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NATIONAL LIBRARY OF AUSTRALIA

JUNE, 1955 Vol. XXV. No. 11.

PACIFIC ISLANDS Monthly

COMMONWEALTH NATIONAL
29 JUN 1955



A MEKEO MAY LOOK AT AN ARCHBISHOP:—And this one seems to be thinking that an Archbishop is a much more splendid sight than any Mekeo, even though the latter is wearing his best dogs' teeth, shells and flowers. The Archbishop, of course, is Australasian Apostolic Delegate, His Excellency, the Most Rev. R. Carboni, who visited the Mekeo district and other parts of Papua and New Guinea a few months ago.

—Photo by J. Delabarre.

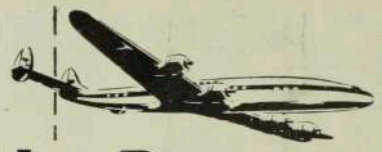
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[Registered at the G.P.O., Sydney for transmission by post as a newspaper]

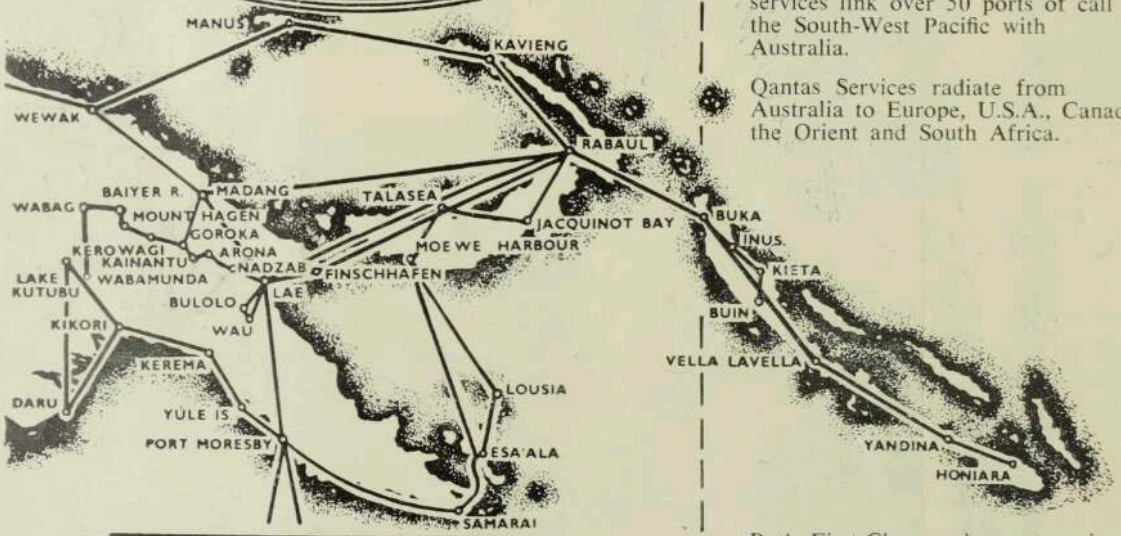
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From

Island Services to International Air Routes





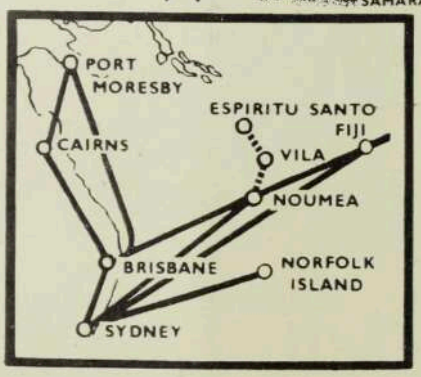


QANTAS Service is Super Service

Australia's Overseas Airline, with 35 years of experience, offers the finest in airline travel.

On the 68,000 miles of air routes flown by Qantas, fast, frequent services link over 50 ports of call in the South-West Pacific with Australia.

Qantas Services radiate from Australia to Europe, U.S.A., Canada, the Orient and South Africa.



Both First-Class *and* money-saving Tourist travel are available to many ports of call on Qantas International network trunk routes.

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QANTAS EMPIRE AIRWAYS LTD., (Inc. in Q'land), in association with B.O.A.C. and TEAL.

AUSTRALIA'S OVERSEAS AIRLINE

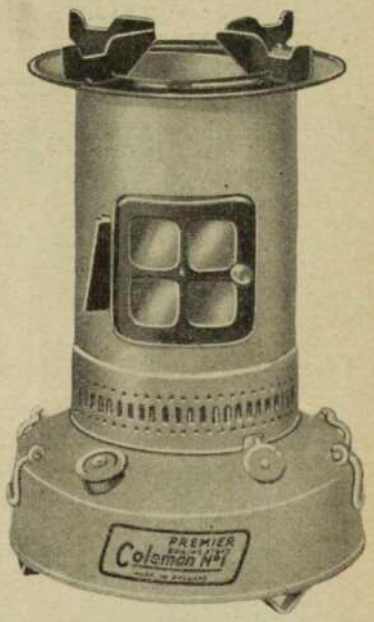
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Coleman

BOILING STOVES

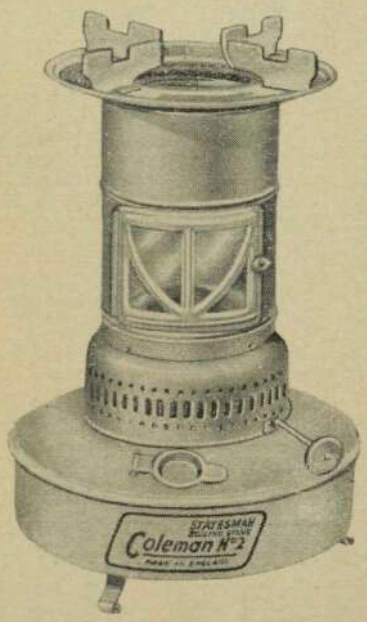
WILL BURN 10 HOURS ON ONE FILLING



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

Coleman – the best of their kind

MADE IN ENGLAND



COLEMAN NO. 1 "PREMIER"
has cream sprayed tank . . . porcelain enamelled flue . . . brass window frame . . . large central air-draught . . . a tank capacity of 3 pints and an easily regulated blue flame. Height 13¾ in., diameter 9 in., weight 5¾ lb.

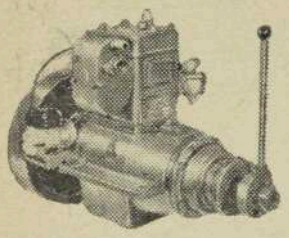
COLEMAN NO. 2 "STATESMAN"
has cream sprayed tank . . . aluminium sprayed flue . . . central air-draught burner with side lighting hole . . . easily regulated blue flame and a tank capacity of 2¼ pints. Height 12 in., diameter 8 in., weight 3¼ lb.

Representatives for Pacific Islands

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

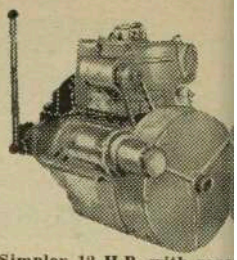
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SIMPLEX MARINE ENGINES



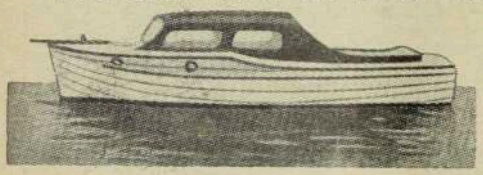
Simplex 5 H.P. with built-in reverse gear.

New models in 5 and 10 h.p. 4-cycle now fitted with built-in Thrustmatic Reverse Gear and several other modern 1955 features. The 12 h.p. 2-cylinder engine as illustrated can now also be supplied with electric starter and generator and with enclosed flywheel. There are no finer engines made in the world for boats up to 26 ft. than the heavy-duty Simplex range. Simplex engines are made in four models, 3 h.p., 5 h.p., 12 h.p. and 20 h.p. Thousands of Simplex engines have been installed throughout the Pacific area in the past 10 years, and they have been proved to be the most trouble-free, efficient performers of any marine engines. Not affected by extreme climatic conditions, and provide solid rugged daily use.



Simplex 12 H.P. with reve electric starter and ge rator.

KOPSEN MOTOR LAUNCHES

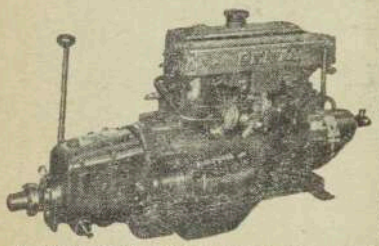


14 ft. Open
18 ft. Cabin
20 ft. Cabin
22 ft. Cabin

Available with carvel or clinker planking, powered with Simplex marine engines or with the larger Penta marine engines. Kopsen launches are built to standardised marine architects' plans with first quality timber and copper fastenings. Built for work or pleasure.

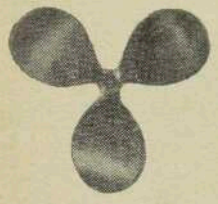
PENTA MARINE ENGINES

35 H.P., 84 H.P., 100 H.P. Petrol and Diesel



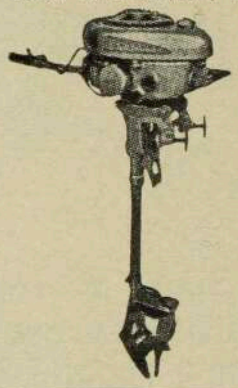
These fine quality Swedish-built precision engines now available from stock. Supplied with or without reduction gears, with electric starter and generator, instrument panel, automatic thermostat water control and every modern marine feature. Penta engines are known throughout the world as the highest quality marine units made. Adequate supplies of spare parts available and every engine is fully guaranteed.

KOPSEN PROPELLERS



Kopsen bronze propellers, 2 or 3 blade, all sizes from 6" to 36", Perfectly balanced and machined. Bore tapered and keywayed if required. We will be glad to advise on size and type required for any engine.

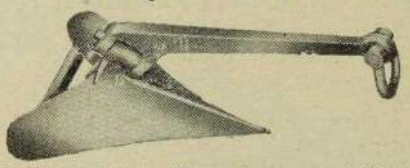
BRITANNIA OUTBOARD MOTOR



Twin Cylinder

Britannia and Swordfish o board motors are fine mod powerful units for use boats up to 20' long. M by Brockhouse, England, a guaranteed to be the fin lightweight twin-cylinder o boards made. Perfect balan running, easy starting a quiet. Britannia is the b value outboard motor on market.

C.Q.R. PLOW ANCHORS



ALL SIZE
13 lb. to 170

3 times the holding power or 1/3rd the weight. stock to foul, easily handled. Dig in quickly. T stronger the blow the harder they hold. Stow w on deck or hatch. British C.Q.R. are famous throug out the world as the lightest and finest holdi anchor designed. Ask for special leaflet.

SHIPCHANDLERY

Navigation Lamps	Ryland Varnish	Copper Rod
C.Q.R. Anchors	FW Engine Enamel	Copper Sheet
Koplastic Antifouling.	Seamflex Putty	Thimbles
	Copper Tacks	Wood Blocks
Nonskid Deck Paint	Steel Blocks	Steering Wheels
Petrol Tanks	Shackles	Compasses
Copper Roves	Steel Bolts	Dulux Yacht WH
Brass Screws	Bearings	Copper Nails
Chain	Port Lights	Steering Gear
Swivels	Ash Oars	Brass Rod
Prop Shafting	Lagoline Hull Paint	Wire Rope
Anchor Winches	Minter Marine Glue	Turnbuckles
Aldis Lamps	Petrol Fittings	Propellers

ASK FOR NEW BOAT & ENGINE CATALOGUE OR SHIPCHANDLERY CATALOGUE

W. KOPSEN & CO. PTY. LTD

376-382 Kent Street, Sydney. **Cables—Kopsen, Sydne**

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ipping Time-Tables

sailings are approximate and may vary by as much as two weeks.

ydney-Papua-N. Guinea

V Bulolo, modern liner, sails about y six weeks: Sydney-Brisbane-Moresby-arai - Lae - Madang - Manus - Rabaul - arai-Moresby-Brisbane-Sydney.

xt sailings June 17 and late July.

V Malekula sails from Sydney for arai, Rabaul, Kavieng, Manus, Wewak, ishafen, Madang, Lae, Samarai and rn to Sydney. Next sailings June 21 mid-August.

tails from Burns Philp & Co. Ltd., idge Street, Sydney.

V Sinkiang: Sydney - Brisbane - Lae - ang - Kavieng - Rabaul - Nauru - kong, withdrawing from this service. ng July 16.

V Fukien: Sydney - Brisbane - Port sby - Rabaul - Lae - Brisbane - ourne. Sailing July 2.

V Soochow: Sydney - Brisbane - Port sby-Samarai-Sydney. Sailing June 28 July 26.

V Shansi: Sydney - Brisbane - Port sby - Samarai - Sydney. Sailing late

tails from New Guinea Australia Line S. Yuill & Co., Ltd., agents), 6 Bridge Sydney.

---

uthbound only:
V Delos: Rabaul, Aug. 5; Lae, Aug. 8; ane, Sydney, Melbourne.
V Aros: Lae, Aug. 24; Rabaul, Aug. 27; ane, Sydney, Melbourne.
V Citos: Madang, Sept. 21; Lae, Sept. 23; Rabaul, Sept. 26; Honiara, Sept. 29; Vanikoro, Oct. 5; Brisbane, Sydney, Melbourne.

Details from Wilh. Wilhelmsen Agency Pty., Ltd., 63 Pitt St., Sydney.

N. Zealand-Fiji-Samoa-Tonga

MV Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland.

MV Matua maintains a service from Auckland to Suva, Lautoka, Apia, Suva, Wellington, and return to Auckland. Each Autumn there is a temporary rearrangement of schedules while the respective vessels are on annual survey. Next sailings:

MV Tofua: June 21, July 19, August 16.

MV Matua: June 18, late August.

Details from all offices of Union Steam Ship Co. of NZ.

N. Zealand-Cook Is.

The regular passenger vessel "Maui Pomare" is out of commission indefinitely. The 700-ton freighter "Viti" is meanwhile operating a cargo service from Auckland and occasional limited passenger facilities are available on trans-Pacific freighters.

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.

Sydney-New Hebrides-BSI-Rabaul, Etc.

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

Next sailings June 14 and mid-August.

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

Australia - New Zealand - Canada - USA

Sailings of Orient Line Passenger Ships, 1954-55.

		ORONSAY 1955	ORCADES 1955	ORONSAY 1955	ORSOVA 1956	ORION 1956
SYDNEY	depart	15 July	7 Oct.	18 Nov.	27 Jan.	2 Apr.
AUCKLAND	arr/dep	18 July	10 Oct.	21 Nov.	30 Jan.	6 Apr.
SUVA	arr/dep	21 July	13 Oct.	24 Nov.	2 Feb.	10 Apr.
HONOLULU	arr/dep	26 July	18 Oct.	29 Nov.	7 Feb.	16 Apr.
VANCOUVER	arrive	1 Aug.	24 Oct.	5 Dec.	13 Feb.	23 Apr.
	depart	2 Aug.	25 Oct.	6 Dec.	14 Feb.	24 Apr.
SAN FRANCISCO	arr	4 Aug.	27 Oct.	8 Dec.	16 Feb.	27 Apr.
	depart	5 Aug.	28 Oct.	9 Dec.	17 Feb.	28 Apr.
HONOLULU	arr/dep	9 Aug.	1 Nov.	13 Dec.	21 Feb.	3 May
SUVA	arr/dep	16 Aug.	8 Nov.	20 Dec.	28 Feb.	11 May
AUCKLAND	arr/dep	19 Aug.	11 Nov.	23 Dec.	2 Mar.	14 May
SYDNEY	arrive	22 Aug.	14 Nov.	26 Dec.	5 Mar.	18 May

New Guinea Australia Line

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

"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"

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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.

From Sydney: Tahitien, October 4, Caledonien, August 23, Eridan, east-bound, leaves Noumea July 9, Papeete August 5.

From Papeete for Sydney: Caledonien, July 24; Tahitien, September 4.

MV Polynesie (Messageries Maritimes) maintains about monthly passenger sailings between Sydney and Noumea and the New Hebrides.

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

Shaw Savill's new one-class all-passenger liner Southern Cross makes four round-the-world voyages per year, sailing alternately west - bound and east - bo with regular calls at Suva and Pap

Next voyage east-bound, calling S November 1, Papeete November 5.

N. America-Fiji-Hebrides, e

Pacific Islands Transport Li vessels Thorsisle and Thorshall m tain a regular service from Pa Coast North American ports, with sail every 35-40 days to French Ocea Samoa, Tonga, Fiji, New Caledonia, Hebrides, and New Guinea. Some p depend on cargoes offering. Next sail Thorsisle—San Francisco June 28, Pap July 12, Nukualofa July 20, Apia July Suva July 29, Noumea Aug. 3, Lae Au 10, thence direct to San Francisco, ar ing August 30.

Details from General Steamships C poration Ltd., 432 California St., Francisco, U.S.A., and Island Agents ad.).

U.S.-PAPEETE-PAGO PAGO-N.Z.-AUSTRALIA

Matson-Oceanic Line of San Franc operates a regular passenger-cargo ser from Los Angeles. Southern terminal p vary with cargoes offering. Next saili Alemeda: North-bound, leaves Brisb July 21 calling Pago Pago; Sono South-bound, leaves Pago Pago July Suva July 30, for Sydney; Ventura: Sou bound, leaves Papeete July 28, for Au land.

SYDNEY-SUVA-HONOLULU-VANCOUVER

Pacific Shipowners, Ltd., of S (subsidiary of W. R. Carpenter & operate a regular service twice yearly v the 10,000 ton, 98-passenger ve Lakemba along the above route. Acc modation is entirely First Class, two-be cabins. Next sailings from Syd late December, 1955, and late April, 1 Details from American Trading & S ping Co. Pty., Ltd., Sydney.

PACIFIC ISLANDS TRANSPORT LINE

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

Motor Vessels "Thorsisle" and "Thorshall"

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

and

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

GENERAL STEAMSHIP CORPORATION, LTD.

General Agents

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

PAPEETE—Etablissements Donald Tahiti.
SUVA—Morris Hedstrom Ltd.
PORT VILA—Comptoirs Francais des Nouvelles Hebrides.
APIA—Morris Hedstrom Ltd.
NOUMEA—Etablissements Ballande.
LAE—Burns Philp (New Guinea) Ltd.
SYDNEY—Birt & Co. (Pty.) Ltd.

Linking the

Pacific Islands with Europe, West Indies,

New Zealand,

Australia and South Africa

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



The one class tourist liner "Southern Cross", on her second voyage round the world, calls at Suva (November 1, 1955) and Papeete (November 5, 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.

For full particulars apply:

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

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

Travel Shaw Savill

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irways Time-Tables

TRANS-PACIFIC SERVICES
. Australia (or NZ)-Fiji-Hawaii-N. America

BY PAN-AMERICAN AIRWAYS
th Strato Clippers, using Sleeperettes and Berths*

., Thur., Sat.—Sydney - Nadi - Canton
. - Honolulu - San Francisco - Seattle - ortland.
., Sat., Mon.—Return same route.
DC4 from Auckland connects, arriving Tues., Thur., Sat., departing Nadi ., Fri., Mon.

BY QANTAS EMPIRE AIRWAYS
(Super Constellation Service)

NORTHWARDS
., Thur.* and Sat.* Sydney-Nadi (Fiji)-anton Is. - Honolulu - San Francisco—ith every Saturday service extending Vancouver.

SOUTHWARDS
, Fri.* Sun.* — San Francisco - onolulu-Canton Is.-Nadi (Fiji)-Sydney. Note: Crosses date-line enroute).
o services — Tuesday northbound and esday southbound—are "Connoisseur" es: First class only.
AL DC6 services between Auckland Nadi connect at Nadi Tues. and Sat. wards; Wed. and Sun. southwards.

Y CANADIAN PACIFIC AIRLINES
(With Super DC-6B Aircraft)*
Wednesday—Sydney-Auckland-Nadi iji)-Honolulu-Vancouver-Amsterdam.
Sunday leave Vancouver by same ute. (Note: Crosses date-line en-ute).
ourist 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 (Skymasters)*

NORTHWARDS
Mondays, Tuesdays, and Saturdays.

Depart:	Arrive:
Sydney, 8.00 pm	Brisbane, 10.45 pm
Brisbane, 11.45 pm	Moresby, 6.35 am (Tues., Wed., Sun.)
Moresby, 7.55 am	Lae, 9.10 am

Connecting services north of Lae by D.C.3 to Bulolo and Wau on Wednesdays.
* DC3 operating Moresby-Lae sector.

Thursdays

Depart:	Arrive:
Sydney, 8 pm	Brisbane, 10.45 pm
Brisbane, 11.45 pm	Townsville, 3.30 am (Friday)
Townsville, 4.15 am	Cairns, 5.25 am
Cairns, 6.25 am	Port Moresby, 9.15 am
Port Moresby, 10.35 am	Lae, 11.55 am

LONDON - SUVA

FIJI DIRECT SERVICE

VIA PANAMA

For Sailings and Further Particulars Apply To:—

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

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

AUSTRALIA-WEST PACIFIC LINE

REGULAR MONTHLY SAILINGS

Trading Northbound from ADELAIDE, MELBOURNE, SYDNEY and BRISBANE to SANDAKAN, MANILA, HONG KONG and main JAPANESE PORTS.

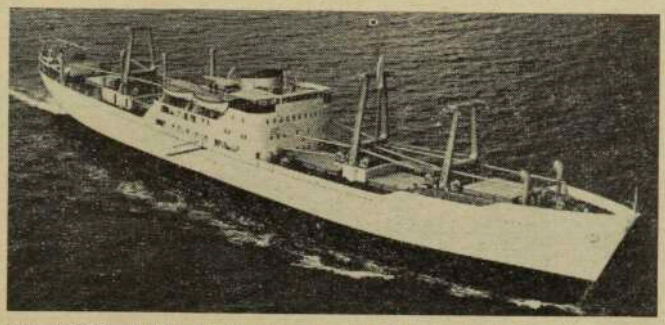
Southbound from JAPAN, HONG KONG and MANILA to MADANG, LAE, RABAUL, HONIARA, VANIKORO thence main AUSTRALIAN PORTS.

AROS - CITOS - DELOS

★

Cargo Service, with Luxurious Passenger Accommodation, by Fast New Motor Vessels specially built for the Far Eastern Trade.

★



M.V. DELOS—A.W.P. Line's new motorship for Australian-Far East trade.

★

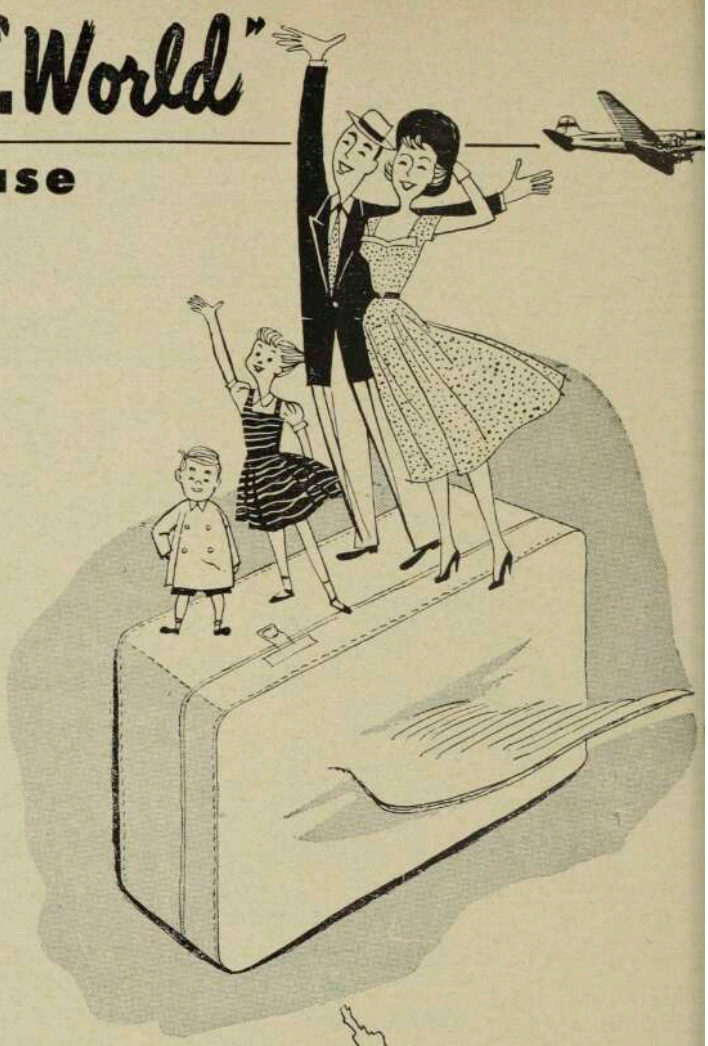
General and Refrigerated Cargo Space; also Special Mechanical Ventilation for Fruit, Vegetables, etc., in 'tween decks.

★

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSEN AGENCY PTY. LTD., 63 Pitt St., Sydney. 'Phone: BU 6301. Branch Office at Melbourne: 51 William St. 'Phone: MU 5906.
AUSTRALIAN AGENTS: Brisbane & Adelaide: Gibbs, Bright & Co.
ISLAND AGENTS: Madang, Mr. A. Strachan; Lae, Mr. R. Tebb; Rabaul, Town Transport Ltd.; Honiara, Government Trade Scheme.
FAR EASTERN AGENTS: Dodwell & Co. Ltd., Manila, Hong Kong & Japan.

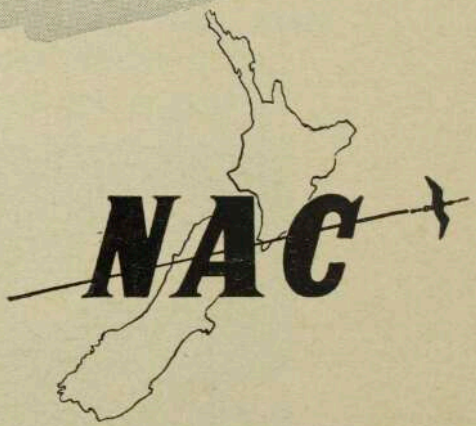
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New Zealand . . . a "World" tour in a suitcase

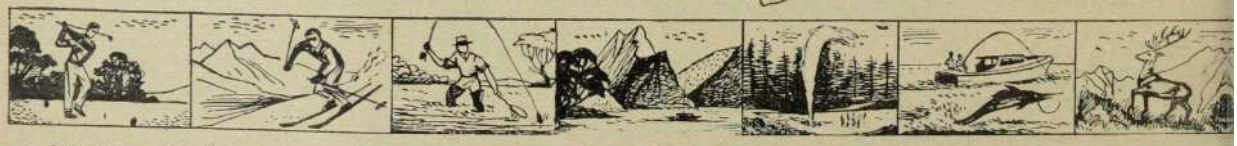


A holiday in New Zealand is an adventure in superlatives, with all the scenic wonders of the world encompassed in two small islands. Thermal regions . . . towering alps . . . snow sports . . . big game fishing . . . fighting trout in stream and lake . . . beauty of forest and fiordland . . . all this in a genial, temperate climate, fever-free and without noxious insect pests. And each scenic splendour just a few hours away . . .

when you fly with NAC



N.A.C. links all principal New Zealand cities and tourist resorts, and has offices and agents throughout New Zealand, Australia and the South-West Pacific.



NEW ZEALAND NATIONAL AIRWAYS CORPORATION

SOUTHWARDS
Tuesdays and Wednesdays.

Depart:	Arrive:
5.45 am	Moresby, 7.05 am
esby, 8.30 am	Brisbane, 3.05 pm
bane, 4.30 pm	Sydney, 7.15 pm

Fridays.

Depart:	Arrive:
8.40 am	Moresby, 10.00am
esby, 11.00 am	Brisbane, 5.35 pm
bane, 7.00 pm	Sydney, 9.00 pm

DC3 operating Lae-Moresby sector.
Sundays.

Depart:	Arrive:
5.45 am	Moresby, 7.05 am
esby, 8.30 am	Cairns, 11.30 am
ns, 1.20 pm	Townsville, 2.30 pm
nsville, 3.15 pm	Brisbane, 7.00 pm
bane, 8.00 pm	Sydney, 10.45 pm

nnecting service by DC3 from Wau
es Lae 12.35 pm Saturday.
C3 operating Lae-Moresby sector.

3. N. Guinea Internal Services

Operated by Qantas

—HOLLANDIA (Dutch New Guinea) (DC3)

rnate Wednesdays (June 29, etc.).
rts Lae 10.30 am, calls at Madang
nd Wewak, and arrives at Hollandia
0 pm. Every alternate Thursday
June 16, etc.), depart Hollandia at
am, and, with calls at Wewak and
adang, arrives Lae at 2.40 pm.

LAE-MANUS (DC3)

ery Wednesday.
Lae, 10.45 am: Finschhafen, Rabaul,
avieng, arr. Manus 5.45 pm.
rns Saturdays (dep. 8 am), via
avieng, Rabaul and Finschhafen; arr.
ae, 2.55 pm.

MORESBY-DARU (Catalina)

Yule Is., Kerema, Kikori, L. Kutubu.—
very alternate Friday returning same
ay (June 3, etc.).

PORT MORESBY-RABAUL (Catalina)

Tue. (June 28, etc.) Port Moresby -
amarai-Esa'ala-Losuia-Moewe Harb -
alasea-Jacquinot Bay-Rabaul. Return-
g via same ports (except Losuia and
a'ala optional) alt. Thu. (June 30,
c.).

NEW BRITAIN-BOUGAINVILLE (Catalina)

Wed.—Rabaul - -Buka - Kieta - Buin
une 29, etc.).
Wed. (same day) Buin-Kieta-Buka-
abaul.

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

, Thur. Dep. Lae 6.30 am, Madang
r. 7.35 am Wewak, Manus Is.,
avieng, Rabaul arr. 3.40 pm.
only Dep. Rabaul 8.00 am direct
adang, arr. 10.50 am, Wewak,
adang. Lae arr. 4.35 pm.

CENTRAL HIGHLANDS (DC3)

rdays—Lae (8.30 am) to Wabamunda,
lling at any of: Nadzab, Kainantu,
oroka, Nondugl, Banz, Minj, Mt.
agen, Baiyer R., Wabag, Wabamunda.
eturn to Lae arriving 6 pm.

LOWER HIGHLANDS (Beaver)

ys.—Lae (7.30 am) to Kainantu, call-
g at any of: Nadzab, Kaiapit, Gusap,
oroka, Arona. Arrival back at Lae
pends on stops made.
ys.—Lae (7.30 am) to Gusap, calling

LAE-BULOLO-WAU (DC3)

Lae.—Mon. 7.30 am, Tues. 2 pm,
t. 10.30 am.
Wau.—Mon. 9 am, Tues. 3.30 pm,
ed. 1 pm. Bulolo is omitted on these
ghts which take 35 minutes, Wau-Lae.

MADANG-GOROKA (DC3)

ys.—Depart Madang 8.25 am, arrive
oroka 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.
Sundays—Depart Lae 12 noon, Finschhafen 1 pm, Rabaul 3.10 pm, arrive Lae 12.50 pm.

SERVICES BY MANDATED AIRLINES
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
(Three flights every four weeks)

Monday (July 4, 11 25, Lae (dep. 6 am) — Finschhafen — Rabaul — Buka — Vellalavella — Yandina — Honiara, BSI (arriving 5.25 pm).
Tuesday (July 5, 12, 26), Honiara (dep. 7 am) — Yandina —Vellalavella — Buka — Rabaul — Finschhafen — Lae (arriving 3.50 pm).

6. Indo-China-Brisbane-N. Caledonia

By Air France, Monthly.

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Australian agents: Messageries Maritimes.

7. Sydney-Lord Howe Is.

By Ansett Airways Pty., Ltd., (With Sandringham Flying-boats)

Return flight each Tuesday and Saturday.

8. Sydney-Norfolk Is.

By Qantas, with Skymasters

Alternate Thursdays (June 30, etc.) returning same day.

9. Sydney-New Hebrides

By Qantas with Skymasters (Fortnightly)

Flying-boats were replaced by Skymasters in June. Service now terminates at Tontouta (N. Caledonia) until Vila-Santo airfields ready later in year.

Depart:	Arrive:
Sydney, alt. Wed. (July 5, etc.) 11.30 pm.	Tontouta, alt. Thur. (July 6, etc.) 7 am.
Tontouta, alt. Thur. (July 6, etc.) 9.30 am.	Sydney, alt. Thur. (July 6, etc.) 3.20 pm.

10. Sydney-N. Caledonia-Fiji

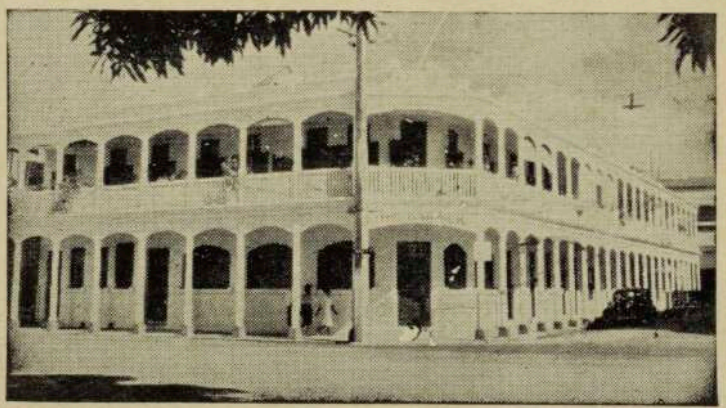
By Qantas with Skymaster.
(Monthly)
(July 1, 29, etc.)

Sydney, Fri., 11.30 pm.	Arrive: Tontouta, Sat., 7 am.
Tontouta, Sat 8 am.	Nadi, Sat., 1.30 pm
Nadi, Sun., 9.45 am.	Tontouta, 1.15 pm.
Tontouta, Sun, 2.15 pm.	Sydney, Sun., 8.05 pm.
Depart:	

* Alt. Fri. (June 3, etc.). † Alt. Sat. (June 4, etc.).

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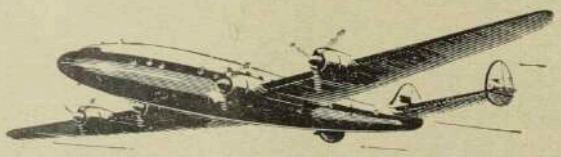
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Mon., Thur.: Dep. Auckland 9.15 arr. Sydney 1.00 pm.
Wed., Sun.: Dept. Auckland 11.15 arr Sydney 3.00 pm.
Tue., Sat.: Dep. Sydney 10.00 arr. Auckland 5.15 pm.
Mon., Thur.: Dep. Sydney 3.00 arr. Auckland 10.15 pm.

13. Christchurch-Sydne

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-Melbou

Tasman Empire Airways, with DC6 aircraft.

Thurs.: Dep. Christchurch 5.00 pm, Melbourne 9.30 pm.
Fri.: Dep. Melbourne 7.00 am, arr. Ch church 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.

Service normally fortnightly, with e flights during Winter tourist seaso required.
Departs Suva Friday 9 am, crosses d line, arrives Satapuala (W. Sam Thur. 2 pm, departs Fri. 2 am, ar Aitutaki 7.30 am, departs 9.30 arrives Papeete 2 pm. Departs Pap Sun. 7.30 am, arrives Aitutaki 11 departs 1 pm, arrives Satapuala pm, departs Mon 7 am, crosses d line, arrives Suva Tues., 9.55 am.
Leaves Suva June 24 and weekly to 5, Papeete July 27 and weekly to 8. Overflying Satapuala with arranged time-table until July 1.

17. Fiji-Tonga

Tasman Empire Airways, with Solent aircraft.

