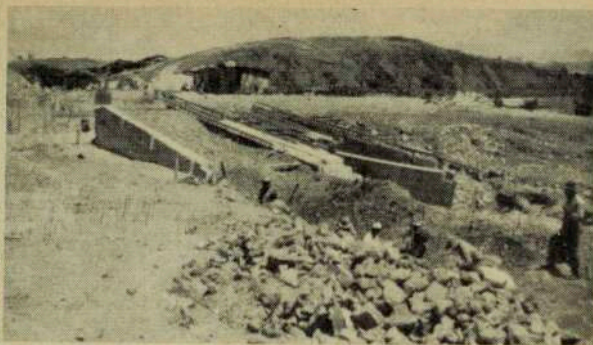
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Top Left: "Destiny" ablaze and sinking in Madang Harbour—Photo: W. B. Woodman.



Top Right: Progress on the new Government slipway for the Noumea inter-island jet.—Photo: Robert Laubreaux.

Pacific artist Charles McPhee, showing that vessel lying in Avatiu harbour, with the mountains of Motutonga in the background.

FOR YASAWA CRUISES:—The Fiji Government motor cruiser *Viti* recently offered for sale, has been purchased by Captain Trevor Withers for his Lautoka-Yasawa and "Blue Lagoon" cruises. Visitors from all over the world have come to enjoy this interesting and lengthy cruise to Fiji's most unspoiled islands in Captain Withers' *Turaga Levu*, a former American military crash-boat which was purchased after the war. It is believed that *Viti II*, equipped to carry ten passengers, a Fijian crew of 4, and skipper, will replace *Turaga Levu*.

POLURRIAN BACK:—Bougainville Co.'s 339-ton *Polurrian* returned to Rabaul on January 27 after having lost 130 ft of her bottom plating received in Hongkong. Damaged in the Carol Harbour when she ran aground on a reef on November 1 last, the vessel left Rabaul for Hongkong on November 21 with 8 Europeans and a volunteer crew of 14 Rabaul Chinese landmen. A company representative, who was aboard, said that the repair job was done in 3 weeks. He estimated that it would have taken 6 months in an Australian shipyard and cost 3 times as much, with poorer workmanship. A race had been built for the ship by Chinese shipwrights in a week, at about half the Australian cost.

AMIR AWAY:—The 4-masted *Pamir*, well known in the Pacific and mentioned last month, left Hamburg for Buenos Aires on February 11 on the first voyage of her new life as a German merchantine officers' training vessel. She is to return to Germany with a cargo of rain.

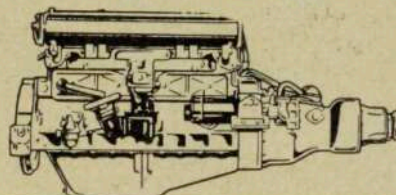
RAMPING:—Burns Philp's twin-screw, 434-ton steel Hongkong-registered *Yanawai* largest vessel in the Fiji inter-island trade,

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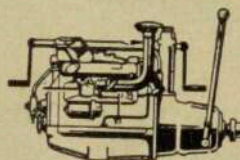


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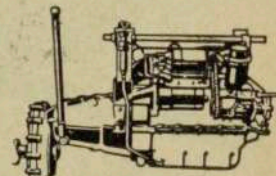
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MARCH, 1955 - PACIFIC ISLANDS MONTHLY

quit her customary beat in January to make a couple of special voyages to Apia and Nukualofa. Bound Apia, she ran into the heavy weather that was then being experienced over a wide area of the South Pacific, but reached port safely. The same blow had demolished one of Apia's navigation light pylons and had greatly hindered the loading of *Matua*, which was at standby throughout her stay in port.

FOR CANTON:—Two Island aids-of-all-work were to visit Canton Island in February. Tasman Steamship Co.'s 299 ton *Vasu* was heading there from Suva with cargo for that aviation touch-down base, and for the British residents. The Eastern Samoa Government's 8-ton *Manu'a Tele*, following an engine overhaul in Pago Pago, was so to visit the island, with a call at Swains en route. This vessel will later make chartered voyages from Apia to the Tokelaus, in March and June, for the New Zealand authorities. She is scheduled to make runs to the Manu'a Islands, part of E. Samoa, in April and June. This converted Yard Mine Sweeper (YMS) is available for charter voyages at all times. From Canton, in January, came Captain "Dusty" Miller and his tender fishing vessel *Joyila* called at Apia en route to Suva.

OF SOLOMONS INTEREST:—The British Solomon Islands Pro-

tection's former flagship *Kurimaru*, 288 tons, sold to Mr. Sverre Berg, of Palm Beach, Sydney, last July, is reported to be still lying at Ballina, northern NSW. Purchased at a very reasonable price by her present owner, she is said to be for sale again.

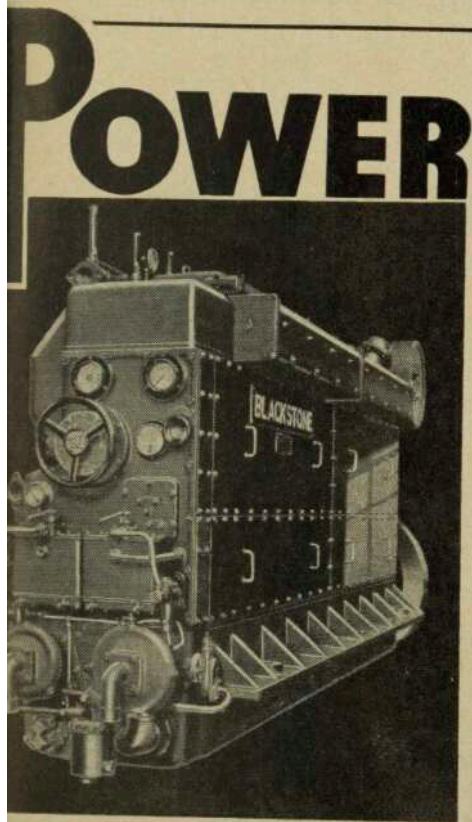
Also in Ballina, and soon to make yet another attempt to reach Honiara is the BSIP Government patrol vessel *Kovala*, launched in Sydney in February, 1949, and still not in service after endless alterations there and at Ballina, which she reached three years ago.

NOUMEA-LOYALTY SERVICE:—*Philante II*, beautifully converted ex-Fairmile naval launch, which Messrs. Rusden and Baker, of Auckland, brought out from England and sold in Noumea in 1953, is now operating a passenger service to the Loyalty Islands under Government subsidy. Owned by well known Noumea pharmacist, F. Martinet, this 99-ton vessel was built 1945 with double diagonal mahogany planking by the well-known English yard of Camper & Nicholson's Ltd. She is powered by a pair of 225-hp Gray Marine diesels and has excellent accommodation, including a spacious 28-ft by 12-ft deck lounge. She is available for charter to parties of tourists who wish to cruise the New Caledonia coast and off-shore islands. Information is available through Noumea Tourist Bureau.

NOUMEA SLIPWAY:—Good progress is being made on the construction of a slipway for the New Caledonia inter-island fleet. The slip, which is owned by the Public Works Department and located on Ile Nou, Noumea, will take vessels of up to 1,000 tons deadweight. At present the only slipway at Noumea

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is a small one owned by the Nickel Company, mainly for the use of its own launches.

STILL UNSETTLED:—There was a reminder of the stranding of the *Mangola* on Kar Kar Island (NG) in February, 1953, recently. *Mangola*, it will be recalled, was hauled off the rocks by *Bulolo* and *Malaita*. Salvage claims are involved. Burns Philp & Co., owners of all the vessels, anticipate that the claims will be settled by arbitration. However, when such claims have not been settled within 2 years of the event it is necessary to lodge a writ with the High Court to keep the matter open. This was the explanation of a February announcement in Sydney newspapers.

MARIPOSA SAILS AGAIN:—The well-known former trans-Pacific Matson-Oceanic liner *Mariposa*, withdrawn for war service in World War I., and eventually sold after a long post-war lay-up, commenced a new life late January when, as the *Homeric*, she cleared Trieste for New York as flagship of the Panamanian Home Lines. The 26,000-tonner has been modernised, with a new bow. She now carries 1,000 tourist-class and 147 first-class passengers, and a crew of 450, and will operate on the trans-Atlantic service and on cruises. It is possible that she will be seen in the Pacific again.

SECOND THOUGHT:—Captain A. H. Ferguson, recently appointed new marine superintendent in the Gilberts, who was to have arrived at Tarawa early in 1955 from England, has resigned that position.

PERSONAL ITEMS:—Captain Carl Johnson, after leave in Sydney, which included some work in

Australian coasters, flew back Auckland to again take command of the Tonga Government ke *Hifojua*. The vessel had gone so for refit under command of mate, and was to return to Nukulofa in February.

Mr. Willie Schutz, late skipper RCS *Kia Kia*, of the Gilbe

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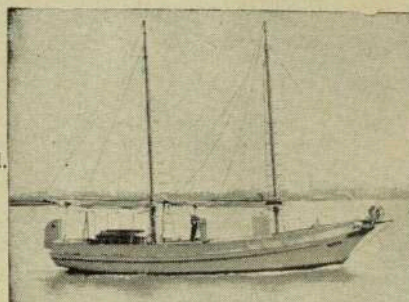
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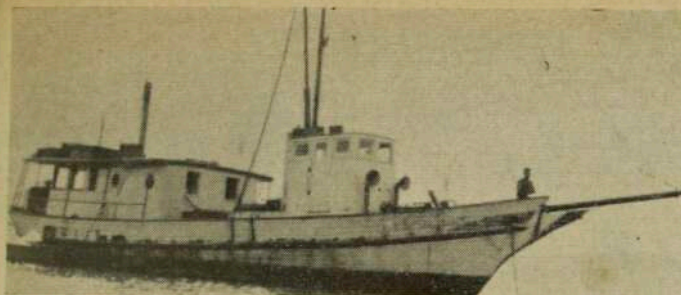
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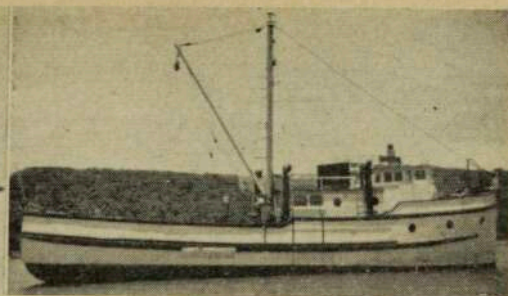
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"Melanesia" which Captain H. Frewen recently sold to Mr. C. F. Chiffe. She is on the Suva-Lau service. Photo: Jack Thornton.



"Orsom-III" recently purchased by Institut Français d'Océanie for scientific surveys in New Caledonia waters. Photo: Robert Laubreaux.

obtained his second mate's ticket at the January examinations in Sydney.

FIJI NAVAL RESERVE:—Officers of the revived Fiji Naval Reserve have been announced. Lt.-Commander G. R. Woods, a Suva business man, who has been Naval Liaison Officer in Suva since the war, is in command. His officers are: Lt. S. B. Brown, late of GEIC (inter-island fleet); Acting Lt.-Commander L. S. Whysall, late of Fiji (D engineering department); Lieutenant H. H. Hemphill, one of Suva's finest amateur yachtsmen; Lt. J. Goldsmith; Lt. H. G. McLardy; and Lt. J. B. Wisdom, Manager of R.A.L.'s Suva office; Sub-Lt. C. A. Johnson, well-known Suva photographer.

The unit's flagship, a 72-ft. Sea-Defence launch, will arrive from New Zealand later in the year.

REPORTED LOST:—Though no mails were available in Sydney in February, advice was received that the *Santa Teretia*, Catholic Mission vessel in the Gilberts, had become a total loss while en route to Suva for her annual refit. The mission purchased this Australian-built 75-ton vessel as the *Halgard* early 1949, naming her after an earlier mission craft. In the latter part of 1950, returning to Tarawa after refitting in Suva, *Santa Teretia* went aground on a Fiji reef. She was salvaged and repaired again in Suva. This was her first run south since that event. She had a cargo capacity of 30 tons.

EASIER STILL:—Those who find navigation a hobby as well as a job will find star navigation further simplified with the publication of AP-3270. These tables have only recently been published by the HM Stationery Office, London, though they have been available in Suva as HO-249 for some years. They contain in a single volume the pre-computed altitudes of groups of stars, suitable groups of stars having been selected to cover all latitudes. The full title is "AP3270, 1955.0, Sight Reduction Tables for Air Navigation, Vol. I," and the price in London is £1/1/-.

FOR SALE:—Tenders for the purchase of the Tasman Steamship Co.'s 299-ton single-screw wooden motor vessel *Vasu* have been called,

to close April 29. Of very heavy construction, she was built in Italy in 1947. She has a hold capacity of 16,000 cu. ft and is powered by

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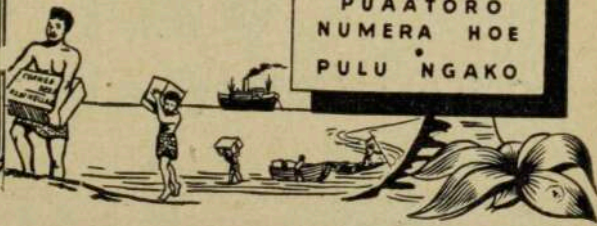
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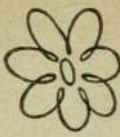
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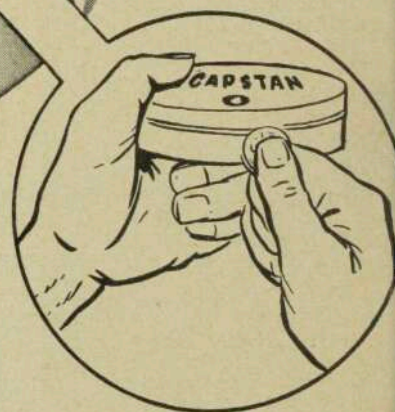
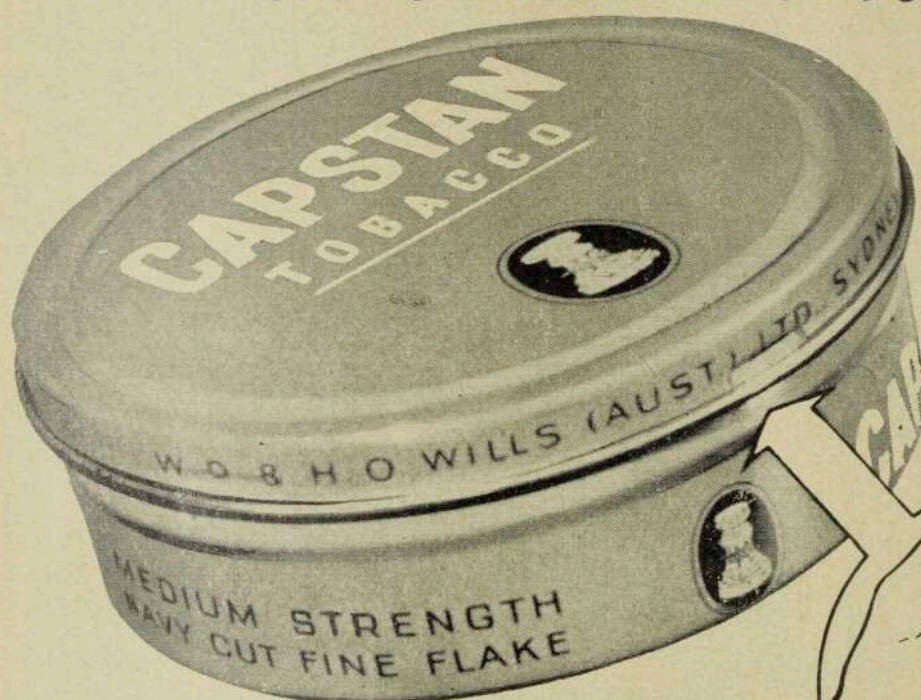


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300 hp Ansaldo diesel. She is in service, operating from Suva, at the present time, and appears to be a useful type of Islands vessel. Due to the parent company being in bankruptcy, *Vasu* has been operating under a subsidiary known as Islands Trading Co. The company's *Vasu* is still also in service and was recently in Sydney and Melbourne.

News of Cruising Yachts

• **ARIES**, 92-ft. gaff schooner owned by American tobacco baron Richard J. Reynolds, expected in Tahiti waters last week, is now expected about July this year, via Panama. This beautiful English-built vessel will be based on Tahiti, where Reynolds has purchased a seaside property as a holiday resort.

• **FELICITY ANN**, and English owner Ann Davison, who sailed the Atlantic in 1953, should enter the Pacific Panama late March. Mrs Davison is expected to clear New York late October, Miami, Nassau, Havana, and Kingston. From Panama she planned to sail direct to Papeete, where she should appear probably late May. Further ports are on as the Cooks, Tonga, Fiji, New Caledonia, and Brisbane, thence probably to Moresby by late this year.

It will be remembered that a stir was caused in Papeete and Honolulu last year when Mrs. Kim Powell and her children, of the yacht *WIND'S WILL*, recently left Papeete aboard the Boston *VENTURER*, arriving some time ago at Honolulu. Mr. Powell flew to

Honolulu where legal action for possession of the children developed, and received a great deal of publicity. Mrs. Powell was eventually given custody of the children. In January it was reported from Honolulu that Mr. Powell had departed by air with the children for Florida, where he plans to reopen the case.

• **SEVEN SEAS II** and "Stainless Steel" Murnan were brought to mind recently by receipt of a note at PIM office from Bill, at a US Pacific Coast address—still dreaming of Island days (and nights!). He mentions that he is constantly on the move—presumably in the land-cruiser which he exchanged for **SEVEN SEAS II**.

• **LANDFALL II**, after a rugged voyage from Auckland, reached Sydney on February 20. Formerly *MAVOURNEEN*, the 50-footer has taken part in two Trans-Pacific Races.

• **KYLIE** of Sydney, reached Auckland February 12, on the first leg of a voyage to Tahiti. Some heavy weather was experienced but the 39 ft. steel yawl arrived in good shape. Owner Fink and companions plan to move on at the end of March—after earning a little money ashore in Auckland.

• Some will remember the American yacht *CRUSADER* which cruised the Islands in 1939. Skipper J. H. Evans, now resident at Alverstoke, Hants., England, recently wrote to Oscar Nordman in Papeete and his letter indicated that he was acting as agent in England for Mr. Reynolds, of **ARIES**. It is possible even that he is skipper of **ARIES**, though the

letter did not say so. **ARIES** is due Papeete in July (see elsewhere).

• **SEVEN SEAS CRUISING ASSOCIATION**:—We again draw the attention of world-girdling yachtsmen to the Seven Seas Cruising Association and its valuable and interesting monthly **BULLETIN** of letters from members. Every cruising yachtsman should be a member. Essential requirements are that he actually live full-time aboard a yacht and at least have the intention of going cruising. He must be recommended by another member—and a letter to the Commodore in charge of the Bulletin, at P.O. Box 163, Coronado, California, USA, will tell you where the nearest member is located. Non-live-aboarders will NOT be accepted. Every member is expected to regularly contribute useful and current information on conditions at ports of call—advice and warnings on anchorages, and every kind of local information that is not available in the Pilot Books but which can save a yachtsman money or trouble and add to the smoothness of his cruise—the ship-chandler to avoid, the man who is likely to be helpful, the **PRESENT** leading marks (not the ones in

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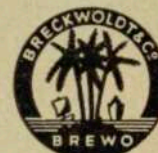
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the 1950 Pilot!) etc. There are now over 50 members of all nationalities, including many yachtsmen recently cruising in the Islands. Membership fee, which includes the Bulletin is, we believe, \$3. An Association burgee costs \$1.50, and back-numbers of the BULLETIN 25 cents each (35 have now appeared). We repeat that only persons owning and actually living constantly aboard a yacht qualify for membership.

• SOLACE, Commander Victor Clark's 30-footer is, apparently, still undergoing repairs at Palmerston Island where she was thrown on the reef last year. Up to February we had received no word of a relauching, and probably Commander Clark will not in any case attempt to move until April and the end of the hurricane season.

• Rarotonga Sailing Club has been very active this season. On last advice the Ayson Cup and the Sails-and-Covers Cup (donated by the Auckland firm of that name, for MOTH-class boats) were each being battled for in regular week-end heats.