Dep. Suva 6.30 am. Arr. Nukualofa am. Dep. Nukualofa 9.50 am. Suva 4.55 pm.
Next flights: August 11, September

18. Micronesia

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Civilian services, based on Guam, usin engined amphibious Grumman Albatro run regularly to Koror (Palau), Yap (W Carolines), Truk (Central Caroli Ponape (E. Carolines), Majuro (Marsh and Saipan (Marianas). Details f Trans-Ocean Airlines, Guam, via Honol

19. Fiji Internal Airway

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-Nadi: Tues., Sun. (additional to the bove return flight).
-Suva: Mon., Wed.
-Nadi-Labasa-Suva: Fri.
-Labasa-Suva: Daily except Sun.
-Labasa-Nadi-Suva: Sat.
- Labasa - Savusavu - Taveuni - uva: Mon., Wed.
-Savusavu-Suva: Mon., Wed., Fri.
- Taveuni - Savusavu - Labasa - uva: Tues., Thur.

0. French Oceania Inter-Island Service

Regie Aerienne Interinsulaire (Catalina)

e weekly service to the Leeward roup.
iesday: Papeete-Raiatea-Bora Bora-iiatea-Papeete.
y: Papeete-Huahine-Raiatea-Papeete.
oking agents in Papeete: Messageries aritimes.

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NTAS Super-Constellations started an Australia-Far East express service on May 3, bring-Sydney within one day's flying of Japan.
th brief stops at Darwin and ila, the airliners leave Tokio on ys, arriving at Sydney on Sat-ys, and leave Sydney on Wed-ays, arriving at Tokio on sdays.
e weekly Qantas service be-n Sydney and Iwakuni is con-d as usual.

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MESSRS. Rederiaktiebolaget Helsingborg of Sweden, for whom Wilh. Wilhelmsen Agency Pty. Ltd., are Agents in Australia, have announced the addition of a fourth modern, fast cargo-passenger vessel to their Australia-West Pacific Line service to start the run next January.

The new vessel, of 6,500 tons dead-weight, and 16 knots service-speed, has luxury accommodation for 12 passengers in 4 double and 4 single-berth cabins, each with private bathroom.

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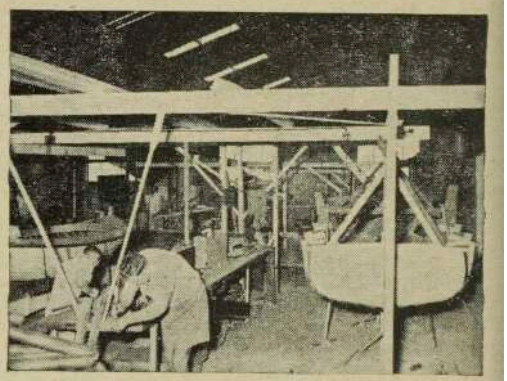


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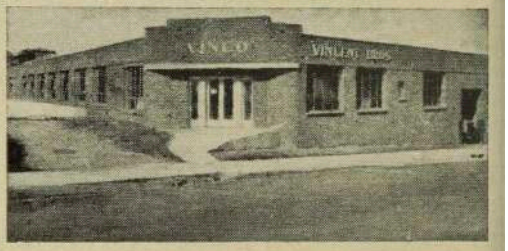
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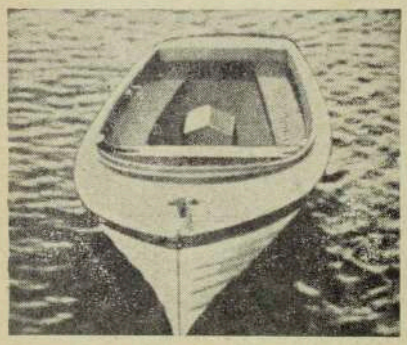
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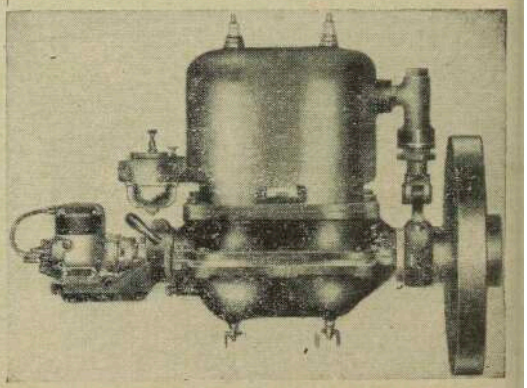
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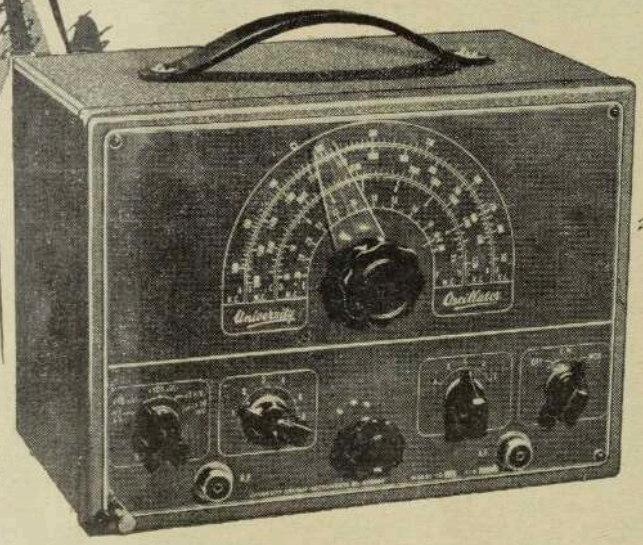
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Editorial . . .

50 Million Chinese Are Pressing Southwards

A DESPATCH FROM R. W. ROBSON

INGAPORE, May 30.—Here, where only a few days ago Communist-led mobs of Malayans and inese students were savagely at-cking the city's police and British ops directed by the Governor (Sir hn Nicoll, lately Colonial Secre-y in Fiji), I have just read that party of selected Parliamentarians being sent by the Australian mmonwealth Government to see themselves what really is hap-ning in and around Southeast ia.

That sort of announcement rally makes one sick. It indicates t, even yet, Australia cannot be-e that the roof of her precious se, resting on Indonesia, is in ger—is actually smouldering.

Moscow-directed Communists have r-run all Eastern Asia; their in-ence is dominant now in Indo-na and Indonesia; they have in-rated deeply in Malaya, Burma l Siam; and yet Australia (the ural protector of all the South ific Islands) thinks she has time l opportunity to build a Welfare te around a 40-hours' week, ntless State lotteries, whimsical ocations of major industries by tist union leaders, and indiffer-e to world affairs!

What is the use of sending Parlia-tarians to this area, already vulsed by pro-Red and anti-opean developments which are ning steadily in strength and erness? What is to be achieved providing Australian politicians inety per cent. of whom are in-able of intelligent observation, way—with a glorified picnic in Far East?

AR too much has been lost, already. The coming of this thing was seen clearly back in 1945-50 period, when Russia nched her great plan of crippling Western Powers by "Communis-Asia and Africa and turning n against the Europeans. An est over-all survey to-day will vince anyone that the Red plan been working perfectly for s.

have just come from Indonesia. re, I experienced for myself the ed of the official, semi-educated nese for all Europeans, and cially the Dutch.

he condition of the Dutch is r tragedy. In 350 years' occupa-, they transformed the East es from a haphazard collection nsignificant communities, ruled ountless petty tyrants, into the rishing, well-fed, well-ordered pire of the Netherlands Indies. When the Japanese invasion came, there were there some 50,000 Dutch, 200,000 Dutch-Indonesians, and Dutch investments worth many hundreds of millions of pounds.

United States and Britain, after the war, deserted the Dutch, and allowed a Jap-inspired gang of Javanese politicians to seize administrative control of the whole region (population at least 80 millions). They call it "the Republic of Indonesia." And you should see it now!

THE real rulers of the country are the 2½ million Chinese—merchants, traders, artisans, ship-owners. They do not appear in politics—but they unquestionably direct the Communist Party (20,000, officially, and growing), and the Reds quietly control the so-called Government.

Recently, the Indonesian Government became quite aggressive and insisted (atfer friendly parleys with the Reds in Peking!) that the Chinese within six months choose between Indonesia and China (Communist China) citizenship. The Indonesian Chinese are not perturbed—they know how to get over that one.

Meanwhile the Indonesian officials are displaying in every possible way their hatred of the Dutch, and their uncompromising determination to drive out not only the full-blooded Dutch, but also the Dutch-Indonesians. There are at least 200,000 of them — the products of mixed marriages which have been taking place for some 300 years. These folk always have enjoyed Dutch status and the choice forced upon them by the relentless officials —Indonesian or Dutch citizenship —is cruel. If they choose Dutch, they will surely be driven out. If they go Indonesian, they are subjected to all sorts of humiliations and civic injustice.

The Dutch, and the Dutch-Indonesians who are retaining their status, are leaving the country in a steady stream, abandoning most of their possessions. As they move out of their old-established homes and businesses, the Chinese and the Indonesians move in.

At first, I was puzzled by the extraordinary black-market demand for Western money—especially Australian and English notes. If you can smuggle notes past the port officials—you are searched with disconcerting and disrespectful thoroughness—you can get, in the debased rupiahs, four or five times the official rate of exchange. That is because the outgoing Dutch are prepared to do almost anything to retain some fragment of their personal wealth, which they can carry out in carefully concealed Western money. The rupiah is practically valueless outside Indonesia

Nothing gives these Indonesian officials greater pleasure than to witness the departure of the Dutchmen beggared and humiliated.

TRAVELLERS are urgently warned against wandering around in Indonesia without protection



THE DOC. (who has objected to Australian troops going to Malaya): "No, no—do nothing until they actually land, and don't shoot until you see the whites of their eyes!"

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and care. A European man away by himself is subjected to sudden attack by hooligan gangs, and will lose his hat or wristlet watch. Women are similarly attacked, and their handbags are stolen.

A woman with whom I travelled described how, a little while ago, when she was walking in the streets of a port with a European man one Sunday morning, she was suddenly attacked from behind by an Indonesian youth. He kicked her savagely on the ankles and immediately fled—while a nearby Indonesian policeman looked on, and evidently thought the incident very funny.

Although the officials are influenced so much by the European-hating politicians, and the hoodlum

News items on page 9, also, this issue

gangs are steadily increasing in numbers, the overwhelming mass of Indonesians are as they always were —simple, kindly, and generally industrious folk, mostly illiterate, and very poor. Generally, they show no hostility to Europeans.

It obviously is an ideal set-up for the Communists. A general election —the first in history—is coming along late in 1955 or early 1956. The masses, illiterate and credulous, will do as they are told. There are three main sections seeking power—the Leftist Javanese politicians (Nationalist), the official Moslem parties (the great majority of Indonesians are Mohommedans), and the Communists. The only real anti-Red influence in the country is the Moslems but I doubt whether they can hold back the Red tide for long, while China remains Red.

Openly, the Chinese take no part in politics. But the streets are plastered with Communist and Masjumi (Moslem) signs.

THE Chinese commercial stake in this and other Southeast Asia countries is so great that one naturally supposes the Chinese influence will be basically anti-Red. But that introduces another and vital consideration—perhaps the dominant one, so far as this whole Southeast Asia region is concerned.

Where are the Chinese going? What are they going to do? Are they going to be used indefinitely as an instrument in the Muscovite campaign against Western civilisation? Or is there somewhere a group of Chinese leaders with a plan of their own?

No one knows the answers. But on those answers depends the future shape of life in all the South Pacific countries.

There are four great masses of humanity in South and East Asia—Chinese, Japanese, Indonesians and Indians. The 350 million Indians, and the 80 million Indonesians (it is a little startling to realise that there are nearly as many Indonesians as Japanese) are not nationally aggressive and, while officially anti-Communist, actually now are very susceptible to Red penetration. The Japanese, while non-Communist, are aggressive and, when they recover freedom and military strength, they again will be a menace to their Pacific neighbours.

We know what to expect of those three sections.

But what of the 550 million Chinese—all of them now, except some 12 or 15 millions, under the direct control of the Moscow-Peking Axis? That is the outstanding enigma of the East to-day; and the fact that it exists, unanswered, must shape the political and economic life of all the communities of the South Pacific.

In other words, if we are to survive, our main concern must be defence—by arms—against Asia.

BEHIND the scenes, the Chinese run Indonesia. Gangs of Chinese bandits in the jungles, influenced by the Reds in Peking, keep 8,000 British and 25,000 Malayan troops on the alert here in Malaya. Here in Singapore I am surrounded by a million Chinese. Chinese hold a very large share of the commerce and finance of Malaya, Burma, Indo-China, British Borneo and Philippines. As we know, there are influential Chinese communities in New Guinea, Fiji and Tahiti.

By character and temperament, the Chinese are not aggressive. As military fighters, there is no strength in them except the strength of the endless mass. But their patience, their tenacity, their thrift and industry, and their fecundity, are terrifying. Now that they are being driven as a nation by their Communist overlords into some form of mechanical orderliness, is there anything to stop them?

If we are going to halt the vance of the Moscow-directed agents and provocateurs into South Pacific, we must either the Chinese, or halt the advance Communism among the Chinese, whose backs it rides. How are going to do that, so long as Ch remains in close union with Russ

Maybe the picnic party of C berra politicians, now reported to heading this way, will provide with the answer.

Letter to the Editor

Fishing on (Either) Sabbat

THE fishing story from the C Islands appearing on page of your May issue is a path advertisement, to the detriment a professed group of Christi keeping Sunday; revealing, as does, their superstition jealousy, and also the pe prejudiced mind of the one v publicised it.

Probably there is no ot Christian body that suffers s inconvenience and denies it participation in so many eve offering pleasure and profit as Seventh-day Adventist membe because they observe the Sabb strictly from sunset Friday to s set Saturday, while the world g merrily on. But they spend time praising God for His blessi not watching other people envying them the material vantages they have gained on t day.

I am, etc.,

"FISHO

Sydney,
May 27, 1955.

PIM's COLOUR PHOTO COMPETITION

OVER 200 entries were received for our Quarter-Century colour photo competition, and as a great majority of them were of high quality the task of the judges was unenviable.

As our primary purpose in running the competition was to obtain photos that we could reproduce for our Quarter-Century issue, our block-maker had to have the casting vote. For this reason, some of the transparencies that we were inclined to yearn over had to be put aside as it was considered that their delicate colouring would lose too much in reproduction.

We therefore now announce that the awards are as follows:

FIRST PRIZE AWARD OF £25: Colour transparency submitted by Dr. K. W. Todd, c/o Department of Health, Port Moresby, Papua. Subject: Mt. Hagen huntsman.

AWARDS OF £5: These will be made to the following:

R. H. T. Newick, Apia, West Samoa. Subject: A study of Sam *fales* and blue sea.

The Rev. Fr. Michael E. Bodr Goroka, via Lae, New Guinea. S ject: A Wahgi Valley Tul-tul.

F. E. Dunn, Noumea, New Ca donia. Subject: Study of a Fij girl.

Mrs. B. Haydon, Lae, New Guin Subject: Haus Tambaran, at Map

Mrs. R. F. Williams, c/o Ra Station 2GN, Goulburn, NSW. S ject: Storm over the reef.

All the above entries will be u in full colour in the Quar Century issue, July, 1955. One v be used as the cover photo in t issue; the others to illustrate c tain articles.

A special article about the co petition and some of the entries v appear in the Quarter-Century iss Un-used transparencies are now process of being returned, by surf mail, to their owners.

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ohn Nicoll's Unhappy Job in Singapore

SINGAPORE, June, 2.

TODAY, Sir John Nicoll, KCMG, ended his term as Governor of ngapore, and retired from the itish Colonial Service. Fiji's former olonial Secretary came here after short spell in Hong Kong. He is been unable to make much pression upon this restless and ghly-coloured political scene.

Actually, there was not much at Sir John could do. The scene ready was set under the direction British political philanderers. ey, in turn, had been guided by igh Commissioner Malcolm acDonald, son of former Socialist ime Minister Ramsay MacDonald, d probably the most calamitous itisher ever pushed into a high sition in this part of the world. The oldest and shrewdest servers here blame MacDonald r the recognition of Red China, e surrender of Northern Vietnam, d the untimely granting of virtual f-government to this Malayan ea.

Sir John Nicoll simply was handed Constitution for Singapore and d to implement it. He must have ted the task—but he carried it t, dutifully.

The new Singapore Government ne into office only a few weeks). It is headed by a loquacious Baghdad Jew named David Marshall, who made the headlines by swaggering into formal functions wearing a bush jacket. There have been signs of clashes between Governor and Premier; but when Sir John was asked about it he only said: "Mr. Marshall is notable for making speeches, which is something I seek to avoid."

The Assembly, asked to thank the Governor for his speech, debated the point as to whether Singapore should have a Governor at all.

Singapore was literally rocked by riots in mid-May, when bus-drivers went on strike, and were joined by a couple of thousand screaming hooligans out of the Chinese universities here. These so-called students are 90 per cent. Communists, and very ardent haters of the British. What started as an industrial row became a bitter racial demonstration; and, had the police not stood firm in the critical hours, there surely would have been massacre and much looting.

Sir John was praised for his handling of the situation. But, a week later, they were criticising him because the Chinese school hooligans were not disciplined in any way for their outbreak.

New men are coming to both the Governorship and the High Commissionership. But many keen observers feel that the situation is beyond help—that Singapore will be with Indo-China and Indonesia under Red and/or National anti-European domination within five years.—RWR.

Pilgrimage from Tahiti to France



M. and Mme. Fraincois Vernaudon, descendants of early French settlers in Tahiti, left on 6 for a holiday visit to France in the "Caledonien". One of their daughters, Marie, is Milton Nordman, daughter-in-law of Mr. Oscar Nordman.

Badly Needed, Says RC

Tuna Fishery of Value to Hebrides

BEFORE Brigadier H. Flaxman, British Resident Commissioner in the New Hebrides, returned to Vila in May, he had something to say about the proposed Japanese tuna industry in Santo.

Brigadier Flaxman had spent a period in a Sydney hospital. When he became ill a couple of months ago, he was flown to Suva by a RNZAF flying-boat, and later went on to Sydney by regular airline.

He said that he felt that PIM was sometimes unduly gloomy in its presentation of the situation as it exists for the British half of the Condominium. What may have been true yesterday was not always true today.

On the question of Australian Commonwealth-owned land, he had some hopeful comment. If there had been suggestions that there was deliberate obstruction to the sitting of the Joint Court they were incorrect. It was true that when the French judge had been available, the British judge had not, and vice versa, but this situation was purely coincidental. There had been great difficulty in obtaining the services of a British judge. However, title settlement work should now proceed as arrangements had been made for the services of a British judge.

Speaking of the planned tuna fiishing industry to be based on Santo, the Resident Commissioner said that the New Hebrides badly needed diversification of industries. This could be one valuable contribution to that objective.

He did not think that there was much opposition to the employment of Japanese under contract in this industry. It had been proved that the industry could not be otherwise based at the present time. Any suggestions that the fishing company might be allowed to carry on other trade with Japan were based on wrong information.

(*See Letter to the Editor, page 70, this issue*).

NEW COMMISSIONER APPOINTED

Due to ill health, Brigadier Flaxman is expected to leave the Hebrides on retirement in June.

He will be succeeded as British Resident Commissioner by Mr. J. S. Rennie, OBE, lately stationed at Mauritius.

Mr. Rennie was expected in Sydney from Mauritius in the latter part of June.

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TOO LITTLE, AND PROBABLY TOO LATE—

Fiji's Good Men Are Wasted in the Malayan Jungle

By R. W. ROBSON, from Singapore

The task upon which the Fiji Battalion is engaged here calls for great "intestinal fortitude"—in both a physical and moral sense—but the thing which really breaks the hearts of officers and men is not a jungle condition. It is political—and Chinese.

THE Battalion is patrolling a large section of Northern Johore. By tenacity, superb junglecraft and a capacity for being always on the job, these Fijians are the masters of the CT's (Communist Terrorists). Like tigers, they "Hunt and Kill" (that is the name of their Regimental news-sheet); and their record of kills surpasses that of all the other 21 battalions out here in the jungle.

The CT's give the Fiji boys a very wide berth. While the Fijians hunt and kill, the Terrorists shoot and run—and even the Battalion dogs (every Company out in the jungle has a big Alsatian, trained to track down any CT whose path they cross) have difficulty in catching up with them.

Given a fair chance, the Fiji Battalion (and most of the other Battalions who are doing such fine work in this rubber-enclosed hell-hole) would clean up this situation in a matter of weeks. But the soldiers, despite their high spirit, efficiency and courage, are consistently held back by the politicians and defeated by the resident Chinese.

This country is inhabited by four classes—the Malays, who are the aborigines, and do not count for much; the Indians, who are numerous and prominent but not dominant; the Chinese, who are by far the more numerous, and who are coming in; and the Europeans, who are the smallest community, and are going out.

The Chinese overwhelmingly are the financiers and the traders and the artisans—in fact, one may as well forget that this is Malaya and Singapore, a British country, and accept it as a lively bit of China, being graciously administered by the British for the great benefit of the Chinese.

Britain is spending millions of pounds per annum in maintaining this army in Malaya—several of Britain's famous old regiments are represented here. One has to be out on the roads of Malaya, and see the endless camps and the vast military equipment and the ceaseless movements of convoys carrying supplies, to realise how much the British taxpayer is providing, in order that Malaya shall continue to produce rubber and tin and copra and so forth.

On an intelligent guess, I should think that 10,000 British and 20,000 native troops are being maintained here to police the country against possibly 5,000 jungle-hidden Chinese Communists, fairly well organised and equipped.

MALAYA is charted like an old-established battlefield. The scene of every contact and every ambush is shown; the location of every defence point, and of every suspected CT camp.

Every highway is cut into sections by road-blocks, where police check every vehicle, to see that no food or equipment gets through to the will-o'-the-wisp CT's. Every village is enclosed in barbed wire, and watched by home guards. There is a 7 pm curfew, and a quick bullet for the person who moves along the roads thereafter without authority.

But still the CT's operate, and get supplies, and make sharp, murderous attacks on isolated plantations, and ambush the passing troops from cunningly-placed posts. And, beyond any doubt, the agency which keeps the CT's well supplied with food and information, is the Chinese civil population.

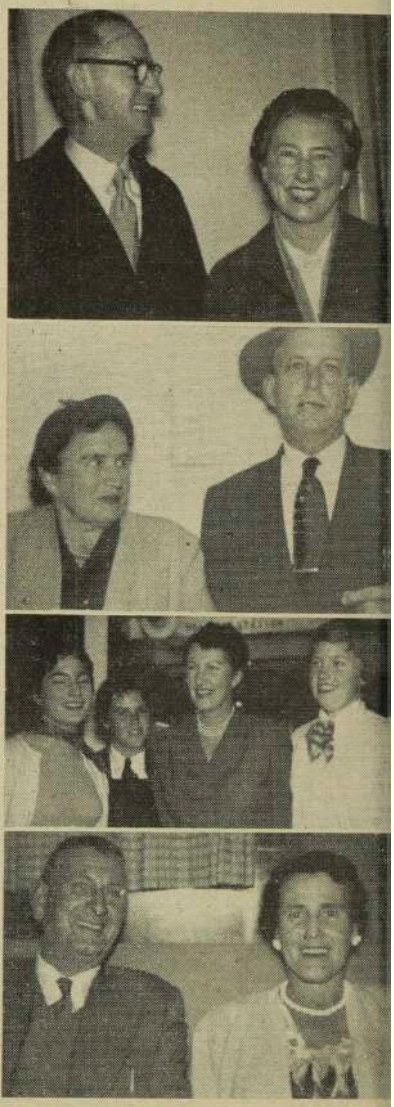
AS in the rest of this be-devilled world, where community snarls at community, the Chinese in Malaya sit quietly between the contending factions, eyes cast down and fingers busy, taking no part in politics. Outwardly, they are placid, and self-effacing and completely non-partisan. Actually, they provide both the means and the channels through which the CT's get most of their supplies and all their information.

"Look at those bastards," said a high military officer, with whom I was driving through a Chinese town in Malaya. In the back of a small bus, immediately ahead, were a number of young Chinese, and they were showing the liveliest interest in our car and escort. "Within an hour, the local headquarters of the CT's will know that we have passed this way, and our apparent destination. We know it goes on, but we can do little to stop it."

The Chinese in Singapore and Malaya get a very large slice of the actual millions that are being spent on this military policing system. The policing of the country also benefits the Chinese more than any other section, because so much of

(Continued on Page 155)

Island-bound in Ma



Travellers from Sydney to the New Hebrides in May included: Mr. M. O'Connor, Inspector for Burns Philp & Co., and Mrs. L. Bairstow who travelled by Qantas to Vila. Mr. Bairstow is attached to BP's Vila staff.

Mrs. Oscar Newman, now resident in Sydney, farewelled her husband when he returned to Tisman Plantation, New Hebrides, by the last Qantas flying-boat flight.

Mrs. W. Tansey, travelling in the "Soochow" to visit Mr. and Mrs. Colin Sefton, of Koitaki Rubber Plantation, Papua, was farewelled in Sydney by friends Jillian Robertson, Kerry Daley, and Michelle Gilkes.

Mr. and Mrs. W. J. T. Mead, of South Australia, went north in "Soochow" to visit their daughter, who is school-teaching at Port Moresby, and their son, who is in the Agriculture Department at Sohana, Buka Passage

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ATT Again

G Timber Exports Need Another Waiver

HE Australian Tariff Board has recommended to the Commonwealth Government that

• Provision be made in the Tariff for the admission of timber other than plywood, originating in and exported from the Territory of Papua and New Guinea, free of duty; and

• That a total quantity, in any one financial year, of 12,000,000 sq. feet of plywood originating in and exported from the Territory of Papua and New Guinea, be admitted under By-law free of duty.

The Commonwealth Government, May 27, made provision for the second recommendation (relating to plywood) to come into effect immediately.

The implementation of the recommendation relating to timber appears to be another matter—according to official statement "the contracting parties of GATT will be approached to obtain an extension of the existing waiver concerning exports from Papua and New Guinea."

Presumably there is some reason other than the fact that the Commonwealth Government has a 51 per cent. interest in the only factory producing plywood in the Territory—why ply can be admitted at once, while timber must await the blessing of GATT.

It will be remembered that the Papuan rubber planters' case for remission of 2d per pound duty had got the permission of GATT before the claim could be considered by the Australian Tariff Board. GATT—on the grounds that the Territory was an undeveloped country and its industries needed encouragement—produced the necessary waiver on that occasion. Possibly it is this waiver that now needs extension."

In 1953-54, over 1½ million superficial of timber from P-NG entered Australia—and presumably paid duty. Over a quarter of it was in the form of battery separators and battery case parts.

THE RUBBER INQUIRY

NOTHING has been heard of any recommendations made in relation to the rubber inquiry. The Tariff Board finished its sittings in Papua in November, 1954, and was expected that its report would be made to Parliament early this year. However, nothing has come up in the Commonwealth Parliament during the current session, and as this is now nearing its end, probably nothing will be heard of rubber until towards the end of 1955.

The ridiculous thing about this inquiry is that the whole rubber market situation has changed while the various deliberations have gone on—and could completely change again before Federal Parliament makes its decision.

At the time the planters first asked for remission of the duty, the Papuan industry was in a bad way. Months went by while the blessing of GATT was solicited. By the time the matter came before the Tariff Board in Melbourne, in September, 1954, there was a slight improvement in the industry's prospects although many plantations were producing at a loss. By the time the inquiry ended, the price had risen sufficiently to make the industry profitable again and at the present time rubber prices give an adequate margin of profit.

However, next month or next year, the reverse could be the case—such have been the vagaries of the post-war rubber market. From a strategic point of view, a well-established rubber industry in Papua seems to have everything to recommend it. But members of the Tariff Board made it clear during their sittings—or appeared to—that they were not unduly interested in this aspect of the case.

Western Samoa Delays New Taxation Plan

WESTERN Samoa's new income tax system has been held up until August as a result of a Legislative Assembly motion deferring consideration of the rates of taxation until the next session.

When moving the motion, Mr. A. M. Gurau said that the taxpayers needed more time to study the proposed rates.

The Attorney-General (Mr. W. E. Wilson) said that the fixing of the rates was the sole prerogative of the Assembly, and the acting Financial Secretary (Mr. A. J. Neill) agreed that the views of businessmen should be respected. They he added, "would pay 90 per cent. of the taxation under this Ordinance".

The Assembly passed the 159 clauses of the Taxation Bill without amendment, but both the schedule of rates and the schedule of depreciation allowance have been deferred.

† By killing two jungle-terrorists in Malaya on May 10—the day on which it was announced that the Fijian troops would return home in early 1956—the Fijians brought their tally to 181 killed.

THOSE TOP-SECRET BUTTERFLIES

S-S-SH!

MINISTERIAL and Government Department passion for making State secrets of the trivial is something that less bemused citizens still find hard to swallow. (Time was, believe it or not, when every Minister and Department did NOT have a press-officer).

In mid-May there came to us from Canberra a document marked "Not for publication or broadcast before 6.30 pm, Friday, May 20." Attached thereto was a slip which read: "With the Compliments of the Minister for Territories," and on this slip, in handwriting, was the following: "Please note date of release."

The document said (in part):

The Minister for Territories, Mr. Paul Hasluck, said to-day that the Commonwealth Government had accepted, as a gift from Sir Edward Hallstrom, a comprehensive and valuable collection of New Guinea butterflies and moths.

The collection, which is mounted in about 200 glass topped cases, has been built up by Sir Edward over several years and contains a very wide variety of specimens collected throughout New Guinea and its islands . . . Mr. Hasluck said that by arrangement with the Executive of the Commonwealth Scientific and Industrial Research Organisation, the collection will be housed and cared for in the Division of Entomology in Canberra, where it will be available to research workers specialising on Australian and New Guinea fauna. It may eventually be transferred to a museum of the Territory of Papua and New Guinea.

Readers may remember that in PIM of January this year, we published a long article about Sir Edward's butterfly collection and the fact that he was presenting it to the Commonwealth Government and that it would probably be transferred to the P-NG Museum—when and if the Territory ever had one.

So—Why the mystery?

Brown Rice is Better Than White

SINCE May 16 it has been illegal for Papua-New Guinea employers of native labour to issue white rice or baked pearled wheat as rations unless these products contain the Vitamin B complex of brown rice.

If vitamin-enriched white rice or baked pearled wheat is used, the issue of yeast preparations or food yeast is not necessary and, in any case, the vitamin-enriched products are merely alternatives to brown rice.

¶ Fiji's new Education Plan (May PIM) will be discussed with the Colonial Office by the Director of Education (Mr. W. W. Lewis-Jones), who has gone to England on vacation leave.

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THE EDITORS' MAILBAG

A Good Word For NI Administrator

Conditions here are really in a bad way (writes an old resident of Norfolk Island). Tourist business slumped badly after the fares between New Zealand and NI were raised—only seven in February—a few more coming along now. We are hoping that something may come of the Anderson Whaling Co. plan—even if it is not on the large scale at first proposed.

Many here are blaming the Administrator for our troubles; but he is only carrying out orders from Canberra, and he is a good man, with high ideals and a genuine desire to improve conditions here. Both the Administrator and Mrs. Norman are kind and thoughtful to the old people and the sick—being old myself, this appeals to me. I want you to know that there are still some people here who do not condemn.

"Solty's" Pitchblende

An old resident of New Britain, and a former neighbour of Otto Soltwedel in the goldfields days, writes that he is sure that "Solty" knew of metalliferous formations in New Guinea that indicated the presence of uranium; and he believes that "Solty" may have told the Waria Syndicate about it when he was refused permission by the Australian Minister Calwell to return to New Guinea.

"I think Soltwedel's belief in a deposit of pitchblende was quite genuine," writes our correspondent. "I knew him over many years and he was strictly truthful and reliable."

(Otto Soldwedel, as a German national, was interned in Australia during World War II. Although he had been absent from Germany for over 30 years, and although quite a number of British people pleaded that he be allowed to return to the only country he knew, New Guinea, the Australian Socialist Minister Calwell insisted on his deportation, about 1947. He died a couple of years later in Germany, almost friendless and desperately poor.)

Socialism and Sawmills

"The Hasluck-Cleland regime insists that it is all for private enterprise in New Guinea and is strictly non-socialistic," writes an old Territories resident.

"How then do the gentlemen explain the activities of Forests Director McAdam, whose Department is busily transferring the Yalu sawmill from the Markham Valley to Lae and making preparations for the establishment in Lae of a large timber-mill, to produce 18,000 super feet per day?

"There are large and important forests extending from what are called 'The Bends' back towards the Markham Bridge. These could form the basis of a good and sound milling business by private enterprise. But no! Mr. McAdam has announced that this is to be a Territorial Forest Reserve—not for the people, but for his Department, which intends to cut this timber for the supply of its new mill in Lae.

"Why could not private enterprise be encouraged to go in and handle this industry on a sound commercial and competitive basis? What justification is there for allowing the Forests Department, endowed with endless public money, to come in and run this industry in the Departmental way, and in competition with the private timber mills in the Territory?

"So far as New Guinea is concerned we might just as well be back under the Chifley - Eddie Ward Socialists."

Officialdom and the Pensioners

Two former P-NG public servants, now living in Queensland on a not very adequate pension, direct attention to an injustice and a manifest absurdity.

Before the ED-Wardian era in N. Guinea, retired men could get their monthly pensions paid into any bank account which they nominated. But this convenient system apparently was too much trouble for some overworked clerk somewhere, and the Minister gave orders that, henceforth, all pensions should be sent to the individual addresses. Ever since then the pensioners, instead of knowing that their income was regularly arriving at their bank. have had to await the arrival of the postman, and then endorse and themselves send on the cheque to the bank before they can draw upon it. Mails are always subject to delays, and cheques sometimes go missing. There can be no reason why officialdom should not send cheques to the bank, and accept the bank's formal receipt as proof it reached the pensioner's account. Instead of writing letters of protest to helpless newspapers, the pensioners should nag away at high offiicialdom until the necessary reform is made.

Late A. H. Symons, RM

The father of Mrs. Washington, of Port Moresby, referred to in your recent issue, was not "Mr. Simon," but the well-known Mr. A. H. Symons, who joined Sir William MacGregor's Papuan service, from *HMS Bacchante*, early in thi century, and rose to the rank of Resident Magistrate. He was a tall fine-looking man and a mos efficient officer, and he had n illusions about Brown Brother. H treated the natives firmly but justl and kindly; and he still is re membered on Murua and S Aignans Islands, where he gave goo service. He and Gus Nelson greete me and helped me when I landed o Marua from SS *Moresby* in 1909.— J. W. HARRISON.

Red Shell Money Of the Solomons

Another reader has something t say about the shell-money of th Solomons—a subject upon which M L. Poole wrote in February PIM.

"For six years," he writes, "I hav lived in the Small Malaita Passag Just in front of my house is th place where about 80 per cent. o the red shell is dived for in th Solomons. A little was found o San Christoval, but no diving done there any more, and th natives there don't know now ho to make the money.

"A little is found in the Florid Group also, but the bulk of it com from this Passage. The shells a not collected at low-tide from th edges of shallows, as Mr. Poole sa —The people here dive for the she which grows on to the coral. The have special oval stones, 6 in. 10in., to cut them from the cora And only those people here wh possess the reefs know how to o this. It is an art.

"According to them, they start diving for the shell thirteen gener tions ago. The shells are sold the few Islands people in t Langa Langa Lagoon, who make t shells into money. This is do by the women, not by the men. T men manage the business side it and thread the money on t strings.. A fathom of this red she money is worth £1; even before t war, 10/- was the value of a fatho of white money, which is of i ferior quality. Four strings of o fathom are generally worked in one unit, but there are other un as well.

"The revival of the native custo —one of the Marching Rule ide that still prevail—stiumlated divi for the money shell. At prese they are building special canoes f diving, and special store-houses f the shell which awaits transport Langa Langa. The shell-money mainly used for ceremonial buyi —for wives and pigs, though oth items such as canoes and food a sometimes bought with it also."

Did They Swim or Walk?