NARROW SQUEAK: When the motor of the New Guinea coaster JABEROO broke down off the Madang coast last February, the vessel had a narrow escape from the reef. Efforts of the crew to tow her seaward with a surfboat seemed in vain, when an off-shore breeze fortunately sprang up, and she got away.

IN THE GILBERTS: Captain G. Douglas, lately of RCS TUVALU, left the Gilberts for UK on leave in February. Captain MacAdie (who arrived there with

his wife and family in January) took over TAVALU.

WANDERER III and the Hiscocks reported to PIM by airmail in February that they are snug in Capetown after a boisterous voyage down across the Indian Ocean to Durban. Arriving late October, they remained 2½ months in Durban before heading "round the corner". They planned to sail in mid-March for St. Helena, Ascension, the Azores—and home

in July. Eric Hiscock says WANDERER III will be only the fourth English yacht to make the circumnavigation since World War I. The others were O'BRYEN in SAOIRSE, Muhlhauser in AMARYL and Worths, last year, in BEYOND. Including the Hiscocks, were member Royal Cruising Club. The Hiscocks incidentally, are members of the South Seas Cruising Association, mentioned elsewhere.

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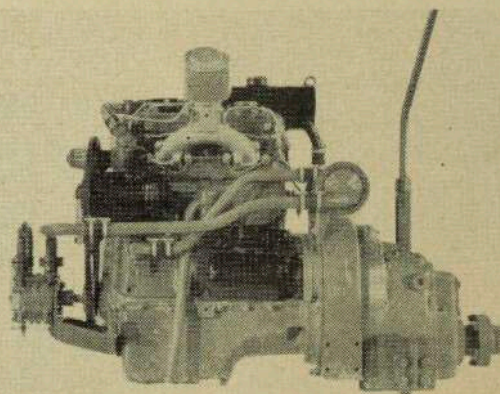
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P: The Hotel Stuart, Papeete, which is the Tahiti Yacht Club on the 2nd floor.

WER: Terry Hammond, well known in the Pacific Islands, helped Mr. N. W. Thomas to deliver his recently acquired "Tahiti Yacht Club" (below) from Brisbane to Papeete. Mr. Thomas, who is one of the few New Zealanders holding a Yachtmaster's ticket, plans to cruise to Papeete next year, after making certain arrangements to the big motor-sailer.

Triplets were born to a Fijian mother at Savusavu in February—the second known case of triplets born to Fijian parents.

ANOTHER US PLAN FOR TUNA

May Be Based on Noumea

IF current negotiations are successful, the South Pacific may be seeing another American-Japanese tuna fishing partnership—this time based on Noumea.

In mid-February, Mr. John Gizdavich, of the Columbia River Packers' Association, Astoria, Oregon, USA, passed through Sydney after visiting Noumea. He said his organisation was investigating the possibility of purchasing tuna from Japanese vessels operating in the New Caledonia-New Hebrides-Loyalties area.

The plan envisages an American refrigeration vessel stationed at Noumea. Fish landed aboard that ship would technically be American-produced, and thus would be free of the embargoes applying to foreign fish imported into the United States. The intention appears to

be either to can the fish aboard this vessel, or to ship the produce as refrigerated cargo.

Mr. Gizdavich emphasised that the whole scheme is at present merely under investigation. Even if the necessary arrangements can be made in Noumea it probably would be some time before operations could be commenced.

The Pacific Islands Society (Founded 1937)

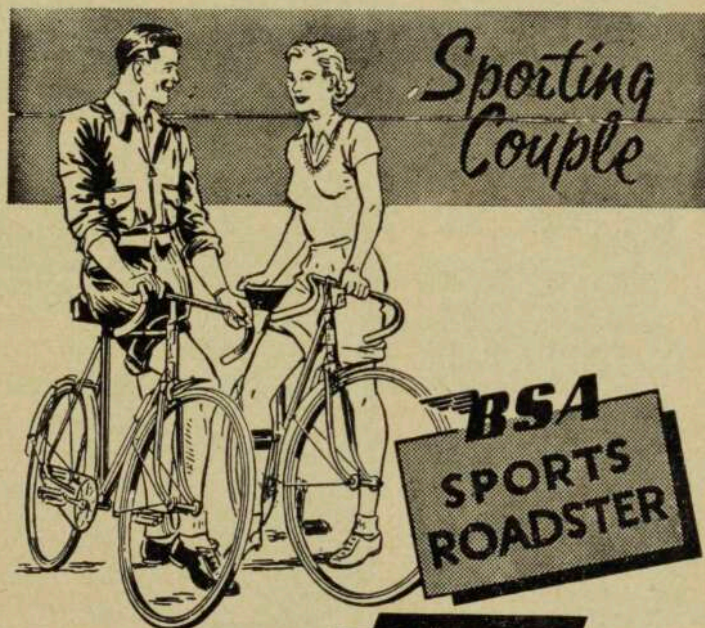
Visitors from the Pacific Islands to Sydney, or persons interested in Islands affairs, are invited to communicate with the Honorary Secretary of the above Society which was formed to constitute a social and cultural centre for those interested in the Pacific Islands.

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.

Address for correspondence:—

THE PACIFIC ISLANDS SOCIETY,
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(The President may be contacted by telephone at XJ 3205.)



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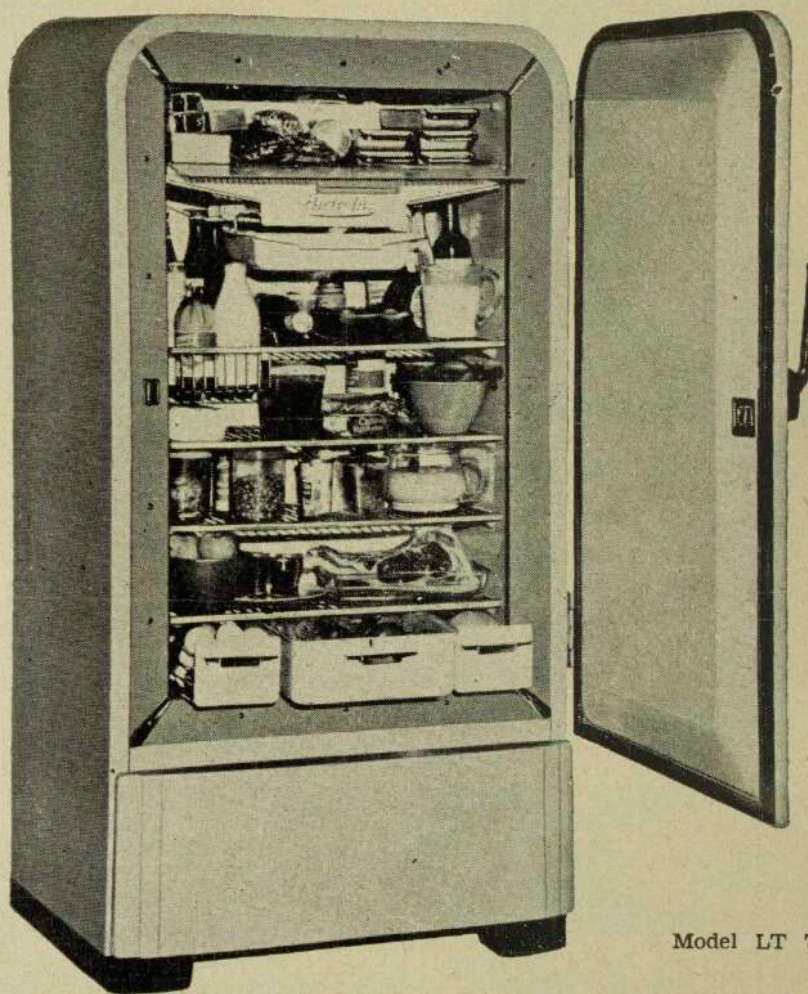
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New Guinea Items—

Continued From Previous Page

MORE PLANTING OF RICE

Native rice plantings in the Mekeo region of Papua are expected to total 250 acres this year—70 more than last.

An additional 50 acres may be planted if the ground dries out sufficiently to allow movement of machinery. The rains have handicapped planting this year—in one days' period, 21 inches fell.

About half Mekeo's native population planted rice last year, and their success has influenced other villages.

FLYING DOCTOR SERVICE

The Flying Doctor Service of Australia has been discussing the possibility of operating a base from Port Moresby, but no decision has been reached.

The executive thinks that some handicaps of isolation in the Territories could be eliminated by a mother station in Moresby. Many illnesses can be diagnosed by radio, and people can be treated by laymen, under radio directions from a doctor.

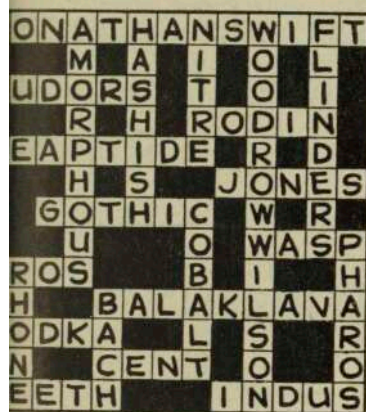
Possibly, Moresby would not be the best spot—there are other centres which could more adequately serve isolated areas. Recently Mr. Harry Bode suggested that Rabaul be used as a base for a flying ambulance, fitted with floats, to serve the Islands.

NEW BRIDGE OVER WAHGI

Practically the whole European population of Western Highlands District, as well as several thousand natives, watched the official opening of a bridge across the Wahgi River on February 19. The bridge is between Nondugl and Minj, and gives cross-river access to the sub-district office at Minj. It was designed last year and built in a few months for the Administration, for under £2,000, by Joe Durbridge. The bridge is more than 200 ft long, 16 ft wide, erected as a single span-suspension type.

¶ Mrs. E. O'Brien, of Wau, New Guinea, has spent an extended holiday in Brisbane. Her son is a boarder at the Roman Catholic College, Downlands, at Toowoomba. ¶ Pastor J. W. Soloi, a Samoan, now visiting Australia, has spent the last six years in Papua as an LMS missionary. Before returning to Samoa, Pastor Soloi intends doing mission work in New South Wales and Victoria.

Solution to Crossquiz From Page 82



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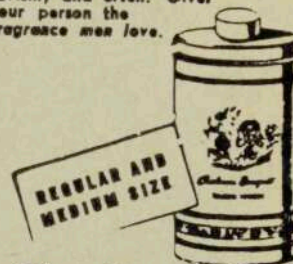
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WHAT A CREDIT UNION DOES—AND HOW

AS a result of an offer of \$1,000 made by the Credit Union National Association in the United States recently, to help cover the cost of sending a Fijian trainee there, the Government of Fiji has agreed to find the remaining costs and has selected Joni Naisare to undertake the special course in Credit Union management.

Credit Unions have no connection with industrial unions. They are simply a form of savings and loan society, formed by a comparatively small group—such as the employees of a single factory. They pay in regular small amounts, and may borrow at reasonable rates of interest.

Credit Union Headquarters in Suva gave an instance of one group's operations. The union was formed in February, 1954, with 45 members. By January, 1955, there were 59 and £377 had been saved. Short-term loans had been made totalling £1,762. All had been repaid on the due dates. At the end of the year, after expenses had been paid, and a cash honorarium given to the Treasurer-

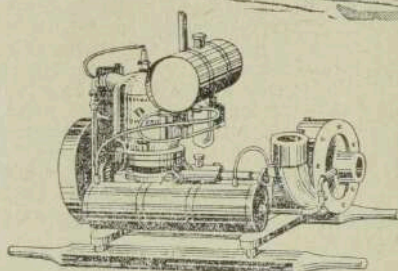
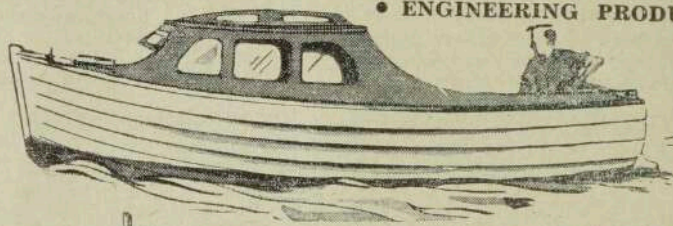
Manager, the members drew a bonus of 31 per cent. on their shares.

This was merely one of a large and increasing number of groups formed in Fiji last year. With proper supervision the Credit Union, already operating on a major scale in Hawaii, appears well suited to Pacific Islands conditions.

† The Hon. G. R. Powles, High Commissioner for Western Samoa, and Mrs. P. leave Apia in the *Beaverbank* month, and will spend months in Europe. Mr. Powles had two strenuous terms in Western Samoa and has earned a ho-

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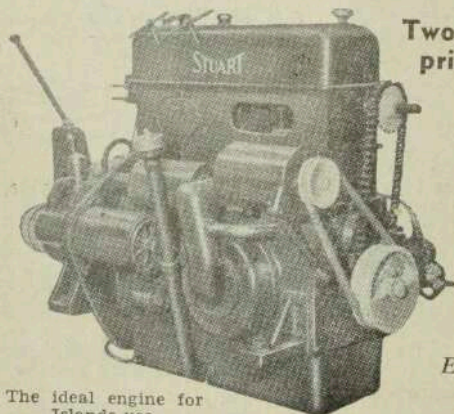
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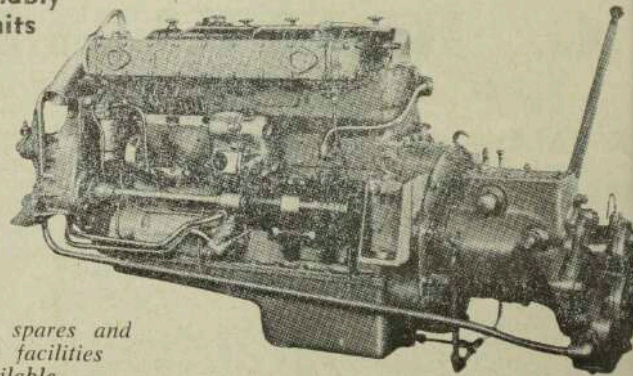
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TONGAN BOXERS IN THE NEWS

CONTINUING his run of spectacular victories at Auckland, NZ, Tongan heavyweight boxer, Jonny Halafihl, January 24, defeated former middleweight champion of Australia, Al Bourke, Halafihl TKO'd the Australian in the 12th round of a scheduled 12-round fight.

For the first seven rounds both men fought hard and fast, keeping the packed audience constantly on its feet. Then, in the eighth round, the Tongan landed a hard right to Bourke's head. Bourke was saved by the bell. In the following round the referee saved Bourke from further punishment by declaring Halafihl the winner.

Among the ringside patrons who witnessed the bout was Tonga's Crown Prince Tungi. The Royal family of Tonga taken a keen interest in the performances of Halafihl and his fellow-Tongans George Naufahu and Kitione.

Tongan heavyweight boxer George Naufahu, now in Auckland, has signed a contract to fight for the Australian Boxing Board. He will leave for Sydney within a few months. His ring name will be changed to George Nafu. His real name is Naufahu Malekifitiki—a bit of a mouthful for Australians.

Two other Tongan boxers Fossi Schmidt and Roy Ripley visited Perth in mid-February. Schmidt was scheduled to fight heavyweight Steve Zoranich. Ripley is expected to have recovered from his recent injury.

Boxing Boom in W. Samoa

After a successful debut in Australia as Samoan protegee, Fosi Schmidt (Brownhawk), promoter Art Mawson of the Australian Boxing Club, returned to Samoa in search of talent. Special bouts of likely prospects were held in Apia. Samoan boxers, of whom started their careers under the sponsorship of Eugene Paul at the time, have also done very well in NZ. Van and Pusi Tau Leota this year won NZ amateur flyweight and light-weight titles and P. Schmidt is doing well as a professional.



promoter Eugene Paul (centre) in-
terviews Australian promoter Art Mawson
and Colin Mansell, before the
start of special talent-seeking bouts.

† Miss Marie Drew, of Port Moresby, is one of a trio of bright lasses sailing on the *Strathnaver* from Sydney on March 19. They plan to buy a station-waggon on arrival in London and to make a thorough inspection of the British Isles. Marie is the daughter of the late Mr. Les Drew, formerly of the staff of Steamships Trading Co., Papua.

† An interesting and well-illustrated booklet on Makogai Leprosy Hospital and settlement has been published by the Fiji Government Printer and is available at 2/- per copy, from that office. The text was written by Dr. C. J. Austin, CBE, who was Medical Superintendent for 22 years, and describes the treatment given there.

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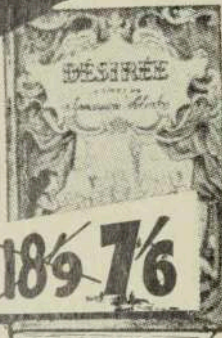
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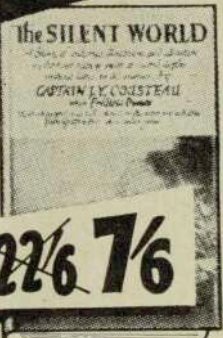
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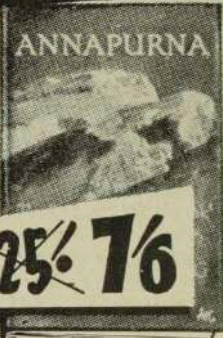
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RABAU AS CINDERELLA

Town Council Asks Questions

FEELING that Rabaul, once the proud capital of New Guinea, is now being dragged ignominiously at the heels of Port Moresby capital of the Dual Territory of Papua and New Guinea since the war, showed up plainly in discussions at the February meeting of the Rabaul Town Advisory Council.

For example, Mr. P. L. James asked whether the building of Rabaul town actually was subject to any planning authority.

Mr. Don Barrett, MLC: There is a Town Planning Board that lives, but it has its being in Port Moresby.

Mr. James said he had discovered that the reticulation of electricity in the present town was based on war plans which defined roads which bore no relationship to existing roads. Works Department officials to whom he had taken up the matter confessed that they were completely baffled. He had seen a detailed plan for reticulation which had no relation whatever to existing conditions.

Mr. Barrett said the Town Planning Board (of Port Moresby) had never to zone Rabaul and proclaim it as only after Rabaul had been proclaimed a town; and Rabaul had never yet been so proclaimed.

Mr. Barrett said that "this very last body from Port Moresby" once visited Rabaul, and discussed the town's needs with various bodies; recommendations had been made and discussed; but the administration, which had the final say, "had just ignored Rabaul very badly." The present position was the fault of neither the Works Department nor the Town Planning Board.

District Officer J. J. Murphy explained that confusion had occurred. At first, originally, the re-building of Rabaul was not officially engaged, and housing and electrical services—for which there was an acute need—had been attended to on an ad hoc basis. Then, when the administration plans were changed, it was decided that Rabaul should be re-built on a permanent basis, as the District's headquarters, and utilities naturally arose. All surmises were obliterated and they actually knew the correct position of the town until the re-plan was made.

Mr. James said that they appreciated that aspect of the situation. The fact remained that the Works Department was trying to

Methodist Missionary Leaves Samoa



After 15 years service in Western Samoa, the chairman of the Methodist Mission, the Rev. C. L. Williams, with Mrs. Williams and son Peter, returned to Australia. The new chairman will be the Rev. R. W. Allardice. Seen here at a farewell function in Apia are (left to

right): Mrs. Powles, Mrs. Williams, the High Commissioner, Mr. G. R. Powles, the Rev. Mr. Williams, Mrs. Phillips, the Rev. Mr. Phillips (head of the LMS), and Miss Johnson, Miss Penty, Miss Schloss, Miss Bleazard, Mrs. Mapperson, all of the Methodist Mission.

—Photo by R. F. Rankin.

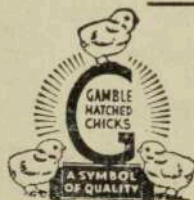
carry out works on plans that were completely wrong.

MR. N. C. BARRY wanted to know who was in charge of tree-planting and of Queen Elizabeth Park—District Office or Agriculture.

District Officer Murphy said the position was not clear. Mr. Side-

bottom was doing excellent work. At one time he was employed by Agriculture Department. The latter repudiated him and, since then, he had been included in District Services personnel.

Mr. Barry: But who do we see about tree-planting—District Commissioner or Agriculture Department?



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Mr. Murphy: At the moment I cannot answer that question.

MR. BARRETT asked questions about the Police staff. Police Superintendent A. Rackemann said that it had been reported that 16 Europeans had been employed in Rabaul pre-war. In his opinion the work could be done by 13.

Mr. Barrett: What is your present strength?

Mr. Rackemann: Six officers and myself.

Mr. Barrett asked the position in relation to police transport.

The superintendent said that at the Gaol they had one rebuilt Chev-Ford and one Ford utility, both over seven years old and both broken down. In the Fire section there was one 7-years-old Ford Fire Appliance, broken down. At the Police Station were one 4-years-old International utility, broken down, and one Holden utility, in good condition.

Councillors, with an obvious effort, made no comment.

¶ The Papua-New Guinea Deputy Registrar of Co-operative Societies (Mr. G. Morris), and two native Papuan co-operative movement leaders, are due in Brisbane in March to attend a congress of Queensland co-operatives. The Papuans are Mr. Toua Kapena, of Hanuabada, and Mr. Gau Pako, of Porebada (30 miles from Moresby).

MAORIS' STARTLING CLAIM.

OWNERSHIP OF HUGE SLICE OF PACIFIC

UP to February 23 of this year no one had ever laid claim to areas of the ocean more than 300 miles off-shore.

But, on that date, an application for the hearing of a claim to the entire Moananui-a-Kiwa (or Great Ocean of Kiwa) was lodged with a Judge of the Land Court at Kaikohe, NZ. The judge granted the application and the preliminary hearing was to commence at Rawene, in the north of the North Island, on March 22.

The claimants, descendants of the great Polynesian navigator Kupe, petitioned Parliament and sought ownership of the ocean several years before World War II, but the petition was then considered frivolous.

The present applicants are Tamati Peehikuru, his brother Te Iwa Peehikuru, and others.

Whether the matter is simply one of prestige or whether the claimants expect some material gain, will not be known until the case is stated. Kupe's descendants are confident that they can establish ownership by discovery.

The Great Ocean of Kiwa is a rather ill-defined area of the Pacific.

But it certainly includes the water between Tahiti, the Cook Islands and the North Island of New Zealand.

The Land Court, in February, was checking upon whether its jurisdiction extended beyond the New Zealand high-water mark.

JUSTICE FOR THE NORTH-WEST

Letter to the Editor

REGARDING changes in airport management at Nadi, seems to me that in general something less than due credit has been given to Graham L. Walla who (for my money) was the outstanding manager at Nadi and whom I consider the present satisfactory and attractive condition of the airport is largely, if not solely due.

I have a feeling that ever since that night the Editor of PIM was hunted across the airport by a bearded Sikh with a scimitar, and his record of 7.2 secs. for the hundred was refused official recognition, something less than full justice has been accorded by PIM—not only to the airport and all connected with it but also to the garden city nearby, and indeed the whole of the great North-West.

I am, etc. (sadly),

C. A. ADAMS

Lautoka, Jan. 29.

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A leaf from NT's Book?

Claim that P-NG Mining Needs Stimulation

THERE is now no limit to the Australian Government loans available for the assistance of "pioneer mining" in the Northern Territory of Australia. These grants have been available since 1939—but previously there was a limit of £1,000.

Cabinet has now decided that the Administrator of the Territory may advance £2,000 on his own authority; the Minister may approve larger advances, and applications for advances above £5,000 will be considered by Cabinet.

The grants are designed to help mining operations of all kinds where a considerable period of time—and, therefore, money—is needed to test or develop a mine.

The idea is highly commendable—but why limit it to the Northern Territory? If mining needs a boost anywhere it is in Papua and New Guinea. Some such aid is proposed for P-NG mining—but not on the NT scale.

No new mining enterprise has been undertaken in P-NG since the war; the hundreds of small-time miners who operated there before 1942, are now raising cattle, growing cabbages or engaged in some other enterprise. Gold-mining is left to a few big companies whose assets are rapidly dwindling.

Trade figures for 1953-54, just issued, show the position. Gold exports totalled £1,414,266—something like £735,000 less than they were the previous year. Compare this with the £71 millions that copra brought in 1953-54.

What a different picture was presented before the war when the New Guinea side of the Territory got along very well on a gold economy. In 1940, copra exports were worth £504,000; gold £3,021,000.

There is little interest in mining—gold-mining or any other variety—in the Territory today. Prospecting is too expensive a business. Yet it is difficult to believe that the vast untouched areas of the Territory do not hold valuable minerals still awaiting discovery.

SUBSIDY ON GOLD PRODUCTION

Application forms for claiming the subsidy under the Commonwealth Gold-mining Industry Assistance Act are now available from the Lands Department, Port Moresby; Mining Warden's Office, Wau; and the District Office, Goroka.

For the purpose of the subsidy, producers are divided into large (producing over 500 ounces per annum) and small.

Small producers are eligible for a payment of a flat rate of £1 per ounce, payments to large producers are based on a formula according to cost of production, and the maximum payment is £2 per ounce.

MORE MINERALS STAFF WANTED

The Administrator (Brigadier

D. M. Cleland) said late in February that the search for minerals in New Guinea would be speeded up as soon as shortage of technical staff was overcome. He agreed there should be a greater impetus to the mining industry in New Guinea.

The General Manager of New Guinea Goldfields Ltd. (Mr. John Hohen) after a brief holiday visit to mining operations in Mount Isa and Northern Territory, said he was surprised at the development—especially the stimulus uranium had given, mainly because the search for it had uncovered other valuable minerals. He said there should be greater concentration on the search for minerals in New Guinea.



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Cherry Ripe	6	45
Cocoanut	5 $\frac{1}{2}$	40
Creamy Chocolate	7 $\frac{1}{2}$	52
Custard Cream	8 $\frac{1}{2}$	x
Delta Cream	6	40
Ginger Nut	10	62
Golden Grain	5 $\frac{1}{2}$	40
Jatz Cracker	5	x
Lacto Malted Milk	o	48
Milk Arrowroot	5 $\frac{1}{2}$	40
Milk Coffee	7 $\frac{1}{2}$	43
Nice	7 $\frac{1}{2}$	52
Orange Slice	6 $\frac{1}{2}$	45
Orange Tea	8	58
Osborne	7 $\frac{1}{2}$	x
Princess	5 $\frac{1}{2}$	40
Raspberry Fruit Cream	6	40
Sao (Carton 1 ft. 5 in. cu.).	4 $\frac{1}{2}$	32
Scotch Finger	9 $\frac{1}{2}$	54
Shredded Wheatmeal	5	33
Spicy Fruit Roll	10 $\frac{1}{2}$	62
Tea Cake	o	33
Thin Captain	4 $\frac{1}{2}$	x

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When Mr. E. V. Crisp, who retired in December from the Managing-Directorship of Steamships Trading Co. Ltd., of Apua, was in Sydney in February he was invited to the offices of the Vacuum Oil Co. Pty. Ltd., to meet some old friends of the Sydney-Pacific Islands trading community, and receive a present. The gift was made by the Vacuum Co. in acknowledgment of the happy relations that had existed for years between Mr. Crisp and its staff.



Refreshments were served, and mutual goodwill expressed in some happy speeches. Vacuum's gift took the form of a handsome "Parker" pen set. Mr. Crisp described the remarkable growth of the big oil company's Islands distribution machinery within three decades—from 4-gal. tins to huge storage tanks.

Group shows (left to right): Messrs. Charles Sullivan (C. Sullivan Ltd.), E. V. Crisp, (receiving present), Eric Spring (Morris Hedstrom Ltd.), R. Gillespie (Robert Gillespie Pty. Ltd.), H. Court (Bulolo Gold Dredging Ltd.), Norman Nelson (Nelson and Robertson Pty. Ltd.), R. K. Harvey (Vacuum Oil

Co.), L. Watson (G. S. Yuill and Co. Ltd.), M. T. Cowles (general manager, Vacuum Oil Co. Pty. Ltd., making the gift). Present, but not in group, were Messrs. John Virtue (Burns Philp and Co. Ltd.), R. W. Robson (Pacific Publications Pty. Ltd.) and F. Neville and George Lee (Vacuum Oil Co.).

RANGE ASPECT OF FIJIAN CASES IN MALAYA

MAJOR ROBERT GENGE, officer commanding A Company, First Battalion, Fiji Infantry Regiment, was killed in a terrorist ambush in Malaya on February 21.

A remarkable and unexplained feature of the ambush was that the other Fijian soldiers travelling with Major Genge in a jeep, were unharmed, when their ammunition was exhausted; and one, Lieutenant Ganivalu, had his wounds attended to by the terrorists before he departed on the approach of reinforcements.

The action took place near the town of Yong Pen, Johore. A band of well-armed terrorists was involved.

Major Genge, who was born in New Zealand, served with the New Zealand Expeditionary Force in the Middle East in World War II. He went to Malaya late in 1944. His wife, who is in Malaya, has a daughter aged 8, had very recently given birth to another child.

Early in February, Corporal Samuel Komaiwai, of Lomanikoro, was killed, and two other Fijian soldiers wounded, in an ambush in the Labis District of Johore. Two terrorists were killed and two wounded in the clash. A day later another terrorist was killed and one Fijian wounded.

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Editors' Mailbag

FROM
PAGE 20

they cause by sitting about, preparing unpleasant tiffs for the tired folk. We have had such experience with the idle women of various races—they are all alike.

• What you say about troubles with Asiatics because of failure to repatriate at end of contracts, is quite true. We know how our unrepatriated local Tonks became free agents and nuisances.

The French Resident (Kuter) in La at the time, was responsible for granting Tonks their freedom. You can imagine how we planters objected—but to no avail, as their (then) was of little importance. To-day, with the now strong people's Syndicate Agricole, matters have been, and will continue to be, much improved.

More Of Them

Margaret Schenkel, aged 13, of 22 Main Avenue, Wilston, Brisbane, Q., says she wants pen-friends in Fiji, Samoa, Tonga or Norfolk Island. She reads books and collects stamps.

Boats—and the Official Mind

From a naive reader in the Dominion Islands:

Is it true that we now have to pay Australian duty on British motors, if they are installed in our motor-vessels while the latter are being constructed in Australia? If it is so, Australian boat-builders are going to lose some Pacific Islands trade. If I want a British-built motor, surely I am entitled to have it, whatever the bureaucrats in Canberra may think. Why should I have to pay this special tax to Australia, for the privilege of getting my boat built in Australia?"

Upon which we make answer:

It is true. We cannot understand the working of the official mind. The idea apparently is to protect Australian motor-makers against British competition. But Australian motors should be able to stand on their own merits, without this kind of "protection." In thus protecting Australian motor-maker, the -idea'd bureaucrats are driving away from Australia some valuable boat-building business. These are the exact terms of the official ukase issued on December 20, 1954, in Canberra, by the Acting Comptroller-General of Trade and Customs:

You are advised that drawback duty cannot be allowed on imported engines, installed in vessels for export, unless conclusive evidence is produced to show that the engines of Australian manufacture are not suitable for the purpose required.

"However, drawback of duty would be allowed on imported engines exported as cargo provided that there is compliance with the provisions of Customs Regulations."

The latter par means that you can avoid the tax if you get your boat built here, and ship it away as cargo, with the engine (British) as a separate bit of cargo, to be installed in the boat outside of Australian waters!!

Another 'Copra King'

Having tried out his original "Copra King" copra-cutting machine in actual plantation work in New Guinea and Fiji, Mr. Tom Marshall went back to Burbank, California, last year and (he writes) considerably modified the invention.

Where, before, the nut was split into two pieces, it now is cut into at least four sections. In this new method of splitting, the meat of the nut is generally loosened, and either falls from the shell of its own accord, or is easily detached by a hand tool. In consequence, no powered tool for use on the nut after it is split is provided.

In the original model, four powered tools, like an elongated spoon and worked on the principle of the pneumatic drill, were attached around the machine, so that operators standing beside the nut-splitter could pick up the half nuts

and remove the meat by pressing them upon the pneumatic diggers. This part of the original machine now is abandoned—the machine only splits four ways, as described, and the rest is done by hand-tools.

Writing on January 2, Mr. Marshall said that orders for the new machine were in from the various coconut-growing countries, and the machine was "in production."

The Palolo Rising—Another View

Moonshine, not moon-pull, is the factor which controls the rising of the Palolo—that, at least, is the finding of two American scientists who investigated the theory put forward by Augustin Kraemer (quoted in February PIM). A writer, since the PIM article appeared, has referred us to an article which appeared some years ago in I. W. T. Munro's interesting nature column in *Auckland Star*.

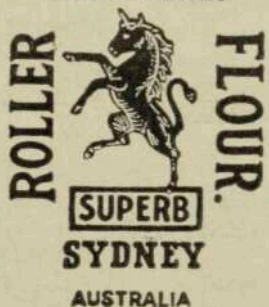
Kraemer believed that the critical factor which caused the Palolo to "release its tail" was the long exposure of the reef to sunshine, caused by a very low tide, caused, of course, by the relative positions of sun and moon at a certain time each month. We now quote Mr. Munro:

"Early scientists, sceptical about any mystical link between the moon

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and a coral worm, suggested that the moon's influence was indirectly exerted through the tides; but it was proved that tides had little to do with the Palolo's swarming.

"Studying the closely allied Atlantic species, which similarly swarm annually in the West Indies, two American biologists, Professor L. Clark and Professor W. Hess, eventually discovered the true link between the moon and the coral worm. It is, literally, moonshine.

"Moonlight reaches a maximum intensity of 0.02 foot-candles at full moon, a foot-candle being the illumination produced on a surface at a distance of one foot from a standard candle, the surface being perpendicular to the direction of propagation of the light. At the quarter, the moon is only one-tenth as bright."

The American investigators found that the Atlantic palolo retreats into the darkness of its burrow when the light exceeds 0.01 foot-candles, but moves out when the light is less than that. When the sexual portions break off, however, these are attracted to light.

"After the annual swarm, it takes the worms between 353 and 369 days to become sexually mature. At the first quarter moon after they have become mature, they spawn; but, as the moon waxes, its light keeps them in their burrows, while more and more of them mature. Then the moon wanes, until, at the quarter again, the moonlight is just weak enough to attract instead of repelling them; and every worm that is ready sheds its mature end."

That completes the quotation from Mr. Munro. Perhaps the scientists went into greater detail

in their report, for the explanation as given, is not convincing. For ample, why must the light be moonlight? Even when the moon is absent, or heavily obscured by a cloud, there must be a moment of dusk and at dawn when an amount of sunlight would come with Palolo requirements. Or could the cover of the correct density immediately precipitate the great event at time on any of the six critical nights—even at full moon. That does not happen.

Perhaps the explanation is moon pull and moonshine—or perhaps the explanation of the learned professors is moonshine, though the theory is certainly interesting.

Nostalgia

Writing to the PIM, Mr. Will F. Angell (14,201 Abongdon Road, Detroit 27, Michigan, USA), was a Red Cross executive in South Pacific during the war, and every evidence of acute nostalgia. He asks hungrily for late news.

"My old ARC foodwarehouse, the steel theatre, alongside Nou Cathedral.

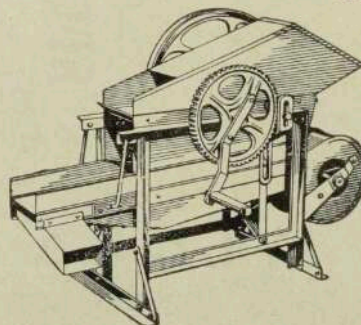
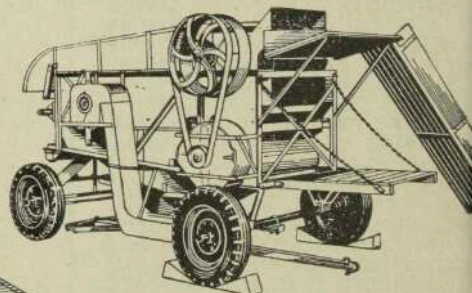
"Magenta racecourse, the House, the old ABCD, Confusion Row at Anse Vata, that magnificent chapel some American General built out there on the Pointe, Mademoiselle Hagen (who was valued clerk), the Place des Gal—one presumes that all these represent happy memories of Noumea.

"That suburban train wreck Wellington, when the US Navy Silverstream Hospital facilities were used to the limit, and we set up news clearance station in Wellington.

"That trip across the Tasman

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beat-up C46 on top of the freight the A-NZ-Fiji milk run, they lled it;

"The days when my office had secure what small financial aid could for the hit-and-run galstims of servicemen passing rough—and when for days on end e had to break sad news to NZ ides after that costly Battle of rawa;

"Some day, maybe, I may even ar news again of my precocious ander friend, Frederick Maine, d his beautiful penmanship. 'Peace be with you all!'"

Ramie Cultivation

The article on Ramie (PIM, De- nber) appears to have aroused erest. Several correspondents are dious to see the cultivation of this re encouraged, on a big scale.

ncidentally, the first Ramie grown Papua was cultivated long years by the late Mr. T. L. Sefton, on Koitaki Plantation, from seed plied to him by Mr. M. M. Wise, v a resident of Young Street, morne, Sydney.

Water—And Water!

have noted in PIM that the drinking-water dispute con- es in Rarotonga.

was in hospital there in 1948 the second time in 30 years' dence) and it was part of my tment to engulf a lot of aqua z each day. The water, in a fine s jug, was of the first diamond, may coin a standard of value. rklng, fresh from the filter, it dled gratefully down my parched at, and its flavour (after Man- tank-water, with a snatch of d, dead rat, and linnet feathers) irreproachable. Loudly I sang Dr. Onnawin, the praises of the otonga reticulation system—at hospital end, that is! The ico did not appear as compli- ted as I had expected.

now learn from PIM that pigs, es, native children, and other a all have a hand in "augment- the Rarotonga water intakes! may not have been clear that kled in my crystal jug. But at it was germ-free—if the filters in good whack.

at I now know why the Doc ed old-fashioned at me. He had that day reported most un- arably on the Rarotonga water ly!

—ETI.

e Rev. J. E. Jacob, who was inted president at the 54th al Methodist Conference in ane in February, was a onary for six years in Papua. sh-born, Mr. Jacob came to nsland 40 years ago.

New Bishop for Hebrides

THE Vatican has announced that the Rev. Father Louis Julliard, SM, has been appointed Titular Bishop of Vulturia and Vicar Apostolic of the New Hebrides. The date of his con-secration as Bishop has not yet been fixed.

Father Julliard, a Frenchman, went to New Hebrides in 1936, upon his ordination, and has given 20 years of devoted service to the Mission field. He succeeds Bishop Halbert.

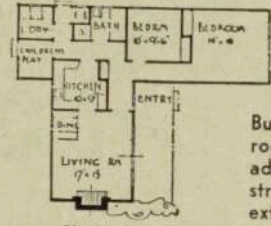
FIJI RICE PRODUCTION

RICE production figures quoted in the 1953 Annual Report by the President of the Suva Chamber of Commerce indicate that with just a little more effort, local growers could make Fiji self-suf- ficient.

During the season 1952-53, 15,500 tons of rice were harvested from 36,340 acres. In the season 1953-54, 34,880 acres yielded an estimated tonnage of 14,850. Imports of rice for the year 1952 totalled 843 tons valued at £62,446. Value of the 1953 imports were £30,517.



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ed in Moresby



and Mrs. Vincent Chandler were at St. John's on the Hill, Port Moresby, on February 12. The bride, Miss Jo. Inglis, of the Public Department, was given away by her father, whose secretary she has been for the past four years.

The cake are Mr. and Mrs. Jim Chandler, who were married at the Catholic Church, Port Moresby, on February 29. The bride was formerly Miss Jo. Inglis, well known member of the Moresby Choral Society.

DEFENCE OF THE CORAL MARINERS

SOMETHING ABOUT G. and E. SHIP CERTIFICATES

Letter to the Editor

I WISH to correct an impression that tends to form when one reads your columns on Gilbert & Ellice Islands shipping—i.e., the operation of uncertificated vessels.

The vessels that operate within and without the Colony fly the Blue Ensign and are therefore Government-owned, fulfilling a job of work which even private enterprise wouldn't have on again. And, provided these vessels continue to fly the Blue Ensign, and private firms refuse to operate shipping in the Colony, the G and E Government can please itself as to the type of certificated men they wish to carry. It is only fair to suppose that the Government would not employ madmen or persons without any knowledge or skill of the sea and ships.