In March PIM we were fool enough to make comments on crocodile which a missionary h seen up above Rouna Falls in Pap

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did they get there, we asked.
n or walk?
e have since been taken to task
wo old Territorians. A former
rict Officer from New Guinea,
is now with the Trusteeship
sion of UNO, says that on his
visit to Telefomin, Sepik Dis-
, in 1934, he noticed the skull
crocodile which hung on a
e-front together with the
s of generations of pigs. He
on:
he proud owner told us that
ather had caught it in the river
by. I was apparently the second
e man to see it. The first,
the description given me and
time which had elapsed, must
been Thurnwald, towards the
of 1914. This must have been
g the weeks that Commander
balage in HMAS *Nusa* was
hing for him in the vicinity
e Yellow River.
wonder what took the crocodile
e Sepik rapids to make a home
500 feet?"
. Sydney H. Chance, former RM
apua, is the second Territorian
something to say about croco-
and their habits. He says they
always been up above Rouna
; and that they are likewise
bove Beaver Falls, at a greater
nce from the sea and at a
er altitude. His theory is that
neither walked nor swam—that
have always been there, relics
past age when there were more
es than there are now.

aconess Vilma Jean Sinclair,
had recently returned from
on work in the New Hebrides
had her first bridesmaid,
oness Joyce Trudinger), was
ied at Kew Presbyterian
ch, Melbourne, on April 16 to
Rev. Richard McDonald
rd, of Ouyen Presbyterian
ch, Murrayville.

Second Thoughts

PNG RICE EMBARGO IS ON AGAIN

AS forecast in May PIM, the Papua and New Guinea Administration (or probably, more correctly, the Australian Government) has had second thoughts on lifting the embargo on importation of Asiatic rice.

The Administration gave itself a loop-hole when in April it lifted the embargo which had been in force since the end of the war and which prohibited the imporation into PNG of other than Australian rice: the regulation did not come into effect until June 1.

Between April and June, the rice millers of Australia decided to come to heel and reduced the f.o.b. Sydney price by £18 per ton, which is going to save PNG rice consumers something like £200,000 per year. In return for this concession, Australian rice will continue to have a monopoly in the Territory.

Probably the fairest way all round would be a completely open market with Australian rice standing on its own merits, but for the time being, no doubt Territory consumers are well enough satisfied. Australia supplies a brown rice which conforms to Native Labour Regulations specifications and there should be continuity of supply—apart from wharf and shipping strikes, of course. None of which—according to the PNG administration view, anyway—can be guaranteed with Eastern rice. Price for Australian rice will be negotiated each year.

Nonetheless, consumers who in the past have had to dance to the tune called by the Australian industry, are permitted to regard the *volte face* of recent months with a cynical and jaundiced eye.

LAND PLANES TAKE OVER

No Air Services To Hebrides

AFTER June 1, the New Hebrides will be without air connections to Australia. Qantas will cease operating flying-boats on their South Pacific air service and will convert to Skymaster land planes for services between Sydney and New Caledonia, and the branch-line service to Fiji.

The Fiji branch-line will now terminate at Nadi, of course, which means that Suva is without a direct connection with Australia. This will provide extra work for Fiji Airways, which is already carrying capacity traffic.

Vila and Santo, New Hebrides, will be left out of the service until such time as reconditioning work on war-time strips is completed. This may take "from three to six months."

It was originally expected that these strips would be ready for use early June. No one in Sydney will, or can, say what has caused the delay, but the belief in the New Hebrides and Noumea is that the French side of the New Hebrides Condominium is responsible, and that it is the direct result of failure of the authorities who are responsible for Colonial aviation matters in France, to make the necessary funds available.

Skymaster flights from Sydney to Noumea will now have a frequency of three every four weeks (instead of once per week as formerly). The branch service from Noumea to Fiji will now be only once every four weeks, instead of fortnightly.

Flight schedules commencing June 8 are: flights to Noumea (Tontouta) every alternate Wednesday; plus a flight to Fiji every fourth Friday, commencing June 17.

¶ M. and Mme. Van den Broek d'Obrenan recently returned to Papeete after visiting Europe. Formerly President of the Tourist Bureau. M. Van den Broek d'Obrenan has returned with many ideas for increasing tourist traffic to French Oceania These include establishment of a Casino, making Papeete a Free Port for Customs purposes, and the building of more hotels.

ravellers to Moresby and Santo



ay travellers from Sydney included: Mr. and Mrs. D. M. Fienberg, who returned to Port y in the "Soochow" after furlough in Australia. Mr. Fienberg is senior Native Authorities in New Guinea. Mr. and Mrs. Donald Gubbay returned to Santo by Qantas after a business to Sydney.

OFF AGAIN ON AGAIN

120 Japs to Rescue of NT Pearling

IN early June it was announced that 120 Japanese pearl-divers were leaving Tokio by air for Darwin to work for Australian master-pearlers.

This—temporarily, anyhow—puts an end to the Great Jap Pearling Fuss that has convulsed certain elements in Australian society for several months.

Since pearling recommenced in North Australian waters after the war, master pearlers have tried one expedient after another to replace the Japanese divers who carried the industry before World War II. The only result was that the Australian industry faded away almost to the point of non-existence, although for the past three seasons, American-financed Japanese pearling fleets have reaped a rich harvest from the same seas.

This year, after years of argument, the Commonwealth Government issued permits for about 100 hand-picked Japanese to be employed on Australian luggers operating out of Darwin.

There followed the usual howls from outraged but unrealistic Australian citizens—ex-servicemen, trade-unionists and politicians, none of whom have the slightest knowledge of or interest in the pearling industry, as an industry.

Their opinion, stripped of the tub-thumping and heroics, was that Australia would be better off without a pearling industry if having one meant employing Japs.

The Authorities countered by announcing that they would be allowed in only under the "strictest safeguards"—i.e., they would be photographed from several angles, finger-printed, carefully segregated from the rest of the community and generally treated like dangerous criminals. Once they had served their purpose and produced the shell they would be returned to Japan in short order.

That was several months ago. In mid-May, when the Japs should have been on the job a month, it was suddenly discovered down South (no doubt it had been causing consternation up North for a lot longer that that) that no Japs had accepted Australia's gracious invitation—in fact, the Japanese Government announced that it would not issue the necessary exit permits if the divers did offer.

Complete and utter consternation. The hide of them, said the Australian public. Here we permit these people to come in to get pearl shell for us and they have the colossal effrontery to refuse. Canberra politicians said that if they couldn't get divers from Japan, then they should immediately get them from Okinawa, which is under American administration.

There must have been some swift work behind the scenes in recent weeks—on June 4 it was announced from Canberra that 120 divers were on their way. Terms of their entry were not mentioned—except that they would work for a term of three years and will earn from £1,000 to £1,800 per season.

Presumably Australia intends to on with the photographing a finger-printing.

We may assume that not e a Jap likes to be treated like arch-criminal and that the o reason these 120 are prepared swallow that treatment is money involved. If they can t £3,000 back to Japan at the e of three years, that will be co parative wealth. We can imagine any other reason why t are coming. It would be mu smarter from Japan's point of v if they, in effect, told Australia go jump in the sea over its o shell beds. The Japs would h have to wait only another year so and the pearl-fishing in Arafura Sea would be a Japan monopoly.

Do You Remember ?

From PIM of 20 Years ago.

GOLD was still an overwhelming preoccupation in June, 1935, and PIM published nearly nine columns of detailed reports from New Guinea and Fiji as well as general reviews. Advertisements for mining plant, machinery, and for correspondence courses in metallurgy, prospecting and assaying, abounded.

Here are other extracts from that issue of 20 years ago:

PIM editorial complained that while the New Guinea gold industry was expanding, the remainder of the territory was in "a condition of virtual stagnation". It added: "The Department of Agriculture appears to have done what it could to encourage planters to cultivate crops as an alternative to coconuts, such as cocoa, coffee, kapok, etc., but the Administration generally has sat with folded hands and thanked God for the gold industry".

* * *

Fiji was reported to be still in the throes of gold fever, and the Colony was "being overrun" by all sorts and conditions of people from all parts of the world, all of them obsessed with the idea of getting in early. In the Tavua district, along the river valleys across Viti Levu, and even in the neighbourhood of Suva, prospectors were at work. PIM commented tartly: "The cold fact of the matter, however, is that to date only one mine has been proved—Mr. Theodore's Emperor Mine at Tavua". Mr. Theodore, it was noted, was at Tavua, "working hard but giving very little indication of his plans".

* * *

First unit of the British Commonwealth and Empire to celebrate the Silver Jubilee of King George V and Queen Mary on May 6, 1935, was the Kingdom of Tonga. The then British Agent and Consul at Nukualofa (Mr. J. S. Neill) pointed out this was because of Tonga's geographical situation and the method of calculating local time. Queen Salote and her Consort (the late Prince Tungi) led the colourful celebrations.

* * *

"A parasite insect which destroys lantana will shortly be introduced to A tralia from Fiji, and a CSIRO entomolo will visit Fiji immediately to ob specimens of this bug," it was announ (Despite this enthusiasm, lantana is an expensive, noxious weed in Fiji).

* * *

There was commotion and specula because, on May 13, the United St had formally annexed Swain's Isl (Olosenga), an atoll about 200 miles no of the Samoan Group. Swain's Isl had always been regarded as part of New Zealand-administered Tokelau Gro There were vague reports that the a was to play some part in American defe plans in the Pacific. "It is even sa added PIM, "that the famous lag (freshwater) is to become a landing-p for a line of American trans-Pacific s planes". (No big developments ensued).

* * *

Treasure-hunters from England who been making investigations in the Tuam Archipelago (and rousing feverish spe lation on the Papeete waterfront in process) were reported to be optimi They had returned to Tahiti and then dispersed to endeavour to raise m capital for the project. There was in Tahiti about "five tons of gol bullion" buried beneath 18 ft. of sand water somewhere in the Tuamotus. far as is known, it all remai theoretical).

* * *

PIM correspondents were engaged i wordy and embittered battle over still-disputed subject of corporal pun ment in New Guinea, and questions w being asked in the Australian Press ab the working of the judicial system th With reference to complaints of treatment of natives by Europeans, Minister in Charge of Territories (Sir Pearce) had said: "The Administratio particularly zealous in dealing with welfare of natives, and takes appropr action in any case of alleged ill-tr ment". He said that, with one excepti persons charged during the previous 1 years with ill-treatment of natives in N Guinea had not been employed by Administration.

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ternal Air Service for New Caledonia

EW Caledonia should shortly have its own internal air service known briefly as TRANSPAC, d at much greater length and icially, as Societe Caledonienne Transports Ariens.

Early last year we reported that re were moves afoot in New ledonia for the formation of a al air service. Mr. Sylvestre conte, a mine owner and planter, s reported as taking the lead in project.

n Avro Anson aircraft was chased in Sydney and prepared. er it was sold or put aside and ockheed Lodestar was prepared even painted with the com-y's colours. Uniforms were chased for the aircrew. But Lodestar continued to sit in a ney hangar.

ow another company, headed Monsieur H. Martinet, a well wn Noumea pharmacist, has formed. This organisation will e a Government subsidy, and Government will carry out nditioning work on war-time trips round New Caledonia for use of the company's aircraft. ital, which has been contributed Monsieur H. Martinet, is stered as two million francs 14,000).

reconditioned de Havilland ide aircraft has been purchased Aero Services Ltd. of Croydon, land, and will arrive in July, ther in about six months time.

French pilot, Monsieur J. A. rgue, will arrive in Noumea tly. He will also be technical ctor of the company. Monsieur ouillaud is named as engineer.

H. Coursin, attached to a mea legal firm, will be opera-s manager.

ans are to operate regular ices from Magenta airfield, mea, to points round New donia and to Lifu Island in Loyalties, where the people pre-d an airstrip in anticipation of service early last year.

Nautical Quartet

W. Tebb (upper left), a wartime frog-now in shell-diving partnership with Mr. lunting, has returned to Samarai in the how" after purchasing equipment in

tain R. N. Beim (upper right), head of lebrides Trading and Shipping Co., owners ila Star", returning to Santo by Qantas a business visit to Sydney.

er: Mr. E. Thortveit, skipper of the Hebrides trader "Deutgan", now refitting dney, has returned to Santo. His place een taken by Mr. A. Lendel (right), well in south-west Pacific waters as part-of the trochus-fisher "Tamara" now re-in Sydney.

MILLIONS WASTED, HE SAYS

Public Servant Speaks On the Record

A PUBLIC servant of Papua and New Guinea, Mr. J. W. Miller, who did that most un-public-servant-like thing—spent his leave crusading for an inquiry into alleged Territory bungling — received a flattering amount of notice from the Southern press.

Whether the matter goes any further than that remains to be seen; present indications are that it is unlikely.

Mr. Miller, who is chief hospital engineer in the Territory, alleges that millions are being wasted in P-NG in inefficient administration. He spent some time in Canberra during his leave, interviewing private members on both sides of the House.

Some Govt. members are said to have felt that a thorough inquiry was necessary—but this was before Mr. Menzies' outburst to his back-benchers in late May and his threat to resign if all Liberals did not fall into line. As the current session of Federal Parliament closes, indications are that there *is* a falling into line in order to avoid the sort of split that has discredited the Opposition party in recent months.

When the Minister for Territories, Mr. Hasluck, was asked a question in the House about Mr. Miller's charges of inefficiency in P-NG, the Minister replied that he had no official information on the subject and that any criticism by a public servant should be made through departmental channels.

Even from Mr. Hasluck we might have expected a more intelligent answer than that. For all we know to the contrary, Mr. Miller may have tried to get a hearing through the approved channels; if he did not, then dozens of others have—and achieved nothing.

Mr. Hasluck may live in a lofty Ivory Tower—and there certainly are plenty of signs that he does—but it seems impossible that he has not yet grasped the fact that his administration in Papua and New Guinea is immensely unpopular with a large section of the community.

It may be said of course, that all administrations are unpopular and that in spite of the alleged bungling, Papua-New Guinea remains the most up-and-coming territory in the South Pacific. Perfectly true, of course—but neither is a reason why well-authenticated complaints should invariably he shuffled off with political platitudes.

Mr. Miller is not the only public servant who has had these things to say. But he is the only one who has—in the language of the day—stuck his neck out and said them "on" the record, instead of "off."



Visit of Tolala to Papua-New Guinea

MR. GORDON THOMAS—known to PIM readers as Tolala, writer of the monthly *Talk-Talk* feature—with Mrs. Thomas, will leave Sydney in mid-June in MV *Bulolo* to visit Papua and New Guinea.

Both are looking forward keenly to seeing what the post-war has done to the Territory, and to renewing old friendships.

Mr. Thomas first went to New Guinea in 1911 when that Territory was under German administration. He had various interests in New Guinea over the years and from 1925 to 1942, with one break of several years, was editor of the *Rabaul Times*. When the Japs invaded New Britain in 1942, Mr. Thomas became a prisoner.

But when the civilian prisoners were sent away from Rabaul in June, 1942, on the ill-fated *Montevideo Maru*, Mr. Thomas, for some reason known only to the Japanese, was retained in Rabaul with half a dozen others to work in the freezer. He thus survived the war when hundreds of his friends were lost.

When Rabaul was relieved after the surrender of Japan, Mr. Thomas returned to Australia, where he has lived (at Campbelltown, NSW) ever since.

Mrs. Thomas was evacuated with other women residents of New Guinea in late 1941.

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s in Many
kets

IRNS PHILP LOOKS TO THE FUTURE

IE address to stockholders on May 26, at the annual general meeting of Burns Philp and ıpany, by the chairman, Mr. es Burns, held more than its l interest this year as it gives ninating sidelights on the con- of big and diversified business he difficult post-war period.

though this company shuns icity and counters its post-war lems without comment of any , some of Mr. Burns' comments his instance were straight to point.

ıe report clears up a matter caused considerable specula- in Australian financial circles pril—that is, the use to which £1,000,000 new capital is to be and gives the intelligent rver pause to reflect once again the utter stupidity of the nial Office in its handling of Pacific Islands affairs in the -war period.

me extracts from Mr. Burns's rt follow:

NDITIONS during the past year may e considered satisfactory, especially tail trade and also in our Island ıtions.

chain stores, mostly in Queensland ur country stores in NSW, showed sed turnover but all have had in- d expenses. While sales increase higher expenses are covered. How- it is only by good management, care- ıpervision and constant expenditure operties to keep them up to date and tive that we can hope to secure our of the . . . money which is avail- n the hands of the community for ing. Building and modernisation diture in the next two years is ıted at £600,000.

t of our subsidiary companies are well . . . Some BP branches in ılia and NZ are doing well; some ot. Wholesale trade, with high costs ow margins of profit, is keenly con-

neys, Ltd., . . . are at present build- new store in The Valley, Brisbane; will have two basements and car modation for shoppers . . . We are ıamoured with New Zealand, because very high rate of company taxation . . .

plantations, of which we own about d manage six others, have done well to the high price of copra . . . e are now in a position to go ahead fuller development.

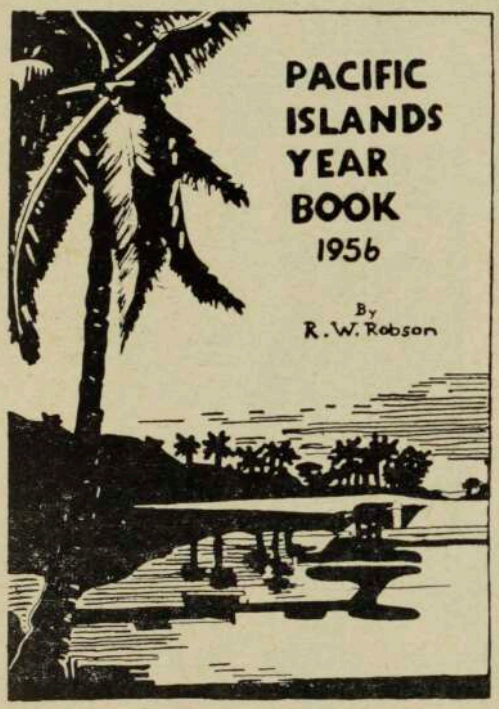
. Our greatest problem since the ıas been in regard to the Solomon s. While we received compensation for war damage in Papua and New Guinea, nothing was paid in the Solomons although the British Government paid compensation in Malaya and Burma. Our losses in the Solomons amounted to £250,000 and we have been unable to see our way clear to start there again.

Under Government "scorched earth" policy we were instructed to destroy most of our buildings and stores, and our plantations were mostly totally destroyed, many being cleared for aerodromes. The native labour position is now difficult and export and other taxes make it unattractive to start again.

The export tax on copra must discourage planters even though it is only 10 per cent. . . . In Fanning and Washington Islands, where the tax is 25 per cent., we can pay the tax while we make a profit, but if the price of copra should fall, this heavy export tax will be an unfair one.

Many years ago we bought Fanning and Washington from an English company that was practically insolvent. As soon as we did, all sorts of taxes were introduced. At present we can afford to pay import tax, export tax and company taxes . . . but we are not going to risk any more money in these outlying islands as they are too far away.

We formerly traded in the Marshall, Gilbert and Ellice Islands and had a 100 years' lease of the Phoenix Group, where we had plantations on Hull and Sydney Islands. Owing to over-population in the Ellice Islands, the British Government



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The Seventh Edition of the P.I. Year Book, the South Seas' most valued reference book, now is being prepared for publication. Copies will be available in October/November, this year, from all leading Booksellers in Australia and N.Z., the main Pacific Islands stores, or direct from the Publishers.

The 1956 (Seventh) Edition will contain 500 pages and numerous maps. In addition to providing authentic information relating to Administrations, Geography, History, Industries, Trade and Commerce (full statistics), the new Year Book will have a number of Special Sections, such as: Notable Developments in the 1945-55 period; Description of the Airline and Shipping Services in the Pacific; Guide for Tourists; Radio Network in the South Seas; Directory of Pacific Islands Missions; Lists of Public Servants in each Territory; History and Chronology of the Pacific War (1941-45); Detailed Index of Place Names in the South Seas, etc.

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pressed us to sell the improvements we had in the Phoenix Group, and to our surprise, during the continuity of our 100 years' lease, the Americans were allowed to land on Canton Island and set up an air base. Notwithstanding our protest, we got nowhere and the British Government resumed our lease of the whole of the Islands and paid us very little for our improvements.

Therefore, we have the same lack of inclination to go back to the Islands under the Colonial Office as we had to go back to the Marshalls when the Germans forced us out of that trade.

As a matter of fact, Papua-New Guinea offers far more inducement, and certainly appears to be a country with a future. Burns Philp (New Guinea), Ltd., has been doing very well, but we find that most of the profit we make is absorbed in expansion and expenses.

Burns Philp (South Sea), Ltd., has also done well . . . There also, we want new stores, new garages, workshops and staff houses. We have lately bought a small vessel to supplement the "Yanawai" in the Fiji Islands trade. This will release a smaller vessel from Fiji for employment by Burns Philp (New Hebrides), Ltd.

This latter company has not done so well and has made a smaller profit than usual . . . Perhaps some day the English control will be transferred to Australia. These islands are particularly fertile and in my opinion if cultivated with sufficient labour, might be found nearly as rich as Java.

Shipping is only a side line in our business . . . Ships now cost a lot of money and are wasting assets. We are not making enough from the voyages accounts of our Islands vessels running under Australian conditions to provide replacements of ships as they grow old. However, the position is not so bad in the Singapore trade and we will probably have to build a new ship to replace "Merkur", which has been sold. A duplicate of "Braeside" will cost between £1¼ and £1½ million.

We are issuing 1,000,000 new shares at par and hope to continue to pay 10 per cent. on this increased capital which is required for buying and building new ships to replace old and worn out tonnage, for building new stores and housing for staff, and for development generally.

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¶ Monsieur Yves Nicolas Casimir Gayon has been officially appointed Secretary General of French Oceania. He has been Acting Secretary-General since the transfer of M. Diffre to another position overseas some months ago.

BSIP Development Plans Going Ahe

THE British Solomon Islands P tectorate has been alloca £A287,500 from UK Colo Development and Welfare fu according to an announcement the High Commissioner for Western Pacific (Sir Rob Stanley) on May 5.

Like Fiji and other territor the BSIP has not been given a asked for, but, said Sir Robert, th will be a substantial sum to fina the development programme.

The total available is expecte be more than £1,000,000, includ the new C. and D. allocation, fu from the sale of Japanese ass the unspent balance of the C. D. 1945 allocation, and certain serve funds.

The High Commissioner said t the draft development program discussed by the Advisory Cou last October had been re-examin

Funds would be sufficient to ahead with nearly all the proje subject to approval by the Secret of State for the Colonies.

SELF-SUFFICIENT IN RICE

Dutch Plans for N Territory

A RICE-GROWING project o large scale has been launc in Dutch New Guinea, Koembe.

Construction has been started an 8-mile road in from the co A cargo of 500 tons of machin narrow-gauge railway equipm etc., was recently landed for job.

About £A5 million is being sp on the project and the first r from a 1,000-acre "pilot ar should be harvested by the end 1955. The area has had to be p tected by low dykes from exc flooding from mountain stre and from the sea.

In view of the labour short extensive mechanisation is plan for the industry, which, it is ho will make Dutch New Guinea co pletely independent of outside requirements.

At present DNG rice is impor from Thailand.

† Indonesian troops have lan at New Guinea beaches on occasions, but these infiltrati have been quickly mopped up the Netherlands authorities. Offic at The Hague have described "sheer propaganda" reports t Indonesian forces are planning large-scale invasion of Dutch N Guinea.

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LICE STATE OF

)ONESIA

IERCE PERSECUTION OF THE DUTCH

)espatch from R. W. ROBSON, written in Singapore.

I May 4, at my office in Sydney, I was informed that the Nether-lands Government had engaged tis-Bennett, Britain's famous en's Counsel, to defend in nesia 35 Dutchmen thrown prison by the Indonesian "Gov-ment" on vague charges rently connected with espion-

me were held merely because were regarded as witnesses for prosecution. At least 32 had held in gaol for a year without Some had been tortured. One gone mad.

ery step taken by the Nether-s to induce the Indonesians to these people to a fair trial been defeated. The defence in the hands of Mr. H. A. nan, a Dutch Indonesian lawyer blemished reputation. He had ed very hard on the case; but ever he seemed to be making ess the Indonesians blocked by introducing trumped-up es against him. An agent cateur tried to trap him into ting a bribe. He finally ad-d his helplessness and then Hague engaged Curtis-Bennett.

I was on the point of departure ndonesia I put these details in ag, for personal investigation e spot. Frankly, I found it lible that such things should n so near the freedom-loving Pacific.

AS in Jakarta on May 20 and There had been a sensa-nal development only a few before. It had become plain the Indonesian Government urious at the engagement of -Bennett; and that Indonesian ls—utterly unscrupulous — letermined to get Mr. Bouman f into gaol.

Mr. Bouman booked a passage edan, in Sumatra, by a KPM n another name; the ship, en o Medan, made her usual call gapore; and at Singapore Mr. n very wisely took plane for d. The first that the sian Government knew of it a announcement over Holland

Soekarno gang took it badly.

news "broke" while I was y in Jakarta. The newspapers ed it while I was there; and, me day, the officials "pulled s. Bouman and the manager





of the KPM line, for interrogation I do not know what has happened to them.

I learned the story behind the prosecution of Mr. Jungschlaeger, the principal man of the 35 Dutchmen being held in prison, and the head of the great KPM organisation here.

He was a naval reservist and a very clever man. When he was called back to the Dutch Navy in World War II, he was sent to the Intelligence Section and, later, he was given a course of special instruction in America. After the war, when the Dutch began to return to the Netherlands Indies, Mr. Jungschlaeger was given important duties there; but when, in 1950, the Netherlands Government accepted the unpalatable fact that the Indonesian "Government" was in charge of the country, Mr. Jungschlaeger gave up all Navy duty, and returned to his KPM job.

AS everyone knows, the Indonesian "government" is a tragic joke, and there are large areas under rebel administration. The Dutch, naturally, are sympathetic to some of these rebel movements: and it would appear that most of the men now in prison are charged that in some way they have been helping the rebels and intriguing against the "State".

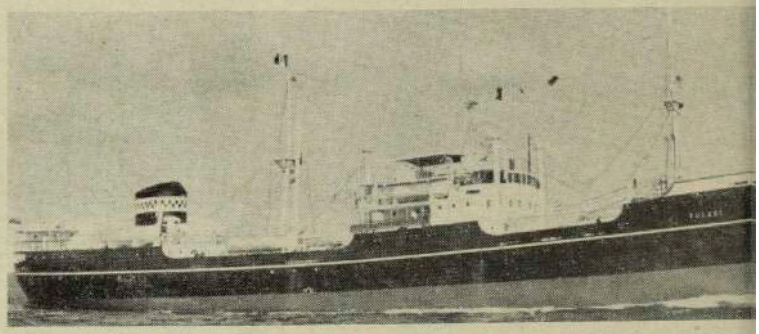
Jakarta officialdom says that that is Jungschlaeger's sin—that he assisted the rebels in getting supplies. This is denied; but the important point is that the Indonesians have not allowed the Dutchmen to make any answer the charges—they are sim imprisoned without trial, bashed whenever the officials fe the mood.

This is a Police State, in most approved Communist or fashion. One cannot move wit official surveillance, arrog given. Petty corruption is en —I have collected many exam You may not enter the cou without many absurd formal you are forced to submit to en form-signing and ticket-giving; are beset constantly by thieves beggars—I would not have bel it, had I not experienced it my the hated Europeans speak with great caution—they are al in danger of being denounced ill-treated—and their private le are frequently opened in a cur fashion and scrutinised.

Friends took me down to ship at midnight. In the port our car was stopped. A sl soldier in full jungle battle- held a rifle pointed at my shri bosom while a compatriot exam my papers; and my friends similarly handled. To them, it the normal procedure of the R State of Indonesia.

+ The Suva City Council's pro £4,000 loan for the reticulatio electric power in the Lami has been approved by the Go ment. This brings the tot loans raised by the Counci electrical services to more £200,000.

New BP Ship for Hebrides-Solomon



Burns Philp's new motor-vessel, "Tulagi", which completed her delivery voyage to Sydney (en route, she called at Port Moresby) at the end of May. She has a total deadweight of 2,360 tons and is of modern design. Builders were Grangemouth Dockyard Co., Ltd., of Scotland.

On completion of an immediate recruiting voyage to the Line Islands, she will be placed on the Sydney - Norfolk Island - Vila - Santo - Solomons-Sydney run. She will not call at Bougainville ports, etc., as has been done by "Malaita". Those ports will be included in a rearranged plan for the other BP vessels.

"Tulagi" at present carries an Asiatic crew signed on 12-months' Articles. What crew she will carry at the end of the present agreement will be discussed later, but it is und that negotiations between BP an maritime unions have resulted in the co setting aside plans to carry non-Au crews in those vessels at present Australian crews.

In this respect BP operates at a disadvantage with their principal co on the New Guinea service whose carry Asiatic crews at lower rates.

"Tulagi" was commanded by Cap Sadler on the delivery voyage from Captain C. Tschaun, lately of "Malekul take command for the voyage to th Islands.

The passenger accommodation for 12 modern.

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TERRITORIES TALK-TALK

By Tolala

cenic Abominations

The type of tropical toilets otting the Western Samoan sea- nore, as depicted in the photograph May PIM (p. 23), first caught y eye as the BP boat made up to ie wharf at Samarai, Papua, and urists, hanging over the rail to dmire this beauty spot (The Pearl the Pacific, I think it was called ien), asked: "But what are all ose funny little house over ie water?" This was some years efore Doc Lambert (God rest his ul) launched his anti-hookworm mpaign in TNG.

My own opinion, as a layman, as that this particular type of trine was of doubtful hygienic lue in areas where rice was ashed not far distant, and bathing rried out in blissful disregard of e proximity of the local sanitary rvice.

However, they invariably proved od fishing grounds.

nother Inquiry Demanded

It's hard to say who started this pular idea of "demanding in- iries" into This, That and the her Thing. Could have been udleigh-Ruxton & Co.

Anyway, if anyone has a chip on s shoulder it seems to be the esent routine to want an "official quiry." The promoter receives a rtain amount of press publicity a while and then it fades away. A certain J. W. H. Miller, "chief spital engineer in the Territory" hatever that may mean) broke o print last month demanding public inquiry into various tters affecting the Territory's blic Service. He reckoned such inquiry could save the Australian xpayer millions of £'s a year and ease 50,000 Public Servants. iat the Public Servants would do en released from whatever they re to be released from is not ted.

But if Mr. Miller's statements are rect (and I have no reason to estion them), it would appear t conditions, especially in the nworks Dept., are anything but at they should be.

But then, who does expect ernment concerns to be run on nomic lines these days? That e was given away years ago. n the Auditor-General has sed some critical remarks about ie of the Territory's Depart- nts.

Many of Mr. Miller's complaints e not been unknown to ritorians for years and if this tleman is instrumental in omplishing what he says he . then he will have rendered d service.

But if tall poppies in Australia flourish unchecked how can one expect to eradicate them in PNG?

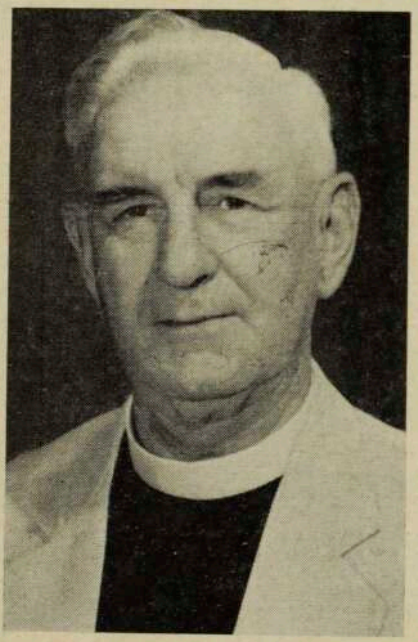
No Land Shortage?

If one can judge from Minister Hasluck's statements in the House, replying to Members of his own party on the availability of land for white settlers in PNG, all should be well.

On May 18, he said grazing and farming land could be bought through the Department of Lands in Moresby; also that the supply exceeded the demand.

This sounds too good to be true, and one cannot but wonder where and what it is. In this scientific

Popular Missionary Retires



The Rev. Frank G. Lewis recently retired from the Chairmanship of the Methodist Overseas Mission in Rabaul, New Guinea. Mr. Lewis served in Western Samoa before arriving in Rabaul in 1932. In 1933 he became Chairman of the Mission and watched its interests until 1939 when he went back to Australia. Mr. Lewis returned to Rabaul in 1950. During his last term, he has been instrumental in having many of the Mission land titles restored, many new Mission houses built and a new printing press installed. He has been a Mission member of P-NG Legislative Council. Mr. Lewis is succeeded by the Rev. F. Lutton, who went to the Territory in 1949 from the Central Methodist Mission in Brisbane.

—Photo by C. H. Meen.

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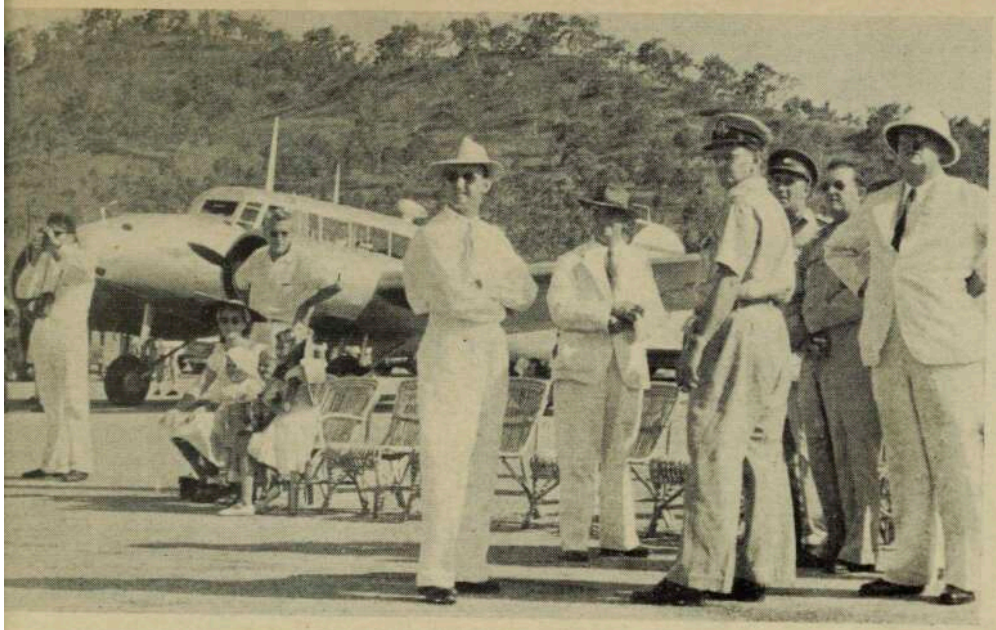
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P-N-G Air Pageant

Papua - New Guinea had its first Air Pageant on May 14, when eight aircraft took part in a demonstration of aerobatics, formation flying and fire-fighting at Port Moresby. On the extreme right of this photograph is Mr. Justice R. T. Gore, who, with 2,000 other European residents of the Territory (some having come in chartered aircraft from other parts of the Territory), watched the fly-past. —Photo by Papuan Prints.

land selectors are a bit oosey" and worry about soil lysis and all that sort of ig.

bit different from the old days n a good anchorage was the consideration in selecting a itation site. Possibilities for a d air strip are now a primary ight.

tlenecks and Bureaucrats

ension between official and -official sections of the PNG ilation seems to be on the in- se. Every now and then this nosity flares up occasioned, ally, by some tightening of tape regulations, bureaucratic bast and blundering bottlenecks, h all add to the burdens of life.

ost apparent friction at the ent moment appears to be erning customs work and its idiary minutiae; Land and the n getting any, and Housing, its nce and high cost when tually acquired.

would almost seem that since al reports, levelled at some of PNG government departments ecent months, authority's re- n—in order to placate audit als and ensure that every rtmental officer is like Caesar's —has been one of ham- ging these officers to such an it that realistic procedure and non logic in dealing with a ly-patient public have been ficed for veritable police state itions.

ne of the tactics adopted by rnment office staffs are niscent of a Sydney Trammies' lation Strike.

Clash of Cultures

Another example of bad publicity for PNG appeared in the Sydney Press last month. The heading "Whites' Cruelty" drew attention to an address given by Anthropologist Murray Groves to the Moresby Scientific Society, dealing with his experiences after living for seven months in a village not far distant along the coast west of Moresby.

The Sydney Press emphasised his remarks of native complaints of "rough treatment" they received from Europeans while working in Moresby. They were harshly spoken to, rudely brushed aside in stores and shops and "European overseers handled them inconsiderately."

Such statements may be quite apropos for local consumption in Moresby, though I doubt very much whether they would succeed in improving the manners of those referred to. But certainly no good purpose can be obtained by publicising such remarks in Australia, where the public's knowledge of PNG conditions is so limited and cock-eyed that certain sections will only too readily make political capital and interpret such behaviour

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as being general throughout Territory.

I should think no one will re such publicity more than Mu Groves himself, for his backgro should give him a keen ins into the value of good and publicity, having been conne with the Territory since a cl (His father is Bill Groves, E Director of Education).

No one can deny that there some harsh-spoken, rude-mann Europeans, usually new-chums, quite sure of themselves and either curse or caress a native.

The solution appears to be n careful screening of those ente the Territory and then pr tuition in handling native ployees. It is not everyone wh a suitable resident in a b country.

Camilla Wedgwood Goes to Rest

I was sorry to hear of Camilla Wedgwood's death month, for she certainly fille niche in New Guinea's modern and exercised an influence over future directors of native desti in PNG.

I met her first in the e Thirties when she came to TNG do some practical field-work apart from the theory of anth pology she had been studying some time at universities.

The blue blood in her own v (she was a daughter of Ba Wedgwood) opened many a so door for her, but that di register with Camilla. She alw remained the keen student a first hand data, although perh a trifle biased by governm policy after War II.

I remember debating "What s We Do With New Guinea" with over the ABC at one time. I good to know that her name be perpetuated in a school Goroka.

All Papuans?

I was somewhat intrigued notice in a May issue of "SP F the heading "Rabaul Papu Decorated" and then followed a of eight "New Britain people" receive Loyal Service medals. every instance the New Bri natives were referred to "Papuans." Other similar refere appeared in the same paper, cluding a letter to the ed praising the "Papuan commun and groups" for their suppor the Flood Relief Fund.

There are some folk in offi quarters who frown on the us the word "native" as applied the indigenes of Papua and Guinea and such reference "Papuans" when describing nat of New Guinea, makes one won whether there is a move on

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to class all Territorian indigenes as "Papuans."

If so, then there are plenty who will take a dim view of such a step, and not the least of these will be the natives themselves—when, and if, they come to realise it. Certainly, ethnographically the term is correct as applied to many of the NG natives, but not all.

I hope it's a journalese and not an officialese appellation.

Digging up Old Ashes

External Affairs Minister Casey fobbed off an attempt last month in the House by Mr. Howse to have the papers regarding Manus and USA's attempt to use the base during the Chifley regime. Said Casey: "I do not consider it good practice to revive old controversies, particularly those concerning another country. The melancholy story of Manus Island is pretty well known to Members and the public generally."

The Minister's remarks remind one of the Chifley stand to stifle enquiries into the Fall of Rabaul incident. J.B. then "would not take up old ashes" and refused to explain Australia's part in allowing Rabaul, its garrison and residents to be so "expendable."

It is only by knowing the facts of previous blunders that we may hope to avoid tragic repetitions. If our present-day strategists are happy about the present position that is more than I am.

Old T-NG Links Pass On

I was saddened last month by the passing to their rest of two well-known old Territorians. On May 7, at Cronulla, Reg. Lander died suddenly from a heart ailment and on May 17 Mrs. Gladys Clark also passed away in Sydney as the result of heart trouble.

Reg. came to T-NG for the Exproboard in the early Twenties, after having been away with the AIF. Longan, Matty Island and Witu plantations all came under his care for a while. He was with BP at Kiep when the Japs came in and just managed to get away. After War II he managed estates on New Ireland and down Buka way. A good cove who knew his job.

Mrs. Clark was the widow of R.L. (Nobby) Clark, MLC, and many years president of the TNG RSL in Rabaul. She joined Nobby in Rabaul in 1921 when he was in charge of the Exproboard Workshops. She was a popular hostess and took a very active part in Rabaul's life up to the time of the Jap occupation.

Son John and daughter Margot are in Sydney while another son, Bob, is in England. She will be sadly missed by many old NG friends in Sydney.

Remembering

The Coastwatchers

A news item given out to Australians at the end of May over the ABC told of the unveiling of an obelisk in Buka-Bougainville in memory of the Coastwatchers. Administrator Cleland performed the job and the well-worthy Paul Mason was present amongst others.

The ceremony must have brought back some vivid memories of the war years to Paul, who was one of the outstanding Watchers in Bougainville and a big cog in the wheel which won the Coral Sea battle.

The point to note, however, is that no mention whatsoever was made in Sydney newspapers of an event more deserving of publicity than many another incident which was headlined.

Neither Australia nor P-NG wants to forget the great work carried out by those Coastwatchers. For, the way things are shaping, and as sure as God made little apples, such a body of brave men

Bates-Obelt Wedding



A photograph taken after the marriage, on April 16, at the Rabaul Church of England of Mr. Stewart Thomas Edwin Bates to Miss Carolina Huwalthera Van Heemstede Obelt.
—Photo by C. H. Meen.

Comets Win Rabaul Basketball Premiership



Comets and CYO teams fought out the Rabaul basketball premiership this year. This photograph was taken after the grand final when Comets had a spectacular 20-10 victory over CYO, the most exciting game of the season. Standing at each end are basketball officials (left to right) E. Anderson,, R. Nicholson, and B. Lawes.
—Photo by C. H. Meen.

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will be needed again and it is to be hoped there will be some Paul Masons among them.

A Buka Maid

Carrying a four-column heading, a large photo of a "NG Belle," smoking a newspaper cigarette, appeared last month in a Sydney afternoon paper. The modernistic caption read: "Nine Inch Cigarette and Blue Nylon Panties. City 'Good Fella' to NG Belle."

The arrival in Sydney of Bob Hope or Marilyn Monroe could scarcely have occupied more space.

It was all because a Buka "hehin" arrived in Sydney with her Master and Missus, the Mackenzies, who own Tulaen plantation on Buka Island.

A point missed by the Sydney journalists is that Lalin, the hand-maiden in question, is the daughter of old Gallus, the "kukurai" (chief) of Petats Island, which lies just across the channel from Tulaen. What a heading missed! "Princess of Petats in Nylon Panties."

Bits and Pieces

Dr. Norman Fisher, wife and son William returned last month from a year's stay in Bolivia (South America) where the Dr. spent a special leave from his job as Chief Geologist with the Commonwealth Bureau of Mineral Resources advising the Bolivian Government on mineral development. He was No. 1 Geologist and Vulcanologist of T-NG, 1934-46. . . . Administrator Cleland's son Robert, marries Miss Julie Kessel, of WA, this month at Moresby.

Wearne-Harslett Wedding



A wedding of interest to New Guinea re dents took place recently at St. James Churc Sydney. The bridegroom was ADO Geor Wearne, formerly of the Sepik District; t bride was Sister Joan Harslett, lately of PH elder daughter of the late Mr. C. Harslett, Wau, and Mrs. Harslett, of Sydney, and sist of Mr. Ken Harslett, of Wewak. The coup will return to Sohano after a honeymoon Australia.

† Complaints continue about th quality of Western Samoa's copr and cocoa exports.

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TRADE BOOM

GING IMPORTS, PETITION NEW SHOPS

rom Our Own Correspondent

S import boom (May PIM, age 25), is reflected in bulging tocks of textiles and other in the Indian and Chinese as well as in the larger shments.

May the *Port Alma* brought tons of cargo from Britain, wo London ships in June will another 17,000 tons.

e was when one or two big ndented for the smaller shops d to them wholesale, but to- nany Indian indentors have d the business. Competition retailers is keen, and there ays a desire to have in stock ver the tailor next door may ing.

he urban areas particularly, st-war development of an up- e dress-consciousness among Fijian women has broadened mand for materials of good , and among Indian women stliness of a sari is often re- as an indication of a hus- financial status. Both Fijian ndian women nowadays have e to what is best in both als and Western "acces-

her reflection of the boom be noted in the surprising t of commercial building now way at Suva.

three-storey shopping blocks maller buildings are in the s of transforming parts of ggledy-piggledy maze of small se and Indian shops in the alou Creek area of central

ally significant, perhaps, is the Bank of New Zealand g at the Triangle has been erably enlarged.

hort, Suva people with money to be ready to build every- except hotels, with the st enthusiasm. There is g to indicate any plan to re- the hurricane-demolished nald's; and the whittled-down Seas Hotel, on the site of the lub, still marks time in a -completed state.

t is believed to be the largest ish ever taken at Pukapuka recently hooked by Tutu , late of Rarotonga. The which weighed 400 lbs and n overall measurement of ten ook the fishermen miles out the reef and almost swamped canoe. The large fish was ards divided among the ers.

Tonga's Dollar Hunt May be Costly

TONGA has recently imported American tractors and agricultural machinery, but as the Kingdom cannot contribute anything to the sterling area dollar-pool, there is doubtless opposition to any liberal allocation of dollars.

The sale of copra to the United States, as Prince Tungi is reported to have proposed while he was in America, would presumably be subject to the approval of the British Ministry of Food, which has long bought all copra exports.

At the current exchange rate and world price of copra, it seems that Tonga would pay dearly for dollars by selling copra well below the British Ministry's contract price.

(Further report on page 54)

† A marked improvement in the delivery of airmail parcels at Suva has been effected as a result of representations by the Suva Chamber of Commerce. Parcels will now be delivered at the Post Office, thus avoiding a trip to the Bond with clearance orders. Another improvement suggested by the Chamber is being investigated. It is that surface mails from England to Fiji be routed through Canada to connect with the Orient liners.

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New Britain Debutantes Presented at Rabaul



The Debutantes' Ball was held at Xavier Hall, Rabaul, by the New Britain Women's Club on May 13. Three European and four Chinese girls were presented to the Administrator (Brigadier D. M. Cleland) and Mrs. Cleland, who were visiting New Britain.

In the picture are (left to right, sitting): Misses Pamela Roach, Nancy Seeto, Lorraine Taylor, Olga Chung, Mrs. Cleland, Brigadier Cleland, Mrs. J. R. Foldi (wife of the New Britain District Commissioner), Misses Evelyn Seeto, Lurlene Pym, Dorothy Chan. Standing are the debutantes' partners, Messrs. Len Coleman, Peter Seeto, Eric Kirkman, Bernard Lee, Oliver Choi, Donald Grey, Thomas Seeto.

—Photo by C. H. Meen.

† An Ipswich (Queensland) bookmaker and jeweller, W. E. Brookman, was ordered, in a Brisbane Supreme Court judgment in April, to pay his ex-wife, Anita Brookman, Port Moresby, £5 a week permanent alimony. In the course of his judgment, Mr. Justice Hanger said he considered that, barring contingencies, Mrs. Brookman could live on the income of £13 a week th she was earning as a telephonist New Guinea. Brookman was order to pay his wife's costs.

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IM TASK ENDING

JESTIONS REMAIN BOUT FIJIAN ROOPS IN MALAYA

NGAPORE newspapers announced on May 10 that the "Fighting Fijians" were to be ndrawn from Malaya and would replaced by the 1st Battalion, g's Own Scottish Borderers, n the United Kingdom.

ress comment added: "For more n three years the Fijians have n the terror of the Communist els. . . . During their stay in aya to date, the Fijians have inated 179 jungle-terrorists."

multaneously, the Government Fiji announced at Suva:

As Fiji is embarking on a heavy gramme of essential economic agricultural development and population is small, all avail- manpower, especially Fijian, is required in Fiji.

and so, with great regret, the ernment of Fiji has decided the service of the 1st Battalion, Infantry Regiment, should not xtended further, except for the months necessary for it to be ved in the field.

The Battalion will return to Fiji ng the first half of 1956. . . ."

E Malayan Government had "expressed its warm appreciation of the splendid service n by the Battalion throughout tour of duty in Malaya", the ement continued.

y their cheerful enthusiasm aggressive energy in difficult litions, the Fijians have earned admiration of all. These charactics, together with their athletic evements and friendly good re, have endeared them to the ayan peoples."

was added that the Secretary State for the Colonies, when essing the United Kingdom ernment's appreciation, had that Fiji had made a notable ribution to the campaign in aya and "deserves all our ks."

1951, the suggestion that Fijian ers should be sent to Malaya put forward by military quar- The first the public heard t it was a few hours before the and-dried plan was presented *fait accompli* to the Legislative ncil.

that time a former member of Council asked in a letter to the s what was being done to gnise, reward and preserve n loyalty."

nours won by men of the 1st alion in Malaya include two 's, one MBE, one British Em- Medal, two Military Crosses, two Distinguished Conduct Medals, three Military Medals and 24 Mentions in Dispatches.

None the less, it may be asked whether the Government reference to the need for all available Fijian manpower for economic and agricultural development in Fiji is any more urgent now than it was in 1951. If so, why?

After all, the basis of all responsible criticism of the Fijians-for-Malaya plan has been that it constituted a patently unfair call on the loyalty of an indigenous race outnumbered in its homeland.

HIGH tributes to Fijian achievements in Malaya were paid in May by the Press in New Zealand, but little notice of the coming withdrawal was taken in Australia.

The *New Zealand Herald*, Auckland, commented editorially that the Battalion had been maintained at the price of sapping the strength of the Fijian community at home, and suggested that this was the main reason for the return of the troops next year.

At the same time, referring to the rate of Indian expansion in Fiji, the *Herald* said that it had been emphasised that unless the Indians take steps to curb their exceptional birthrate, the resources of the Colony will be overtaxed, the standards of living will decline, and racial friction will develop.

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JUNE, 1955—PACIFIC ISLANDS MONTH

w Caledonia's Jap Property Discussed

former Japanese properties in New Caledonia (sequestrated in 1941) are put up to auction will pass into the hands of ons or interests who already nearly 90 per cent. of the id's good land, claims M. rice Lenormand, who sent an rnative proposal to the Minister Overseas France.

. Lenormand, who represents Caledonia in the Chamber of uties at Paris, maintains that he former Japanese properties into the control of various thy firms or landlords, valuable will be added to New donia's already large non-pro- ive areas.

. Lenormand proposes:

) The best of the Japanese erties should be acquired by Government, which should e the land available, under t control, to, say, farming lies recruited in France and families who want to settle he land. Part of these proper- could go to tribesmen who ot find sufficient land in the l confines.

) Properties close to tribal s should be incorporated in e areas. Some of the Japanese holdings, M. Lenormand points out, were originally part of native concessions which were taken over by the Administration and leased. These, he suggests, should go back into native reserves.

(3) Properties near country villages could be made available, under easy terms and subject to control by the agricultural organisations, to young married Europeans in those villages.

(4) Families whose Japanese fathers were interned, but who are themselves French subjects, lost their rights in sequestrated properties if the land was held in the name of the Japanese father. M. Lenormand suggests that, as a matter of justice these families should have their properties restored to them.

Meanwhile, two inspectors from the Ministry of Finance have been investigating all cases of sequestration of Japanese property.—*Noumea Correspondent.*

---

† Norfolk Islanders' petition to the Queen, which did not get past Canberra, "brought to light the interesting and somewhat disturbing fact that Australian citizens are no longer able to appeal direct to their Sovereign," comments a Sydney *Bulletin* contributor. The Governor-General told the petitioners that under the Australian Constitution he was empowered to deal with such petitions himself. Accordingly, he had handed it over to his Ministers and was "not pleased to forward the petition to Her Majesty."

† When the Dutch immigrant liner *Zuiderkruis*, bound for New Zealand with 1,000 passengers, called at Papeete in May, the vessel was placed in quarantine to the bitter disappointment of all aboard. There were three cases of measles aboard.

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Heroic Fijian Action Wins Military Medal

LATEST in the impressive list of decorations won by Fijian soldiers in Malaya is a Military Medal awarded to Lance-Corporal Josaia Kobiti for gallantry during the Communist ambush in which Major R. Genge was killed in February. (April PIM, p. 85).

Lance-Coporal Kobiti carried both the dead company commander and the unconscious second-in-command from the overturned and blazing jeep in which they had been travelling when the terrorists attacked at a strong roadblock. Always under heavy enemy fire, he then carried his bren-gun up a bank and returned the fire until his ammunition was expended.

Five terrorists advanced, but Kobiti, after dismantling the gun, hurled the barrel at the leading Communists, who opened fire on him but dared advance no further.

Meanwhile, another 12 Communists had captured the jeep-driver, who had also exhausted his ammunition.

At this point police reinforcements arrived. After a brisk exchange of fire, during which the Fijian driver escaped from his captors, the terrorists were driven off.

The citation refers to Kobiti's "devotion and undaunted heroism, under heavy fire and in the face of overwhelming odds", and adds: "His dogged courage is gallantry unsurpassed in the warrior traditions of the Fijian people and the proud history of the Fiji Infantry Regiment".

† Two well-known French Oce families were recently united w Mlle. Yvonne Sommers, daughte Mr. and Mme. Henri Sommers Raiatea, was married in Apri Monseur Alfred Lanteires, son Mr. and Mme. Etienne Lante of Tahiti. The wedding took p in Papeete Catholic Cathedral.



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ULATION QUESTION

jians in Lau ›se New igration Query

From Our Own Correspondent

HILE controversy over the Indian population increase in Fiji has been going on for s, a smaller problem has been ing in the Lau Group, which, ll intents and purposes, is all-n.

ne Lauan islands are subject to sional droughts, with accom-ing serious water-supply diffi-es, but what is more important at several of the islands are sufficiently fertile to provide crops for increasing popula-. Furthermore, the sea is not ys a reliable provider.

hough island-dwellers the l over are usually reluctant to their family lands, the situa-in some parts of Lau has ed the point where migration, especially of the younger e, seems inevitable.

this stage it may well be ered whether the Fiji Govern-did a wise thing when it per-d the displaced and well-to-do bans of Ocean Island to re the rich freehold island of

atever the claims of the bans to a new home—and dy is likely to question the ity of the claims—it is un-nate that an island which l have been the logical solu-o any Lauan overflow question d have been pushed right le the Fijian orbit.

ere are people who allege that anabans will never make full f Rabi as long as their Ocean l phosphate royalties come in).

nwhile, there has been talk Lauan migration to Viti Levu. e road from Sawani, 14 miles Suva, to Serea, near awa, is completed, it would land for Fijian settlement.

more conservative of the s, while seeing this as a le solution, are not enthusias-They claim, with some cation, that it would probably to another "drift to Suva", there is already a consider-Lauan colony.

l-known Rarotonga business nd politician, William Watson, panied by his wife and two tive daughters, recently spent time with friends in Tahiti joining the liner *Caledonien* urope, in continuation of a y trip round the world.

New Dutch NG Air Company Formed

A NEW aviation organisation, jointly owned and operated by the Dutch New Guinea Government and KLM Royal Dutch Airlines, will take over Dutch New Guinea internal air communications on July 1.

The company will take over KLM's three DC3's and the Government's two De Havilland Beavers, and will operate the service which at present links seven towns and a number of outposts.

† Flag-raising Day and the Queen's Birthday were celebrated at Apia on June 1 and 2.

FOR FREE

Sydney Lectures on Tropical Medicine

OF interest to Islanders on leave, or intending Island residents, is an announcement by the Sydney School of Public Health and Tropical Medicine of a series of free lectures designed to meet the requirements of missionaries, planters etc.

The lectures will be given each Monday, Wednesday and Friday at 2 pm commencing June 6 and ending August 5.

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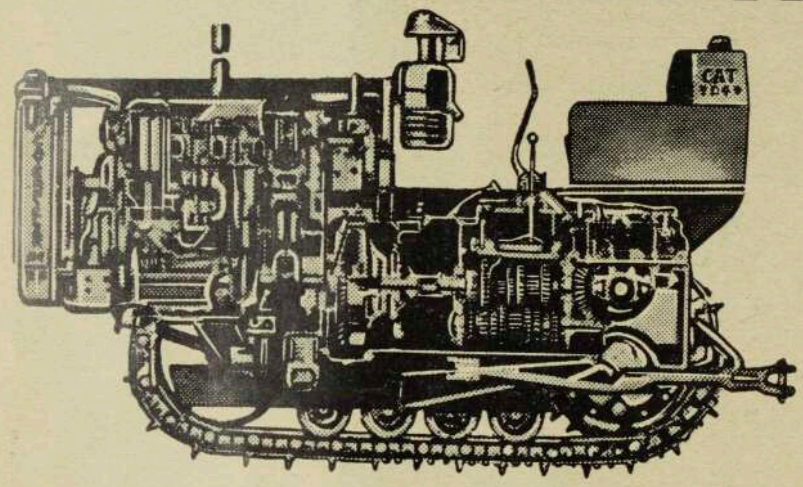
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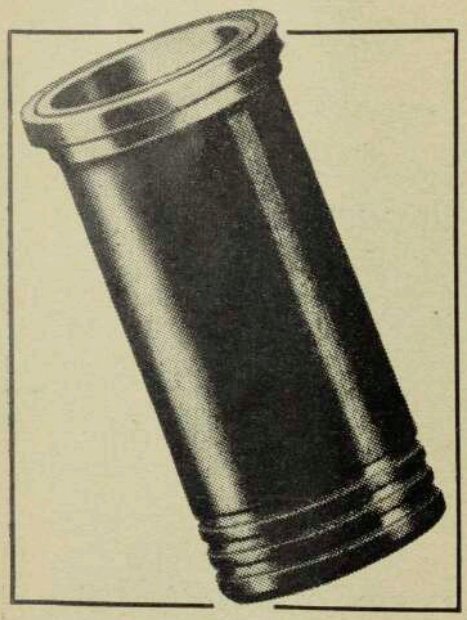
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West Samoan MLA as NZ "Wharfie"

THE Hon. P. L. Morgan, a Member of the Legislative Assembly of Western Samoa, who went to New Zealand to address the House of Representatives on the question of Samoan self-government (see April PIM) was working on the Wellington wharves in early May.

Mr. Morgan, according to a Wellington report, had not then had an opportunity to address Parliament, and his funds had run out.

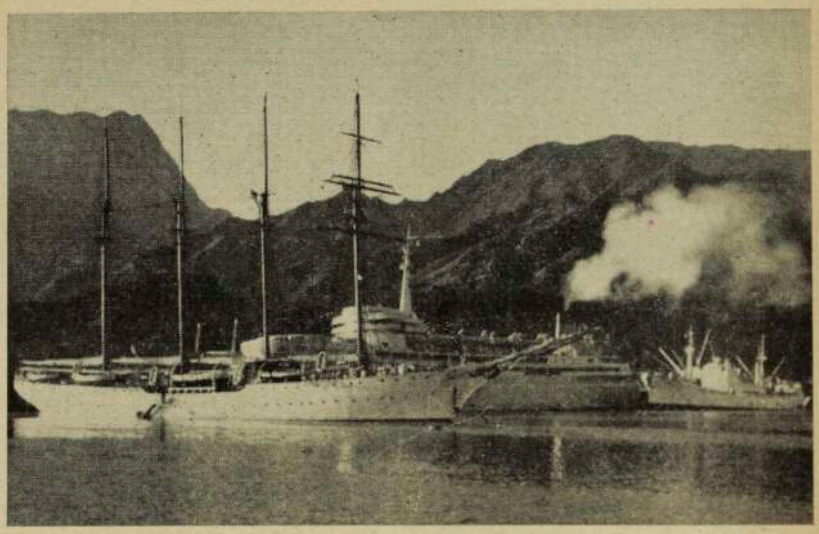
Born in New Zealand, Mr. Morgan has lived and worked in Samoa for most of his 55 years. He retired several years ago from a Government post to take charge of a cocoa plantation.

Among the posts he held in the administration were chief clerk in the Treasury Department, chief clerk in the Public Works Department and secretary of the Board of Trade.

He is now one of the 17 elected European and Samoan members of the 25-member Legislative Assembly.

¶ Dr. Donald Marshall, American ethnologist, has recently been engaged in research work in the Cook Islands.

Nautical Occasion at Papeete



The graceful Chilean naval training schooner "Esmeralda", on her maiden cruise to the Pacific Islands, met the Shaw Savill liner "Southern Cross" on her maiden round-the-world voyage. Also present, extreme right, Pacific Islands Transport Line's well-known "Thorsisle". From Papeete "Esmeralda" sailed to Apia, Guam and Yokohama, "Southern Cross" to Suva, Wellington and Sydney.

—Photo by M. B. Du Pont.

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Attorney-General at Pago Pago



Mr. Peter Tali Coleman, aged 36, was appointed Attorney-General of Eastern (American) Samoa by Governor R. B. Lowe on May 5.

Mr. Coleman, son of a chief petty-officer in the US Navy and his Samoan wife, was born at Pago Pago. He was educated in Samoa and Hawaii, and joined the US army shortly before America entered World War II. He served in the Solomons and ended the war as a captain.

After securing a degree in economics at Georgetown University, US, Mr. Coleman was awarded a scholarship by the Whitney Hay Foundation. He completed his law training and was admitted to the Bar, in Washington, DC.

In 1952, he was appointed Public Defender in Eastern Samoa, and his appointment as Attorney-General has been popular.

—Photo by Pan American Prints.

† Professor Pierre Metais, of Bordeaux University, an authority on ethnology, is to visit New Caledonia to study the indigenous people. One of his objectives is to try to establish why the eastern coast of the island was more favoured for settlement than the west.

¶Mr. and Mrs. Oscar Newman the New Hebrides have sold t Tisman Plantation to Compt Francais des Nouvelles Hebrides have purchased a home at Mi Cove, Sydney. However, Mr. N man will continue to manage plantation for a further two ye on behalf of the purchasers.

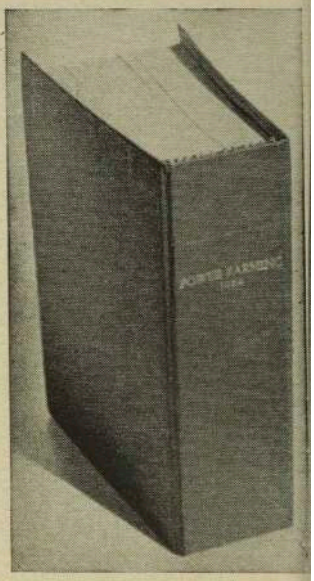
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aduation Day at Nukualofa



en Salote gives Nurse Ana Pale her final tion certificate during the graduation ony at Vaiola Hospital, Nukualofa, on 7. In the background is Prince ehake. The matron of the hospital, Miss xted, was in charge of the ceremonies.
—Photo by Hettig.

een Salote Opens New Vavau Hospital

E Sione Gnu Hospital at Neiafu, Vavau, bears the given" name of Prince elehake, the Tongan Minister ealth, who was present when n Salote opened the hospital pril 12.

sting more than £T30,000, the d hospital includes a well-inted theatre, X-ray plant, l clinic, outpatients' depart- and spacious laboratory, as as the wards and private s.

e old hospital buildings are converted into a nurses' home a TB ward.

een Salote is keenly interested ealth questions, and in her ss before opening the new tal, she said the institution be regarded also as a school e the people could learn about the improvement of health and living standards.

short religious service was ucted by the Rev. Sione apani, head minister of the yan Church in Vavau.

en the Queen inspected the tal she was accompanied by Tongan Medical Practitioner in e at Vavau (Lutuni Fonua).

e official party included Prince elehake and his wife, Princess naite; their son, 'Uluvalu; e Tungi's son, Taufa Ahau; rnor Ahome'e of Vavau and wife; Miss Madge Mexted, on of the Vaiola Hospital at alofa; Dr. K. Bowman, CMO ukualofa, and Mrs. Bowman; and Dr. Farquhar Matheson, consultant at Vavau, and Mrs. Matheson.

In the afternoon a feast for which 500 *pola* (7 ft stretchers piled with food) had been prepared, was held at the Neiafu malae, and guests were entertained by gaily-costumed dance-parties from the major Vavau villages.

---

† Outlining the traditions and customs of the North Australian Aborigines, a book in Fijian *Kubou ni Buka* ("Smoke of the Fire"), has been published by the Methodist Mission Press, Suva. The author, the Rev. Meli Tukai, worked in North Australia from 1937 to 1948.

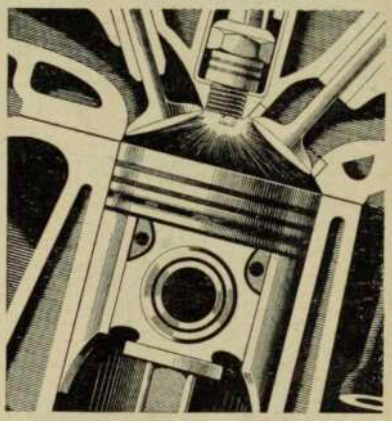
Suva Office for White's Travel

FROM July 1, there will be an office of White's Travel Service in Suva. (See May PIM, page 23).

Mr. Robert Parkes will manage the office, which is on the ground floor of the new section of the Fiji Trading Co.'s building, opposite the Town Hall and conveniently located near the Tourist and Travel Bureau.

Mr. Parkes has recently been with Pearce and Co., and before that managed the Suva office of Qantas' agents.

Science Tackles Engine Wear?



Scientists have proved that when the cooling water temperature of an engine is 34 deg. F., the cylinder walls wear **four times faster** than when water temperature of 50 deg. F. Experiments conducted by the American National Bureau of Standards show that this excess wear is the result of combustion gases condensing on cold cylinder walls and corroding them. Tests showed that three-fourths of this wear could be avoided if the engines could be kept warm enough, or if some method could be developed to make pistons, cylinders and rings completely corrosion-resistant*.

These findings further confirmed the discovery by Shell research workers that 90% of engine wear is caused by corrosion—a discovery which led to Shell's pioneering work on chemical additives to arrest acid action.

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When a car starts, and before water temperature reaches operating temperature, approximately 10,000 piston strokes spread acid and corroded material up and down cylinder walls, further wearing cylinders. To fight this corrosion, an engine requires a lubricant that is protective, leaving a tenacious film carrying acid neutralizing additive to all metal surfaces. Even when the car is standing, the oil must not drain away and expose bare metal. Furthermore, the oil film must contain detergent and dispersive additives to carry away fuel soot and oxidation products and prevent formation of engine deposits. The dispersive qualities of the oil must continue to hold impurities in suspension until the next oil change. Also, crankcase oil must resist oxidation, an important cause of lacquer and sludge, both detrimental to engines.

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*** (A full report on engine wear appeared in "Motor Manual", Feb., 1955.)**

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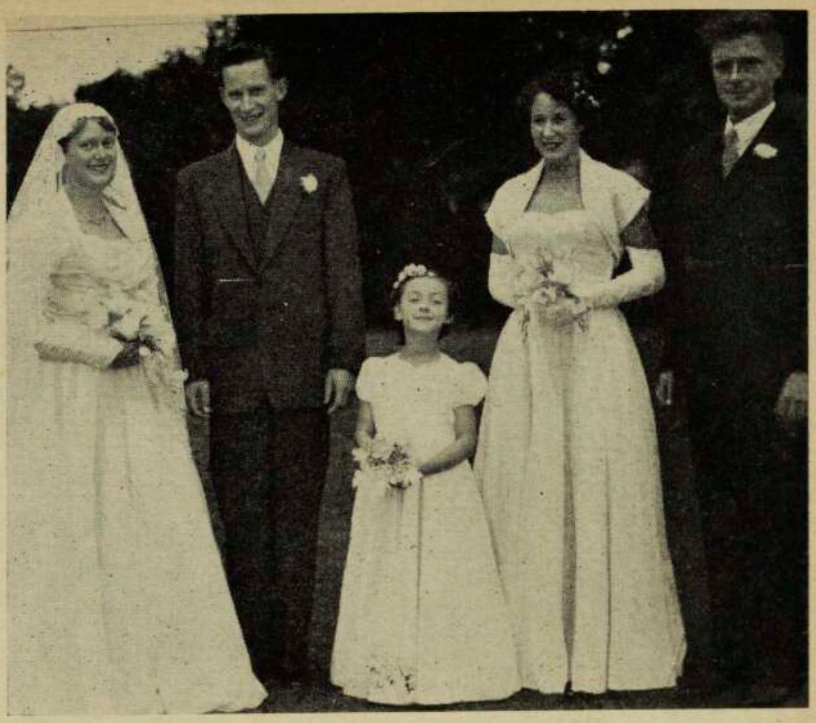
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Suva Girl Married in New Zealand

Miss Elizabeth Hekua Parham, only daughter Mr. and Mrs. B. E. V. Parham, of Suva, s married at St. Luke's, Christchurch, NZ, May, to Mr. David Ian Woods, of Christchurch. The group pictured here comprises the bride d bridegroom, Miss Robyn Jenkin (brides- id), Mr. David Pollard (best man) and nifer d'Auvergne (flowergirl)) Mr. Parham (Deputy Director of Agriculture,) and Mrs. Parham were present at the dding, and former Fiji people among the ests included Mr. and Mrs. W. H. B. Buck- st and their two daughters, Miss Stella eston, Miss Jocelyn Cole, Mr. and Mrs. G. McMillan and Mrs. H. Burrey (formerly s Pamela Blackie).



r. Edmonds' CMS Position Confirmed

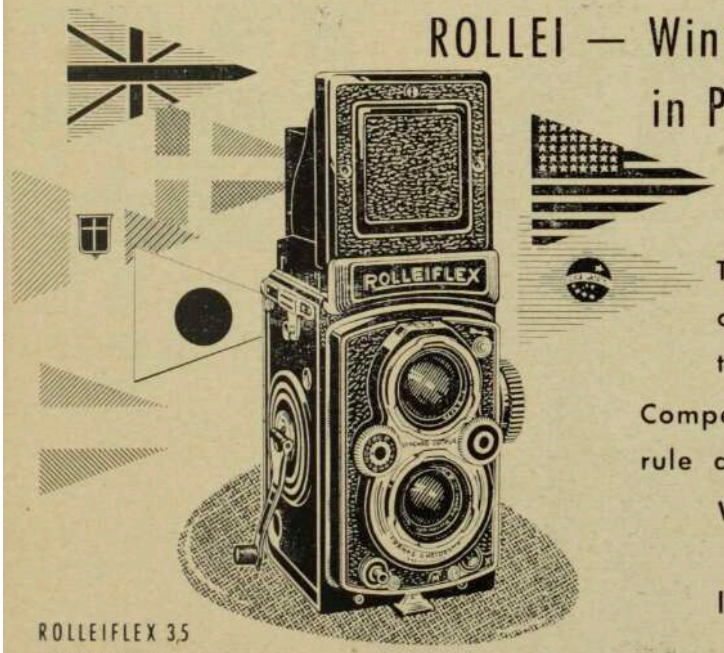
EW principal of the Central Medical School, Suva, is Dr. A. R. Edmonds, who was pointed on contract in 1952 to e post of assistant principal.

Dr. Edmonds went to Fiji from estern Australia, where he was edical Officer at the Princess argaret Hospital for Children at rth.

He has been acting principal of e Central Medical School since ay, 1954, when Dr. H. Doran left ji.

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THE DEVIL THEY KNOW

Australian Control "Not Wanted In New Hebrides"

Strong opposition by British and French alike would meet any move to replace the New Hebrides Condominium by an Australian administration, writes a Britisher, with a lifetime of experience in the Group, in a letter to the editor. He says:

DOES PIM advance the possibility that an Australian Government interest in the New Hebrides would resolve all difficulties? As a reader of PIM and its exposures of Australia's mishandling of its own Territories, I am certain that it will not be only the French here who will oppose Australian interference!

We know that the British Government would like to be disburdened of its financial drain here, but we do not think that it will hand its burden to a country with little political stability—Manus and the eviction of US interests, the Indonesian bungling and Australia's contribution to the eviction of the Dutch there by a vocal Australian minority, etc.

No; the New Hebrides will want no part of a Government that has had countless opportunities of asserting its influence wisely, but h never done so.

PIM relates at length the effo of 40 years ago by Australian terests in these Islands. Those e periences do not apply in to-da

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rld, which has forgotten spheres influence, intellectual ties, and the nice trimmings which once me under the heading of Colialism.

PIM's attack on the French polial background has no basis now, r any constructive effect. The ngs to consider are the facts. stralia, long the largest supplier goods to the New Hebrides, and erefore reaping most of that Terory's earnings, has done nothing this Group. France purchases products; Australia takes only profits.