For years now, until quite recently, most of the shipping in the Colony was operated by men who possessed Fiji Marine Board certificates, both on deck and in the engine-rooms. Some of these men, with Fiji Marine Board certificates, commanded their vessels under the

White Ensign during the war and transferred (still in command) to the Blue Ensign after the war. To my knowledge, all G & E vessels in normal operation have carried a man in charge with a certificate of some sort.

It is true that the engine-rooms of these vessels in some cases carry uncertificated engineers, because qualified marine engineers refuse to serve in the tropics in such vessels. However, in all instances, such uncertificated chief engineers are guaranteed by the Fiji marine engineering firms which are responsible for the overhaul of the engines in the G & E Islands fleet when in Fiji for overhaul.

Some years ago, the then Marine Superintendent of the Western Pacific High Commission—an extra master and a full commander in the RNR—advertised for foreign-going engineers. The only response he got were British naturalised subjects who had German and Polish certificates—men who did one tour of duty only and did not seek a re-engagement.

At this time there was mooted an idea of bringing out to G & E Colony English marine officers with the necessary qualifications. This idea was laid to rest by the then Marine Superintendent, not only because of economy but also with the contention that men who have had

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experience only in fog-bound conditions would not be able to compete with men raised in and around the coral of the Islands. It was then, and only then—that the validity of Fiji certificates was recognised by the WPHC in a foreign-going capacity. A comprehensive report was drawn up advocating the use of the Fiji certificates and detailing the different rates of pay.

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Not one of the vessels in the WPHC fleet carrying Fiji certificates has been lost or suffered a major engine defect that has necessitated a tow back to Fiji. In the two major marine disasters in Gilbert waters, involving the loss of both vessels, foreign-going masters were in command.

The issues have no doubt been clouded to a certain extent by a beach-combing variety of master mariner—foreign-going men who drift from job to job, and in some cases have wrecked ships or been connected with a shipwreck. These are the types who sometimes sit on the beach and mysteriously assert that the WPHC are operating uncertificated vessels.

I am, etc.,

OLD RESIDENT.

Auckland, NZ.

¶ Pastor and Mrs. G. E. Mitchell, of the Seventh Day Adventist Mission, have just retired after nearly 30 years' work in Papua—they arrived in Sydney harbour in January, exactly 28 years, to the day, after they had departed for the mission field. Both are certificated nurses of the Wairoonga Sanatorium, and both combined medical work with their church work in Papua.

SIDELIGHT ON AN ISLAND DYNASTY

BACK in last century, a trader named Murdoch attained a position of considerable influence in the Southern Gilbert Islands—he was, for a time, also prominent official of the Administration.

He married a Gilbertese, and they had a daughter, Agnes. Agnes Murdoch was still educated, and was notable in her day as a young woman of considerable charm. She married Tokatake, who was a Uvean or minor king, head of the Abemama Island community. They had a son, Tekinaiti, and he is the sixth Uea of Abemama. Tekinaiti married the daughter of James Smith, a trader, and a Nauruan wife, Agnes Murdoch now advanced in years, is still an honoured resident of Abemama. A photograph of Agnes Murdoch and her son Tekinaiti was taken by the editor of PIM when he visited Abemama, and published in 1941.

Reference to Agnes Murdoch's marriage is contained in "The Dynasty of Abemama", by R. Roberts—one of several interesting articles in the last issue of *Journal of the Polynesian Society*.

French High Commissioner in New Hebrides



The High Commissioner for France in the Pacific, M. Rene Hoffmeyer, proceeded from his headquarters in Noumea, NC, on an official visit to the New Hebrides, in February, and called at most of the principal stations. In this photograph (by Fung Kuei) he is seen in a Fila Island

village, where the natives presented a special display of dancing in his honor. Those in the group, left to right: Gra Kalsakau (the village chief), M. Hoffmeyer, M. Marcel Agostini (French Resident Commissioner) and the High Commissioner.

Orthright Criticism by Administrator

ACIDULOUS EXCHANGES AT CONGRESS OF P-NG RSL

From Our Own Correspondent

LAKE, Feb. 28.
OPENING the 5th Annual Congress of the Papua-New Guinea branch of RSL, the Administrator (Brigadier D. M. Cleland) there had been a tendency for League, or its executive, or for its Sub-branches, to make tests or pass resolutions on matters which in reality had nothing to do with the League.

This tendency to become vociferous on matters which are not within the League's charter is one which must be watched with the utmost attention," he continued. "Entering the fields of public controversy where it cannot be said, by any stretch of imagination, that the subject is the concern of returned men and women, is to bring the League into the realm of politics or into the category of a pressure group. . .

Take, as an example only, the question of liquor for natives. When the first Ordinance came before the Legislative Council there were proposals from the League with regard to Section 9, which gave power to the Administrator to exempt certain natives and the provisions of the Ordinance.

Although the Ordinance was assented to by the Governor-General, it was subsequently announced that no implementing Regulations could be made under Section 9. As the Section is inoperative and the prohibition prevails to-day. All that has happened since then is that we have stated on a public occasion that further consideration should be given to this question.

Again the RSL voiced opposition. The fresh proposals to come before the Legislative Council are not yet known. It is rather premature of anyone to be fully critical of anything of which as yet they do not know the details. . .

The question of liquor for natives is a matter which does not concern the League as such, because under the circumstances can it be said that any of its objects or its policy is to bring the League into the realm of politics or into the category of a pressure group. . .

BRIGADIER CLELAND said that of a member of the public, who is also a member of the RSL, true objections to any policy of administrative action or decision which is outside the realm of the League, it was perfectly correct and right that he should express his views; but he should not use the RSL as a platform for that purpose.

The men were still playing on

the fact—and that fact alone—that they were ex-servicemen and therefore every door and channel should be open to them. Fortunately that number was in a minority—but so often the minority could besmirch the name of the majority.

Brigadier Cleland's indignant references to the wreath incident at Lae are reported elsewhere.

THE Committee subsequently said that the League had no intention of relinquishing its right to put the views of the public before the administering body. It bitterly resented the remarks of Brigadier Cleland and would ignore his advice not to interfere in political matters which had nothing to do with the RSL as an organisation—as the RSL believes these matters do concern the League.

The statement said the League was fully aware of its obligations under its Constitution, and affirmed that it was competent to consider such matters in the interests of ex-servicemen and women in the Territory. It would continue to exercise that right.

On the question of "some men playing on the fact that they were veterans," the statement said it agreed there were some people in this category in the Territory. However, it was certainly not the policy or the intention of the League to assist or sponsor those who did not show the desire to help themselves.

Congress considered it was the duty of the RSL to do its utmost to assist in the everyday life of the Territory. To this end it considered that the Administration should welcome any efforts made by the League which would be not only in the form of constructive criticism but in the form of well considered advice and co-operation.

NEW PRESIDENT APPOINTED

Widely known Territorian Mr. Bob Bunting has replaced retiring President Mr. George Whittaker, MLC, as leader of the Papua-New Guinea State Branch of the RSL.

Mr. Bunting, who has business interests at Samarai, Popondetta, Lae, Goroka and other Territory centres, defeated Mr. John Stokie, of Rabaul, by 870 votes to 185 for the coveted honour.

After five years as President, Mr. Whittaker retired, so as to give more time to his cocoa plantation, near Lae, his professional duties as optometrist, and his work as MLC. He announced his retirement four months ago.

The three Vice-Presidents for the ensuing year are Mr. John Stokie (New Guinea Islands), Mr. Wally

Watkins (Papua) and Mr. L. M. ("Pat") Henry (New Guinea Mainland). State secretaryship is again in the hands of Mr. James Knight; Honorary Auditor is Mr. E. V. Davis; honorary treasurer is Mr. Bill Fuller; and the Trustees are Messrs. Henry Eekhoff and John McKean.

Sub-Branches through the Territory were represented at Congress as follows:

Bulolo Mr. B. Scholes
Goroka Mr. J. Gray
Kavieng Mr. J. McKean
Kokopo Mr. K. Jones

(Continued on Page 131)

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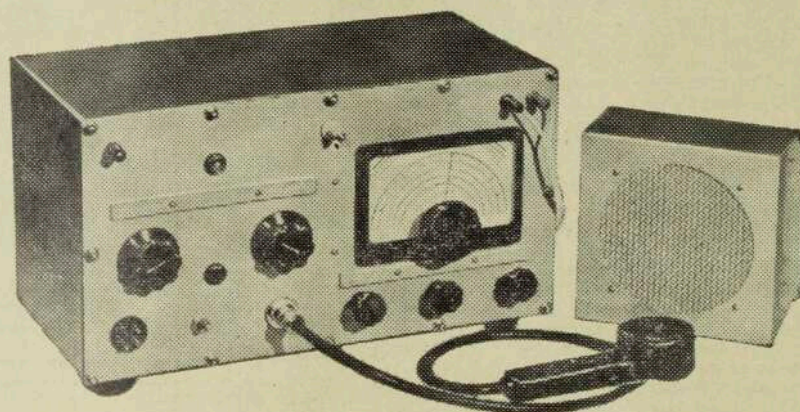
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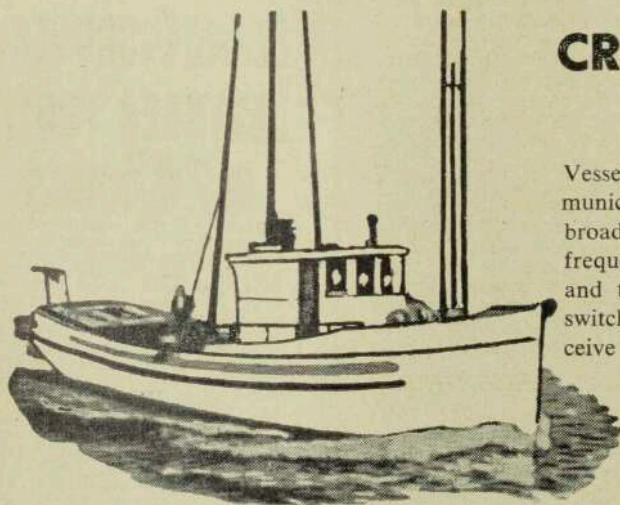
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FROM Apia we heard that the RNZAF Sunderland from Fiji was expected to make a Tokelau Is. flight north on morning of February 23, and return following afternoon. Calls were to be at Nukunono and Fakaofu, middle southern atolls respectively, and the was to be spent at Nukunono. Her Jerry-VR2AB, who replaces Jerry-VR2BZ in the RNZAF, was aboard.

Meeting—from p. 129

Mr. C. Wilkinson
Mr. C. H. Wheatley
Mr. W. W. Watkins
Mr. John Stokie
Mr. R. Bunting
Mr. C. Hendrick
Mr. N. Wilde
Mr. H. Thompson

W. C. G. Roberts, lately manager of the ANZ Bank at Newcastle, has been appointed manager of the bank's Suva office, in succession to Mr. W. J. Lahore, who has been transferred to Brisbane. Lahore achieved marked success in introducing the ANZ Bank to

or whether any hamming activities took place this time, was not known in Sydney up to early March. It had been predicted that probably a ZK3 prefix would be allotted for future Tokelau operations.

Next possible visits by ZM6 Hams will be in March and June, when the "Manu'a Tele" makes charter voyages north.

There is word from Honolulu that officials of South Pacific Airlines went down to Palmyra atoll in January to make preparations regarding ground facilities for the Honolulu-Papeete air service, so hamming activity from there seems nearer.

No news was available in Sydney of whether or not the Cocos Island (Pacific) February expedition eventuated. Call was to be TI-9-MHB, and two W's were involved—W6UXX and W6MHB. All bands from 10 to 160 metres were to be worked.

We note from "Amateur Radio" that VR2CG has been very active on 50 mc/s recently, with contacts as far as VK6. FK8AB, listening on the same band, has copied VK2/4/5 and ZL-1/2.

Also noted is the transfer of Frank-VK2WZ from Manus to Laverton, Victoria. Suva oldtimers will be interested to know that VK4KJ on Thursday Island, Bill Sawyer, was formerly VP-1-WS, first Ham ever to operate from Suva. Oldest oldtimer in Fiji to-day is probably Frank Fleming, licensed as VR2AW, but not very active, apart from skeds with Suva Hams from his island hideout within sight of that city.

Notes—and photos—from Island Hams for this column are always welcome.

† Santa Teretia, Catholic Mission vessel in the Gilberts, under command of Brother Gautier, became a total loss, on Nikunau atoll, early January, when she was blown ashore, following an engine breakdown. No lives were lost. (See *News of Small Ships*.)

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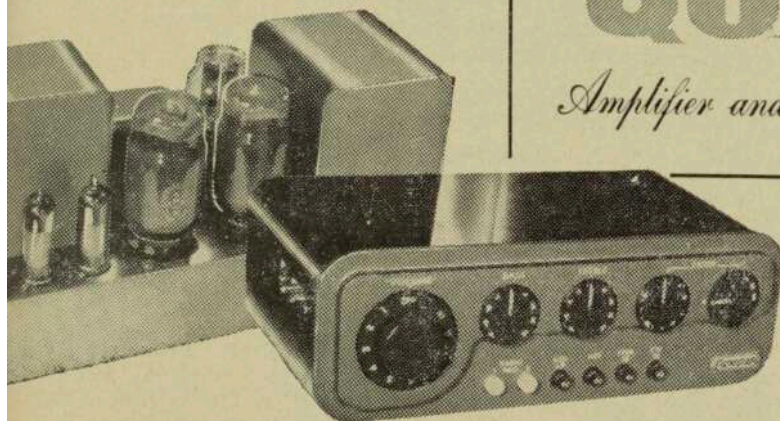
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New Guinea Catholic Missionary's Impression:

Primitive Men in Little-known Country

From a Roman Catholic Missionary who recently visited the Southern Highlands District, in the Centre of New Guinea.

I HAVE been to Mendi, Rumu (Tari) and Lake Kutubu—a very interesting trip, indeed.

There is a big population, especially in the Tari—about 100,000 between the Waga (East), the Strickland (West), the NG border and 6 deg. South.

The natives I met around Mendi and Rumu are a very interesting people. They are the same type as at Mt. Hagen, strong and healthy, full of life, and always ready for a good laugh.

But what surprised me mostly (after 18 years spent in the Kairuku district and a few trips in the Gailala) is that they are really good workers! They have well-cultivated gardens and seem to be always ready to give a hand to anybody. I also found them quite intelligent.

Only a small portion of the district is under the full control of the Government. There is still some tribal fighting. "For them, it is just like a match of football is for us,"

a Patrol Officer said. "They have a good fight to settle a dispute and when one or two have been knocked down, the opponents have a good feast together." (I suppose this is a fight among "friends," not between enemy tribes!).

I found most of the Government officers very efficient and really anxious for the good of the natives. They have not the Utopian idea of bringing the whole district under control within a few months, as suggested by Canberra. They prefer to go slowly, imposing the Government law only after many patrols, introducing new food to the natives (corn, peanuts, European potatoes, cabbages, pumpkins, tomatoes) and giving them medical treatment as soon as (but only when) they succeeded in making them understand the good of it.

I reckon these natives will come under control rather easily, because they are essentially farmers. But to rush it would only mean spoiling the good work already done. They have certainly been very carefully handled up till now around Rumu. They still have the qualities of the unspoiled natives, simplicity and hospitality (plus the idea of work,

so lacking in many other primitive tribes); and they are now peaceful, happy-looking and friendly around the station, building dams and roads and making nice gardens.

It was a grand sight for me to see those rich, populated valleys, at about 5,000 ft. I am sure there will be great possibilities there when the country is open to cattle, coffee, all European vegetables, etc.

A coastal native told me the other day that, in his village, they have been discussing those people in the Tari. Some old fellow got the idea that these people must be their ancestors, coming back on earth to a better place.

"I don't know where they come from," I said, "but you can be sure that they are not your ancestors because these people do work!"

† According to a Melbourne correspondent, Mr. Werner Winkler, a Swiss student of archaeology, has recently arrived in the New Hebrides to search for a "lost tribe" of pygmies. How the tribe became lost is not stated, but a statement that a French "company"—not a scientific institution—financing Mr. Winkler on a year search, seems to suggest that there is money in pygmies, one way or another.

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Examination of Pacific Islands Economy

IS THERE ANY SUBSTITUTE FOR THE COCONUT?

THE importance of the coconut in the economy of the South Pacific, and to the well-being of the islanders, is too great to allow continuance of existing conditions. Indeed, no other primary industry can take its place, either as a cash producer, or as a means of subsistence.

None realises this more than the islanders themselves. That might have merited mention a few years ago, but we are fooling ourselves if we do not recognise that greater share in economic expansion will be taken by the islanders before long.

At least 63 per cent. of the island's exports come from the coconut. In most of the territories coconuts are the major export. Secondary industry cannot be a noticeable export factor in any part of the region in the foreseeable future, nor can any other primary crop seriously threaten the importance of the coconut; it is certainly difficult to imagine any other crop taking its place for subsistence purposes.

Even if the importance of the coconut as an export crop declines, it would have to be maintained for purely domestic value as a food, the basis of toddy, as a raw material for the healthiest housing for the islanders, and for the many useful indigenous purposes to which the husk is put.

The islanders realise this, and they advocate its replacement in the subsistence economy. All discussion, indeed, is on the basis of improvement, both in yield and quality, for domestic use, as well as for cash purposes.

Figures available from the various territories of the region show the value of the coconut as a cash export, both for the European and for the native. The total quantity exported from the South Pacific in the form of copra approximates 150,000 tons a year, the export value in Australian currency not far short of £8,000,000.

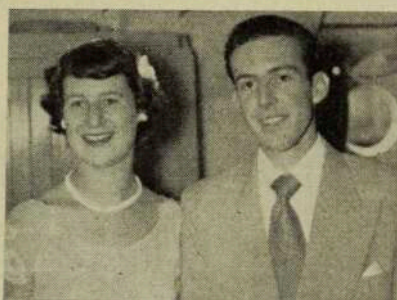
It, whose primary production is more diversified than that of any other single group, provides an example of the coconut's place in the export market. The value of exports from the region is in the region of £8,000,000. It accounts for about £2,900,000, coconut oil and coconut meal about £2,200,000, gold a little more than £1,400,000. An industry which accounts for about a quarter of the value of exports, in addition to providing a staple food of almost the population, cannot be

ignored—or neglected.

That the Government of Fiji has no intention of allowing that to happen was shown by its offer to the South Pacific Commission to underwrite £10,000 towards the cost, in the first year of a campaign to find means of eradicating the rhinoceros beetle.

But Fiji is not standing on coconuts and sugar alone as the main primary products of the group. Rice-growing is likely to become an important export crop should plans now being developed fructify. Some rice is exported now. Land reclamation, drainage and irrigation proposals could, when in operation, increase production by 22,000 tons, which is double the existing production. If that figure can be achieved, about 15,000 tons will be available for export each year.

Rice can become a valuable additional subsistence (perhaps export) crop in several of the South Pacific territories, and evidence accumulates that practical steps are to be taken to expand or encourage its cultivation, primarily for subsistence.



Northbound per SOOCHOW in February: Mr. G. B. Dunbar (to join the staff of Steamships Trading Co., Port Moresby) and Mrs. Dunbar.

Lower: Mr. and Mrs. C. J. Sefton, of Koitaki Rubber Plantation, Papua, returning home after vacation.

Encouraging signs come from the New Guinea territories of official activity in the promotion of rice-growing in the villages. In some other territories this promotion has not as yet advanced beyond the possibilities stage—a good thing, maybe, as it could be foolish to ask the islanders to grow rice before basic studies proved the suitability of areas for its growth.

It can be accepted as general policy that the present-day inquiry into an Islands economy based on more than the long-established coconut is designed to improve the living standards of the indigenous people, and to see that

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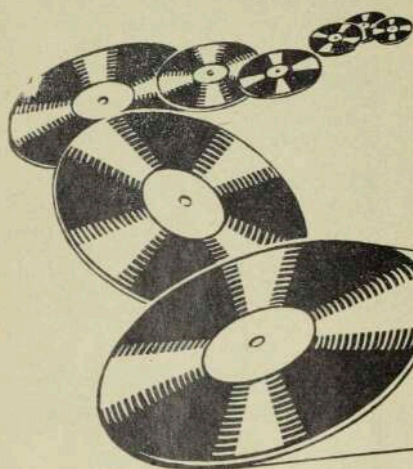
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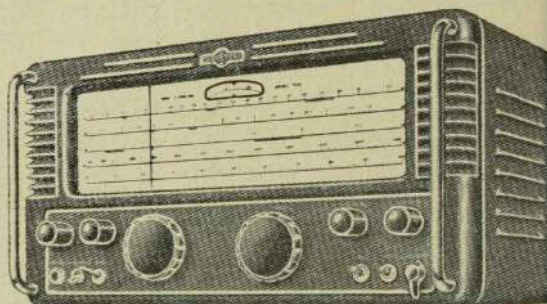
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get a greater return from the profits of industry. That presupposes a greater participation in industry on a cash plus subsistence basis. That it should be on a subsistence basis is rapidly passing out of economic thinking out the region.

A deliberate statement that did go unnoticed at the second South Pacific Conference in Noumea in April, was that made by a delegate from American Samoa: "We must provide against our most important product being the cheap, killed labour of our people."

If the economy of the South Pacific is to be widened and if the coconut is to play a less important part in that economy in, say, the next fifty years, a large part must be played by the Islanders in the primary industries, in which increasingly they must become owner-producers for cash, as well as for subsistence.

VO crops, long established but never very important to the economy as a whole, come to be regarded as being amongst the village industries that could supplement coconut as cash producers—rice and cocoa.

The main commercial producers of coffee in the South Pacific are New Caledonia and New Guinea. The largest producer is New Caledonia, where, it is said, 60 per cent. of the coffee is grown by the indigenous people.

Cocoa is grown in several territories; most efficiently in Western New Guinea where its export value is greater than copra. Cocoa could be introduced elsewhere in the region, according to experts, and if the results of preliminary work are satisfactory it certainly will be in New Guinea and Fiji.

An expert made a study of the growing condition of both crops for the South Pacific Commission, and his suggestions which could remain in both crops (cocoa especially) seem more important in the island economy. Limiting factors noted by the expert (and others have done the same) were the cost and availability of labour.

These are also amongst the factors that have led to the conclusion that it will not be possible to develop tea-growing commercially in areas climatically and otherwise suitable for this crop, particularly New Guinea.

The statement of the American Samoan delegate notwithstanding, Islanders must provide much of the labour force for the development and operation of industries in all of the territories, if they are to expect that the future of the region will be based more on a cash economy than it is now. They must produce oil, rubber, timber, mining, and so on (a sadly neglected field both by financial entrepreneurs and by Islanders), to name only a few primary industries that need a

Another Alternative Crop



A coffee plantation established at Aiyura, NG Highlands, in 1946.

—Photo by Pastor Campbell.

labour force for development. Secondary industry, the development of which many Islanders appear to favour, will depend even more on their labour than the primary industries.

IT should also be recognised that some of the Territories may be expected to expand along lines that will put food producing industries in a minor place. New Caledonia is an example of this. Minerals (nickel and chrome importantly) are the wealth producers of that territory. If plans outlined to me in Noumea a few months ago develop, the mining industry must outpace every project for the expansion of agriculture. In fact, excepting for copra and coffee, primary industry cannot be expected to figure largely in New Caledonia's export trade.

Papua and New Guinea are Territories where the expansion of industries that call for the impetus of the financial entrepreneur rather than the small-scale effort of the indigenous people, must assume first place in development plans. Already, in Papua, the value of rubber in the exports table is ten times that of copra, whilst in New Guinea gold is second only to copra.

HOWEVER, it seems that, excepting for the examples mentioned above, the coconut will continue the most important and valuable regional crop, both for cash and subsistence, for a long time.

This has been fully recognised by the South Pacific Commission, both in the fields of expansion, better cultivation and processing methods, and of disease and pest eradication.

Everyone associated with the industry has spoken in the highest terms of the work being done, and the advice given, by Mr. W. V. D. Peiris, the expert engaged by the Commission to study the coconut in the region. Results of his observations should be available soon in the form of a comprehensive report.

The second major event affecting the industry, that has encouraged those who may have been growing pessimistic, is the Commission's decision to embark upon a vigorous, scientific campaign to find means of eradicating the rhinoceros beetle.

As things stand at present, few will argue with the view that if all is well with the coconut industry, all will be well with the economy of the South Pacific as a whole.

(Continued Next Page)

BOOKS TO READ

- A BIBLIOGRAPHY OF BIBLIOGRAPHIES OF THE SOUTH PACIFIC (Ida Leeson). This basic work essaying to list and classify existing bibliographies of this literature for those enquiring into aspects of Pacific Affairs. 15/-. Postage 7d.
- BLUE BLOODS OF BOTANY BAY (Dr. George Mackaness). 1953—Book of Australian Historical Tales. 16/-. Postage 7.
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Apparent Decline in Planting Efficiency

By CHARLES E. SAYERS

STUDENTS of South Pacific economy have become increasingly critical in recent years of reliance on the coconut as the main cash and subsistence crop of the region.

Belief that this has had a retarding influence on overall economic development has been hardened by growing insistence, amongst the more sophisticated islanders, for a greater share in the returns from products of the region, and for the introduction of other cash crops, as a supplement to the coconut.

The existing essential facts about the coconut are well known. Many palms are ageing; too many have been neglected; too great reliance has been placed on easy gathering of the copra from the islanders; too little thought has been given to replanting, introducing new varieties, practising better methods of cultivation of copra storage and processing; too little attention has been paid to cleaning up plantations, and to prevention and cure of diseases of the palm and control of pests; too little of the profits won from the coconut has been ploughed back—and that is bad business in any industry.

There are reasons for some of these things. Labour cost and shortage is one of them; war damage another; the lack of uniform quarantine regulations yet another. Uncoordinated efforts to stamp out diseases and pests of the palm, as between the various territorial administrations, can also be cited as a major reason for decline in the

health of plantations and islanders' gardens.

But none of these reasons, or any others that may be advanced, can excuse the apparent decline in the efficiency of the coconut-growing industry. It should be a major concern of everyone connected with the industry to do everything possible to arrest that decline.

Japanese Around Solomons

THE MV *Betua*, with Mr. E. A. Brown (Government Entomologist), and Mr. P. J. A. Barrett, returning to Honiara from Lord Howe Atoll, sighted the wreck of a Japanese fishing vessel on the Roncador Reef, near Lord Howe Atoll. The wreck bore the number "12" and was reported by Lord Howe natives to have gone up on the reef about two months earlier. No bodies were found. The *Betua* returned to Honiara on February 10.

A Japanese fishing vessel which went on a reef near Marau (SE Guadalcanal) was later refloated and towed by two more Japanese vessels to shelter in Kaukau Bay. All the ships were due to leave for Japan on February 9, the damaged vessel being towed.

Colonel H. T. Allan, formerly of New Guinea and now settled at Woolgoolga, North Coast of NSW, became ill at the end of January, and was obliged to undergo a course of treatment at Yaralla Hospital, Sydney. He has made a satisfactory recovery, and expects to spend a few quiet weeks at Bayview, Sydney, before he leaves, with Mrs. Allen, on a leisurely world tour.

Rapid Education Progress in W. Samoa

IN no country in the world there has been greater educational progress since World War II than in Western Samoa. That was the opinion expressed by Dr. C. Beeby, Director of Education, New Zealand, in an address in Wellington after a visit to Samoa.

In 1945, most of Western Samoan teachers had only a fourth standard education; the chief inspector of primary schools had not been educated beyond the sixth standard. There was only one small secondary school, and there was terrific overcrowding and under-staffing.

By 1952, the size of classes had dropped to 33 average, as schools were built and staffing improved. £158,000 was spent in 1952 compared with £16,000 in 1945.

To-day there are four student teachers at the Otago Medical School; many first trained Samoan teachers working in their own schools; others were attending University and training for college courses in NZ; many educational books in Samoan were available.

After Many a Comer

I quite enjoy my visitors,
I like them quite a lot,
In jungle wild, as well we know
They brighten up our lot.

Indeed, there's nothing half so
Upon the tropic shore,
As seeing friendly figures come
Or peer around the door.

The Joneses are the only ones
We may not like to see:
The children are bespotted,
And the children number three.

The first one yowls, the baby howls,
The third's an evil child:
It pulls the dahlias by their heads
And makes the pussy wild.

And Mrs. Jones is very ill,
Or has been in her day,
And when she's been in hospital
They've Taken Most Away.

But large the world and small the Jones,
To-day I'll waste the hours,
Take off the shoes, put up the flowers,
Forget about the flowers.

Yes, Mario, what is it now?
A Masta at the door...
Why, Mr. Jones, well, what a time!
The pinnacle at the shore!

And broken down for days,
I think,
The engine missing beats...
And Mrs. Jones and family.
Mario, bring the sheets!

—NOELLE MASO
Bougainville, 1952

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BRITAIN'S NOW DIFFICULT ROLE IN THE S. PACIFIC

Letter to the Editor

In your July, 1954, issue you printed an article headed "Britain Ignores Fiji's Vital Problems" and which proposes, as a solution, that New Zealand should expel Britain from Fiji. To a passing British tourist that article seems to contain so many "half-truths" that it should surely have been dated from Moscow not London?

The writer's "deep concern for Fiji and the Fijians", if taken seriously, could be likely to prove disastrous for New Zealand and Fiji—say nothing of the Commonwealth as a whole. He suggests that Britain is trying to create a situation in which she would become powerful enough to order Europeans out of the Colony. But at present there is no sign that the Fijians are anti-British.

The dismal condition of the Cook Islands (as described in this same issue of PIM!) and the Samoans' anti-white desire for home-rule suggests that if Fiji also had the fortune to fall under New Zealand administration, the friendly Fijians would also join the anti-British block.

New Zealand, states your correspondent, does not mind offending America; and, indeed he seems anxious to add another two or three hundred millions to the Red Block in Asia. He also proposes to put an immense burden on the NZ taxpayer; for denigration of the Fijian-born Indians would ruin the sugar, rice, and other concerns which have become the life-blood of the Colony. He fails to mention that NZ cannot expel over Fiji without making Fiji-Indians NZ citizens—like Western Samoans—with the right to migrate to NZ. No wonder he prefers to remain anonymous!

Who hopes Britain never gets into the "ANZUS Pact", continues your correspondent, on the grounds that appeasement of Germany was all right once. The British declaration of war on Germany in 1914 was not appeasement. Without vast sums loaned by the USA to Britain in the 1920's, Munich might never have arisen; but without that one year (1938-39), so dear-bought in prestige, we would not have had the planes or pilots to win the Battle of Britain. Again, the British declaration of war in 1939 was not appeasement.

New Zealanders and Australians now run down Britain in favour of the ANZUS Pact (to the great glee of Moscow) would do well to remember that ANZUS cannot defend the South Pacific without using the

British Commonwealth bases in the Indian Ocean; and also that during the years '14, '15, '16, '17, '39, '40 and most of '41, the USA officially was totally indifferent to the fate of Australia and NZ—and, indeed, refused any help except for "Cash on the barrel."

Now America is once again spending great sums of money to re-arm a defeated foe. Perhaps Britain's so-called "appeasement in Asia" is merely an attempt to try and prevent India (and a re-armed Japan) from joining Red China and Russia in their plans to take over the whole South Pacific—on Japan's old Anti-White slogan, "Asia For The Asians."

Closely knit together, the British Commonwealth (which includes India and Ceylon) could be as rich and powerful as USA. But petty spite, local ignorance and conceit

could split it up into helpless fragments. The Moscow-inspired ANZUS Pact is indeed a policy of Anglo-Saxon fragmentation.

I am, etc.,

ALAN V. INSOLE.

4 Bedford Row,
London, WC.

EDITORIAL NOTE

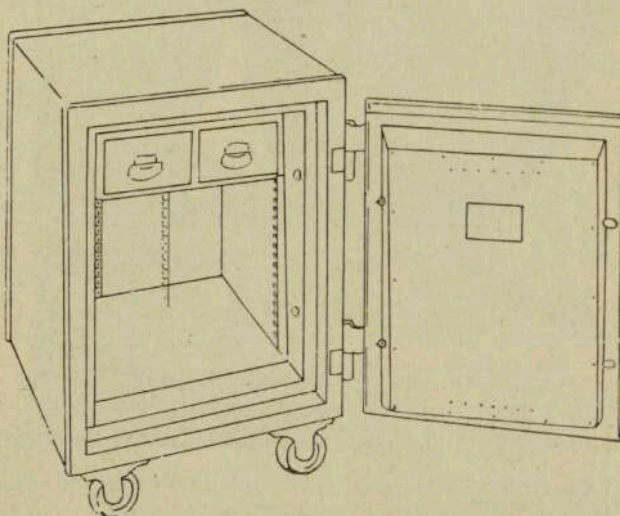
What ANZUS Really Means

WE will not here dispute Mr. Insole's statements and arguments — except perhaps the last two lines. The ANZUS Pact is not Moscow-inspired. It is the logical outcome of the stark facts that, in World War III, our Mother Country will be so deeply engaged in defending her own borders in Western Europe that she will have nothing to spare for our help in the South Pacific; and that the rapidly increasing power of Red Asia actually threatens the survival of the Europeans in the South Pacific.

(Continued on Page 138)

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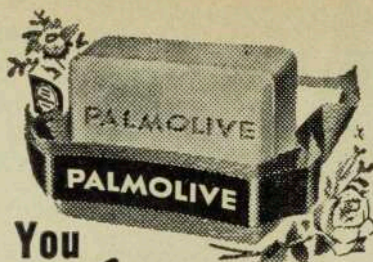
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No one would suggest that would be better off under Zealand rule. In our opinion, based on 30 years' close observation, the present system of government in Fiji (complete authority, modified by carefully chosen local advisers, kept in the hands of a trained and trusted Governor, as the British Colonial Office) is the best that could be devised to meet the peculiar conditions of Fiji. Zealand control almost certainly would lead to disaster.

But, again, we may not close our eyes to the logic of plain facts. If World War III, the Pacific Ocean will become a battleground between Moscow-dominated Asiatics, Europeans (mainly Anglo-Australians) directed by the United States. As was the case between 1941 and 1945, Britain will have no opportunity of entering the Pacific field of operations; and the dependency then will be for Solomon, New Hebrides and Gilbert and Ellice Colony to be added to Australia's territories, while Fiji, more than ever, will be tied to New Zealand. Already, Fiji's defence, aviation, education, and health systems are closely linked with those of NZ.

The Fijians' goodwill towards the British, of which Mr. Insole was surely well aware, will surely wither under British indifference towards the acute communal problem in Fiji. Britain is trying to keep off New Zealand—that is more important than the Fiji population problem. Can the Fijians be expected to understand that?

JAP-AMERICANS REPORT RICH TUNA HARVEST

THE Japanese tuna fleet, operating from Pago Pago, the American cannery there is doing extremely well. A total of 8,200 cases of canned tuna had been shipped to the States up to December 31, and a further 10,000 were on hand in mid-January as well as hundreds of sacks of meal.

About 230 Samoans were then employed in the cannery.

The fishing fleet now consists of the mother-ship *Omiya* and seven Jap fishing craft, *Nabito Maru*, *Seisho Maru*, *Taiyo Maru*, *Zenshei Maru*, *Shoyo Maru*, *Sansei Maru*, and *Hakutaka* No. 2. The vessels are chartered for about six months.

† Ratu Aloesi Sugutanaivalu Nabitu, Tokatoka, Fiji, has commenced a law course at Melbourne University. He is a graduate of the Methodist Boys' School, Tokatoka, and the Davuilevu Lelean Men's School.

What Does 'Advisory' Mean?

Moresby Council in Argument with Administrator

P. MORESBY, March 1.
AN argument of words between the Administration and Port Moresby Town Advisory Council over increased electricity charges grew up in February, when a suggestion was put to the Council that resign in a body.

Mr. S. Fox put it in the form of a motion, to be discussed by the next meeting. The motion says, such action seems necessary in view of the action of the Administrator in not passing on information required by members if they are to continue in their function of advising the Administrator."

The battle started last December when the Administration raised electricity charges in most Territory centres. The new charges are based on a basis which makes it possible for a careful consumer to save money (as he pays the best rates for his initial number of units), but allows the big firms, who use a lot of power, to save more under the old rates.

The Council suggested that possibly Port Moresby people were asked to subsidise losses at other centres, where the cost of providing

power was greater than the income derived from consumers. The Council asked the Administrator to give it facts and figures to enable it to decide what was happening.

In January, the council received a letter from the Government Secretary, "declining to give the information."

The Council repeated its request, pointing out that it could not give fair criticism without the facts.

At the February meeting, the Council received a letter from the Administrator, explaining he could not give the figures required. The letter re-stated the functions of Town Advisory Councils. Councils, he said, were to advise and assist the Administrator, and were not elected bodies representing citizens of the town; and they did not have the collective right to transfer their functions, even though the new power charges affected them as individuals.

After discussion, the Council adopted a motion saying that members had been approached by townspeople who were asking for the reasons for the increased charges; and, in the absence of information,

the Council was convinced that the charges were too high and inequitably distributed between large and small consumers.

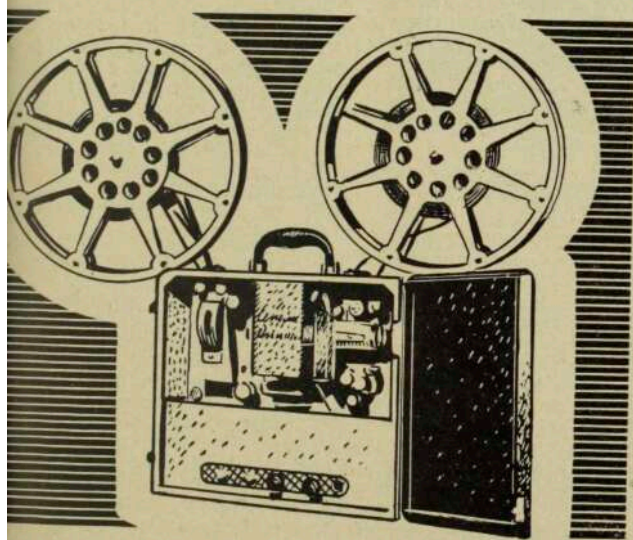
Another motion said members tried to pass on the views of the public to the Administrator, but could not do this if information was withheld.

EDITORIAL NOTE

Some clarification of the position is needed. The European population is growing steadily; and Europeans are accustomed to having some voice in public organisations which affect their individual lives, such as electricity supply. If that is denied them, they will sooner or later clash with a dictatorship, no matter how benevolent the dictatorship may be. Some of these "Advisory Councils" apparently feel that the Administration will accept advice only when the advice endorses its own opinions.

† A Fijian soldier on a training course in Auckland was fined £12 for obstructing a police officer in January. Two other Fijian soldiers received a warning from the magistrate. The men claimed that the police had discriminated against the Fijians when ordering a party of men to move on, when they left a hotel bar at closing time. The Fijian who was fined struck the policeman.

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News Items from Lautoka

• The Fiji Kisan Sangh Industrial Association is to commence erection of a £20,000 building in Namoli Avenue, Lautoka, and will inaugurate a medical benefit scheme.

• Lautoka Parks and Gardens Committee is carrying out a drive to beautify the town. Colourful shrubs are at present being planted in Vitogo Parade.

• Mr. Rameshwar Prasad, popular schoolteacher in the North West District of Viti Levu for 12 years, has left Fiji with his family to settle in India. He expects to join Indian Government service.

• Residents from a wide area of north-west Viti Levu gathered at Lautoka in February to welcome Mr. H. K. Gruzning, MA, Dip.Ed., the newly-appointed principal of Natabua Secondary School. The gathering was sponsored by the Former Students Association. Dr. A. H. Sahu Khan presided, supported by Mr. Rohan Prasad. Mr. Gruzning was formerly vice-principal of Nasinu Teachers' Training College near Suva.



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TONGA IS QUIET AND PEACEFUL, BUT—

Young Tongans Agitate For Political Reforms

THERE appears to be in Tonga a slow-growing movement directed towards political reform and which has, as its essential purpose, less power for the ruling caste and more power for the commoners.

It appears to be more reformatory than subversive in character. No personal hostility towards the Royal Family and nobles is expressed; but there is a great eagerness to secure more political power for the people.