Australia's economic interests are the kind that PIM says they . Try selling New Hebrides copra Australia; or interesting Australn capital in the Islands!

Let Australia demonstrate her inest in a practical way—by setg up a development loan agency re. And do not confuse the issue showing that torrents of Auslian capital have already flown o the New Hebrides in the past. comparison of French and Auslian investments in boom year d depression would show that ance has contributed the larger are. Let Australia give us a ckle back of the torrent she has d from us, British and French.

do not agree with your April respondent in all respects. He aks of the "extensive plantans"—but how many are new? ere has been virtually no plantof coconuts since 1939, and couts are our mainstay.

He says that the need for Auslia to maintain a solicitor to cle land titles "really has passed" which implies that the Australian d titles are settled and the land now available to interested pursers. Well, we have yet to see signboards on these lands intiting that Britishers may buy m! Conversely, since January his year all French Government d has been for sale—even to British "aliens".

s that correspondent says, the our situation is not as portrayed PIM. In fact, the labour shortage eased to such an extent that in e cases the problem is nontent. Where a problem does t it can be traced to lack of operation between traders and ntation owners, plus the results the war-boom prices on the ves. If reasonable conditions provided there is plenty of ur forthcoming.

he real disease in the economic of the New Hebrides is the pe of capital. The big deals todo not concern new ventures, are merely the settling of old s. The fact now obvious is that increase in native copra is ctly proportional to the decrease European production.

his is a factor worth watching. French are watching it. To ive another depression we must diversify and modernise. Capital is needed. Some of the methods used are completely archaic and utterly wasteful of labour. Mechanisation is called for.

Capital flight from the New Hebrides to Australia and elsewhere is shameful. Before we are *forced* to surrender some of it for local use, let's put our heads together and work to use it. There is no time for name-calling. We owe it to these Islands and to ourselves.

Let's not wait for claims such as West Irian from others who *are* prepared to develop the Group. Let the local motto become "Work", instead of "En Principe" as it was before the recent Honiara Conference.

† Inter-Island Rugby contests for Fiji, Tonga and Western Samoa for a South Pacific shield were suggested by the president of the Samoan Rugby Union (Mr. E. Paul) during a visit to Fiji in May. A Fijian team arrived at Apia on May 25 and will return to Fiji on June 25.

† Litchi nuts, grown extensively in China and India, have been introduced into several other tropical and sub-tropical countries. The NSW Agriculture Dept. is now experimenting with varieties of trees from the University of Hawaii. The nuts are popular whether fresh or dried. The flesh tastes like muscatel grapes.



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Fresh milk concentrated—ideal wherever milk is required.

NESTLÉ'S CREAM
Costs so little . . . tastes so nice . . . on all your sweets and cereals.

NESCAFÉ
The time-saving, money way to make really d coffee.

NESTLÉ'S MILK CHOCOLATE
A favourite with everyone, everywhere—rich milk chocolate as only Nestlé's can make it.

RICORY
Nestlé's quick Coffee-and-Chicory drink—delicious and economical.

LACTOGEN
Next best to natural feeding for baby.

SUNSHINE POWDERED MILK
Rich country milk with only the moisture extracted—a tin in your pantry means a constant supply of fresh milk.

NESTLÉ'S CHICKEN NOODLE
Delicious chicken nood with that "home-m flavour . . . ready minutes.

YOU CAN ALWAYS DEPEND ON NESTLÉ'S

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East and West Meet



Witnessing Flag and School Day at Tutuila, American Samoa, on April 15 were, left to ..., Mr. T. R. Smith, Acting High Commissioner of Western Samoa in the absence of Mr. G. R. ...les, and Mrs. Smith, with Governor Richard Barrett Lowe, of American Samoa, and Mrs. ...e. Mrs. Smith is the former Sylvia Masterman, authoress of the book "Origins of Inter-...onal Rivalry in Samoa".

—Pan American Prints.

...nton Salvage of President Taylor Continues

...ORK on the breaking up of the wartime wreck of the liner President Taylor at ...nton Island is continuing. The story of the operation was told PIM last September by Mrs. ...nne Booth Johnson, secretary radio operator aboard the 296-ton steel salvage yacht *Caronia*, operational headquarters of the American syndicate.

In May all hands were reported working hard at loading the freighter *Great Oaks* which had been chartered to call at the atoll to load a cargo of cut up scrap for Yokohama. On indications, the *Caronia* and her team are likely to be at Canton for many months yet, though work is said to be progressing satisfactorily.

NO STATEHOOD FOR HAWAII

A JOINT Bill providing for Statehood for Hawaii and Alaska was rejected in a May Washington vote.

Opponents of Statehood had forced the linking of the two Territories in the Bill, which some consider might otherwise have been approved for Hawaii alone.

Opinion now seems to be that with the failure of this latest drive in Washington for Hawaii Statehood —a struggle which has been going on since 1902—there is little possibility of the object now being achieved for many years to come —"if ever".

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, Box 2434, G.P.O., Sydney.

(The President may be contacted by telephone at XJ 3205.)

THE HYGEIA DISSOLVENATOR

Established 1927

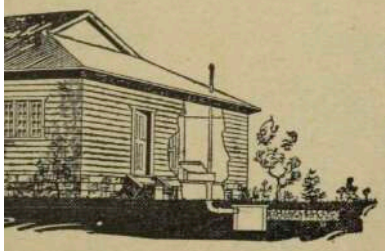
Board of Health's Approval under N.S.W. Local Government Act 1919 has been Gazetted.

A SELF - CONTAINED SANITARY SYSTEM CHEMICALLY TRANSFORMS THE SEWAGE MATTER INTO A STERILE SOLUTION WHICH IS AUTOMATICALLY DISCHARGED INTO A SUMP UNDERGROUND FROM WHICH IT SOAKS AWAY INTO THE SOIL.

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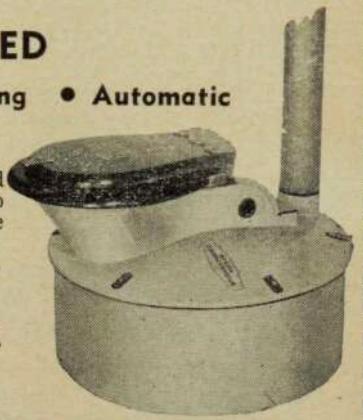
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EDUCATING THE PACIFIC ISLANDER

SPC Tackles Problems of Visual Aids

HOW, within the limitations of finance, can the basic education of the Pacific Islander be speeded up?

A search for the best answers to this question is one of the principal projects of the South Pacific Commission. In addition to many people in the Pacific area being illiterate, there is the problem of wide diversity of language and customs.

Visual methods of education appear to be the answer, but far from a *simple* answer.

The picture story that will be understood and absorbed by the people of Samoa might fall very flat in Manus, and the methods of meeting a problem which the picture story wishes to convey might have to be very different.

Subjects selected for experiment by the Visual Aids Officer of SPC in Sydney have so far been under the following heads: coconut cultivation, soil erosion and conservation, mosquito-borne diseases, and general village health and hygiene.

Many different methods are being experimented with—coloured cartoons, cartoons for colouring in by school children, film strips for projection by school and village projectors, black and white photos posters, "flannel-graphs."

Obviously, to serve their purpose these visual aids must be interesting, and, where possible, amusing

THE IDEAL REFRIGERATOR FOR MOBILE USE!



MODEL 225

"Hardie & Spear" refrigerators are ideal for smallships, caravan or any type of mobile use.

The specially designed Mobile Kerosene Tank eliminates all danger of spilled kerosene or of fluctuation or instability of flame.

AVAILABLE IN THREE SIZES

There is a **"Hardie & Spear"** refrigerator for your home too.

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Box 3838, G.P.O., Sydney.

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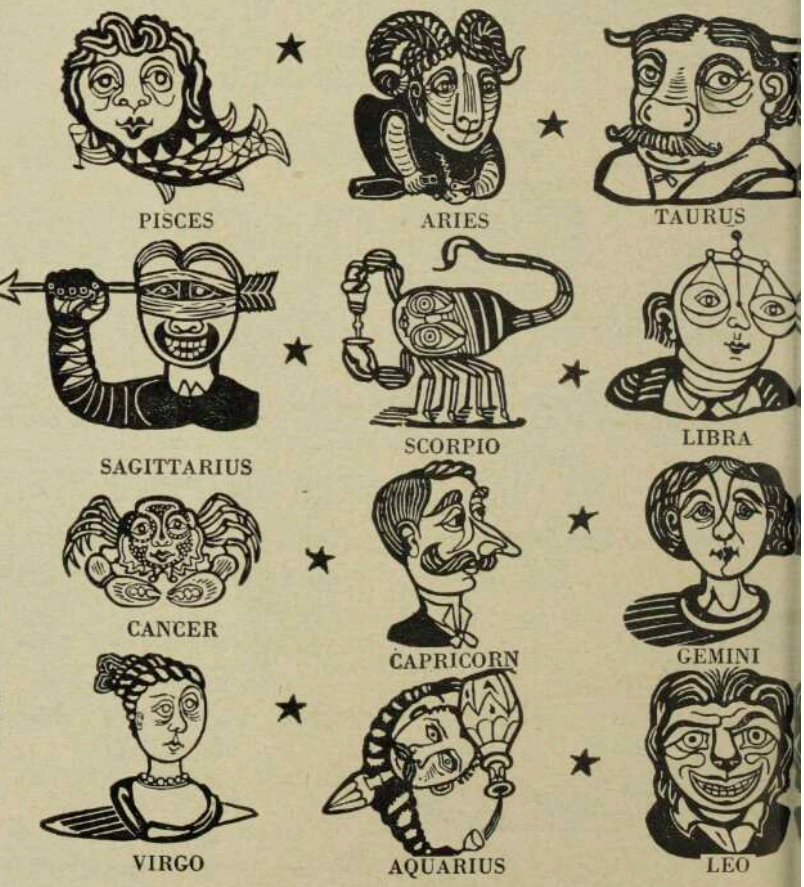
GILBEY'S GIN

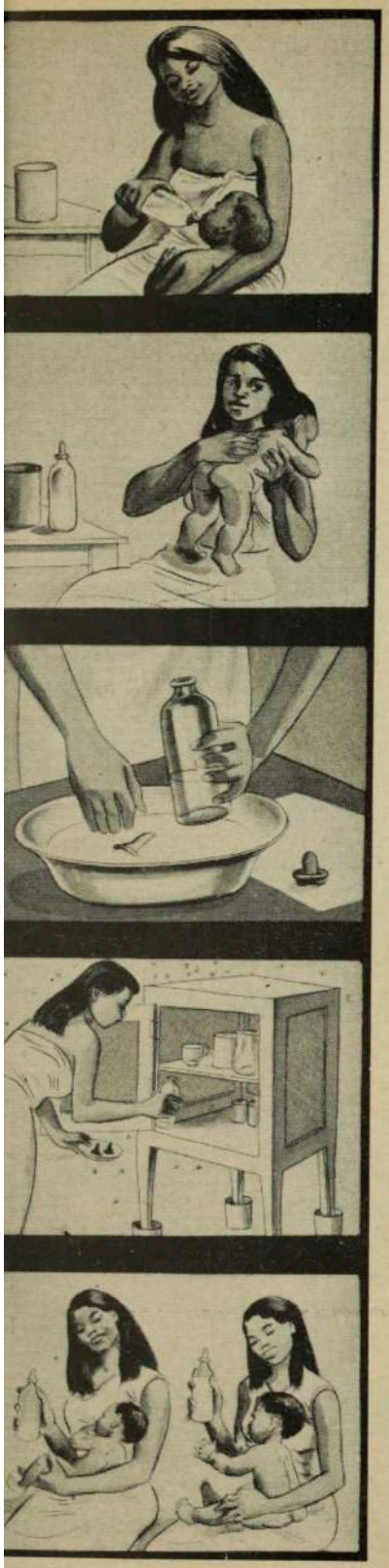
this year!

Yes, the Gilbey Zodiac for Wise Drinkers is making new customers for you through Metropolitan Daily newspapers in the most unusual advertising drive in years. Ask your Gilbey representative for full details and be sure you are ready with good stocks of Gilbey's in the bar and ready to wrap in your Bottle Department.

Whatever your sign, don't sell gin, sell **GILBEY'S**

1230





If they are merely educational they are unlikely to hold the attention of the people, and their lesson would probably not readily be absorbed.

A typical example of the method of approach is seen in two coloured cartoons that have already been issued. In both is an amusingly stupid character named Henry—though his name may take a dozen different forms in different Island Groups.

There is "Henry and the Rhinoceros Beetle" for example. In 35 pictures guaranteed to interest even the most educated, the complete story of rhinoceros beetle detection and eradication is told through the antics of Henry and the explanations of the Agricultural Officer. Even without captions the story could be understood by most people. Captions are, of course, a problem. The language problem prevents standardisation for use throughout the South Pacific. So captions may be added locally to posters.

In the case of movie films, there has been a technical development of great importance to a project of this nature during the past couple of years. With the development and popularisation of the magnetic tape recorder there has also come a system of adding a magnetic strip along the margin of the now popular

At left: This is part of a series of coloured scenes from a film strip on child care and hygiene.

NELSON AND ROBERTSON PTY. LTD.

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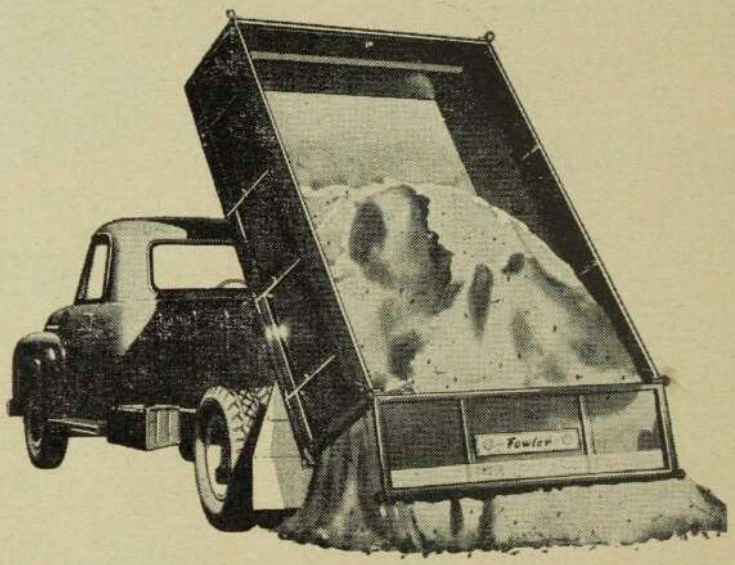
New Guinea Representatives: RABAUL HOTEL & TRADING CO. LTD., Park Street, RABAUL. Cables: "Ivan", Rabaul.

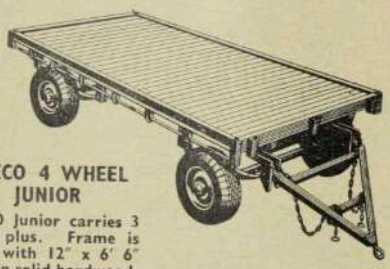
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AUSTRALIA'S FAMOUS STECO TRANSPORT EQUIPMENT

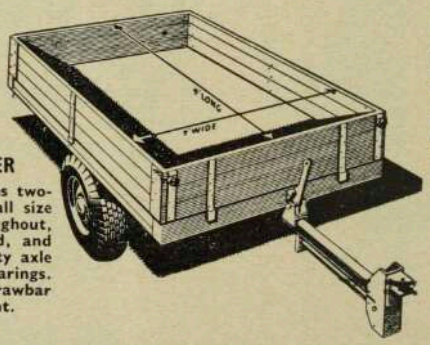
STECO, Australia's most reliable name in transport equipment builds a range of units ideal for island operation. From rugged 6 yard all steel tipper-bodies equipped with the famous STECO seven ton smooth-fast hoist, to versatile 3 ton four wheelers and handy 2 ton two-wheel tipper trailers.

SEVEN TON HOIST
The Famous Fowler Seven Ton Hoist has SIMPLE — FAST—S M O O T H action. Maintenance is low, spares are always available.





STECO 4 WHEEL JUNIOR
STECO Junior carries 3 Tons plus. Frame is steel with 12" x 6' 6" tray in solid hardwood, with coaming or flush deck as required. Heavy duty springs, high tensile steel axles fitted with four 7.50 by 16 six ply tyres. Rope rail, number plate bracket, stake pockets and tail light are standard.



HANDY 2 WHEEL TIPPER
Tough as they come, handles two-ton loads with ease. Overall size 9' x 7', solid hardwood throughout, hinged dropside back board, and removable sides. Heavy duty axle fitted with taper roller bearings. 6 ply 16 x 7.50 tyres. Drawbar coupling adjustable for height.

4/5 YARD STEEL TIPPER BODY
The Fowler all steel tipper body is heavy duty to the limit! Dropsides are standard fitting and tailgate is hinged top and bottom to facilitate spreading. Quick conversion to a tray body if required.

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STECO MANUFACTURED BY Fowler CONSTRUCTIONS LTD. STECO
LORIMER STREET, PORT MELBOURNE

illimetre film. This means that commentary may be dubbed ly, in any desired language, to und film, if the equipment is and. A person understanding ish and the local language can nge a local-language script to he scenes of the film. Later commentary may be "wiped" the sound track of the film (as sound may be wiped from re- er tape or wire) and one in her language substituted. This ns that even the smallest uage-minorities may now be hed by means of sound films heir own language. It is a de- pment of considerable signific- in the educational field in the nds, where so many languages involved.

ptions to posters, where called will still have to be added in local languages to the standard ures, where only a minority of ons speak English or French.

he Visual Aids section em- sises that the work is still very h in the experimental stage. h will depend on local advice comment on the effectiveness naterial already issued.

PC has now issued a Film and strip Catalogue listing material lable from the SPC library (3/- per copy from Visual Aids er, PO Box 5254, Sydney). Also lable is a manual (2/6 Stg.) on to make film strips, intended as an aid to local educational authorities. No great technical skill is called for in this direction and the local production, perhaps more applicable and better understood by the local people, is often the most effective. The Commission's own film strips, complete with printed commentary in English, are available at 30/- Australian currency.

SPC is also building up a library of native songs, musical dances, ceremonies, important speeches, etc., in co-operation with Island radio stations. Copies will be made on disc or tape as required and will be sold at cost to radio stations in other areas of the Islands where they will promote better inter-Pacific understanding. Copies will also be sold to outsiders. No catalogue has been issued as yet, but the availability of such recordings should be of great interest.

In May, Mrs. Nancy Phelan, SPC Visual Aids Officer, left Sydney for the Gilbert and Ellice Islands Colony in continuation of her research into the local problems of visual and aural education in the South Pacific.

† A processional service was held at the Vavau Roman Catholic Church, Tonga, in honour of St. Peter Chanel, famous French priest canonised last year. Of special interest to Polynesian congregations, St. Peter Chanel performed his life work at lonely Futuna Island.

Hold-up at Nukualofa Post Office Criticised

WHEN overseas ships or planes come in, the Nukualofa Post Office is closed to the public until the incoming and outgoing mails are sorted, writes "Busy Businessman", an aggrieved correspondent in Tonga.

He continues:

"No advance notification is given to the public, and people have no option but to wait a matter of hours until somebody decides to resume business at the Post Office.

"There may be a shortage of staff, but surely a few extra hands could be employed on ship and plane days to help sort the mails, thus allowing the regular staff to attend to stamp sales, customs business and so on.

"The present lock-out system is extremely inconvenient for business people and for those who come to town from the country."

† Fijian copra-producers had a balance of £486,238 in the Fijian Development Fund on March 31, and on July 31 the balance was £403,808. Levy collections (£10 for each ton of Fijian-produced copra sold) from August 1, 1954, to March 31, 1955, totalled £113,422 and withdrawals £30,992.

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Prince Tungi Now Considers An Oil-Mill

THE Tongan Government is considering building a copra-processing factory at Hamilton, Ontario—according to a Toronto press report on May 10.

At that time the Prime Minister of Tonga (Prince Tungi) was visiting Toronto, where he had talks with the Canadian Minister of Planning (Mr. K. Warrender) and with planning and development officials.

Prince Tungi also visited a vegetable oil extraction plant at Hamilton.

Canadian officials said that the Prince's visit might be a step towards a two-way trade agreement.

Earlier, while in England, Prince Tungi discussed the question of a set of coins to supplement Tonga's Treasury notes and to replace the Australian coins now in use.

After visiting the Royal Mint, he said: "When the new coins have been minted, the Australian coins now in currency will be called in and a date set for the coming into currency of the new Tongan coins. The experts on the minting and printing of currency in the Crown Agents for Overseas Governments and Administrations are offering their help. . . . I believe that Tonga, by the acquisition of its own coins, will gain an added assurance of its own independence."

Speaking in English and Tongan, Prince Tungi reviewed his visit to the Netherlands and England in a BBC broadcast from London on April 12.

During his stay in Holland, from March 17 to April 5, he was rece in audience by Queen Juliana was taken on a tour of the coun industries by the Prime Ministe

On April 6 he was granted audience by Queen Elizabeth Buckingham Palace, when Pr Tungi presented to the Queen the Duke of Edinburgh the spec bound copies of the official re of the Royal visit to Tonga.

The Prince travelled home way of Canada, the United St Panama, Tahiti and Fiji.

HART'S PACIFIC AGENCIES

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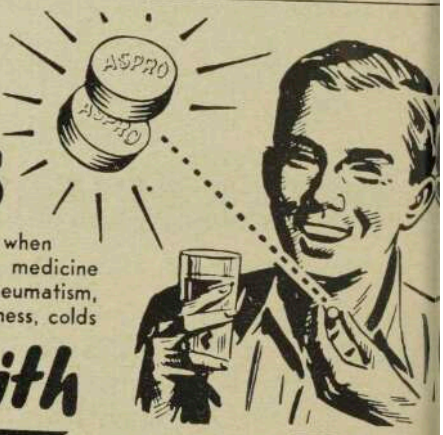
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'ASPRO' IS SWIFT, CERTAIN and SAFE for—Headache, rheumatism, all nerve pains, irritability, neuritis, lumbago, earache, sciatica, toothache, sleeplessness, feverishness, sore throat, periodic pains, colds and 'flu, "mornings after." Even a child can safely take 'ASPRO'—directions on every packet.

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IAN EDUCATION

va Display
n "White
llar" Theme

From Our Own Correspondent)

placards carried in a procession of 3,000 Indian children in Suva on May 10 gave an accurate cation, it is clear that white- r jobs are the basic aim of an education in Fiji.

e children marched through city to Albert Park, where the or (Mr. A. D. Leys) opened the oration of the 25th anniversary the Fiji Teachers' Union, an an organisation distinct from Fijian Native Teachers' Associa-

acards referred to "white- r jobs" and "shirt-sleeve jobs", to the desirability of "inter- al education" in the European mmar Schools.

nbition is laudable, but it is lly wise or fair to youth to hold promises that cannot be fulfilled country like Fiji.

housands of bright-faced dren marched in a procession took half an hour to pass. But futile placards did not explain t they were marching to.

a country with four major nary industries and very few ndary industries, and with a high Asiatic birthrate, lower g standards seem to be itable, both for those with ite collars" and those without n.

here is a limit to the intake of ks in or out of the Government ice, and there is a limit to the nt to which the people of Fiji take in one another's washing.

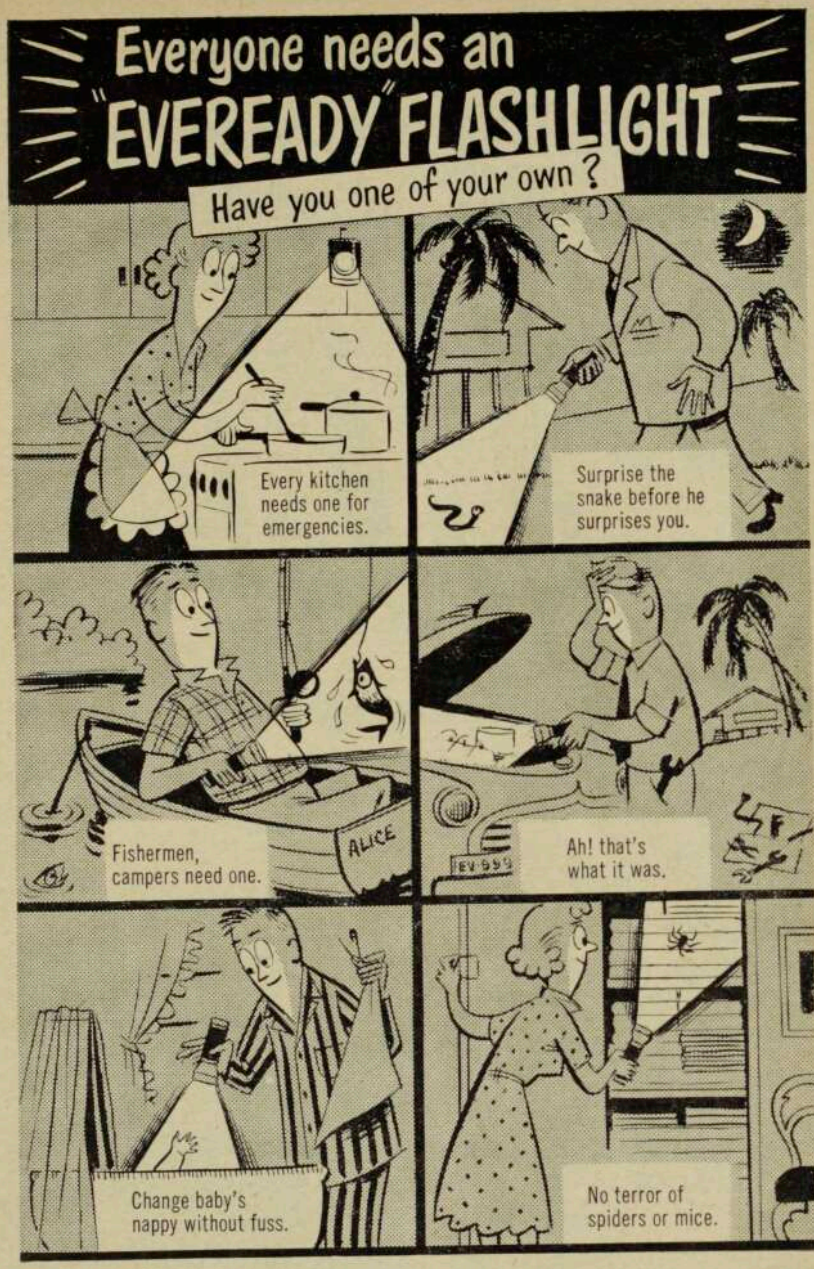
US Consul Visits Pacific

Consul for the h Pacific, Mr. V. Montenegro, been visiting Tonga and i to perform lar services for citizens and cants for visas. jurisdiction ex- d s from the sh Solomons to Marquesas and biers.



Photo: A. Hettig, Nukualofa.

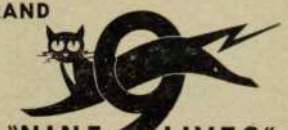
r. R. G. Neubarth, who has n for three and a half years at Government Hospital, Pago go, American Samoa, spent a rt holiday at Bondi, Sydney, in y, before leaving by the Orsova ly in June for USA. He and his e will settle down in Chicago, nois.





But make sure you ask for "Eveready" brand flashlights and batteries — the one brand that has proved absolutely reliable under tropical conditions . . .

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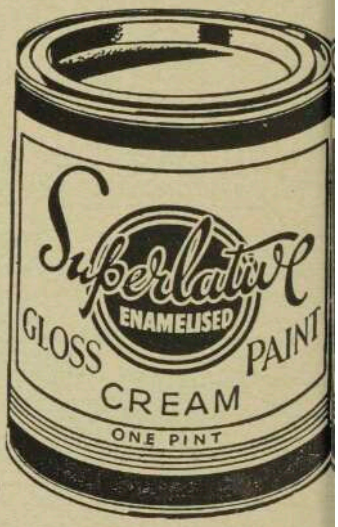
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MAGAZINE SECTION

Tropicalities

MONTE CARLO SCHEMES IN SOUTH SEAS

)EAS of creating a new Monte Carlo in the South Pacific have haunted various people for ny years.

Nearly half a century ago, rmans thought up something of sort for Apia—the bare idea uld probably have caused sequent New Zealand Administators to faint away with horror nd got as far as toying with the ion of some kind of aerial tramy from ships to shore to cut the ding process short for feverishly patient gamblers.

Iore recently, there has been a lean vision of a new Monte lo at (of all places) Easter nd. That was when there med to be a possibility that the nd might become an airport t in a new transpacific line. ibtless commercial minds in le pictured hordes of Americans, h dollar-bulging pockets, streamdown from Honolulu to get rid their dollars. And Ecuador has ideas about the Galapagos.

Iost of the schemes seem likely remain schemes, like the bright a of trying to turn Suva into other Honolulu"—a suggestion t can be permanently guaranteed infuriate all the people in Fiji o are firmly sceptical of some of extravagant claims made on alf of unbridled tourism.

Iore "Monte Carlo" talk has ie at times from New Caledonia, in May it was reported in iney that the construction of a -room hotel and gambling ino at Noumea may be started year.

ehind the Noumea scheme is Henri La Fleur, mining magnate representative of New Caleia in the French Senate.

I. La Fleur will be the biggest kholder in a Franco-Australian ipany financing the business. iney tourist interests believe t the Monte Carlo idea may ourage hundreds of Australians go to Noumea.

COMIC STRIP GRIEVANCE

HE pot, it is said, once accused the kettle of being sooty. A parallel situation occurred in y, when a Sydney columnist nted a mildly scornful finger at English comic strip.

his strip, referring to some sort goings-on at Sydney, talked ut taking a ferry from Circular ay to Farm Cove, where, it recklessly added, there was a surf-bathing pavilion. All very nonsensical to Sydney people, of course.

But at the same time a Sydney comic strip was blithely guying Fiji in a precisely similar strain of absurdity. There was, for instance, a jibe at Suva's All Nations Street which might possibly have been screamingly funny 40 years ago—and it must be nearly 40 years since there was an All Nations Street at Suva.

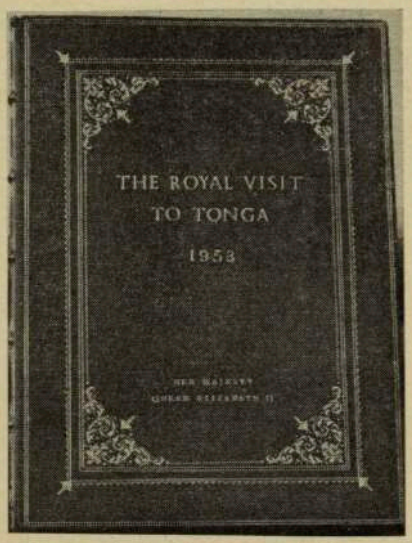
Then there was a merry quip about the displacing of the Fijians by the Indians and it was clearly implied that, in Suva at least, the Fijians are now extinct. All good, clean fun—as long as it does not get to Fiji, where even Fijian tolerance sometimes becomes a little strained.

And there was an excruciating effort suggesting that tourists mistake a Fijian Rugby practice for a murderous brawl and rush for a policeman (Indian), plus something silly about the fire-walking rite.

One way and another, there is no room left for Sydney complaints about London misconceptions regarding Farm Cove.

Royal Visit Books for Queen and Duke

WHEN Prince Tungi, Premier of Tonga, was received in audience by Queen Elizabeth on April 6, he presented, on behalf of Queen Salote, specially-bound copies of the official record of the Royal visit to Tonga to the Queen and the Duke of Edinburgh.



Prepared in London at the request of the Tongan Government, the books had been sent to Tonga to be autographed by Queen Salote and returned to London by plane.

Queen Elizabeth's book is bound in fine blue morocco, with decorative work hand-tooled in gold and the Queen's title inscribed on the cover. The Duke's book is similar, but is bound in green morocco.

The photograph (above) of one of the books is by Hettig.

CIVIL SERVANTS AGAIN

HAVING achieved city status, Suva has also arrived at the dignity of occasional massive traffic jams.

And when, soon after 4 on a May afternoon, a hold-up blocked all traffic between the Triangle and the Burns Philp Corner, with a sideline jam in Pier Street, irate drivers alleged that all the trouble must have been caused by a surge of homeward or clubward-bound civil servants driving out of the Post Office - Customs - Telephone Exchange cul-de-sac.

Pedestrian bystanders suggested that (a) civil servants should be kept at work longer; (b) if the Government had not formerly given civil servants advances at low interest rates to buy cars there would be fewer traffic snarls at 4 pm, and (c) if the traffic policemen were not civil servants too, this sort of thing wouldn't happen.

DREAM OR INSTINCT?

WHEN a 24-years-old Rarotongan, employed as a tram conductor in New Zealand, dreamed that his elder brother wanted to see him urgently, he straightway caught the night express for the 425 miles' journey from Wellington to Auckland.

He thought of breaking the journey to visit a sister at Te Awamutu, but the urgency of the dream had made so deep an impression that he completed the journey without stopping.

The brother (aged 26) appeared to be well, and on Saturday, April 16, the young men went together to the Auckland Domain, where the elder brother was to play in a Rugby football match.

During the match Opura Samuel staggered out of a scrum and fell. When the ambulance arrived, he was dead.

"Amazing story" was the inevitable newspaper description, but few people who know anything of the strength and certainty of Islanders' instincts in such matters will see anything unbelievable in the case.

Certainly the tale of Opura and Poreti Samuel would be accepted as a matter of fact by Polynesians, Fijians and others throughout the

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New Hebrides Merchant



FUNG KWAN CHEE is probably the wealthiest and certainly the most popular Chinese in the New Hebrides. He was born in Hongkong on May 17, 1901, and went to Vila in 1928.

After working in a store he became the storekeeper for "Tibby" Hagen at Epi before starting his own business. He revisited Hongkong in 1934 and brought back a wife, Wu Lee Young, who has provided him with 13 children (seven boys and six girls) as well as helping him in the business.

Fung opened a store at Santo in 1950, and has since opened a second and larger store as his headquarters, while his wife manages the Vila branch.

The children all go to Hongkong for a Chinese education, and the boys are to get an English education as well. The eldest, George, is now at Knox Grammar School, Sydney, where each will be sent in turn, so that Fung will have plenty of potential branch managers for the family business in the years to come.—BRETT HILDER.

Pacific Islands. And even today, few Maoris in New Zealand would regard it as extraordinary.

THE DISAPPEARING "NATIVE"

GRADUALLY the term "native", as applied to indigenous non-Europeans in their own countries is being weeded out in Polynesia and Fiji.

Dislike of the word can be traced directly to its misuse by many Europeans, Americans and, nowadays, by those Asiatics who feel impelled to say whatever they believe, rightly or wrongly, Europeans say.

The implication of perpetual inferiority that had become attached to the word "native" led to a good deal of Maori resentment in New Zealand many years ago, and the feeling became so strong that the Government instituted a sort of heresy hunt to extirpate the offensive epithet. "Native Affairs" became "Maori Affairs", "Native Land Courts" became "Maori Land Courts", and so on.

The New Zealand official attitude to "native" was promptly reflected in Western Samoa, where the Samoans did not like it anyway. When the Central Medical School at Suva was turning out Native Medical Practitioners, the Samoans blandly spoke of their own graduates as Samoan Medical Practitioners. (This incidentally, followed the lead of Indian Medical Practitioners in Fiji).

SMP was firmly adhered to after the school had produced the new term "Assistant Medical Practitioners", and by that time, of course, TMP was current usage in Tonga.

Perhaps because, in the words of a former Governor of Fiji, the indigenous Fijians suffer from neither inferiority nor superiority complexes, it is only recently that educated Fijians have begun to note how and when the term "native" is applied. They themselves use it correctly in the sense of *taukei*, the People of the Land, but some aliens in Fiji with ideas of their own importance—usually Americans, Australians or New Zealanders—persist in abusing the word. Years ago Native Affi became Fijian Affairs in governmental set-up, and soone later this trend will became gen By that time there will prob be a campaign to weed "nat out of Melanesia and New Gui —an idea which suggests profo mental stress among newspa headline-writers in Australia.