One Tongan writer says that if the movement is suppressed "Tonga will drift forward towards Communism, bloodshed, and the destruction of things which the individual holds dear to human dignity and our most precious heritage, Democracy."

In a lengthy statement prepared for publication in the *Pacific Islands Monthly*, two educated Tongans, Loloma Mataels and Semisi Koloamatangi say:

"To save Tonga from strife, there must be far-reaching reforms to remedy certain political sicknesses which are causing great concern to many of our people.

"Unfortunately, it would appear that these political reforms cannot be achieved by peaceful negotiations because the party in power, jealous of their ruling position, will never yield to our request for commonsense talks. Unless the British help Tonga, by sound advice and understanding, to make these political reforms, or unless the South Pacific Commission make recommendations for changes in line with modern democratic ideals and principles, we fear that there may be strife and chaos."

THE two young Tongans then set out, seriatim, the 21 major points which last year formed the basis of their "election platform." Many of them were directed towards a review of the power now in the hands of the monarchy, and an alteration in Tonga's present Constitution. They claim that under present conditions their Parliament is completely one-sided and merely a bulwark for the nobles.

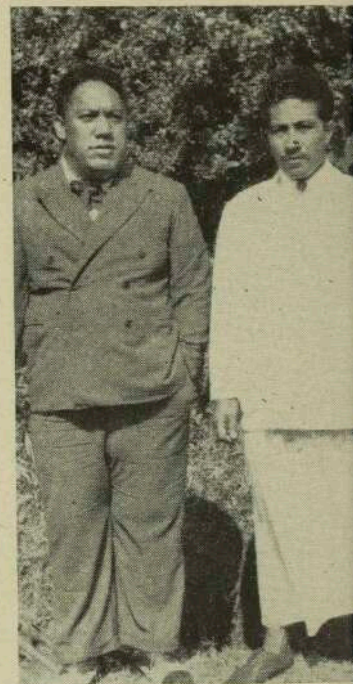
They demand reforms in trade and finance; a wider basis of education; a concerted attack upon the incidence of tuberculosis among the common people.

Writing later (on May 29, 1954), the two young men said: "We failed in the election. The Nukualofa election was dirty and corrupt. There was police interference with the voting papers of the people. We asked the Premier to declare the Election null and void—but we did

not see eye to eye. . . . We failed because of evil and sinister influences against us—the same forces which brand us to Communists."

There is much to the same effect. The PIM has no evidence that there is widespread political discontent in Tonga.

But it is a fact that (a) the governing power in Tonga is in the hands of the highly-



Loloma Mataele and Semisi Koloamatangi, writers of this article.

classes; (b) the increasing literacy of the common people tends to create among them a demand for more political power; and (c) the tendency throughout the world to restrict the privileges of the nobles and highly-born and give authority to the commoner class. No country—not even little Tonga with its 45,000 people—can escape that tendency.

Another Oil Co. for N. Guinea

PACIFIC Uranium and Oil Syndicate Ltd. has formed a subsidiary company named Coastal Oil, Ltd. and has applied for an oil prospecting license in Guinea. The company's consultant, Professor S. W. Carey, of Tasman University, has reported favourably on the area in view.

† Two committees have been set up by the Acting Governor of Fiji to examine respectively the conditions of leave and the system of motion of civil servants in the Colony.

ERMAN ACE-REPORTER VISITS SOUTH PACIFIC

A REVIEW BY EGON VARRO

ERND LOHSE is one of those rare people who seem to need only a couple of weeks of penetrating observation and inquiry in order to sum up a whole country. His book, *Australia and the South*, alternates between lively description and erudite analysis, which is both confounding to the local, who have laboured for decades to arrive at similar conclusions.

ERND LOHSE talked to planters, administrators, the church-choir of Suva, visited Bulolo—where a plane was discovered for him the wreck of the Junkers planes—and the Blood's station at Nondugl.

Lohse was amazed by the mountains of "snowy white bread," the left of the last ounce of goodness, and the ice-cream and bananae consumed by the natives, the gardens are being neglected. In Lae, he watched three boys departing by taxi with a miserable bunch of bananas, left in the market-place.

It is difficult to imagine an advertisement which looks after its readers more carefully," says Lohse, a tribute to Sir Hubert Murray. He sympathises with the "old-timers" and their horror at the dingy orgies on tinned fish and, "while the sea next-door brims with nutrition."

LHSE calls Fiji Airways the "cutest and most charming airline in the world," because its route included zig-zagging for a pilot, and a humorous commentary on the pilot.

However, the speed of conversation between a pensioned colonel in uniform and his wife at the "Grand Hotel" was assessed by Lohse at four words per hour. He wonders whether the "Grand's" employees read Somerset Maugham in spare time. . . on account of a nervous twinkle in their eye."

Lohse asks why the Indians in Fiji seem to be able to smile when they do business. They impressed him with their interest in technical matters—much less with their "unromantic nationalism." This is only part of the book where Lohse is quite blunt. He asks: "Why is Fiji not a paradise?" And he places the blame squarely with the natives.

In Samoa, Lohse fell in love—stock and barrel. Wanting to know why it seemed more heartening to leave Samoa than any place on earth, Lohse plunges into deep analysis. Neither in Samoa nor Micronesia, he says, is it possible to find the same "glow of cheerfulness and higher level of civility" as in Polynesia.

Lohse claims that the highest level

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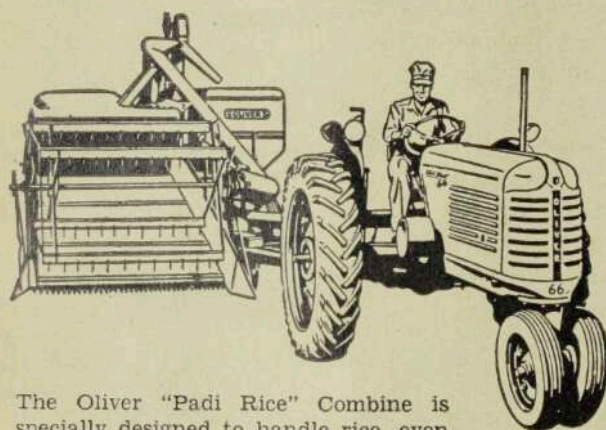
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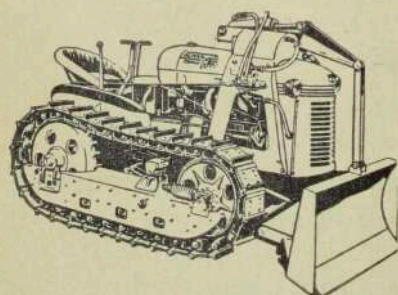
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Distributors:

NEW GUINEA: New Guinea Company Ltd., Rabaul, Lae, Madang, Kavieng; Port Moresby: Island Products Ltd.

BSI: W. R. Carpenter & Co. (Solomon Islands) Pty., Ltd., Tulagi.

NEW CALEDONIA: de Rouvray & Co. (agents for W. R. Carpenter & Co., Ltd.).

FRENCH OCEANIA: Magasin Roy, Papeete, Tahiti.

the other Islanders may read that of a peasant; whereas Samoans are sailors, founder states—and gentlemen. Samoa avoided what Lohse calls "corrupted-iron culture," to be found everywhere else in the Pacific. pays tribute to the "healthy servatism" of the Samoans in preferring their own, much more able house, to Nissen-huts.

The world-traveller was somewhat put out when he addressed a Samoan film-extra in Pidgin English and she replied in fluent English and told him her name, was of German nobility. I observed that race, colour, nationality are of no importance in Samoa—and also that almost building has been going on near the waterfront since the Germans left Apia!

Bernd Lohse: "Australian und Sue Obtainable: Angus & Robertson, Sydney and Continental Bookshop, Melbourne."

† Mr. Fred Archer, of Jame Plain, Buka, New Guinea, returned to the territory this month, making a good recovery from severe abdominal operation, underwent in Brisbane last December.



Inspector First-Class Ronald Clammer of Rabaul, whose promotion from Second-Class was confirmed in February. Inspector Clammer, on leave in Australia, has completed years' service with the Royal New Guinea Constabulary, and served in every station in the Territory. In World War I Inspector Clammer was the DCM and MM, and was twice mentioned in despatches. During World War II he served, with rank of Captain, as Chief Instructor to the Native Constabulary. He is especially remembered by Territorians for his memorable bout in 1938 with J. H. McGregor-II to raise funds for the Rabaul Swimming Pool.

Three Communities—One Clergyman

Three marriages, each representing a separate community, were celebrated in Rabaul Methodist Church on Saturday, February 26, by the Chairman of the Methodist Overseas Mission, Rabaul, the Rev. F. G. Lewis. Pictured (left to right)

Bestman Richard Thomson; bridegroom in Napier and his bride nee Sheila Thomson; bridesmaid Miss Helene Thomson.

Bestman Frank Silooy; bridegroom Peter Salhuteru and his bride nee Johanna Kappu; bridesmaid Anna Kappu; father of the bride, William Kappu. Mr. Lewis is standing behind the wedding group.

Bestman Pang Chan On; bridegroom Eric Lee, placing the ring on the finger of his bride, Lynette Seeto; bridesmaid Phoebe Seeto; Mr. Lewis.

—Photo by C. H. Meen.



FIJI NOW HAS 333,000 PEOPLE

FIGURES just published in Suva show an overall gain in the population of Fiji of 12,588 in 1954. At December 31 the estimated population was 333,389, made up as follows:

Racial group	Population 31/12/54	Change during year
Indians . . .	160,303	Up 5,500
Fijians . . .	143,000	3,727
Europeans . .	8,460	1,960
Part-Europeans	7,748	252
Rotumans . .	4,134	Down 144
Others		
Islanders . .	4,988	855
Chinese . . .	3,985	128

The Indian population gained by 4.4 per cent. and the Fijian by 2.75 per cent.

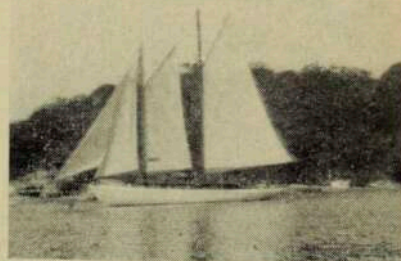
Birth and death rates for the two main racial groups, with the change from the previous year were:

	Births per 1,000	Change
Indians . . .	43.17	Down 3
Fijians . . .	37	Up 2
	Deaths per 1,000	Change
Indians . . .	8.6	Down 2
Fijians . . .	11	Up 0.5

A TEAM of US film men arrived in Fiji late in February looking for likely spots (and local "colour," such as canoes) to provide background for a forthcoming RKO film featuring Virginia Mayo.

They do not intend to bring any players out—background is all that is required.

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44 ft. 6 ins. x 12 ft. 6 ins. x 6 ft. 9 ins.
Heavily built to suit Islands work. Petrol engine can be replaced by Diesel. Complete with sails, anchors, etc.

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DEATHS OF ISLANDS PEOPLE

MR. W. SPOWART

Mr. William Spowart, one of the few surviving pre-Cession residents of Fiji, died suddenly in Suva on January 31. He was 83.

Mr. Spowart was born in Levuka, where his father, Mr. Robert Spowart, had settled in the early sixties. As a sugar boiler he served first with the old Penang Sugar Estate and later for many years with the Colonial Sugar Refining Company at Lautoka and Labasa. He is survived by his wife and a grown-up family.

MR. S. A. BULL

Mr. Sydney Arthur Bull, for many years a resident of Fiji, died at the Colonial War Memorial Hospital, Suva, on January 27, after some months of ill-health. He was 70. Born in New Zealand, he went to Fiji as a young man and joined the staff of the Vancouver Fiji Sugar Company under the management of the late Mr. Edward Duncan. He saw service in World War I and later took over the management of Mr. Duncan's plantation at Mua, Taveuni. He was responsible for the development of the Malayan Dwarf coconut in Fiji. In 1948 he returned to Suva and

was appointed a Government Copra Grader.

Mr. Bull is survived by a stepson, Mr. J. G. Blaxland, now living in Queensland and employed as a chemist with the Colonial Sugar Refining Company there.

MR. J. O. CHRISTMAS

Mr. John Owen Christmas, a resident of Fiji for over 40 years, died recently in Glamorganshire, South Wales. Accompanied by his wife he had visited the United Kingdom for optical treatment. A successful operation had been performed but Mr. Christmas later died of a heart ailment.

Mr. Christmas went to Fiji before the First World War to work for Morris Hedstrom Ltd. He served at a number of branches in the Colony and after he retired he was employed by Northern Hotels as manager of several of their hotels. Mrs. Christmas will return shortly from the United Kingdom to Fiji.

MRS. W. G. FERRIS

The death occurred in the Wahroonga Sanitarium, Sydney, on January 26, of Mrs. W. G. Ferris.

Mrs. Ferris was well-known in Fiji and Tonga, where for 24 years she worked in the Mission fields with her husband.

MR. TUROUA HARRIS

The death occurred recently in Surrey, England, of Mr. Tu Harris, son of the late Rev Harris, pioneer missionary at Mangaia, Cook Islands.

Mr. Harris was born on Mangaia when that island was primitive and isolated. The renowned Tu clan of local chiefs adopted the missionary's son from birth, gave him the family name. Harris was taken to the UK when still a child. A brother, George, died on Mangaia and is buried in the LMS garden there.

Turoua became an officer of the Bank of England, which post he held until retirement in 1951.

MR. CHARLES PROCTER

News has been received from Ramos, Rio de Janeiro, of the death at an advanced age of Mr. Charles Flinders Procter, a veteran trader on Mangaia, Cook Is.

Mr. Procter's history is a story of old Polynesia. Coming to Mangaia (Cook Islands) as a peccolus lad, the Yorkshireman established himself in business in a store, which later became a prominent enterprise. He traded for 30 years until 1931, then retired to Brazil with his wife and family. In 1940, communication was frequent but from then on, no news was heard.

He was in his 90's. He had a wife and three children.

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MR. TEHUITUA a HUIOTU

An old and well-respected resident of Tahiti, M. Tehuitua a Huiotu, died here in February, aged 81. He was born at Teahupoo, Tahiti, and married Miss P. Lehartel, by whom he was predeceased.

MR. IGNACIO FREIBOTH

Mr. Ignacio Freiboth, of Dutch birth, and a resident of Tahiti for 40 years, was knocked down and killed by a truck in Papeete on February 12. He was aged 45. Mr. Freiboth had been engaged in the import-export trade, mainly with Holland, and had recently operated under the name of R. Tuaiva, a business which is now left to his wife and father to manage. Mr. Freiboth is survived by his parents, wife and three young children, and a brother, all residents in Tahiti.

MAJOR TIFFORD MELVILLE SOUTHEY

Major Tifford Melville Southey, well-known and respected former resident of Fiji, died suddenly at the residence of his sister, Mrs. Winifred Wilson, of Mosman, NSW, on February 12.

Major Southey left Fiji in 1940. He saw active service in the Boer War with a NSW contingent and later, he joined the CSR Co. staff in Fiji. He was in Fiji for nearly 20 years in the main sugar areas—except for a period in World War when he was with the Imperial Forces. Before rejoining the CSR he was associated briefly with a Fiji gold-mining company.

Major Southey was one of the ablest members of the Pacific Islands Society, Sydney, and a constant and active worker in its interests. His passing was mourned by a wide circle of friends.

MR. J. M. P. FRETTON

Mr. John Melei Peseta Fretton, surveyor, of the Lands and Survey Dept. of the Samoan Government, died while on duty in Sataua, Samoa, on February 11. He was a well-respected and efficient official who had served the Government for 40 years. He was the father of 19.

PASTOR POUESI

A prominent Samoan missionary, Pastor Poesi, died on February 12 at Apia, Samoa, aged 75. A former member of the Samoan clergy of the London Missionary Society, he seceded from the Society some years ago and founded his own congregational church, with adherents in Apia and other districts.

MRS. W. HAZZARD

Mrs. W. Hazzard, formerly Miss Steinmetz, of Munia Island, died in Australia recently. She was survived by three sons and a daughter.

MR. A. J. EASTWAY

Mr. A. J. Eastway, a member of the staff of the Bank of NSW in Lautoka in 1940-44, and who married Miss Betty Judd (daughter of Mr. and Mrs. James Judd, formerly of Fiji and now of Sydney) died in Australia in January.

MRS. SIUA MOA

On December 15, in Neiafu, Vava'u, there occurred the death of Mrs. Siua Moa, wife of Siua "Jo" Moa, who is in charge of the local wireless station. The popular young matron is mourned not only by her husband and four young children, but by many friends throughout Tonga.

MR. GEORGE BIRD

Mr. George Bird, veteran electrician, of American Samoa, was electrocuted in Pago Pago recently. He had been over 25 years with the Public Works Department there. He is survived by his wife and nine children.

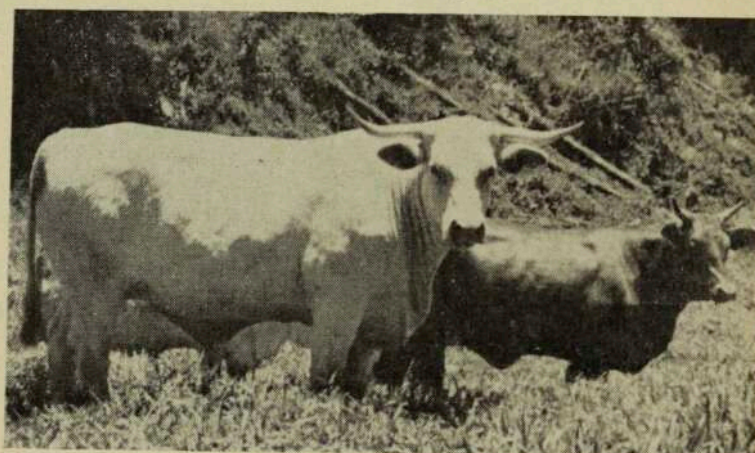
MR. C. A. ANUNSEN

Mr. Curtis Adolph Anunsen died recently in Apia at the age of 61. He was born in North Dakota and enlisted in the US Navy, and took his discharge in Pago Pago about 40 years ago. He later became a planter on Savai'i for some 20 years, before settling in Upolu. He is survived by his widow and three daughters.

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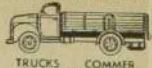


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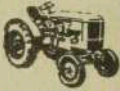

CARS PLYMOUTH, HUMBER and HILLMAN



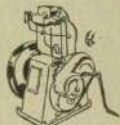
TRUCKS COMMERCIAL and FARGO



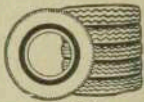
WILLIS JEEPS



BEUTZ TRACTORS



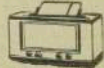
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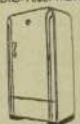
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COLYER WATSON & CO. LTD.,
Wellington, Auckland, Christchurch.

JAPANESE MISSION IN GUADALCANAL

A JAPANESE War Graves Mission arrived at Honiara on January 26 in the *Taisei Maru*, to collect the remains of Japanese war dead buried near Honiara.

Two shore parties were landed at Honiara on January 27 and 28. One party exhumed remains at Lunga, to the eastward of Honiara; the other party went to the Poha River, about 10 miles to the west of Honiara, where Japanese forces had buried a large number of dead. The bones were burned and the ashes placed in sacks which were loaded on the *Taisei Maru* for shipment to Japan. Food for the cremations had been brought by the Mission on board the *Taisei Maru*.

During the vessel's stay in Honiara, all shore parties were accompanied by a Government officer, and working parties only were used.

On January 29, the day of their departure for Rabaul, the Japanese held a commemoration service for Japanese servicemen who were killed in the Solomons.

NEW INDUSTRIES FOR NORFOLK IS.

NORFOLK IS., Jan. 27.

BYRON BAY (NSW) whaling interests, in the persons of Mr. Anderson, Senior, and Mr. Allan Anderson, accompanied by Mr. Dunstan, of the NSW Premier's Department, left here recently after a fortnight's study of the prospects of a whaling station on Norfolk Island.

It is stated that there is every probability of immediate action, and that killing operations will commence in about 18 months' time. A few of our local men will be going to Byron Bay this year for a refresher course and instruction in the new techniques of whaling.

Messrs. Anderson hope also to revive passionfruit and pineapple growing, so that a cannery may be operated in connection with the whaling plant.