LEARNING ABOUT THE INSCRUTABLE EA

WHEN the editor of PIM Sydney some weeks ago by s for Malaya, etc., one of Chinese crew carried his lugg aboard the ship.

At the end of the process, editor handed over the necess few shillings that is usually regar as indispensable in this sort of bu ness.

To his amazement the sea slipped the money back into Robsonian jacket pocket, seized Robsonian hand, and shook Which left our editor somew shaken and wondering if this wa manifestation of a new concept brotherly love in the East—or j contempt for Australian curren

(Continued on page 61)

PIM CROSSQUIZ NO. 64

Solution page 61

— ACROSS —

1.—Which British decoration for valour was originally cast from bronze cannon used in the Crimean War?

7.—What is the ecclesiastical capital of England?

8.—What did Pinocchio do that made his nose grow longer?

9.—What is the largest living quadruped?

10.—Who was the headmaster of "Tom Brown's Schooldays"?

12.—Who is England's biggest film magnate?

13.—What was Al Jolson's real first name?

14.—What is the throat of a fowl called?

16.—Which famous French satirist wrote "Gargantua" and "Pantagruel"?

17.—What is the name of the planet which is surrounded by a series of rings?

21.—What was the name given to native soldiers in the British army in India?

22.—What was the name of the King of Spain at the time of the defeat of the Spanish Armada?

— DOWN —

1.—Who won the American national tennis title in 1954?

2.—What aircraft first completed the non-stop double crossing of the Atlantic?

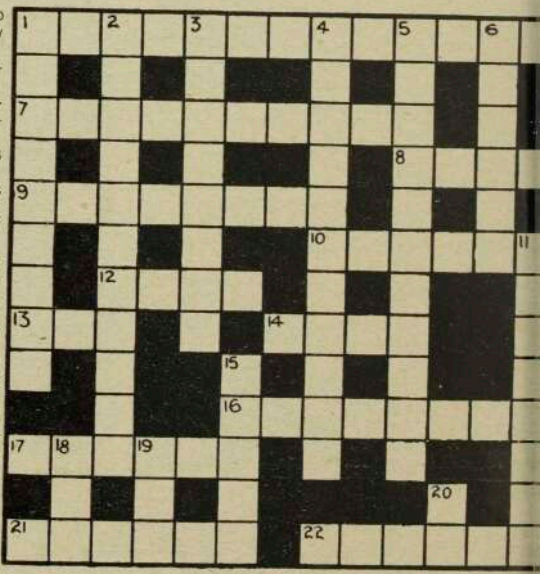
3.—What is the familiar term for the degree of the projection of roofs?

4.—To what aboriginal tribe does Albert Namatjira belong?

5.—Who is most likely to be the spearhead of Australia's fast bowling attack in the coming Tests?

6.—What is the surname of the autho of "Black Beauty"?

11.—What famous sporting trophy was competed for in 1900?



15.—What is the term for all the bird in a certain region?

18.—What type of monkey does not h a tail?

19.—What organisation is the successor the League of Nations?

20.—What is the chemical symbol chlorine?

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IE MYSTERY OF THE LITTLE WHITE BAG

liss Mackie McCown has been ie from the United States on an ended holiday. She is the ghter of Mr. A. G. McCown, of edanu, Levuka, Fiji; is a double and a double BSc, and specialises 'blue-babies." But, with all this wledge, she was recently unable ave the lives of three motherless ens. And this story is the con- ience of that fact.

IE kittens lost their mother when they were a few days old and although Mackie did her with an eye-dropper and cow's t, it did little good and finally decided that there was only one g to do: She got one of the o bags that her father uses to his pearl buttons, put the ens in it, tied it tight and took ut to the reef and sank it, put- a piece of coral on the top.

hat should have been that, but metime during the next few s the piece of coral was dis- ed from the bag, and the bag n to drift.

drifted until it was three miles y, off the village of Nukutocia here, as is their wont, some of ladies of the village were out the reef fishing. One lady, ewhat removed from the rest, d the bag floating by, and, say- nothing to anyone, grabbed it kly and shoved it down south veen the ample folds of dress bosom.

ut it rested there only moment- y. Being a Fijian she maybe had er before heard of "tainted ney"—but judging by its smell e certainly appeared to be some- g wrong with this lot.

ut came the bag for closer ex- nation, and this time the er ladies were o gathering nd expec- tly. The bag prodded gerly — and rors! Yes, un- takably, by its , there was outline of an bryo head. h lady, clear her own con- nce, glanced reptitiously at neighbour spared a ried thought her neigh- r's daughter. o *could* be re- nsible for this g? Neither by s nor symp- s had any picions been used. Yet, re, undoubted- was *some- ng.*

Whatever it was, or whose ever it was, it was now a community matter and without investigating further, and keeping the bag at decent length, the ladies returned to the shore and erupted into the village.

Out came the superannuated grandmothers, and the grand-papas, the toddlers, the gentlemen of the village and finally the *Turaga-ni-koro* (headman of the village, to you) to hold solemn conclave.

The bag was examined—but not too closely. Prodded a little and the pronouncement made. Yes, certainly, there appeared to be a head. The bag was hung on the low branch of a tree. But what to do?

It was a period of some argument, wild speculation but no accusations, you understand. But it showed, did it not, just how far one might trust one's neighbour? Or one's neighbour's daughter?

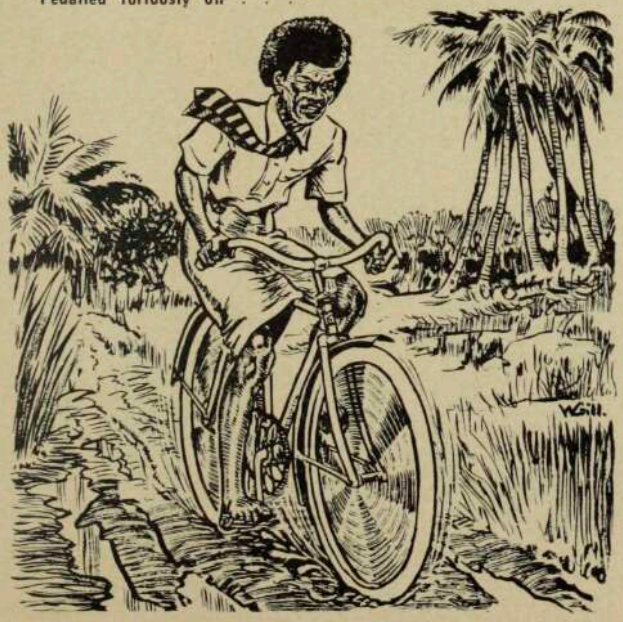
Finally, the *turaga-ni-koro* decided that this was Too Big for his jurisdiction. Clearly, it was a matter for Government, the nearest seat of which was Levuka.

He changed into his Sunday shirt and his Sunday sulu, got out his bicycle and with a last admonition that no one must touch the bag, pedalled furiously off, the weight of decision sitting heavily on his brow.

The village settled down to wait in an atmosphere of uneasy quiet.

The headman evidently had a busy few hours in Levuka explaining the whole horrible business of the mysterious little white calico bag. But he finally returned, perspiring, to the village, and, in his wake, a member of Her Majesty's police; the authority of the Medical Department in the person of the local Assistant Medical Practitioner; and the Sister-in-Charge of the Levuka Hospital.

"Pedalled furiously off . . ."



While the whole village sat around in respectful but alert silence, the headman led the official trio to the tree upon which hung the now drying and very odorous calico bag.

History does not record who cut down the bag, untied the binding and emptied out the remains of the three putrefying infant kittens. But the foul deed was done by someone, while the whole village and officialdom looked on at first with stupefaction, then variously, with anger, embarrassment and hilarity as the assemblage broke into vociferous exclamation.

All except the ladies. They eyed one another and nodded with slow approval while over the broad, brown countenance of each spread a smirk of the purest virtue.

Where Prayer is Better Than Science

THE very useful annual "run" of fish fry in the local Blue Lagoon has not been annual for a number of years. The lagoon was no bluer than the disappointed villagers to whom the spawning, often continued for weeks or months, represented savings on tinned meats, etc.

When the "run" fails, the current pastor is usually blamed for not being energetic enough in prayer.

This year, the sardine-like tiny fish have arrived — hatched-out somewhere off the coast. To date, the run has not been equal to that of many past years, but it is visible, and the Church's prestige is safe.

The coincidence of the Boys' Brigade Silver Band having reached something like concert stage, if not quite versatility, is also associated with the return to Mangaia of "ika-tauira".

Baskets of gleaming fry are carried inland, and either boiled in sea-water and coconut "milk", in their millions, cr wrapped in big fern-leaves for baking in the ground-oven. The baking process is generally repeated several times, and although it dries up the delicacy, the tiny pinlike bones are rendered soft and edible like the rest.—*E. GOLD.*

† Livestock production in tropical conditions will be the subject of a conference at Brisbane from August 22 to August 26. With Australia as host, between 30 and 40 animal industry experts from 16 Far Eastern countries will meet under the auspices of the UN Food and Agricultural Organisation.

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Adventure Story About Vanikoro

TIMBER TRADE PIONEERS

The pioneering of the timber industry at Vanikoro, BSIP, by San Cristoval Estates Ltd., 1923-24, had strong elements of adventure and drama (writes Mr. Frederick Ashby, one of the pioneers, who now lives at Nadarivatu, Fiji).

IN 1923, the company bought the topsail schooner *Houtu* in NZ, and the writer, whose job was to buy milling and logging machinery and provisions for Vanikoro, was at Auckland to load the gear and then to sail with it to the Solomons.

The company engaged 11 first-class kauri bushmen from North Auckland and sent them ahead via Sydney to Tulagi, the then BSIP capital.

After delays, I got the gear aboard only to find myself shut out, as the schooner had no passenger licence. Captain Broadhouse (since deceased) overcame this and other red tape by signing me on as purser at 1/- a month. The Houtu, I think, must have been the only topsail schooner (crew of five) ever to carry a purser.

With two semi-diesel Scandia engines, the *Houtu* was scheduled to sail to Tulagi in nine days. We had a Navy man as engineer—but he blew the heads off both engines before we were 300 miles from Auckland.

Having no tropical experience, we left Auckland at the start of the hurricane season, and it seemed that we met every adverse wind that could blow. The schooner, being flat-bottomed, rolled with the best, and our sails were ripped to shreds off Walpole Island. The scheduled nine days' voyage lasted for six weeks, and we arrived at Tulagi to find the *Houtu* listed as lost with all hands.

My brother and the other men from NZ had been helping Mr. Svensen to recruit labour from Malaita. About 75 men had been engaged, SCE paying £20 a head.

OVERLOADED when she left Auckland, the *Houtu* now carried in addition 75 boys, plus 11 hefty bushmen, for the 500 miles from Tulagi to Vanikoro. An 18-ft launch was towed. The weather was fairly good and we reached Vanikoro in a week.



Mr. F. Ashby with Fijians at Nadarivatu, Fiji. This picture was taken 23 years after the first Vanikoro venture.

At one stage there was a minor riot among the Malaita contingent, apparently because of an earlier feud with Svensen during recruiting in Malaita.

In early January, 1924, we landed in a lovely bay, about five miles from the present Vanikoro settlement, and found only a handful of diseased people who were dying out rapidly. At that time few people were interested in the Solomons, and I doubt if there were more than 30 Europeans, scattered between Rabaul and the New Hebrides.

The company's plan was to land us at Vanikoro with a few weeks' provisions. The schooner was to return to Tulagi for a full load of stores.

All went well ashore and, thanks to the experienced bushmen, we soon had all the logging and milling machinery installed. Then the *Houtu* sailed for Tulagi; and for six months there was complete silence.

The story goes that when the *Houtu* was about to load at Tulagi a mysterious fire broke out. The schooner was gutted and sank in the harbour.

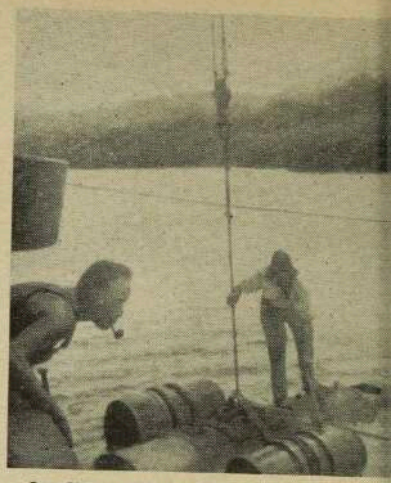
The company then chartered the big schooner *Mascot* (Captain Buckley). She sailed for Vanikoro in February (still the hurricane season), struck a reef near Utapua Island, within 70 miles of Vanikoro, and sank with all our stores. Captain and crew got ashore in the small ship's boat; and thus they and we were marooned within 70 miles of one another.

AT Vanikoro nearly all of us, Europeans and Islanders, suffered from malaria. However, we managed to erect a village of pre-cut timber (brought from NZ) and had about 600,000 ft of kauri logs in the lagoon for shipment. Our doctor (Dr. Mitchell, aged about 75) was responsible for saving all our lives, although two of our men died after returning to NZ.

One day a small boat containing four men was sighted coming up the bay. It was the *Mascot's* boat, and the men had braved the 70 miles to seek food—from us, of all people.

We then held a general conference.

With our party from NZ were two



Landing the mill boiler from t "Houtu" at Vanikoro in 1923. Jimm boss boy from Malaita, was a "pr fessional headhunter".

Maoris, whose bravery will live i my memory long after I have for gotten the fools who still some times allege that the Polynesia "has no courage." At the confer ence these two men volunteered t take the 18-ft launch, with all th petrol it would hold, and attemp to reach Tulagi.

The tiny craft, with no more tha 18-in. freeboard and a 5-hp Ander son motor, had been built at Christ church, NZ, many years ago. Th magneto fired when the mood seize it.

With no sextant and no compass the Maoris set out on the 500 mile (in one direction or another) t Tulagi. They had a full load o petrol and water, but only a scant supply of food.

Those men reached Tulagi in 1 days. They told me later that a night they steered by the stars.

When the news reached the hea office (then at Melbourne), th company chartered the small cutte *Niue*, operated by one of the Austin brothers, who ran a plantation somewhere in the Solomons. Th Niue picked up our fever-stricken gang at Vanikoro, and the New Zealanders later went home by way of Sydney.

BEFORE ending this story, I must add that at Vanikoro we were visited by a Jap pearler with a small lugger and half a dozen divers.

Now history relates that La Perouse lost his ships among the reefs at Vanikoro in 1788 (in recent years somebody found a big anchor in the lagoon), and it is also said that La Perouse carried a large store of gold and Spanish coins which he deposited at the island.

Among the kauri we found a clear space of about ten acres, which we were led to believe was cleared by the Frenchmen when they built a boat to escape from Vanikoro.

I find it hard to believe that they

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ft bullion behind; but Eto, the
ip, had a map which he afterwards
id showed where the gold was
ried. Anyway, he had his divers
cavating near the place where, I
lieve, the present settlement is
uated. Certainly they dug up a
rge silver coin like a Spanish
ubloon. It was much pitted, but it
used a little gold rush among

However, I think it unlikely that
e wily Jap would have shown it
us unless he had exhausted every
ssible avenue that might have led
wealth.

A final note: When we landed at
nikoro there was only one well-
ilt islander among the scrawny
d largely diseased handful of in-
bitants. He proudly possessed an
d 577 carbine rifle with seven
ells and with it he dominated the
hole island and held the tribe
umbering about 110) in subjec-
n.

When we landed we were accom-
nied by a BSI official, Mr. Wilson,
ho promptly arrested the
onarch" and confiscated the rifle.
e ex-ruler later spent 18 months
the Tulagi calaboose.

Soon after our departure, San
istoval Estates Ltd. sold out to
nikoro Timber Co. Ltd., and I be-
ve the timber is still being
rked by the latter firm. The out-
de world, however, heard little of
nikoro and/or Tulagi itself until
e Jap bombs began to fall in 1942.

The Rev. John Havea, a Tongan
ethodist minister, arrived in Aus-
alia in late April on his way to
nga from New Jersey, where he
ined his Bachelor of Divinity
grees with honours at Drew
niversity. Mr. Havea, who is the
ungest brother of Paul Havea, a
ngan missionary in the Solomons
r 30 years, will be a tutor at
upou Methodist College.

olution to Crossquiz from page 58

V	I	C	T	O	R	I	A	C	R	O	S	S		
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Tropicalities—

—Continued from page 58

LINK WITH NORTH-WEST ISLANDS OF NG

WITH reference to your note on H. R. Wahlen's once-famous home on Maron islet, I have just found here in Brisbane an interesting link with those North-west Islands (writes "Ganasi," from Queensland).

In 1920, I went to Manus and thence to all the Islands beyond Maron, to take over the H. R. Wahlen properties for what was to be the Expro Board. Later, most of the Germans there were rounded up and sent home to Germany.

At the Aua Islands I met the manager, one Charles Matthies, who had landed there many years before. He was one of two sailors from a German survey vessel. The natives had playfully killed the other man, but had made Charlie Matthies their chief.



Aua dancing girls.

Charlie was a very colourful character. He worked the copra by casual gangs, one week from this end and the other from that end.

The natives, particularly the girls, are noted for their comeliness and have a touch of the Micronesian in their make-up. It was at Aua that I observed cases of Polyandry, not so common in the world. Several of the women had two husbands and lived alternately with them. The husbands were not necessarily brothers, which is the fraternal polyandry of parts of Asia.

Charlie Matthies was allowed to stay on at Aua, and he still was there in 1942, when the Japs attacked. It is thought that he was killed by the Japs.

Four of his 12 children were brought to Brisbane by the Americans. One (Emma) now about 32, is working in South Brisbane, and Rosie (23) is a housemaid in the home of a high Roman Catholic personage.

Rosie informed me they do not like Brisbane and would love to go back to their Paradise-like island—which I think is where Dr. S. M. Lambert got the title of his book on the Pacific — *Yankee Doctor In Paradise*. Rosie, with her black hair in plaits, is far better-looking than the Abo half-castes one sees in this northern capital. Quite an interesting link!

The attached photograph of two Aua girls, dressed for the dance, was given to me by Mr. Matthies over 30 years ago.

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† At the first graduation ceremony of the new Central Nursing School at Tamavua, Suva, the graduation classes included 28 candidates who had completed three years' training in general nursing and midwifery, 12 with two years' training in tuberculosis nursing and two male nurses. Another 22 nurses graduated from the Lautoka Hospital Training School. Nearly all the nurses are Fijian girls.

¶ Mr. E. K Laws, Commissioner of Police, Fiji, left for England on leave in May. The Deputy Commissioner (Mr. R. O. Hassall) is acting as Commissioner and Mr. H. W. Halstead is acting as Deputy Commissioner.

YOU WON'T NEED TO TAKE YOUR CHANGE IN SMOKES

ONE of Prince Tungi's missions during his visit to London in April was to make arrangements for the minting of Tonga's own coins.

This will mean (as reported in this issue) that the current Australian coins will be withdrawn from Tonga's currency.

A Nukualofa correspondent expresses the hope that the new coinage, while emphasising the Kingdom's independence, will also end the chronic shortages of change in Tonga's shops.

Often, he writes, matches, sweets and cigarettes are handed over the counters instead of coins. The system is certainly good business for the traders, but not so good for the customers.

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DESMOND FAHEY

Retirement of Popular Radio Man

By Jack Thornton

WELL-KNOWN in the Cook Islands and Western Samoa, genial Mr. D. ("Des") Fahey, Superintendent of the Telecommunication Radio Station at Apia, retired in March after 24 years' service in the islands with New Zealand's Post & Telegraph Department, and sailed with his wife on the *Matua* to New Zealand, where the couple plan to settle in Dannevirke.

Mr. Fahey joined the P. & T. Dept. as a messenger boy in 1922 and was seconded in 1931 to the Cook Is. as a radio operator. His bride from Wellington joined him in 1938.

During his service in the Cook Is. Fahey visited all of the Southern Cooks on numerous occasions, and in 1940 installed the radio station on Palmerston Island.

An amusing sidelight concerning the erection of a radio station at Palmerston Is. was related to me by Mr. Fahey in Apia recently.

"When we were digging the foundations for a concrete water tank we came across successive layers of square gin bottles—each layer must have been covered by sand driven by storms," said Mr. Fahey, who assumes that the original William Marsters must have been responsible for depositing the cache of dead marines. He found a headstone for Marsters' grave lying in a building at Palmerston Is. and had it erected at the head of the grave.

Another William Marsters (now dead—the second son of the original settler) performed the official opening of the new radio station, but as it was a cold day and he was an old man, he insisted on entering the building to cut the ribbon across the doorway from his vantage point *inside*, instead of performing the opening ceremony in the conventional manner.

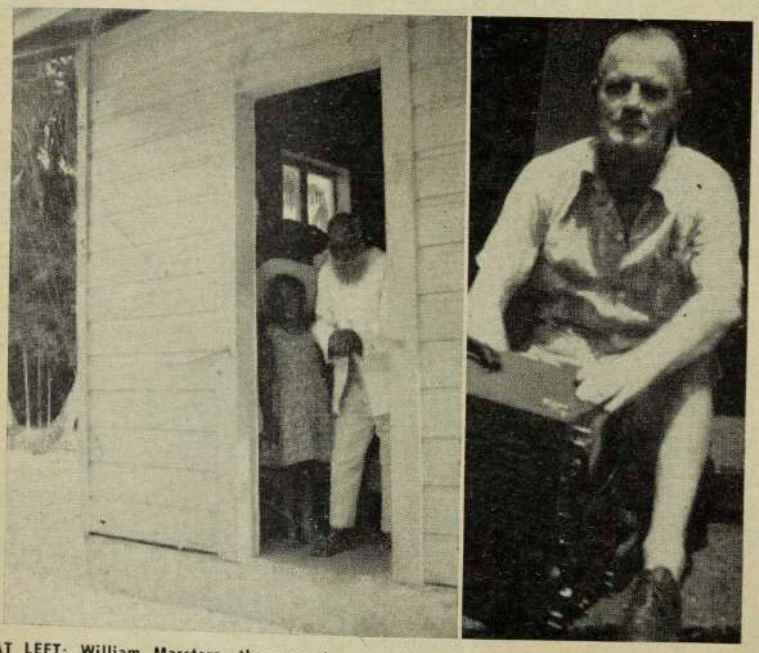
In 1946, shortly after his arrival in Apia from Rarotonga, Mr. Fahey, as Superintendent of the Telecommunication Radio Station, inaugrated a broadcasting service in his spare time, in collaboration with the late Colonel Voelcker, the then Administrator of Western Samoa.

This broadcasting service operated for a year without any official financial support, giving programmes every week-day evening from a room in the radio station. The announcers were volunteers from the radio station staff.

The Administrator was very keen on introducing broadcasting on a wider scale to the territory, and after a demonstration had been arranged in the presence of the Fono of Faipule, the New Zealand Broadcasting Service supported and assisted the establishment of Apia's present broadcasting station, 2AP.

When 2AP was officially opened in January, 1948, 147 villages had been issued with receivers; the number increased to 260 within 18 months, and there are now well over 1,000 privately-owned receivers in Western Samoa and the Tokelau Islands. Fahey and his staff installed all the Government receivers, and servicing them regularly has proved a big job.

A wide circle of friends in the Islands will regret the Faheys' departure. Mr. Fahey is reported to have an eye on the proposed 1956 Antarctic Expedition.



AT LEFT: William Marsters, the second son of the original settler on Palmerston Is., then himself an old man, performs the opening ceremony from inside the new radio station. And right, Mr. Fahey.

Small Beginnings of Popular Bands

THE band of the Fiji Infantry Regiment and the Regimental Depot Band (the latter filled the bill when the FIR Band went to Malaya with the 1st Battalion) originated in World War I as the band of the Fiji Defence Force.

To-day, when the bandsmen's scarlet tunics and white sulus are an integral part of almost every spectacular occasion in Fiji, it is amusing to recall that 40 years ago there were doubts about whether Fijian soldiers could cope with brass-band instruments. Although there had been a band at the time of Cession in 1874, the doubts persisted until the diminutive figure of Arthur Levy arrived at Suva from Ba and energetically pushed the idea.

The military heads were sympathetic but doubtful, and the then Governor was likewise sympathetic, but firmly knocked back any idea of financial help out of the public purse.

Arthur Levy, disappointed but undaunted, set himself to collect a fund. The firm of Brown and Joske (now W. R. Carpenter and Co. (Fiji) Limited) promptly came to light with £200 and a promise of more if it were needed. Smaller sums came in, and the band project was effectually launched. The Cession period band instruments were resurrected and were made more or less playable for the time being.

At that time there were 2½ platoons, totalling 150 men, training for home defence. They were hand-picked Fijians, and Levy managed to get 30 of them for his band. He was gazetted as Bandmaster with the rank of sergeant, being promoted later to 2/lieut.

The new band found its feet in an astonishingly short time, and on the first Sunday on which it played the troops to church almost the whole of Suva turned out to cheer.

But perhaps Levy's crowning effort (the writer was there) came when, after a deceased sergeant-major had been given a military funeral, he marched his band back to headquarters to the irreverent strains of *If You Want to Find the Sergeant-Major, We Know Where He Is.*—BIRK.

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THIS MONTH'S NEW READING

Book Reviews by JUDY TUDOR

EXIT THE COW COCKY

THERE is as much difference between an aboriginal digging-stick and a bull-dozer, as there is between the *On Our Selection* farmers of Steele Rudd, and the mechanised farmers of E. O. Schlunke.

Both wrote about the Australian rural scene—Schlunke, about 60 years after Rudd. Rudd's Dad and Dave characters, although true enough of their time, are the basis of the caricatures of Australian countrymen even to-day, although they now are about as far from the truth as Schlunke is removed from Rudd in period of time.

All except one of the stories in the present volume, *The Man in the Silo*, have appeared in the *Bulletin* and the author's work is well known to readers of that journal.

Schlunke's style cannot be faulted and is peculiarly suited to his subject. He has a sly humour, his people and scenes are authentic and he is devoid of sentimentality. Pity he cannot be made required reading for the 60 per cent. of Australians who live in the city and whose notions of the country are still based on the Dad-Dave-and-Mabel theme of last century.

Schlunke is several generations removed from German pioneering stock. Many of his characters, like himself, bear Teutonic names. Many of the stories are set at the time of the last war and some concern the Italian prisoners-of-war who were employed on farms to the profit, exasperation and sometimes amusement of their employers.

Schlunke himself is a farmer. That is how he makes a living. Short-story writing he probably regards as a hobby because, unfortunately, there is no livilihood in it in Australia. Volumes of short stories are, of course, notoriously unpopular with buyers of books. A thousand pities in this case because the stories are of great merit.

(Published by Angus and Robertson, Ltd. Australian price, 16/-.)

SEVEN FOR SEVEN IS QUITS

BECAUSE this book so easily could have had a happy-ever-after ending, the author kills the heroine off in the beginning, apparently in order to prevent himself from falling for the temptation of that sentimental solicism; the story is thereafter told in retrospect.

Nonetheless, fans will find Nevil Shute's *Requiem for a Wren* up to required standard, while, perhaps, remarking that the maestro does seem to be putting the emphasis on the psychologically odd, as time goes on. People who enjoyed such Shute stories as *No Highway*, are somewhat disappointed in this trend, although, judging by sales of his books, most are prepared to take it.

As one can guess from the title, this story concerns a member of the women's auxiliary of the Royal Navy, during World War II. It tells how a brisk young woman of the outdoor type—more at home covered with grease from dismantled guns than in the drawing-room—can become something near to a mental case (and she finally did take her own life) when ridden by an obsession.

Janet Prentice was a "natural" shot—and a whole series of circumstances which Shute makes sound logical, puts Janet in the position of shooting down a German plane. Unfortunately, the Junkers was carrying seven Central Europeans who could have flown the Junkers to England to surrender. No one ever was to know that for certain, because they were all killed in the crash, but the possibility preyed on Janet's mind and she felt that expiation was called for. When six of her nearest and dearest ("including the dogs") were taken she, in the mentally disturbed state in which she then was, imagined that this was the consequence of her mistake. Finally, in order to save a possible seventh victim and put "paid" to the whole account, Janet swallows Aunt Ellen's knock-out pills.

It is an interesting psychological study of a girl in a not-quite-normal state of mind which was induced by shock, fatigue and the strain of prolonged war service.

One of Janet's first victims in expiation was Bill, the Australian whom she was to marry. The story opens in Victoria on the station property of Bill's father, and the whole narrative is told by Bill's brother, who was himself a RAF hero during the war.

For European readers there is therefore fascinating glimpses of the life of an Australian wool-baron, and for Antipodean readers, a more than sufficient account of what preparation for D-Day was like. The whole plan of the book is ingeniously contrived—there is certainly nothing wrong with Mr. Shute in that department. And if the effort in the last few paragraphs to get some sort of fulfilment into what has been full-scale frustration, still leaves you with an unsatisfied feeling, you can reflect—as the author no doubt intended you to do—that life is largely a mad muddle of wasted lives, anyhow.

(Published by William Heinemann, Ltd. Australian price, 13/6.)

LET'S MAKE A REPUBLIC

IF you like a straightforward, rollicking story of people who get more satisfaction out of life than dissatisfaction, you will not do better than *A Fair Wind Home*, by Ruth Moore.

Miss Moore, who is a successful American writer, has in this book made her first venture into the field of the historical novel—because, she says, she wanted to reaffirm faith—her own as much as any—in our own times.

We can see what she means. *Fair Wind Home* is set in the 18th century, when the North American continent was still settled—and sparsely—only around the edges; where men could still get the sort of freedom they wanted by moving further out—or in this case, further north along the Atlantic coast of what is now the United States.

However, Miss Moore makes her characters very human, and understandable by 20th century standards. Because these people lived three centuries ago, she does not make the mistake of attributing to them different emotions or reactions to those of people living in our present age.

And if the writing of the book afforded the author relief, it is likely to perform the same service for readers who have had a surfeit of modern American novels of the syncopated age.

The period about which Miss Moore currently writes was an uncomplicated one, when men (and some women) solved their own problems or they remained unsolved; a period when deeds had not yet been superseded by talk. It tells of three men of peace who were prepared to fight to live how they wished; and of the hilarious kingdom founded by old man Cantril on the Crookshank River.

Old Cantril had a vision—and nine grown sons whom he managed without any trouble. When the grown sons began to show symptoms caused by the lack of women in this Eden, Cantril solved the problem in the easiest way possible: for a few trinkets he bought nine Indian maids from the local tribe whom he had already dispossessed of the river land.

Cantril could handle his sons; and he could also handle the Indians. He imagined therefore that he could handle the progeny of same—but in this he could not have been more mistaken. The grandchildren inherited none of their fathers' docility and all of old Cantril's fire and devil.

The boys were "wilder than hawks" and spent the major portion of the time with their Indian kinsmen. The girls stayed home—but when opportunity occurred were no better than they could be.

Lemuel Cantril—otherwise Smokepole—eldest grandson of both old

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Cantril and of Smoking Stick, the chief who had provided the nine brides for the nine brothers, plays a stormy and important part in the final *denouement*.

A thoroughly enjoyable story of action and humour that could be colonial pioneering almost anywhere—but all the more enjoyable because it reminds us of an apt to be forgotten fact—that the great and over-sophisticated United States had much the same beginnings as we did ourselves.

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

TONGA, AD LIB

THE occasion when Queen Salote of Tonga drove in an open carriage in the Coronation procession of Queen Elizabeth II, must have been one of the most profitable literary incidents of history. Following it, millions of words have been spilled about Queen Salote, her Kingdom, and her family.

Before the Coronation, very few people in England had ever heard of her, and although she quite frequently had visited New Zealand and Australia, her comings and going had excited no comment at all. For Queen Salote was a shy, retiring woman, especially in European company, and no doubt still is. The change was wrought in the public, and its interest in Tonga and its Queen has never flagged since. Or so the book publishers appear to believe.

Latest offering is *Friendly Queen*, by Hector Macquarrie. Mr. Macquarrie has written several other books. His second last offering being *Vouza*—and that during the war following a lot of publicity which Vouza, the Solomon Islands police-boy had deservedly received after his very brave conduct during the Solomons campaign. Macquarrie had, for a brief time, been a District Officer in the Solomons and Vouza had been one of his PBs. That book was a great deal more about Macquarrie than Vouza, however.

Macquarrie, although born in New Zealand, has lived for a long time now in England and one somehow feels that that is more his spiritual home than the raw colonies. And it seems that he is a writer who waits for the moment, rather than one who goes out and grasps time by the forelock. Although at one time he was ADC to a Fiji Governor (who also, of course, has the oversight of Tonga) he probably has had very little contact with Queen Salote or her Kingdom, at all. But what he has done is to delve deeply into Tongan history and—if one can bring oneself to forgive the sprightly interpolations about the doings of the District Officer (Mr. Macquarrie himself, in thin disguise)—this is worth the price admission. It saves a great deal personal research through Cook journals and Mariner's *Account the Tonga Islands*. The backgroun and history of the influence of th Wesleyan Church is also fully dea with.

In fact, the history of Tong makes up by far the larger portio of the book; the Friendly Quee part of it is simply the selling poin as it were, for people who still hav an unsatisfied appetite for detai of the present royal set-up Nukualofa.

For this reason it is of far mor real value to those interested in th Pacific than if it were just anothe "Queen". book. Apart from th sprightly interpolations aforesai Mr. Macquarrie is a competen enough craftsman, and his potte history of Tonga, ancient an modern, will be easily assimilate by the most delicate digestions.

(Published by William Heinemann, Lt Australian price, 22/6.)

WHALES AND HISTORY

IN June, 1836, Captain Willian Rhodes, who was to become leading merchant of Wellington NZ, before he died, and was pioneer of a well-known NZ pastoralist family, put to sea in th

(Continued on page 101)

Fiji Women's Hockey Team on New Zealand Tour



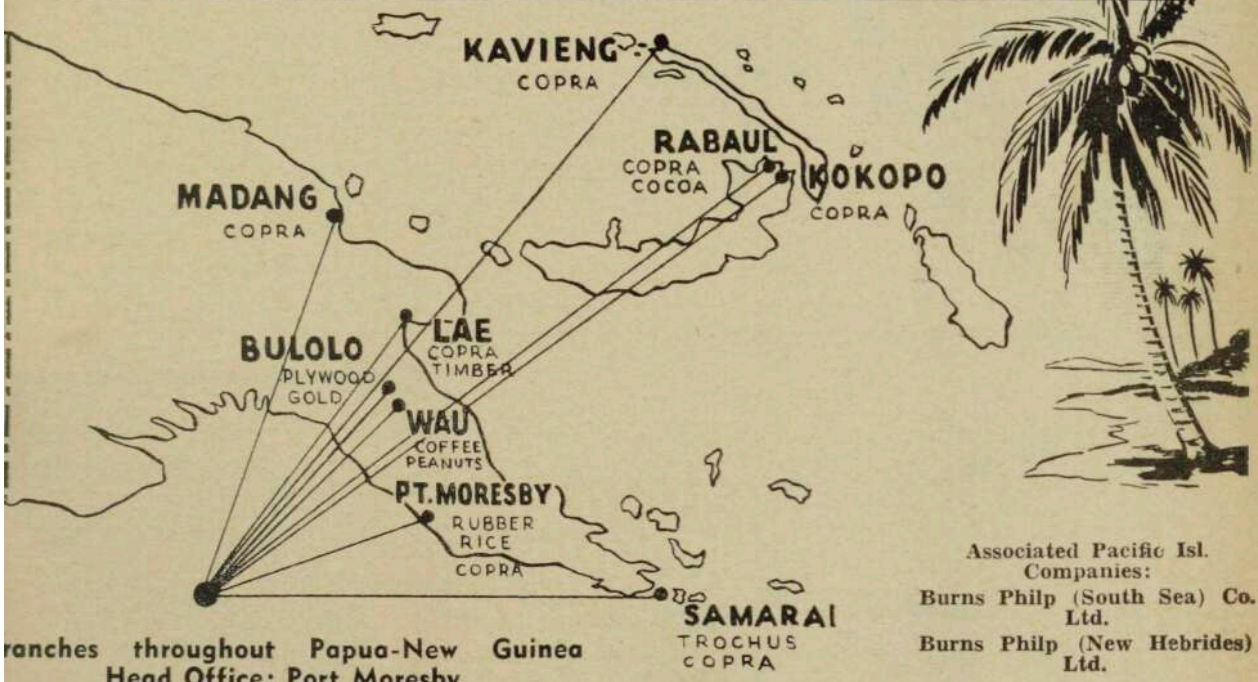
The Fiji women's hockey team, now touring New Zealand, beat Rodney, 3-1, in the first match, played at Warkworth, Auckland. The members in this photograph are: Back row—J. Wilder, T. Work, J. McKenzie, N. Sorby, M. Thomas, L. McGoon, L. Spitz, P. Williams, L. Stockwell. Front row—M. Watson, A. Bower, S. Raddock (captain), Mrs. M. Fenn (manager), A. Smith (vice-captain), B. Apted, M. Beddoes.
Photo: Caines Studio, Suva.

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FIJI'S SOIL SURVEY IS MAKING PROGRESS

MORE than 60 types of soil are described in a provisional report on Viti Levu released by the Soil Bureau of the New Zealand Scientific and Industrial Research Department.

The report was made by Mr. J. P. Fox, who, as a result of an agreement between the Fiji and NZ Governments, carried out a preliminary survey as one of Fiji's development projects.

Surveys are now being made of Vanua Levu and Taveuni.

The Fiji Agriculture Department will try to group some of Viti Levu's soil-types into categories of soils which can best be used for the same purpose, such as forestry or the growing of specific crops.

The problem then will be to discover what the soils in the various categories need in fertilisers and management to produce good crops and to maintain their fertility indefinitely.

The provisional report, certain details of which are to be checked with farmers and with field officers of the Agriculture and Forestry Departments, the Native Lands Trust Board and the CSR Co., discusses the erodability of many Viti Levu soils and stresses the damage already done by bad farming.

More Dead Elephants

SOMETHING said to be a dead elephant was washed up at Mangaia, Cook Islands, last year.

The mystery deepened in May, when two dead elephants were washed up near Wanganui, New Zealand.

In the second case, one carcase was easily recognisable, but the other was mostly bones. No elephants were missing from any zoos or circuses in the Dominion.

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OCONUT PEST
RADICATION

Hunting the Rhino In Samoa

ERHAPS because of better publicity on the part of the authorities in Fiji, most people ink of that Colony as the only ace where any serious anti-inoceros beetle campaign is in ogress.

In the April SPC Quarterly illetin, Mr. R. A. Cumber, South cific Commission entomologist, ows that a good deal is also being ne in Western Samoa which has en the home of the beetle for a uch longer period. The campaign ere is concentrated mainly on the operty of New Zealand Repara-ns Estates, with a considerable nount of research being carried t in the field and at the new rriculture Department laboratory the waterfront.

Research is directed towards the sting of possible chemical attract-ts, flight habits and range of ght—most important in relation quarantine problems, examin-ion of the efficacy of existing con-l methods, testing of insecticides, rasites, predators, and general eeding habits.

There has been frequent mention the past of the Fiji compost raps," which are very liable to rn into efficient breeding in-bators for the spread of the beetle less they are regularly dug over d the "produce" destroyed.

Another type of trap is in use Samoa (and also in Fiji) which less has been written. coconut trunk is cut in lengths about 4 ft, each length being lit in two and the pieces laid ce down side by side. Such traps e placed at intervals along the undaries of the more heavily in-sted areas of the plantations. The etles take to the air mainly be-een 7 pm and 9.30 pm and are racted by the logs, into and under hich they promptly tunnel to mate d lay eggs. Regular inspection of e traps takes place.

The beetles so caught alive pro-le a regular supply for research rk in the insectary in Apia.

Mr. Cumber reports that pre-iling weather conditions have an portant effect on the habits of e beetles. In periods of heavy in, of say 3 to 4 inches in three ys, the majority leave the ground eeding places and take to the lm tops, and do not return until e weather becomes dry. Failure find beetles in the ground traps an almost certain sign that they e at their destructive work in the lms. There are indications that the general movement of beetles from palm to breeding place may also follow a cycle not associated with the weather. There are also signs that the beetles select their breeding grounds according to the lie of the land. Much research is going on in this direction in Samoa.

Mr. Cumber mentions that in studying the habits, individual beetles are caught and marked with coloured paints or sometimes radio-active substances, then released to see where they next show up.

Interesting is the observation that the siting of plantations seems to have an important bearing on whether the palms will be attacked. A 380-acre area of plantation has been closely mapped and examined during research into this aspect.

Sixty chemicals are currently being tested for properties of attraction. Trays of chemicals are placed overnight in the insectary, each containing a chemical. Results are based on the number of beetles found in each tray next morning. Several types of insect and a fungus are undergoing tests as to their lethal powers against the beetle. Two types of bacteria from the United States which might prove effective in attacking the beetle's digestive system and breeding cycle are on test.

From all of which it is evident that a great deal of research into the beetle problem is taking place in Western Samoa.

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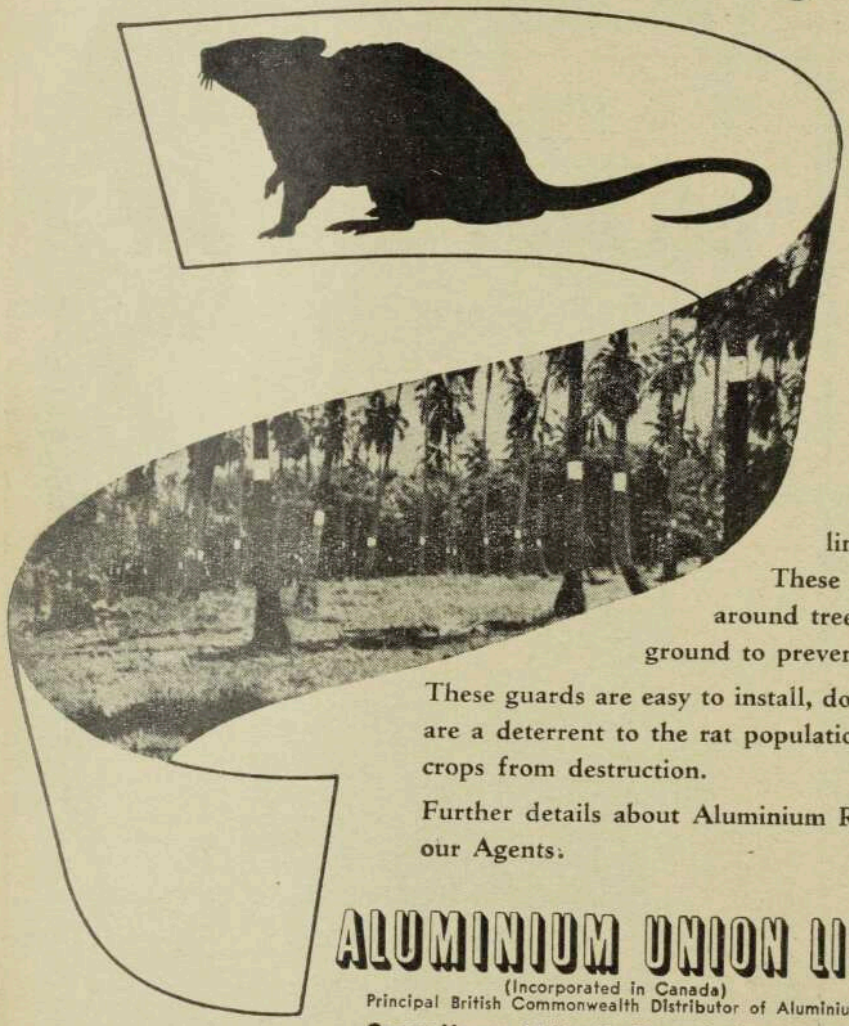
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OMMONSENSE
'OULD HELP IN—

peeding Cook Is. Mails

A MANGAIA, Cook Islands, correspondent reports an extraordinary situation that exists ere in regard to mails.

Usually any vessels calling at that land from overseas touch at arotonga before departing from e Group. But recently a vessel ading pineapples sailed directly to ew Zealand from Mangaia. Local sidents figured that mail for arotonga would reach there, via ew Zealand, quicker than by any her expected direct link between e two islands.

But the Post Office would not cept mail via New Zealand. The ooks have their own postage amps. Officialdom said that such ail would have to bear NZ stamps r the trip back from New Zeand to Rarotonga. No NZ stamps ere available. The residents were epared to double-stamp their mail ith Cook Islands stamps so that e Treasury would not lose out the deal. But no, the Regulaons did not provide for any unual arrangement like that. So e mail remained in Mangaia vaiting a direct boat.

Much earlier, an even more perexing situation existed in regard Cook Islands air mails. After NZNAC ceased its land-plane service to Rarotonga, the New Zealand Post Office refused to accept air mails for Rarotonga—even though TEAL was calling at Aitutaki, 140 miles away, and there were frequent, though irregular, small-ship connections between the two islands.

Inquirers in Auckland were told that there was no sea connection—though everyone in the Cooks knew to the contrary—but it was months before the Post Office admitted its error, or made inquiries to confirm that shipping connections did exist and that the air-mail route via Aitutaki could be a much speedier one than the surface mail connection during the hurricane season.

New Indian Official Post Filled in Fiji

THE scope of activity of the office of the Commissioner for the Government of India in Fiji was recently extended by the creation of the post of Cultural and Information Assistant.

First occupant of the post is Mr. B. S. Saigal, who, with his wife and two children, arrived at Suva from Delhi in April.

Mr. Saigal was a journalist in the Indian Army from 1945 to 1951 and later joined the Indian Government service.

Santa Gertrudis Bulls Now in Fiji

FOUR Santa Gertrudis bulls, the first to be exported from Australia, are now in Fiji, where the Agriculture Department plans to mate them with British breeds and crossbred animals.

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ANTI-JAPANESE FEELING IN HEBRIDES

Fish-Cannery Proposal Roundly Condemned

Letter to the Editor

(The following letter has been received from Mr. T. M. Smith, secretary of the newly-formed Santo British Assn. to Oppose Japanese Entry. A long article in May PIM gave the other side of the proposal to set up a Japanese-manned fishery and cannery in the New Hebrides. Mr. Smith's letter is therefore published without comment. What the British Resident Commissioner has to say on the same subject is published elsewhere in this issue).

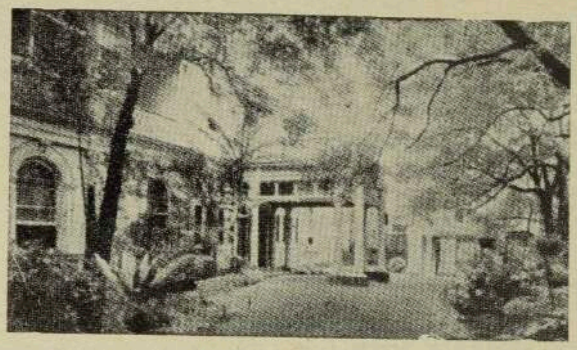
THE imminent arrival of 200 Japanese and seven Japanese ships to be based on Espiritu Santo, and to fish in New Hebridean waters has caused considerable alarm to residents and an association has been formed to oppose their entry.

The first intimation that it was intended to import the honourable gentlemen to this place was when an advance guard stepped ashore from the plane and immediately began to photograph everything in sight, thus revealing their identity as plainly as if they had flown the Rising Sun from their hatbands.

Had they stepped ashore here ten years ago they would have done so from landing barges, backed by a few thousand of their comrades armed with machine-guns instead of cameras—in fact it was only that the American Forces were enabled to build a powerful base here that prevented the Japanese from coming further south than th Solomons.

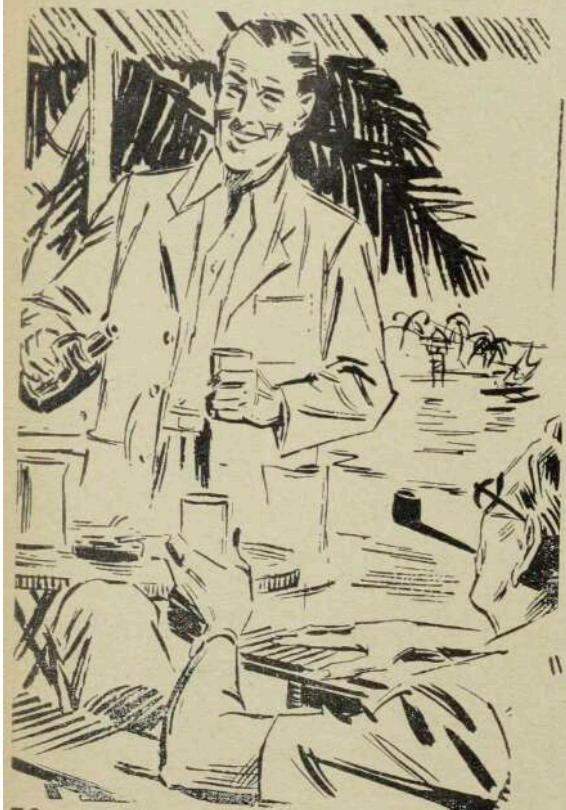
However, apparently "politica expediency" has made these peopl our "friends" for the momen which is not to say that they will no be our enemies again to-morrow. Bu they are not the type of "friends which one invites into the boson of the family. Even "politica expediency" cannot make thi

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necessary. Nevertheless the New Hebrides Government, which was nce within sound of the Coral Sea attle, is now to be the first Government of Britishers to allow he Japanese entry.

Of course, it can be said that the apanese will be strictly controlled nd will be confined to certain areas hile ashore, as is being done in lorthern Australia with the apanese pearl-divers. The answer o this is: How can seven widely-cattered fishing vessels be con-olled with only one Government essel capable of extended cruising n the whole of the New Hebrides?

And how can 200 Japanese be ontrolled ashore when there are ot enough police to control runken natives at the present time nd when the Japs' barracks—hich have already been built—re in the centre of the most hickly populated area in Santo?

It must be realised that these apanese vessels are manned solely y Japanese; there are no uropeans in charge of the vessels t sea.

Policing Japanese ships has never een an easy job, and even for ountries like Australia, with a lavy at her disposal, the Japs have lways been a headache.

Ostensibly the Company, which as been formed with the Japanese shing vessels as its main asset, is British one and the Japanese will nly be working for the Company. ocal residents would like to know ho holds the majority of the hares.

It has been learned from Govern-ent sources, that the intention to orm this Company was revealed o the Government about one year go when an application was made y the parties concerned.

However, the whole business was ept a strict secret until February, 955, when the advance guard rrived in Santo and discreet nquiries were made around the own as to whether certain people ould like to order cheap goods rom Japan or help with the etting-up of the business by upplying land. It is not known et whether these enquiries met ith success but, no doubt, time ill tell.

This article is written and backed y over 90 per cent of the Britishers n Santo who, on learning of the npending arrival of Japanese to ve and work in and around Santo, mmediately formed an Association nd elected a Committee to oppose apanese entry.

A Petition was prepared immedi-tely and presented personally to he High Commissioner for the Western Pacific, Sir Robert tanley, by a deputation from the ssociation. But it received no ssurance that anything would be one to prevent the entry of apanese, and there is no doubt that they will arrive and settle in, as planned.

The Japanese have got their base in the Pacific after all, just as though they had won the war, and from now on it will be look out, Pacific islands, here come the Japs. New Guinea, Solomons, Fiji and the rest should note that there are seven Jap ships roaming around as free as the air.

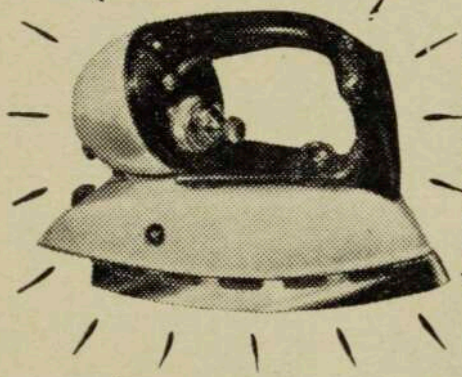
I am, etc.,
T. M. SMITH,
Secretary, Santo British Assn. to Oppose Japanese Entry.

Santo, NH,
May 12, 1955.

¶ Fatafehi Mataele, the first Tongan girl to qualify as a registered Sister of the New Zealand Nursing Division, returned to Tonga in May. She has been appointed Child Welfare Sister in the Medical Department, and will represent Tonga at a nursing seminar to be held at Suva from July 4 to July 28 under the auspices of the World Health Organisation.

¶ The Monastelio Social Club of Vavau entertained Prince Tu'ipelehake and Princess Melenaite during their visit to Vavau in April at a social and dance held in their honour at the newly opened Lei Fahina 'o Pilolevu hall, Neiafu.

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NEWS OF THE SMALL-SHIPS

IT HAPPENED IN JUNE:—Forty ears ago this month the Pacific able Board's graceful 110-ft uxiliary schooner *Strathcona* was ost on her maiden voyage from uckland via Suva to Fanning sland, where she was to be tationed to maintain contact with onolulu. Thanks to the co-operaion of Mr. Ronald Carter and his Little Ships," to Mr. W. Craig, preent Auckland cable station manger, and other sources, we have he following details and attached hotographs.

Probably the finest and fastest essel of her type to leave a New ealand shipyard, *Strathcona* was esigned and built by the late harles Bailey. She showed wonerful sailing performance on trials nd was the admiration of Auckland hen she cleared that port soon fter noon on Friday, June 4, 1915, nder command of the late Capin W. ("Cocky") Robertson, with Ir. H. C. Gilding as Mate; Mr. E. ladwell, Engineer; Mr. J. Lilburn, oatswain-Carpenter, and a crew of ine others, two of whom were on an from the cable ship *Iris*, then ing at Auckland.

Concern was expressed in the uckland papers on July 8 when *tratcona* had failed to arrive at uva, and the *Iris*, provisioned for a two months' voyage, sailed in search of her. Then, on July 16, the Cable Board received a message from Suva telling of *Strathcona's* fate, radioed from the *Iris* as she stood off the scene of the wreck on the North Minera Reef, an atoll-in-the-making, 360 miles SSE of Suva.

Strathcona was surging along at 11 knots in a fresh south-easter when she crashed on the reef with terrific force just before 8 bells on the evening of June 10, six days out of Auckland. Considerable bottom-damage was done and the schooner was driven high on the reef. Fortunately for her crew, the weather was fine, and the sea was moderate for the next 35 days of their extraordinary existence on the reef. A launch and boat were got away, and as it was probable that the wreck would soon break up if rough weather developed, all haste was made in building a big raft from spars and available material, because at each high tide the entire 3½-mile-diameter reef was submerged.

With the raft completed and moored near the inner lagoon margin of the reef, life was more bearable than in the crowded boats. After 16 days the Captain, Mate, Cook and two AB's set out in the launch for Ono-i-Lau, nearest inhabited island, 170 miles to the north. Most of *Strathcona's* fresh water was lost through pipes breaking when the wreck occurred, and the men now remaining on the raft suffered considerably until the situation was eased by rain squalls.

The Captain's launch arrived safely at Ono-i-Lau, but a cutter was not available until some days later, and the *Iris* arrived at the scene of the wreck shortly before the Fiji vessel. Thus all were saved.

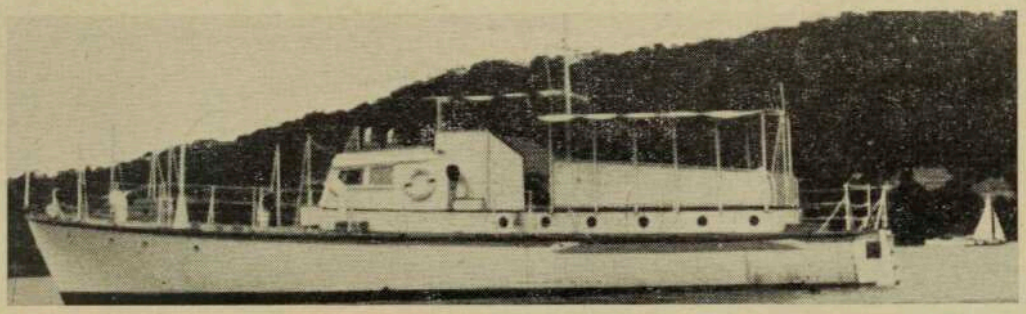
Strathcona, uninsured, had cost £10,000. The wreck was sold "as is, where is" to the late well-known Captain Ross, then owner-skipper of the Islands trader and one-time mission ship *Ysabel*. He stripped her of all useful gear and presented the remains to a Captain Crawford, but nothing could be done about salvage, and there she ended her short days, though remains were said still to exist up to World War II.

There are some seamen who will

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maintain that any other fate could hardly have been expected for *Strathcona*. She not only sailed on a Friday, but had 13 persons aboard!

It is believed that Captain Robertson was lost in another vessel on the New Zealand coast some years later.

BEHIND SCHEDULE:—Australian radio stations early in May were reporting that concern was felt for the safety of RCS *Nareau*, several days overdue at Brisbane. *Nareau*, one of the Western Pacific High Commissioner's busy fleet of tiny craft which trudge on official duties from the Solomons as far east as Christmas, was heading for Ballina, NSW, for survey, and was to "enter" at Brisbane. She duly arrived, having been delayed by head weather.

THE MATE ALSO SWORE:—Last month we mentioned a mishap at Aitutaki when a drum of aviation gas burst and spoilt an entire consignment of sorely-needed flour and sugar aboard *Vasu*.

Back at Suva, via Niue, there was trouble of a more personal nature when a crew member assaulted the Mate, who suffered a severe scalp wound as his head struck a deck fitting as he fell. Sent off to hospital, his place was taken by Mr. "Dutchy" Low, well-known Suva seaman attached to the shore staff of Williams & Gosling Ltd.

Vasu, still for sale, cleared with another oil cargo for Nukualofa and Vavau.

DON'T LOOK NOW:—When the skipper of the Burns Philp 128-ton auxiliary ketch *Macuata* came upon another Fiji vessel, *Fijian Princess*, in trouble last January, he became so engrossed in rendering assistance that he landed his own vessel up alongside the other. This was the finding of a recent Fiji Marine Board inquiry into the stranding of *Macuata* in Vuya Passage.

NEAR SQUEAK:—The Japanese freighter *Azakase Maru*, manoeuvring off Poum, Northern New Caledonia, where she was loading a cargo of nickel ore recently, nar-

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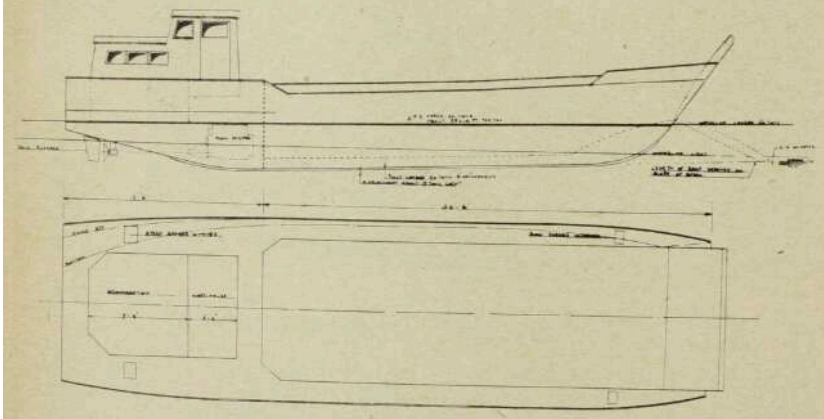
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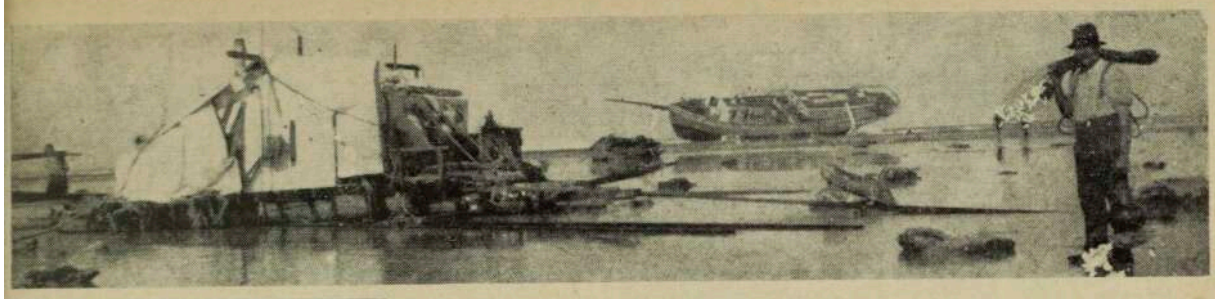
Proprietors:

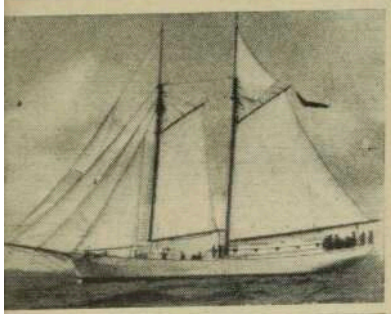
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Above: Pacific Cable Board's schooner "Strathcona" as she lay on North Minerva Reef in June, 1915. Survivors lived for 35 days on the raft shown on the left. Pictured at left is the "Strathcona" on trials in Auckland Harbour.

owly escaped disaster when she rounded at a point where the chart aimed 4½ fathoms of water. The essel was drawing 21½ ft. The ship as able to get off apparently unamaged and sailed for Japan.

Later, a French naval vessel found hat there was only 3 fathoms of ater at the spot.

REEF-THUMPING CONTINUED:—As fast as new vessels are unched at Papeete other units of he French Oceania fleet end their ays on the atoll reefs of the uamotu. Two more have recently oined the stream.

First to go was *Manu Rairoa*, 46-on auxiliary cutter owned by Messrs. Terii Foster and Rene anquer. Built at Rairoa in 1951, he struck the north end of Tikehau toll at 1 am on January 27.

All hands reached shore and were ack at Papeete in good time to elcome home the men of *Lorraine*, hich was parked firmly on Arutua toll on the evening of March 19. his twin screw vessel of 35 tons ormally maintains Government ommunications in the Marquesas.

Skippered for many years by ell-known Captain Doom, the ommand was recently taken over y Captain Arthur Gooding. Again ll hands and passengers were saved nd brought back to Papeete aboard he Government schooner *Tamara*. There was a prospect of salvage the weather held good, but hether it was successfully carried ut is not yet known.

AWAHOU MEMORY:—There was reminder of the mysterious loss ith all hands of the *Awahou* in eptember, 1952, in a recent notice n a Fiji newspaper. The Public rustee, settling claims for com-ensation for loss of life in the isaster, sought next-of-kin of sea-nan Pat Garnett, boatswain Tui

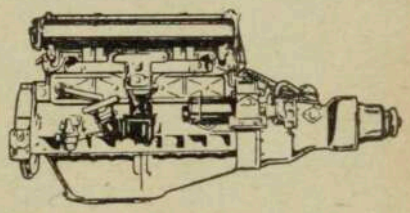
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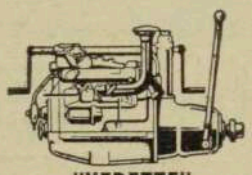
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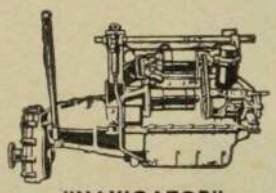


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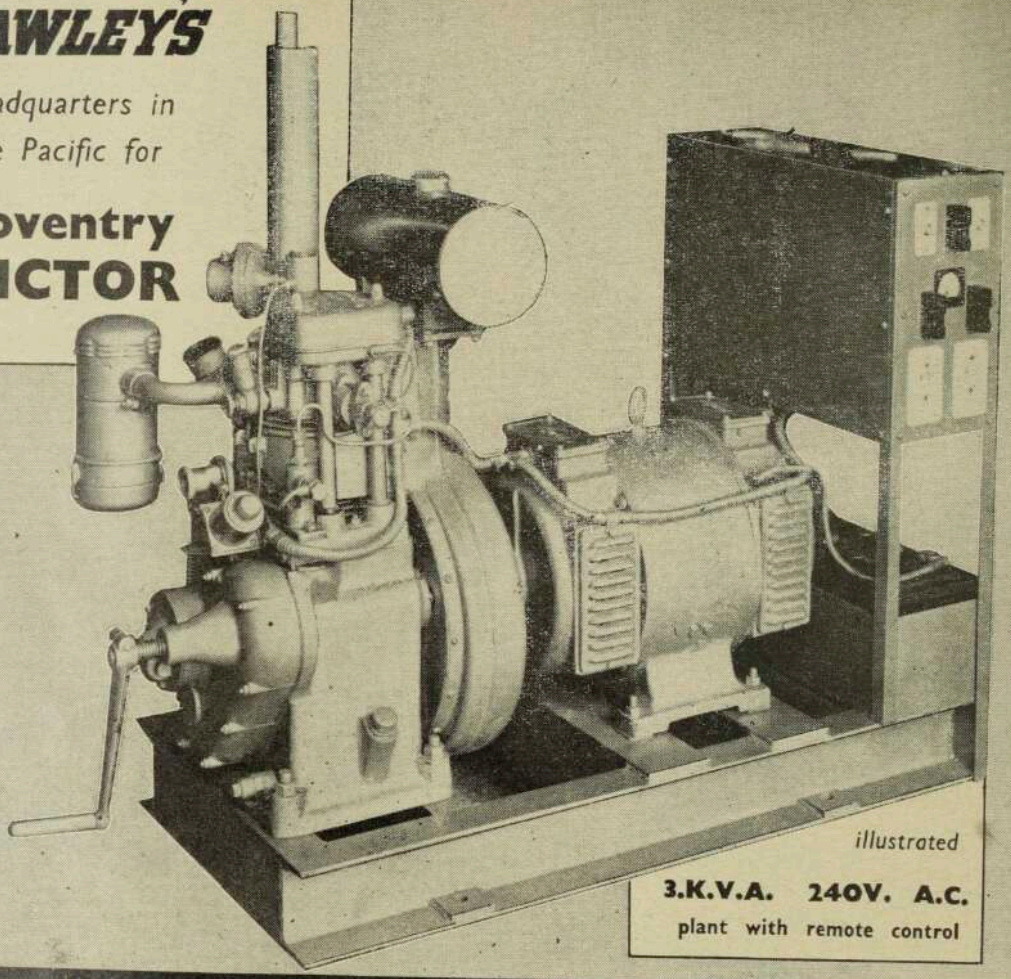
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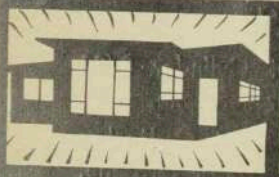
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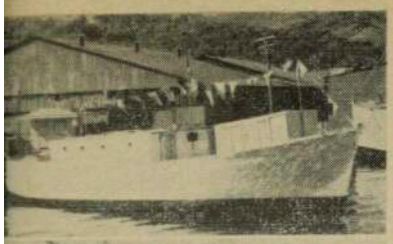
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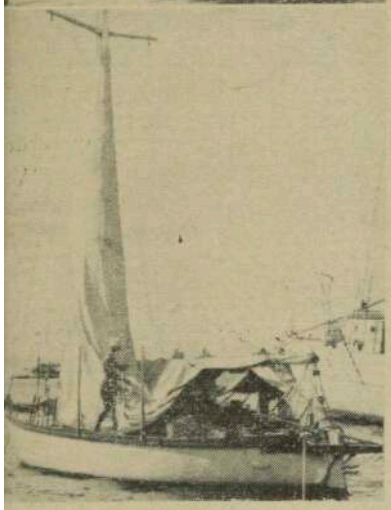
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Upper: Societe Polynesienne de Navigation (Ah Yune) vessel "Vaininiore" recently launched from the yard of Adrien Prado, Papeete. She is a sister ship to "Vaitaporo", launched last year.
Lower: The American (formerly French) yacht "Korrigan", which Bob Grant bought at Papeete some time ago, and is now sailing to the New Hebrides.

Wilson, and greaser Marryan Bill (or Hill). *Awahou*, of Suva registry, went missing between Sydney and Lord Howe.

FOR SEPIK:—*Henrietta*, 60 ft former steam tug, remodelled and with 40-hp diesel, cleared Sydney mid-May on delivery to Enterprise of New Guinea Oil Co. for use on the Sepik. Captain Krogset was in command.

FRNVR PARADES:—The Fiji Royal Naval Volunteer Reserve unit, re-established some time ago, held its first parade in May. The senior officer, Lieutenant-Commander G. R. Woods, VRD, has been granted six months' leave and his second in command, Lieutenant-Commander S. B. Brown, formerly of Gilbert and Ellice vessels, has been promoted temporarily to the command. Lieutenant-Commander P. Burns is temporary Executive Officer. There are two petty officers and 12 seamen, most with previous naval experience. The unit will do sea training aboard HMNZS *Hawea* for two weeks in August. It may be some time before an SDML is attached to the unit.

THOSE LST's:—Last September we reported that the LST's *Lae* and *Labuan*, owned by British Ministry of Supply, operated by the RAN, and idle in Sydney for a long time, were for sale. Later is was reported that one was being purchased by Kenline Ltd., of New Zealand, for operation as a vehicular and passenger ferry across Cook Strait. In May, Kenline, which never took over the vessel, was declared bankrupt and their freighter *Ken*

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Waihi was held under writ in Sydney while loading cargo for New Zealand. The writ was issued on behalf of a Hongkong bank. Unfortunately for New Zealand creditors, the vessel had been released from another restraining order to permit her to make the present voyage. They are reported now to have no means of recovering their losses.

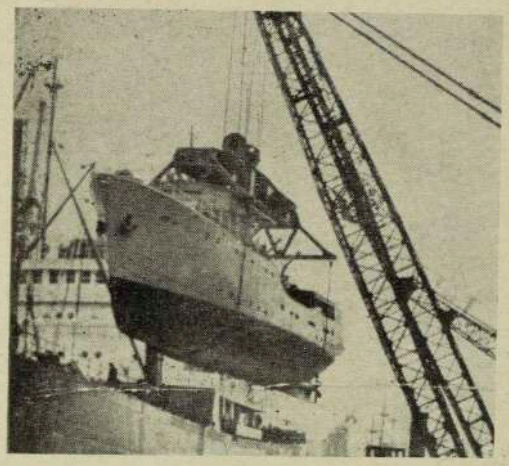
FLORENCE ROBINSON:—The 95-ton *Florence Robinson*, put up for sale under writ at Papeete last year, was sold some time ago, according to advice received in May. Built of teak, at Katys, Ceylon, in 1928, this attractive schooner was taken to Tahiti by well-known American yachtsman William A. Robinson and was later sold there. She is powered with a 120-hp Union and a 75-hp Atlas diesel and has a hold capacity of 152 cubic metres. She has now been repurchased by the late owners and other interests for one million francs (£A7,000). The hull was said to be in excellent condition. The sale was by court-order to settle debts.

SKIPPER WANTED:—Tonga Copra Board's 80-ton auxiliary ketch *A'oniu* was seeking a master with a FT ticket in May. Captain James G. McCormick, who joined the vessel at Auckland in late 1952, paid off after bringing her south for refit, and when the ketch returned to the Group late April she was commanded by the mate, David Fifita.

LORD HOWE FLYER:—The HDML *Flying Cloud*, which made a number of runs to Sydney last year ferrying her owner's cargo to the island, has not been back this year. The vessel broke a crankshaft and is still undergoing repairs at the inner basin, Lord Howe. Meanwhil her former skipper, Ces Harrison of Auckland, earlier associated wit the late lamented *Alexander* an *Nukalau*, has departed for Noume aboard a wandering New Zealan yacht, the *Waimana*.