Everyone here is enthusiastic and glad to think that these industries are contemplated.

Fiji's Amateur Anglers

THE Cakaudrove Fishing Competition which began in a very small way in Fiji as part of the 1953 coronation celebrations has grown to an event of some importance in the Colony.

A handsome cup has been donated by Mr. J. V. Tarte, of Waimaqere, and entries now average over 100. These include Europeans, Fijians and Ellice Islanders. Contestants fish in Cakaudrove waters from Qele Levu to the Yanawai River. Fish are plentiful and competition is keen.

First winner of the cup was Mr. R. J. R. Douglas, of Qacavulo, Taveuni, with a 92 lb cod. Second in the Taveuni section was Lui (Rabe) with a 72 lb sailfish, and third Mr. E. Eason, with a 68 lb saqa.

AS the result of recent cases in the Fiji Courts involving the allegedly improper questioning of witnesses, and violence on the part of the police, and subsequent debate in the December Legislative Council, the Attorney-General has announced that the Government will appoint a Commission of Inquiry. The Legislative Council debated a Bill which proposed the limiting of confessions acceptable in Court to those taken by an Assistant Superintendent or officer of higher rank.

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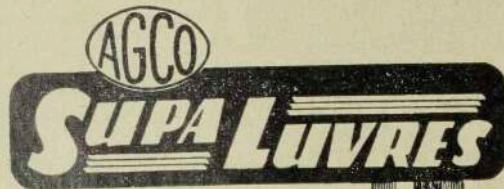
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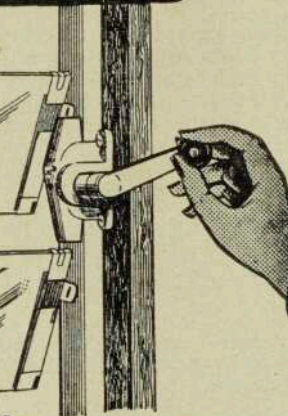
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Local Distributors for Fiji:

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Rapid Mission Expansion

THE Church of Jesus Christ Latter-Day Saints (generally known in the Islands as the Mormon Church) is rapidly expanding its activities. In Western Samoa, 12 chapels and several schools have been established in the years, the most recent being dedicated by President Howard Stone, in February, on Savaii. For other chapels will be built at Tutuila this year. Others are planned for Fiji and the Cook Islands.

No Bulk Fuel at Papeete

THE proposed visit to Papeete, in February, of the Royal Canadian cruiser "Ontario", was cancelled because Papeete could not supply the oil required. Lack of a bulk-oil-fuel terminal at Papeete has meant the loss of a considerable amount of business in recent years. "Ontario", with 850 men, could have represented much money for the local retailers.

• Following a new law, a major clean-up of stray dogs is taking place in Papeete. Every dog now must wear a collar and leash. (Note: They wear collars in Rarotonga, too—but that has not prevented them from wandering the town hordes!)

• Monsieur L. C. J. Pegon, Treasurer of French Oceania, has been created Chevalier of the Legion of Honour, in recognition of his long public service.

NOTES FROM THE GILBERTS

Mr. and Mrs. I. G. Turbott and daughter have recently been on leave from New Zealand. On Mr. Turbott's departure, Mr. G. W. Jones took over the duties of Government Secretary, Gilbert and Ellice Colonies.

Copies of Bingham's Gilbertese-English dictionary are on sale at the Information Office, Bairiki, Tarawa, at 10/- per copy plus postage.

Dr. J. S. Hogg, new Senior Medical Officer for the G. & E. Colonies, was expected to leave England per "Athenia" in early February.

The Gilberts District Office, located at Bairiki in recent years, has now shifted back to Betio Island.

The new Gilberts broadcasting station, V.T.W., on 844 kc/s, is now broadcasting each Saturday from 7.30 p.m. to 8.30 p.m. (0730-0830 GMT) and the programme will later be extended to two hours duration.

Mr. George Brechtfeld, recently appointed Canton Island, has been appointed man carpenter in the Department of Public Works, Tarawa.

Mr. F. A. Sinclair, with his wife and family, left the United Kingdom in January to take up the appointment of Colonial Wholesale Society manager at Tarawa.

Mr. R. J. S. Hutchinson assumed the duties of Assistant Secretary to the Government on his return from UK leave in January.

Mr. McCaig has been appointed District Officer, Ocean Island, relieving Mr. Roberts, who has proceeded on furlough. Mr. and Mrs. W. J. S. Brabant are expected back in the Colony in February after leave in the UK and New Zealand.

(CONTINUED FROM PAGE 161)

alia. But other Islands races still barred.

The administration of New Zealand's laws against Islands races is harsher and harsher than that of Australia, although the principles seem to be the same.

BUT no one does anything about it. Probably, nothing will be done until someone discovers that agents of the Mongolian Reds are at work among the Islands folk too, through this racial discrimination, have learned to hate the guts of Australia and New Zealand. It will be too late then.

Why cannot both countries (who subscribe brains and money for the South Pacific Commission, designed to lift the standards of life and to activate the friendship of Islands people) put all the Islands people now served by the South Pacific Commission on the same basis, for migration purposes, as Europeans? No institution in Australia or New Zealand would be endangered, and we thus would ensure friendship and goodwill of the Islands people.

A set of old *New Guinea Gazette*, covering the historic 1914-18 period, been left at PIM office by Mr. F. V. Saunders. Any institution interested?

FOLK WITH A

CHIP ON THEIR SHOULDERS

FIJI'S 'KAI LOMO'

From Our Fiji Correspondent

THE lot of the half-caste—or "part-European" as he prefers to be called—in Fiji is not a happy one. Everyone murmurs sympathetically that "something should be done about it," but nobody knows exactly what.

With little or no status in his own country, it seems a reflection on the Fijian's pride of race that they use the name "Kai Lomo" with a touch of arrogance; and Government's disinclination to recognise "Kai Lomo's" often superior ability with higher rates of pay does nothing to lessen the weight of the "chip" he carries on his shoulder.

Straining after a European standard of living on current local incomes many Fijian part-Europeans are rapidly beginning to realise that Fiji does not offer them much future, and are setting their eyes on the New Zealand horizon. There, at least, they say, a man is recognised for his ability and the colour of his skin is no deterrent to his progress. It is true that there is no "colour bar" in New Zealand—if only for the reason

that it is easy to be tolerant when a country's native race is in the minority. Be that as it may, the part-European does seem to be able to adjust himself better overseas.

But "Go South, young man, go South" is not the ideal solution. Nor is any form of segregation, in the form of separate educational facilities, as has been suggested by some, the answer to the problem. Any move that would point him out as a "race apart" would tend only to aggravate the position.

Perhaps the brightest hope for them is the Education Department's intention to expand its facilities for

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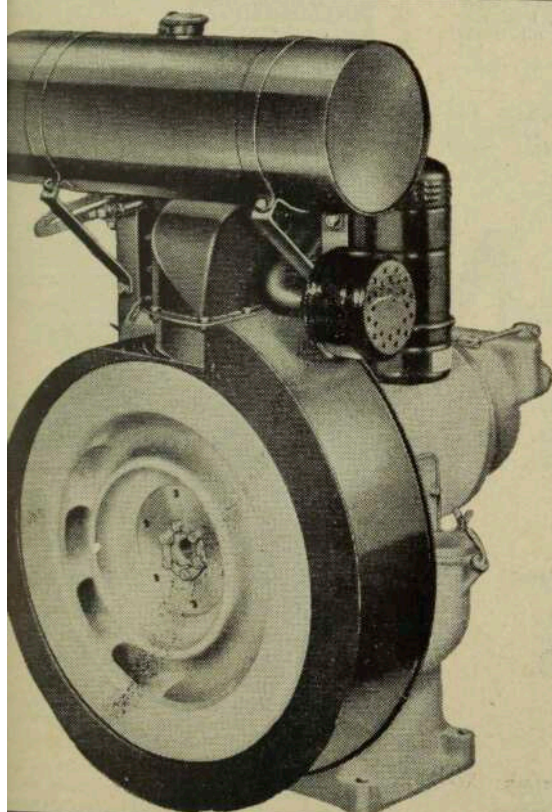
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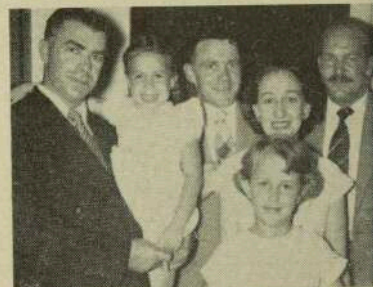
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technical education in Fiji—skill
tradesmen are badly needed, at
the part-Europeans' ability is w
recognised. If the Trades Schoo
as envisaged, are established in Fi
a lot of the part-European's frust
tion in not being able to "bett
himself" here will go. Given t
opportunity, there is no reason w
this group should not be able
settle down as useful tradesmen a
technicians without the necessity
seeking in other countries the oppo
tunities for advancement deni
them at present as unskilled wor
ers in their own land.

(See also article on page 16)

Northbound by February "Bulolo"



Mr. and Mrs. P. Donaldson, Lar
and Annette, were farewelled by Mr
McBride and Mr. Neil Desailly, who
at present on a course at the Schoo
Pacific Administration in Sydney.

Captain M. J. Clark, RAN, and
Clark (right) bound for an assign
at "HMAS Tarangau", Manus, were
welled by Mr. and Mrs. Jim Fraser.

Mrs. D. Nicholls (second from ri
returning to Port Moresby, was see
by Miss E. Luton, Mrs. N. Cahill
Peter (ex-Rabaul), and Mrs. K. S. R

PLEA FOR SMALL TURTLES

MR. P. DERANIYAGALA, Director of National Museums, Colombo, Ceylon, wishes to acquire specimens of newly-hatched or very young turtles of "the four species occurring off Fiji shores," and is interested in receiving specimens from other islands groups. He says that the specimens should either be preserved in methylated spirits or 10 per cent. formalin; or, failing both, in common salt. Incisions should be made to enable the preservative to enter. Prospective suppliers are requested to first contact him at the above address, to preclude possibilities of too many specimens being sent from the larger groups of islands.—Jack Thornton.

Northbound per February "Bulolo"



Mrs. J. Oakes (centre) visiting her daughter, Mrs. Karen De Wit, of Sariba, and, was farewelled by her sisters, Mrs. E. Smith and Mrs. Jean Russell.

Mr. Bruce Smith, Secretary of Works Department, Port Moresby, and Mrs. Smith, returned from leave.

Mrs. A. Samson, bound for New Guinea, was farewelled by Mr. G. Weston; and (at) Rev. Father Joseph Much returned to Alexishafen after vacation.



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- 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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- 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.
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- 12-oz. & 24-oz. Apricot.
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Sydney's Polynesians Are Merrymakers

At Sydney Polynesian Association's quarterly gathering:

Mr. and Mrs. Allen Richards, of Queensland. Mr. Richards was once stationed in Sydney as a full-time correspondent of the Sydney Morning Herald.

Tongan boxer Kitlone Lave, and Mr. A. Thompson, of Vavau, in Sydney on a special Qantas course before returning to the Pacific.

Miss Tiare Moss, of Sydney, with her mother, from Tahiti, who settled in Australia several years ago.

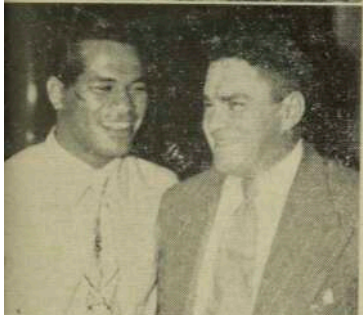
Mr. G. Gallivan who spent some years

in Fiji and Tonga with the RNZAF, now resident in Vancouver, B.C., and Mr. F. Gosnell of Fiji, now settled in Sydney as a shipwright.

SOPHISTICATION

Child of Cannibal (pointing to plane overhead): Mummie, what is that?

Wife of Cannibal: That, my child, is the lobster of the air. You eat only what is inside.



IN AIR-MINDED FIJI:—

YOU FAN AS YOU FLY

A NICE domestic touch in Fiji Airways planes is a woven native fan which is provided for each customer. As these planes rarely fly above 3,000 or 4,000 feet they are appreciated.

New Guinea would not know the Drovers which FA acquired from that Territory last year; they have been fitted with seats and although some passengers may suffer from acute claustrophobia, particularly when they have just transferred from a Super Constellation, a Stratocruiser or a more humble DC6, having any seat at all is a vast improvement to sitting among the poultry, tractors and rice, or even on the tin seats that were customary in operations in New Guinea.

Modification of the propellers for Fiji flying appears to have cut something off their New Guinea speed. It is now about 115 miles per hour. That may be illusory, however, as the Drovers when used in New Guinea usually were on routes which required them to flutter about among 13,000 ft. peaks.

Now that virtually all international air traffic goes through Nadi, instead of Suva, the planes of Fiji Airways are doing an excellent job in ferrying passengers between Nadi and Nausori—the latter a 40-minutes' bus ride from Suva. But the small planes are doing an equally excellent job for local communications.

Fiji is now air-minded—a decided change from the attitude of 3½ years ago when the inauguration of the first FA services were

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C. SULLIVAN (PACIFIC ISLANDS) LTD., Suva, Fiji.

accepted with scepticism by many local residents.

ONE of the crazy things in the set-up, of course, is the fact that the Government has not been far-sighted enough to put an airfield closer to Suva, which must continue to be the hub of all local Fiji air communications. From the time of presenting oneself for embarkation at Nadi to arrival at one's hotel in Suva, three hours can easily elapse, although only one hour may be taken up in actual flight.

Whoever was responsible for vetoing the idea of an air strip at Suva Point will be cursed by yet unborn generations of citizens who now seem eternally doomed to the long trek to and from Nausori. Even if a full-scale international strip were not possible, one capable of taking the light planes used here would still have been a great asset to the whole Colony.

Mr. Harold Gatty, owner of Fiji Airways, was in Australia in late February negotiating for the purchase of another Drover.

AS YOU PRAY, TOO

Native fans are provided also in the Cathedral in Suva. And this, incidentally, is the only church I have ever visited where European women go hatless. I have always imagined that this hat business was in the same class as the laws of the Medes and Persians.

It just shows what can be done in a hot country when common-sense is permitted to operate.—JT.

MACROBERTSONS NOW IN N. GUINEA

MR. GEOFFREY R. BREWER, world-purchasing director of MacRobertson Pty. Ltd., which recently acquired a cocoa plantation in New Guinea, said on his return to Sydney in February, after visiting the 1,050-acre Markham Valley property, that the company should be able to produce cocoa there at £150 per ton. When fully developed the plantation should produce about 200 tons per annum—a fraction compared with Australia's total annual requirements of about 13,000 tons. Only 15 acres are now planted, but another 100 acres has been cleared and planted with shade trees, and a further 200 acres is in process of being cleared.

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A TRIBUTE TO MAUTAKE

By MARY FARRELL

"KUREITI'S Gran is in that book, madam. He Grimbles' friend, so he tell story about Gran. He help Grimbles when there was plenty trouble here. He shame men that come to kill him."

Our cook-boy, an old King George the Fifth School boy, is an intelligent lad who had his hopes of becoming a native Scribe nipped in the bud when the Japanese in-

vaded Tarawa. He has knowledge of our language and is interested what we read.

"Mautake, he Chief all Kaubers that Head Man of villages Tarawa lagoon, when Grimbles here for Government. But Grimbles go away some time. Then the village people here on Betio want to fight about land. Not listen to Government. Gran's father tell lies, ma-

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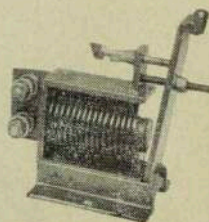
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Electrical Engineers & Manufacturers.

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plenty trouble. Gran patrol plenty
lays all islands round here."

A sweep of his arm had encircled
the lagoon. "Lagoon," to me, always
seems somewhat of a misnomer.
eldom are its waters calm—cross-
ing it in uncomfortable little
launches, can be a two hours'
rdeal. The surrounding islands
re but dark palm green smudges,
eparated from the intense blue
aters by a glistening line of silver
nd. Indeed a large territory for
he man to cover!

"And many men say they kill
m; friend of white man. They
ant to take land from other
llage. But he say 'No'. He say
ait for Grimble' all the time.
eople get very angry. Say they
me kill him he not stop Patrol
r Government."

"Kureiti's Gran, he brave man.
e go sleep in Maneaba, all the
me Gilbertese meeting-house in
llage . . . wait for men come to
ll him because it 'Shame' if he
op Patrol. Men come with
dives. Moon belong Mautake's
use, shine on them, show them
good to kill Mautake. Men go
ay. Not fight now . . . wait for
rimble come back to tell about
nds Commission."

So "Mautake's Patrol" was un-
ded by our boy; and *Pattern of
ands*, as woven by Sir Arthur
rimble, sprang from an absorbing
lection of tales, some knitted in
is very setting, on this small
al stripe, Betio, before its beauty
s shattered by war.

TOGETHER, we pored over the
reading of "Mautake's Patrol,"
here in the picturesque Gil-
tense dwelling-house built on the
an beach. To me, a story had
ome reality. How proud they
re to learn Grimble had written
Gran as "his great friend."
utake had never boasted.

Kureiti, our boy's wife, pro-
nounces her name "Grace" and is
utake's eldest son's daughter.
e "old man," a respectful term
d by these people who honour
ir aged, was living with his
nd-daughter, then, on Betio.
o old now for work, he had re-
d from life-long Government
vice many years after bravely
eting the threat of death at the
nds of his doubting countrymen.

Later, Mautake not Chief
ubere. He go work Lands Com-
sion many years. Work on
awa, Ocean Island, Beru and
thern Gilberts," our boy con-
aed, reeling off names of officials
er whom he had served.

ther European friendships he
won, the last having left this
ny quite recently. So it is
btful, in a changing administra-
t, whether more than one or two

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To give your cakes and pastries extra freshness and lightness
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Cream of Tartar

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at Headquarters were aware that this loyal old man was waiting now for a peaceful end, on the adjoining island.

On the island's roadway he who still remembered Mautake would shout a greeting in passing the younger son's dwelling. Hidden from sight by a thick curtain of palms, in a green forest of whispering fronds, the old man's voice would make reply—his only contact now with the outer world.

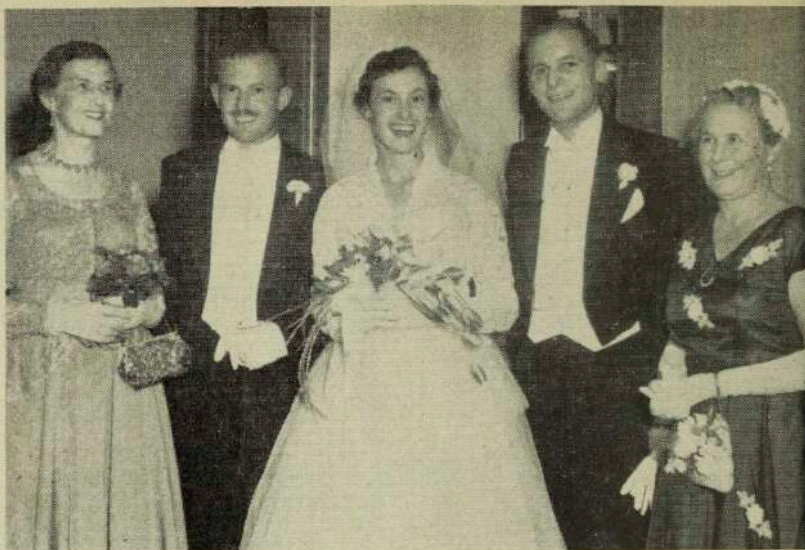
"When Bryant Resident Commissioner (following the Gilbertese custom, it is not disrespectful to drop prefixes) he pin medal on Gran. I think MBE or something like that. He have it from the King for long-time with Government. Bryant give it to him over at Abakoro. That seat Native Government for Tarawa. He get it after war finished.

"Before war, he go with Maude up to Phoenix before anyone live there. See it alright to move Gilbertese there. First cocounts grow there, they plant.

"They go up in *Nimanoa*. The old one that was sail and engine. Afterward Captain sank ship, so Japanese not take it when they have Betio. That when I run away other island up there," indicating distant shores of the lagoon.

"Sailors make song about *Nimanoa*

Wedding of N. Ireland Interest . . .



A wedding of New Guinea interest took place in Sydney on March 2, at Shore Chapel, when Ann, only daughter of the late Captain F. V. Saunders, OBE, of Kavieng, New Ireland, and Mrs. Saunders (now of Chatswood), was married to John, only son of Mr. and Mrs. B. R. Bennett, of Seaforth. The bride's brother,

Peter, flew down from their Kavi plantation, to give his sister away. P shows (left to right): Mrs. F. V. Saunders, Mr. P. F. V. Saunders, the bride, bridegroom and Mrs. B. R. Bennett. Peter Saunders will return to New Ireland in April by the "Malekula".

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first take Gilbertese up Phoenix. We sing it still.

"When I boy King George school ... it at Bairiki then. The teacher ask Government let Mautake teach boys old Gilbertese dance and song. Two years he teach that. Old man now all old customs and story. Now we forget.

"He have fallen teeth, too. When he too old, we take them away from Gran. They frighten Teresa" their toddler who "helps" with her house-work, greeting us "Kona-morning," a quaint mixture of two tongues). "They bite Gran's fallen teeth, snap, with fingers. Take fun Teresa."

Naturally, Mautake's great-grand-daughter cared not for such a cabre fun.

"Where did come teeth from?" queried, knowing Mautake had never left the Colony.

"District Officer he take rubber — send for teeth."

Clever dentistry! And how apt a description—"Fallen teeth!"

YOU who like ourselves are domiciled awhile among these friendly Pacific Islanders will have read Grimbles' vivid tales, told with depth of understanding. Is it not fitting, now, to record that Mautake's "Patrol" was not fictional?

Mautake, humble hero of this story, with none but his own around him, died on Sunday, October 3, 1914. By his family's reckoning he could have numbered 70 years.

The old man know land boundaries best. He keep Diary. Sometime when he live with us we sit around to have smoke and he tell story."

Tales of land feuds, ever a bone of dissension, and of age-old custom recorded in his treasured diary when their islands were in settled times, he had passed to them.

When he know he too old to be more long, he go to Teaoaraereke to stay his son's house."

Mautake's last crossing of rawa lagoon, to a part of the patrol ground he had so faithfully kept, many years before, was to other islet of the atoll, seat of Catholic Mission. There, beside his younger son, he waited for death.

He tell Kureiti to bring him back to Betio. Bury here where he long. But his son is Catholic. "Say he belong Catholic cemetery over there," our boy told

the last wish of this brave old man was a sacrifice to fidelity. He had been a faithful servant to "The Government" for many years; true to his people; always honoured and happy to guide them; true to the Catholic faith he had adopted so that he might face death, in the end of Grimbles' story.

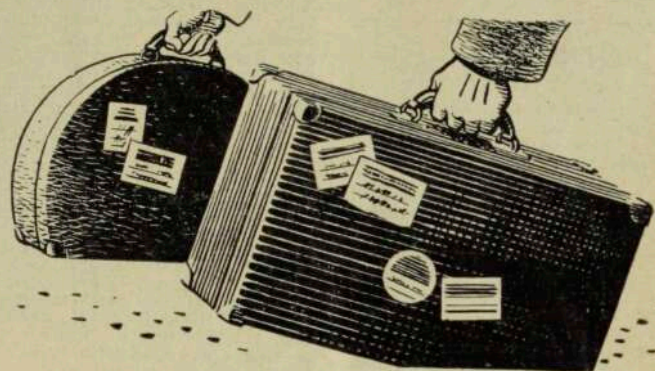
Mautake, then, had been prepared

to save his people from violence, to lose his life in a final endeavour. Hoping to save his departing spirit from the Net of Nakaa, should his body be cast to sharks, he changed his religion for other beliefs of eternity. A strong racial faith in the moon, his ancestor, remained. And the moon, miraculously, had saved him.

Pathos of the aged was his, on recent days of Royal celebrations. When we, the Queen's subjects, so

remote from her, were gathered on Bairiki (the Colony Headquarters) to commemorate Her Coronation, our boy remarked: "It's sad day for old Gran. He too old come now to Residency Parade like old times."

Perhaps in spirit he will visit his island again, should a film of *Pattern of Islands* give a tribute to the loyal Gilbertese, with whom we are proud to share one beloved Queen.



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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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MODERN HOME, Rabaul, just completed, picked position, 21 sq. ½ acre laid out grounds. 3 bed, lounge-dining, bathroom, kitchen, laundry, servants' qtrs., garage, storeroom, 6,000 gall. tanks and septic. Vac. poss. £5,500. **F. N. Warner Shand**, Rabaul, New Guinea, Solicitor for Vendor.

HOME & INVESTMENT, Norfolk Island.—Situating in 25 acres Freehold land; one of the best homes on the Island. 3 b'rooms., Drawing & Lounge rms., etc. Very well furnished. Beautifully laid out gardens, fernery, orchard (50 fruit & nut trees), permanent water, firewood. Australorp hens, 6 cows; together with the financial interest in the Norfolk Island Theatre (competent staff). For particulars write airmail to: **Mrs. N. F. Davies**, "Idlewhile Park", Norfolk Island.

ELECTRIC GENERATING SETS.—New 9 K.V.A. English "Meadows" 240 volt single phase or 415 volt 3 phase, 50 cycles, driven by 18 H.P. petrol engine, radiator cooled to suit tropical conditions. Complete with switch board and voltage regulator. Two only, balance of stock—special price to clear £350 each, F.O.B., Sydney. Available for test before shipment. **Hardman & Hall**, 161 Missenden Road, Newtown, Sydney.

ONE HILL DIESEL (Twin) power unit (240ac) in good order with approx. £100-worth of spare parts including pistons, liners, ejector, etc. The motor has a self starter with a new 12 volt battery. The plant is in running order with switch board, etc., and there is also a battery charger that goes with it. The only reason for selling is that we have been put on the Is. power supply. Price £350, f.o.b., Norfolk Island. Replies to "Hill", C/- P.I.M., G.P.O. Box 3408, Sydney.

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Handy Sydney Addresses for Islands Visitors

AUSTRALIAN TERRITORIES DEPARTMENT, Commonwealth Building, Circular Quay West (B-0537)—a massive brown stone building on the right side, lower George Street, Millers Point.

PAPUA-NG COPRA BOARD Representative (Mr. Winn, B-0537, extension 59-4) located in Commonwealth Building, above.

NEW ZEALAND GOVERNMENT office, Colonial Mutual Building, 14 Martin Place opposite G.P.O. Tourist Bureau on ground floor. Trade Commissioner's Office, library elsewhere in building.

FIJI GOVERNMENT Representative **Dalgaty & Co. Ltd.**, 15 Bent Street (B-0524, extension 342, Mr. Menzies). Bent Street is an extension of Spence Street.

SOUTH PACIFIC COMMISSION: office for publications etc.: 115 Pitt Street (BW 3409/BW 5487, Mr. Read). West of Pitt Street between Martin Place and Hunter Street. **SOCIAL DEVELOPMENT SECTION:** 26 Lower Boyle Street, Melbourne. (Half-hourly ferry from Newmarket, Circular Quay. Alight at first (Cremorne). Take tram up hill and alight from conductor.

AUSTRALIAN SCHOOL OF PACIFIC ADMINISTRATION, Middle Head Road, Mosman, (XM 1035). Located on Middle Head, past the Balmoral Naval Depot. Take Pitt Road tram, Spit tram, or 151 man P.O. tram, from Wynyard station. (One entrance on west side of George Street, near Hunter Street. Alight at Spit Junction, North Sydney. Take a blue "Naval Depot" bus (every 25 minutes and alight at the school).

PACIFIC ISLANDS SOCIETY: Correspondence (Major C. A. Swinburn, XJ 3205). Meetings at 77 King Street, 7th floor—near George St.

POLYNESIAN ASSOCIATION of Sydney Contact President (Mr. Len Morris, FW 4661, 6-7 pm). Meetings in hall of Victorian Tourist Bureau, Martin Place, north side, between Castlereagh and opposite clock.

PACIFIC ISLANDS MONTHLY: MA 9197-9198: At 29 Alberta Street. "West Kensington via Crown Street tram from Circular Quay, in Pitt Street. Alight at corner of Goulburn St., Wentworth Avenue and PIM offices around corner of Alberta St., 10 minutes away.

A FAMILY land dispute, still lingering since a Land Court judgment of a year ago, came to a head in a bloody clash in Falea village, Upolu, in February.

A Samoan, named **Papa Ma Tuna**, was shot dead, and a member of the opposing faction, **Simi**, was cut about the head.

It is reported that one section of the family, whose rights to a certain area had been rejected by the Land Court, had refused to vacate the property.

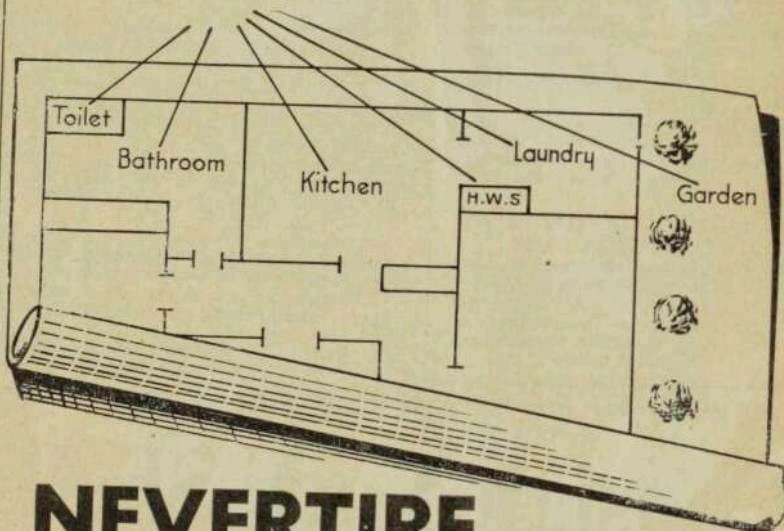
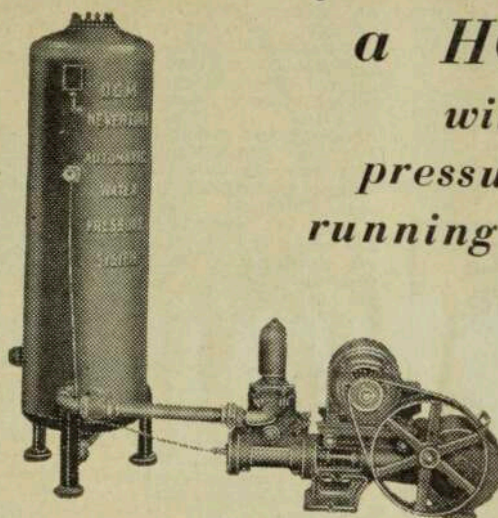
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GUEST HOUSE or similar.—Middle-aged English couple, seeking semi-retirement within next 12 months, desire purchase Guest House, or any proposition for small income with easy life; sub-tropical Norfolk Island or similar climate. R.A. 151 Ser St., Herne Bay, Kent, Eng.

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COPRA

Price negotiated between British Ministry of Food and British South Pacific Territories for 1955 is £Stg.65, FOB main ports—a reduction of 7.14% on the 1954 price. Stabilisation funds and other charges reduce the actual prices to pro-

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ducers to those given below, per ton:
PAPUA—NEW GUINEA.—Hot Air £69/15/-; FM (Sun) £69; Smoked £66/15/-.

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W. SAMOA.—£S42/6/-, £S41/18/-, and £S41/12/- for the three gradings in use.

E. SAMOA.—Adjusted with free-market fluctuations. Currently \$89.60 (£A40 approx.) per long ton. Periodic bonus if average proceeds exceed Government buying price.

SOLOMONS.—Honiara/Gizo: Hot Air £A67/10/-; Mixed HA/FM £A61/10/-; FM £A57/10/-; Yandina: 5/- higher.

NEW HEBRIDES.—Mar. 7: Merchants paying 7,700 Pac. francs (£A53/18/-).

FRENCH OCEANIA.—Latest quotation 8.50 and 8.07 Pac. francs per kilo for the two gradings in use, delivered in bulk, Papeete. (£A61/12/- - £A58/8/- per long ton.).

TONGA.—£A59 and £A53 per ton for the two gradings in use.

COOK IS.—Growers receive £Stg.37/3/- to £Stg.30/6/- depending on quality and freight rates from particular island to Rarotonga.

COCOA.—Islands prices are based on the rate for Accra cocoa. Sydney March 7 quotation: £Stg.345 c.i.f. Aust. ports. N.G.: £400-£430, delivered Sydney. W. Samoa: £Stg.400, f.o.b., Apia.

COFFEE.—P.-N.G.: £420-£587 delivered Sydney.

PEANUTS.—P.-N.G.: Ready sale for Virginia Bunch, in shell, large, well cleaned, 1/4 per lb. delivered Sydney.

RUBBER.—P.-N.G. price is based on Singapore, which quoted Mar. 4: No. 1 RSS, spot, buyers 85% cents 30¼d Aust.) per lb. f.o.b.

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, quoted Mar. 7: Tahiti—White and Yellow label 64/- lb., Green label 63/-, 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 between Torres Strait producers and Otto Gerdau Co. (USA) for 1955: Sound grades, £A735; D, £A390; E, £A300; EE, £A225, all f.o.b. Australian port. Manihiki: Last

available quotation £Stg.350, f.o.b. Rarotonga. Rising tendency.

TROCHUS.—Mar. 7, in store Sydney subject to rejects: N.G. to £390, N. Hebrides to £380, Sols. to £340.

GREEN SNAIL.—N.G. to £275, Sols. £245, same terms.

LONDON AND U.S. PRICES

Copra.—London, Feb. 19: Straits, c.i.f. £Stg.71/5/- (£A89 approx.); N. Hebrides afloat, 75,500 Metro. francs per long ton (£A97/10/- approx.); Philippines, Mar. Apr. delivery \$192½ (£A86/15/- approx.)

Cocoa.—London, Feb. 19: Gold Coast March - May delivery, c.i.f. U.S. £Stg.367/10/-; New York, Feb. 19: Bah f.o.b., 41½ cents lb. (£Stg.332 per long ton).

Coffee.—London, Feb. 19: Uganda native robusta, unwashed, prompt, £Stg.281/10 March-April delivery, £Stg.291/10/-; Ken "A", £Stg.460; "B", £Stg.240; per long ton f.o.b. Extra prime San £Stg.470 in bond, London, New York, Feb. 19: Colombian, 58 cents per lb. (£Stg.464 per long ton) ex-dock, New York, early delivery. Spot, 60½ cents (£Stg.485 per long ton).

Trochus.—Last London quotation 17: Singapore, early delivery, c.i.f. £Stg.465; Sing./Macassar, £Stg.460; Mergui, £Stg.325; Padang, £Stg.325. Supplies short.

Greensnail.—London, Dec. 17: Singapore £Stg.340.

Rubber.—London, March 4: Spot, but 25¼d Stg.; July delivery 24¼d Stg.

ISLANDS MINING SHARES

FIJI			
	Aug. 1939	July, '54	Mar.
Emperor . . .	b9/11	b17/9	s15/-
Loloma . . .	s25/6	b27/-	s25/-

PAPUA-NEW GUINEA			
Bulolo . . .	b124/-	s60/-	b52/-
Mandated All. . .	b3/8	b1/-	s1/1
N.G.G. Ltd. . .	b1/10	b1/11½	s2/-
Oil Search . .	s3/11	b32/-	s13/-
Ent. of N.G. .			s3/1
Oriomo Oil . .	b5/-	s15/6	s5/8
Papuan Apin. .	b4/11	b7/2	s4/-
Placer Dev. . .	b68/6	b260/-	s308
Sandy Creek .	b1/5	s6d	s6d

EXCHANGE RATES

FIJI.—Through BANK OF NSW, BANK AND BANK OF NZ, Australia on basis £100 Fiji: Buying, £A111/2/8; Selling, £A113. Fiji-London, basis £100 London: 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 Samoa: B. £A123/12/6; S. £A124/10/9. Samoa-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 BANK (Port Moresby, Lae, Rabaul, Koro, Madang), BANK OF NSW (branch: Moresby, Lae, Bulolo, Rabaul, Madang, Samarai; agency: Wau) and ANZ BANK (Port Moresby) quote exchange Australia-Papua-NG: 10/- per £100.

BSI.—COMMONWEALTH BANK (at Honiara) quotes exchange rate tralia-BSI: 10/- per £100.

FR. PACIFIC COLONIES.—Pacific franc most valuable of the three francs in French Union, are used in New Caledonia, New Hebrides, and French Polynesia. FRENCH BANK (Comptoir National d'Escompte de Paris) in Sydney quotes selling 140 Pac. fr. to £Aust. 180 fr. to £Stg.; 63 Pac. fr. to US \$.

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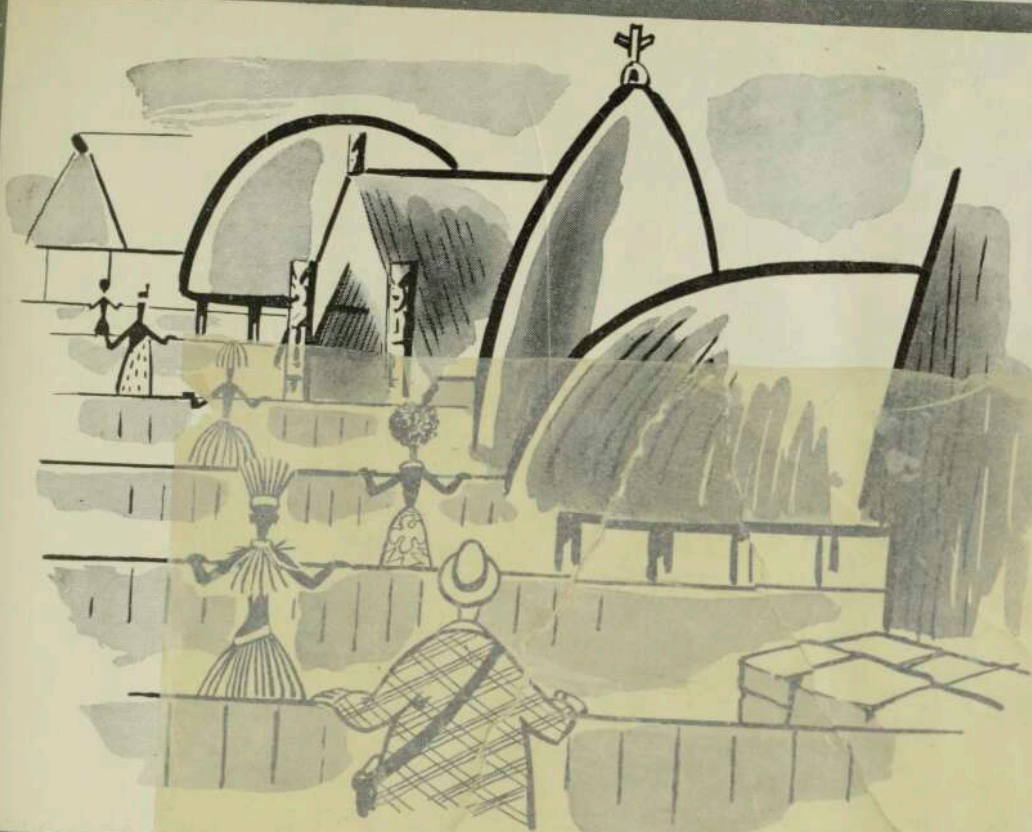
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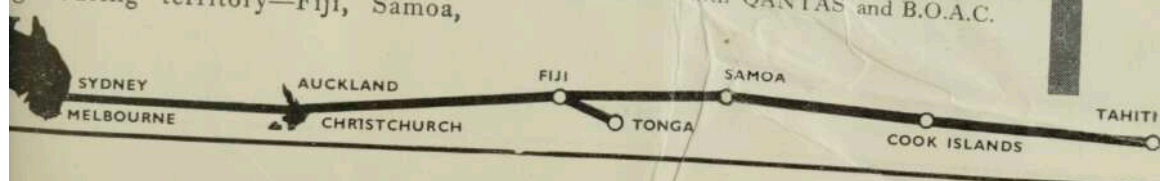
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