GRACEFUL VISITOR:—Not fo many a day has Papeete had such

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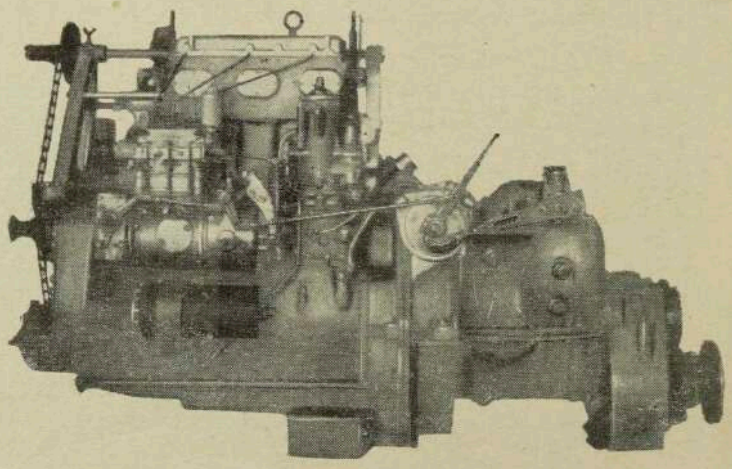
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treat as the sight presented by ıe 3,040-ton Chilean Navy 4-ıasted training schooner *Esmeralda* ; she rounded Point Venus Light ıd ran down towards the harbour ıtrance on April 20.

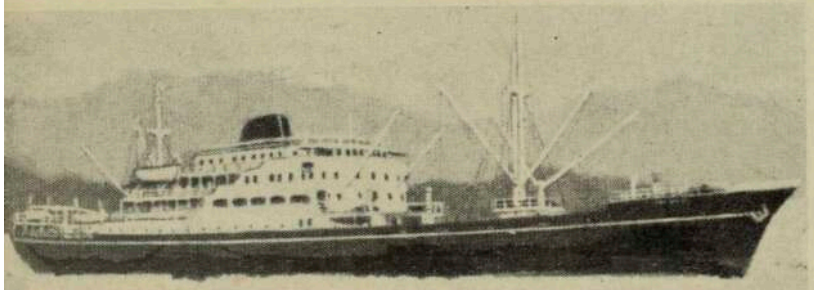
Under command of Capitan de regata Victor Wilson Amenabar, ıe 3-years-old steel auxiliary essel was out on a training cruise hich was later to include Apia, uam, and Yokohama. The big hooner spent 5 days at Papeete hile her company was treated to round of entertainments in eeping with Tahitian tradition.

Esmeralda was launched from a panish yard as the *Don Juan de ustria* in 1952, intended as a unit the Spanish Navy. However, she as transferred to Chile and re-amed in May, 1953. She is owered with a 1,400 hp diesel hich drives her at 12 knots with-it sail. Her normal complement 271 men, with accommodation so for 80 naval cadets. It is robable that she will in future ake regular Pacific training uises.

FOR NEW HEBRIDES:—Mr. Oscar Newman, well known New Hebrides planter, has bought the Tasmanian crayfisher *Norman Flare*. Built in Victoria, she is a vessel of about 60 ft overall. She will be used as a general work boat.

POLYNESIE & POLYNESIEN:—*Polynesien* (ex *Mygreta*, ex *Yung Ping*) will make her last voyage for Compagnie Messageries Maritimes on the Vila-Noumea-Sydney service in June. The running will then be taken over by the handsome new 5,500 ton *Polynesie*. The new ship has accommodation for 36 passengers—12 first class—and will carry about 2,000 tons of cargo. She will have a service speed of 14 knots. Built by Dubigeon of Nantes, she measures 319 ft overall, by 45 ft 8 ins. beam, by 16 ft 7 in. loaded draft. She is a single-screw diesel ship, with an engine power of 3,600 hp and a cruising range of 5,000 miles. She has three cargo hatches. She was expected to leave France for Noumea in June under command of Captain De Torquat.

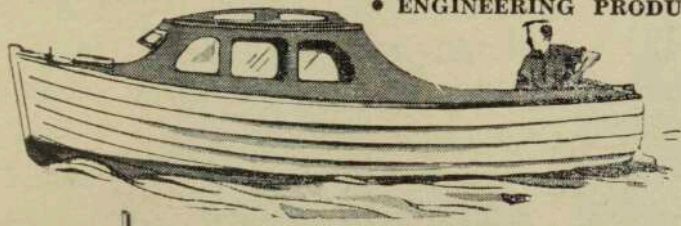
Polynesien has been sold to

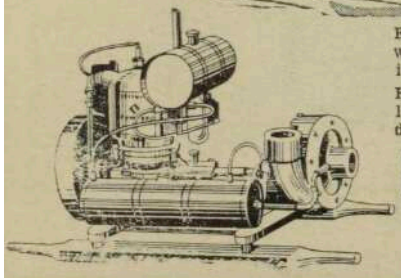


Compagnie Messageries Maritimes' handsome new 5,500 ton packet-boat "Polynesie" hich will shortly enter the Sydney-Noumea-Vila service.

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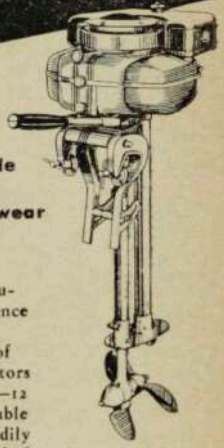
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Hong Kong, probably for breaking up. She was built at Shanghai in 1930, a twin-screw motor vessel with a length of 219-ft bp by 33½ ft beam, by 10½ ft draft.

IN WAKE OF PHILANTE:—Mr. Nikita Astafieff, who received a great deal of publicity last year when he arrived at Wellington aboard the yacht *Naitamba* as the result of his lone stay at Palmyra Island, passed through Sydney bound for Rome aboard the liner *Orion* in May. Mr. Astafieff had landed at Palmyra from the converted Fairmile *Philante II* which he helped cruise out from England.

Owned by two New Zealanders, Messrs. Rusden and Baker, of Auckland, *Philante II* later caused interest as she headed west from Tahiti to Noumea, where she was finally sold—and recently wrecked.

Mr. Astafieff said that Messrs. Rusden and Baker may join forces with him in another boating venture next year. He will seek a vessel of the pleasure-cum-trading type when he arrives back in European waters. He returned to Honolulu from Palmyra aboard the schooner *Commonwealth*. This craft was the mother-ship for the Kahler-Dahl tuna-fishing organisation of Seattle, who tried their luck in the area but were not very successful.

Mr. Astafieff said that he was in regular radio telephone contact with Honolulu during his lone stay at the atoll, 49 of whose 52 islets are owned by Leslie Fullard-Leo, Hollywood actor with the stage name of Leslie Vincent. Since his departure, Mr. Otto Hornung, of Honolulu, who had been forced by illness to leave Palmyra, has again returned as caretaker for the Fullard-Leo interests.

VEGA TRIES AGAIN:—Now named *Te Vega* and completely reconditioned, the 134 ft steel two-masted schooner made a magnificent sight as she recently sailed on trails preparatory to starting a regular luxury yacht cruise service to Tahiti, via other islands, from Honolulu.

A Los Angeles newspaper advertisement schedules four round trips a year, with the first beginning from Newport Beach Harbour on June 10.

The run to Papeete via ports was to take 32 days, the departure date obviously being designed to allow an arrival in time for the annual Bastille Day Celebrations.

The schooner will be based at Honolulu. Owners are registered as Darr Lines. The topsail schooner, with gaff rig on fore and main, has luxury accommodation for 12 passengers, and will carry the very large crew of 17.

It is not known what flag the schooner is sailing under, though the Liberian flag was mentioned as a possibility earlier.

It will be recalled that the schooner was dismasted shortly after sailing from Papeete for Honolulu in December, 1951, on the inaugural voyage of a planned regular service. She was then owned by a company registered in Papeete and headed by American

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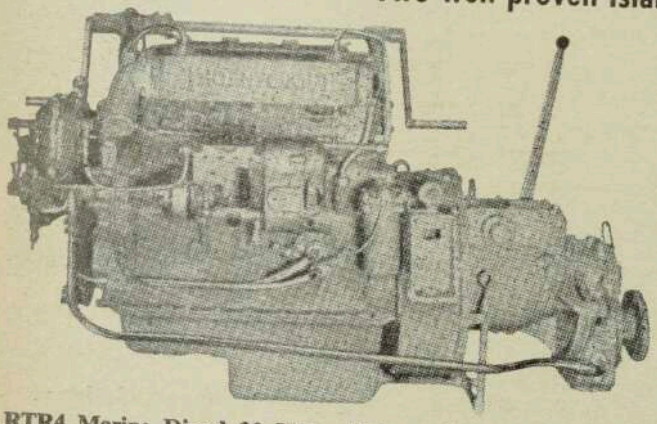
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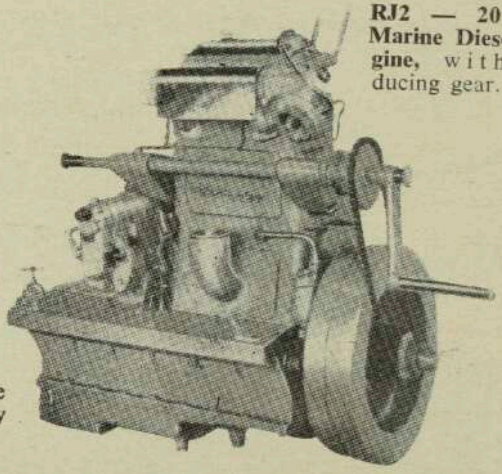
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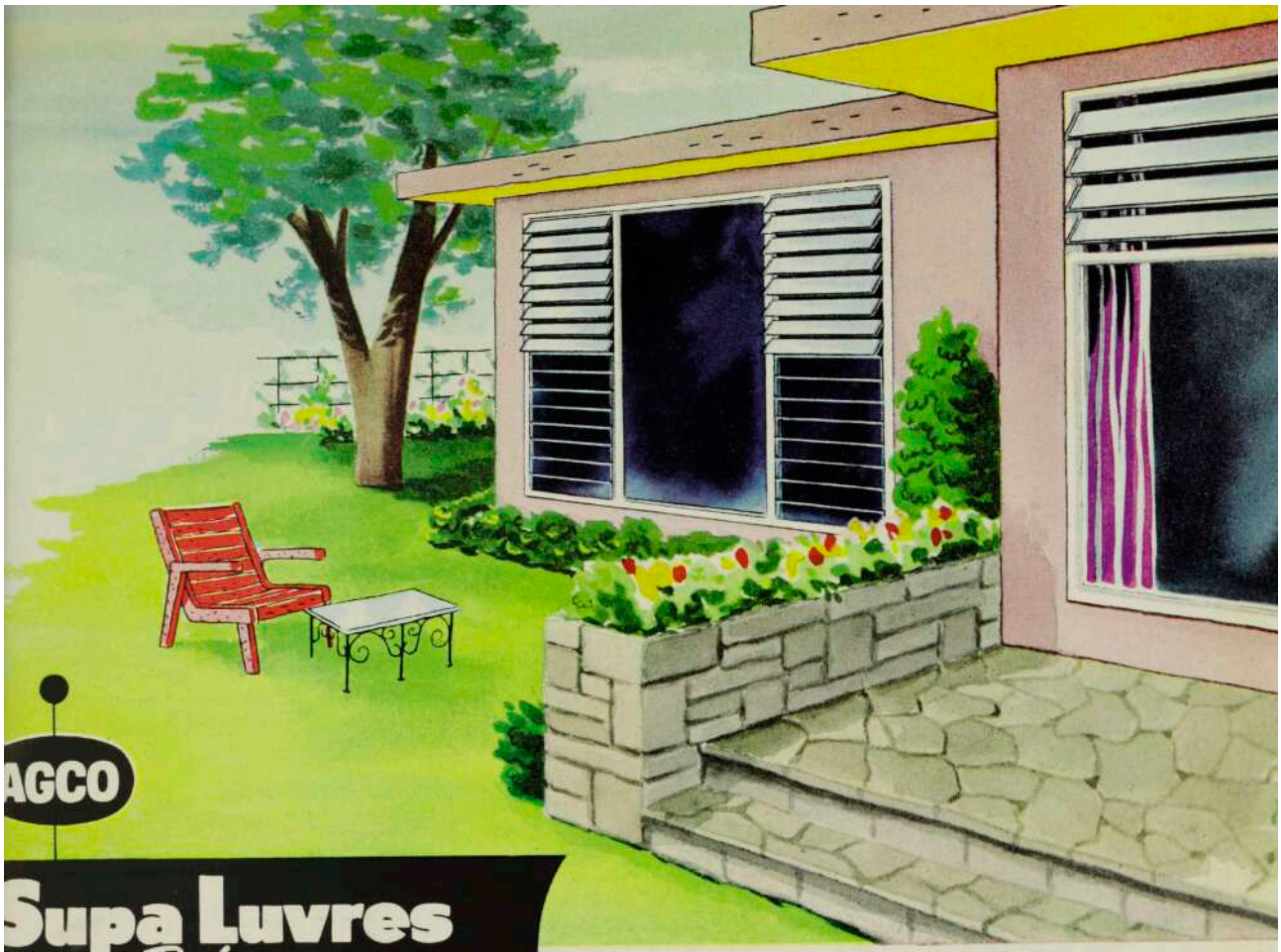
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WHEN you contemplate buying a new mattress, what features do you look for? Comfort? Quality? Value? Appearance? You'll find them all in the Lotusland "40 Winker" Innerspring Mattress.

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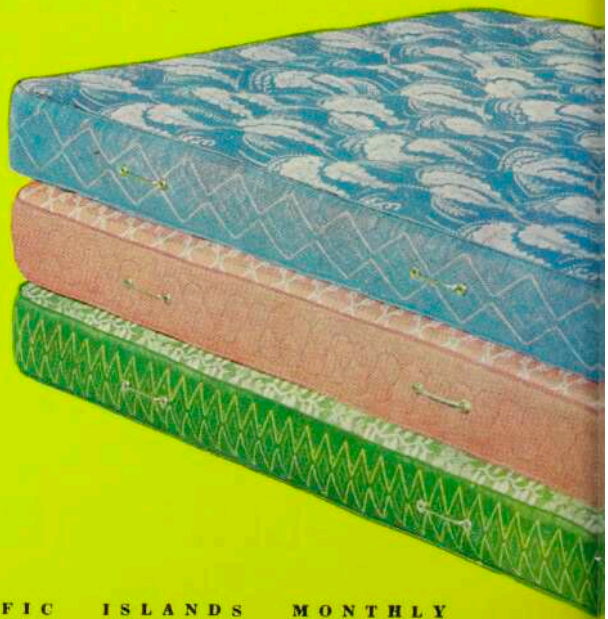
. . . quality construction that has been many years that Lotusland innerspring ma Australia . . . quality that is a guarantee



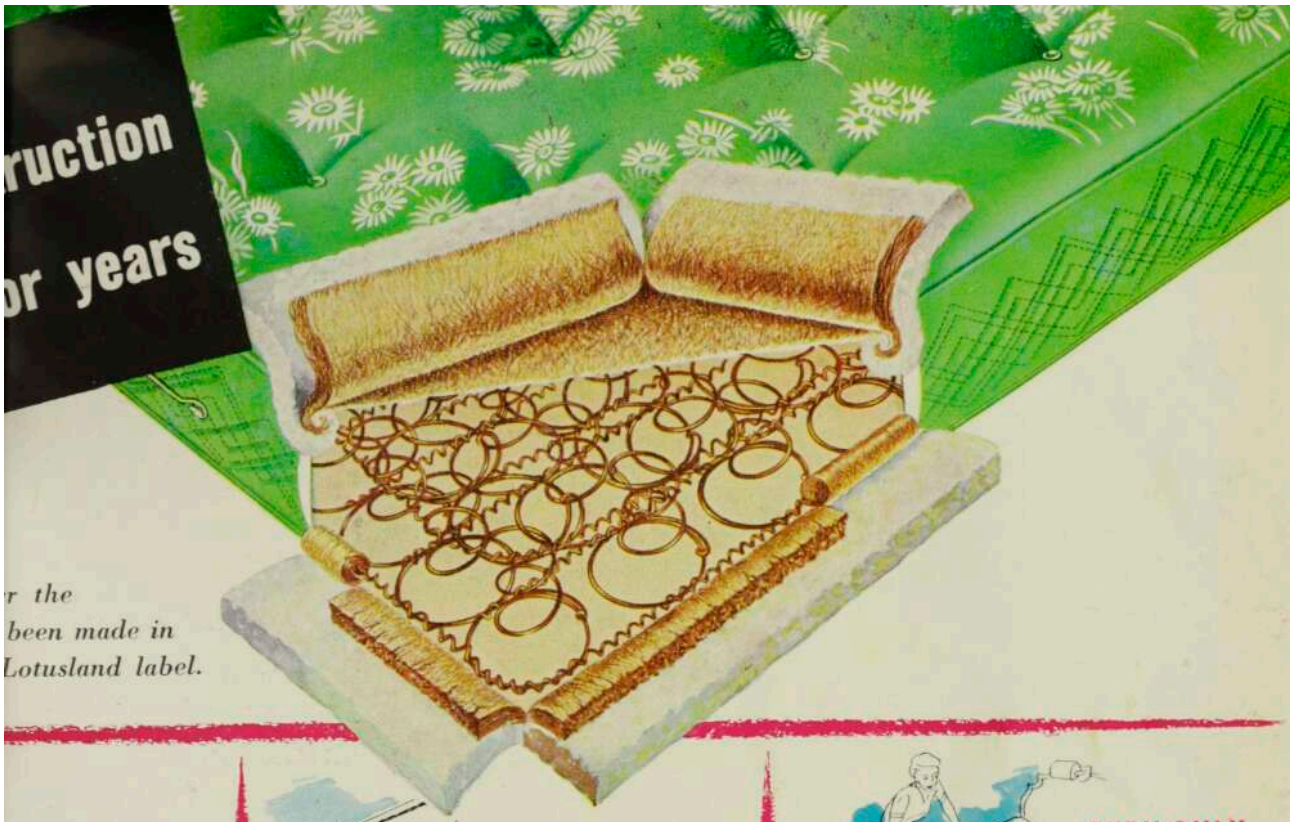
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The springs in a Lotusland innerspring mattress extend *right to the edges*. The pre-built border cannot sag or break down—the life of the mattress is prolonged. Mid-mattress comfort extends *right to the edges*.

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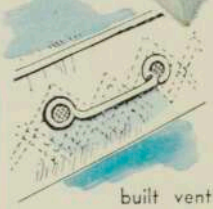


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WIRED FOR SOUND SLEEP

Each of the scores of springs is specially d; each is bound to ive spiral coil method ring base never loses es the correct degree tribution.



A LOTUSLAND BREATHES, TOO

Into the specially designed handles are built ventilators that allow a free circulation of air throughout the interior of the mattress. Additional ventilators are built into the pre-built border. Thus the interior of a Lotusland is always fresh and hygienic.



TURN ONLY TWICE A YEAR

Yes, a Lotusland innerspring mattress reduces housework. Because it stays supple and is internally ventilated, it needs turning only twice a year—and only *round*, not over. The special handles make this task even easier.



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All types of pillows (Kapok, Garnetted Cotton, Flock and Innerspring filled) are available either separately or to match mattresses.

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ornelius Crane. Mr. Crane sold *ega* (which had apparently then een renamed *Te Rame*) to Mr. mar Darr about August 1954, and ie was taken to the United States nder jury rig for re-rigging. ending settlement of insurance aims the schooner had lain idle Papeete for 2½ years. Her arrival Papeete in July will create great terest and all will wish the enture well.

WHAT COOKS?:—Also seen in Los Angeles newspaper advertise-ent recently was an announce-ent by a travel agency that an ganisation known as the Harvey ne would begin operating a luxury assenger yacht service to Papeete, a Honolulu and Acapulco Mexico). Four trips a year are heduled, with the first sailing om the West Coast on August 1. o details of the vessel are given.

TO CARRY BRICKS!:—Captain maru, well known Papeete skipper, ho last year took a holiday by avigating the big American yacht *amona* round French Oceania for wner William A. Pomeroy, left apeete by May TEAL flight bound r San Francisco. There he will ke command of *Ramona* again r the Los Angeles-Honolulu ranspacific Race.

KEEL DOWN:—While French ceania skippers pile local vessels reefs, the builders are kept busy placing them. Latest keel to be id at Papeete is that of a schooner to be named *Cap des Palmes*, being built by Mr. Teata Pautu for Mr. James Salmon. Measuring 80 ft waterline by 18 ft, with a draft of 8 ft and powered by twin Perkins diesels, this vessel will be used in the Tuamotu copra and shell trade.

The name is after the vessel *Cap des Palmes* (believed to be an armed merchant cruiser) in which Mr. Salmon served for five years of World War II. Mr. Salmon is a member of one of Tahiti's oldest seafaring families. His gransfather, Narii Salmon, was lost in the schooner *Eimeo* in the 1906 hurricane.

NOT YET:—Some time ago we reported that there were rumours afoot that the liner *Homeric*, formerly *Mariposa*, now in the transatlantic service, might make a winter Pacific cruise. Mr. Mario F. Vespa, New York, spokesman for Home Lines, Inc., now writes to say that present plans do not include such a voyage.

HELPING HAND:—The Union Steam Ships Co.'s trans-Pacific

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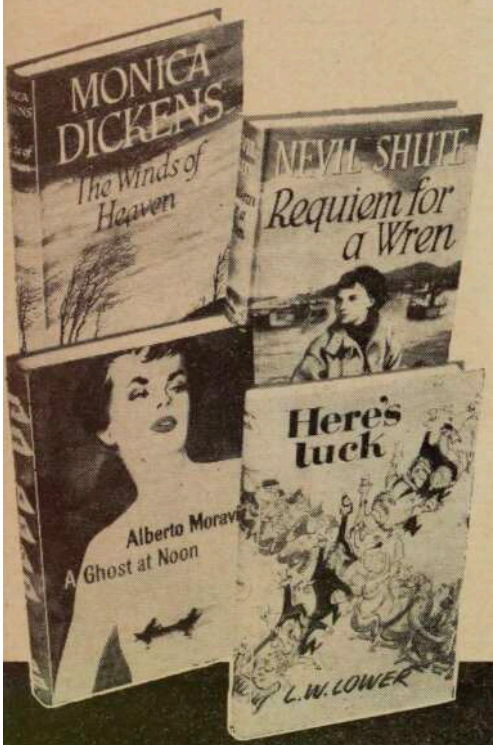
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REQUIEM FOR A WREN, by Nevil Shute—an Anglo-Australian romance, the love story of a young couple in war-time. The story is simply told, and is as great as any novel Nevil Shute has written. **13/6** (post 9d).

THE WINDS OF HEAVEN, by Monica Dickens. This new novel is set in London, and tells the story of a widow who lives with each of her grown-up daughters in turn, becoming involved in their lives. Miss Dickens has handled this theme with all the humanity and understanding for which she is famous. **15/6** (post 11d).

HERE'S LUCK, by L. M. Lower—a reissue of the only novel by this famous Australian humorist. ". . . Lennie Lower was a truly creative writer, and at his best, which is in this book, he was brilliant. I think that **Here's Luck** will last a long time." **(Daily Telegraph). 15/-** (post 7d).

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freighter *Waikawa* radioed Nukualofa on May 15, that she had been signalled by six men and a woman at a small islet 40 miles from Nukualofa. They had been shipwrecked 13 days earlier when their small inter-island cutter went ashore. No details were then available, but a vessel was despatched from Nukualofa to rescue the castaways.

SERVICES RENDERED:—Captain W. Whitefield, one of the Union Steam Ship Co.'s best-known masters, lately in command of *Tofua*, was reported to be retiring late in May after 47 years' service. In World War I he served in the NZ hospital ship *Maheno*, and in World War II he commanded *Aorangi* during her naval service, first as a depot ship in the Solent, and later as mother ship to a flotilla of 12 submarines in the Pacific, and in other service.

Captain Whitefield and *Aorangi* were present at the Jap surrender of Hong Kong. He was also master of *Monowai* at the D-Day Normandy landings, the only Australian-NZ vessel present. Captain Whitefield is very well known in Polyesian ports. He retires to take up sheep farming in South Australia.

OFF THE ORANGE RUN:—The USSCo's 30-years-old *Waipahi*, at various times active in the Islands fruits trade to NZ, has been sold to Typaldos Brothers, of Greece, after a long loll in Wellington's Rotten Row. The vessel was drydocked in May and was preparing to sail for a new life in the Mediterranean trade, where a number of other Union Co. veterans have finished their days. Two others, *Kiwitea* and *Kartigi*, retired coastal colliers, have been sold to Grosvenor Shipping Co., London and will soon depart.

MAROKAU JUNCTION!:—Whe 2nd Officer M. Campbell of th freighter *Pioneer Gulf* and a officer of *Britisher Enterpris* tossed current-checking bottle overboard in September, 1951, an February, 1953, respectively, littl

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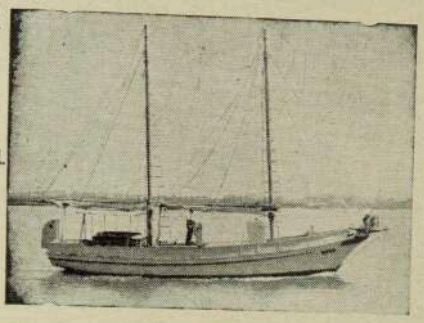
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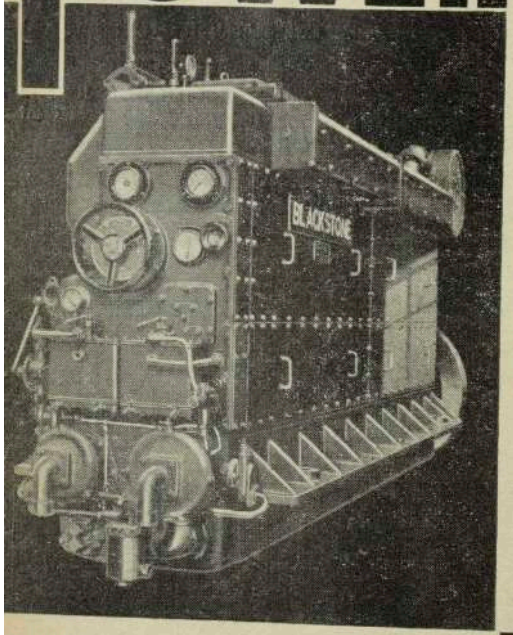
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All engines are rated in accordance with British Standard Specifications, i.e., they will develop their rated power for a period of 12 hours, including an overload of 10 per cent. for 1 hour. In continuous day and night operation the rating should be reduced by 10 per cent.

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id they realise that both would e found by the same man, on ie same beach, on the same day March 18, 1954.

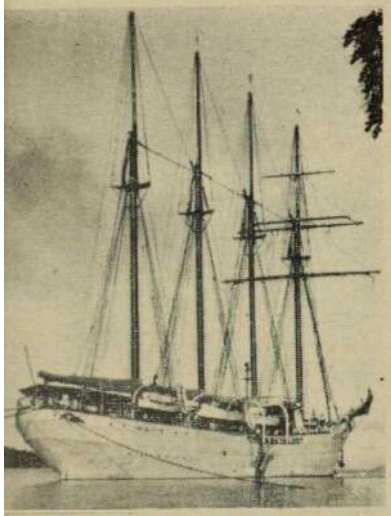
The ships had been out on that oad stretch of water between the uamotu and Panama. The bottles ame ashore on the south-west rder of the outer reef of Marokau oll. The first one had drifted out 1,540 miles; the second about 000 miles, from a point ESE of ie first vessel. Actual ship sitions were 10 deg. 37 S, 116 g. 52 W, and 12 deg. 30 S, 108 deg. W.

The report-form in the second ttle had suffered water damage. he finder was Fairoa Rurua, and our informant was Mr. N. F. Janitzke, an American visitor to the atoll, who was instrumental in having the reports sent to the hydrographic authorities quite recently. Existing current charts suggests a somewhat more suothern course for bottles dropped in the area concerned so the information should be of particular interest to South America-Polynesia raftsmen.

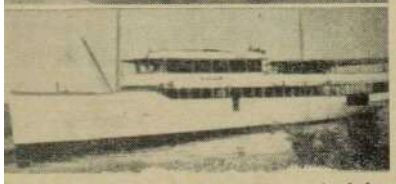
NOW IT CAN BE TOLD:—Easily the fullest contribution to the story of the activities of German sea raiders in the Pacific and elsewhere during World War II has just been published—"The Secret Raiders", by David Woodward. It is an unembellished, factual account of the movements and activities of each of the nine raiders. Read in conjunction with the New Zealand War History pamphlet on the same subject, it gives an extraordinarily interesting picture of what went on. All seafaring men will read it with interest.

News of Cruising Yachts

• **AUCKLAND - SUVA YACHT RACE: The Royal Akarana Yacht Club, sponsor of the existing Tasman Yacht Race, is organising a Sydney-Suva biennial yacht race to alternate with the Tasman event. There appears to be keen interest in such an event amongst Auckland yachtsmen and the first race is planned for May.**







At Top: The Chilean Navy training essel "Esmeralda" at Papeete in April.

Middle: Aucklanders Bob Harvey and Vally Walton (owner) who navigated the 2 ft. "Susan" across the Tasman in April-May to claim the record of smallest ever o do so. They will be seen in the Islands ater.

Below: "Hiro", well known Papeete essel, back in service after extensive repairs to fire damage.

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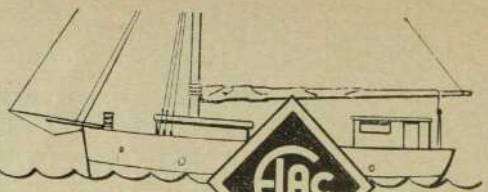
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6. Entrants will require a minimum terline length of 24 ft. Handicapping l be in accordance with Royal Ocean cing Club rules. Twelve Auckland ht-owners have already signified their erest.

• SUSAN, 22 ft. Auckland cutter nned by Wally Walton and Bob Harvey, ched Sydney in mid-May, thus setting a new record for shortest waterline gth to make the passage. After a ile in Sydney SUSAN will head for rrier Reef waters, and, perhaps next ter, eastwards for the Islands. Walton k SUSAN from Auckland to Norfolk d back a year or two ago.

• TE ATA, manned by Lloyd Taylor d Peter Southey, cleared Auckland ril 30, bound for Suva and other Island rts. The 25-footer called at Whangarei d was due in Fiji waters late May.

• WAIMANA, 26-footer which left ckland last September, and has been ng at Lord Howe Island since crew mber Norman Ziska was killed there in a untaineering accident in mid-January, on the move again. Mr. Cec. Harrison, Auckland, joined the yacht and she led May 24 for Noumea, arriving there days later. WAIMANA is heading for w Guinea waters. Incidentally, news m Lord Howe indicates that any yachts- n handy with a paint brush can very dily earn a little money ashore there.

• ARTHUR ROGERS, lying at Auck- d, was recently advertising for another up of expense-sharing adventurers to ise the Islands this winter.

Tom and Diana Hepworth took the ixham trawler out from Auckland last r, it will be recalled, with an all-girl w on a most successful cruise in the stern Pacific. The yacht has been ed with a hatch since then, so she handle any stray cargoes that offer.

• WHITE SQUALL, one of the little fleet of Auckland yachts which cruised Polynesia in the winter-spring of 1953, was expected to head for the United States soon. The Norgroves are reported to have been granted an entry permit as permanent residents there.

• GHOST, another of the 1953 fleet, is also preparing to cruise through Polynesia and on to Canada, probably this winter. In 1953 Ken Brown and companions went as far afield as Honolulu before heading back home.

• KYLIE, steel 29 ft. home-built Sydney ketch which sailed in January, arrived home from Auckland in May. Owner-skipper Harry Fink had planned to cruise to Tahiti, but his two-man crew set their eyes on jobs at Auckland. Another crew could not be found to suit, so KYLIE came home, and the crew were returning to Auckland again from Sydney. Owner Fink says he will sail with a new crew next winter.

• MARCO POLO, Auckland yacht heading round the world west-bound, arrived Thursday Island May 10. With owner Tony Armit are Brian Lowe and Mick Earl. Winter, 1956, may see them back in Polynesia, via Panama.

• WANDERER III, in which Eric and Susan Hiscock of England cruised through the Pacific in 1953-54, was expected at Falmouth early July. The 30 ft. sloop cleared Cape Town for St. Helena late April. The cruise began in July, 1952, and its story has been told by writer Hiscock in yachting magazines.

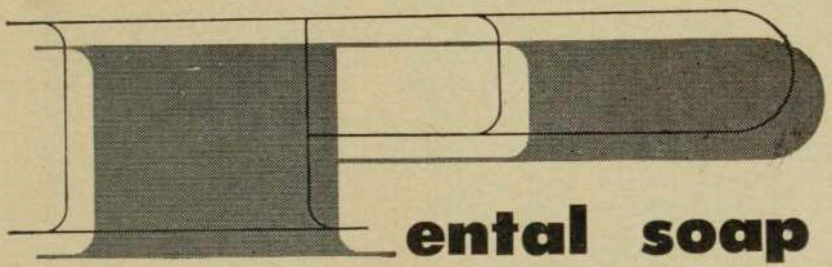
• STORMALONG, a 26 ft. yacht manned by Mr. and Mrs. Leslie Moore, was to clear an English port late May for the Pacific via the Straits of Magellan. The couple had just been married and the cruise is a honeymoon voyage.

• ANNA ELIZABETH, Dutch yacht, still lies at Aore, New Hebrides, while owner Ernst Lamberty cruises those islands as skipper of the plantation vessel ZOE. He recently had the job of transporting two French businessmen on a charter trip from Santo to south Malekula.

• MANDALAY, cast up on south Santo, New Hebrides, as recently reported, is now up on the hard awaiting very extensive and expensive repairs. This yacht was sold by American Rockefeller, who cruised her through the Islands last year, to M. Claude Giraud, of Aore Island, who in turn exchanged her for the trading schooner BIKO, which her present owner, Mr. Peter Morris, owned.

• ATOM, manned by lone-hander Jean Gau (male) of New York, which arrived at Papeete June 10, 1954, sailed again March 21 for Pago Pago and points westward, in continuation of his circum-

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navigatory voyage.

● LA PALOMA, another Auckland yacht, was due to sail from there late May for Canada and eventually England. With skipper-owner W. Wilson, is J. Forsyth, both Americans, and one other New Zealander. Wilson purchased the yacht at Auckland and planned to call first at Rarotonga, thence Tahiti and Honolulu. Both Americans are experienced yachtsmen, Mr. Forsyth having raced in the Australian yacht NIMBUS in the Sydney-Hobart Race in 1952, and in FARIE in the Melbourne- Hobart Race in 1951. The yacht is equipped with radio transmitter. Some oceanographic research is planned during the voyage.

● JENCO of Norway, which left Oslo last September and Balboa on February 16, arrived at Papeete May 12. This 49 ft. ketch, bound for Napier, NZ, was built in 1953. Owner Jens Jenssen says he hopes to sell her on arrival, having built her as a means of delivering his family to New Zealand.

● TRANSPACIFIC RACE: According to advice received by our Tahiti correspondent, the July Los Angeles-Honolulu race entries now number 37. No doubt some will fall out before start, but it promises to be a big field, and a number are expected to come on to Papeete later. Nothing has been heard of the Los Angeles-Papeete Race, which was to follow the trans-Pacific event. If the event is to take place the publicity is extraordinarily weak.

● GEMINI of Portland, Oregon, with radio-amateur Jack Wheeler and his wife Leah, is back at the home port after spending some months in the Hawaiian Islands. This yacht caused much interest with overseas radio "Hams" during her 1953 sojourn in French Oceania waters.

● MOONRAKER, English 29 ft. cutter with Peter and Anne Pye, was to clear Cristobal late March, homeward bound from the Pacific again.

● WINDJAMMER'S owner, Peggy Poor, back from her shipwreck at Easter Island, expected to reach Los Angeles in mid-March aboard a freighter. She appeared to be implementing certain legal proceedings in regard to the looting of the stranded vessel at Easter Island.

● QUEEN CHARLOTTE, 46 ft. staysail schooner of Auckland, formerly owned by the late Mr. W. A. Wilkinson, veter New Zealand yachtsman, left Auckla coastwise on March 16, said to be headi for the Islands. The yacht was offer for sale on Mr. Wilkinson's death a was acquired by her present owners la year.

● WAKAYA, another Auckland yac which is well known in Tonga waters a elsewhere in Polynesia from past cruise may sail again this winter, for sale wher

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r a buyer offers. Mr. Ted Hayes is ner.

GHOST, a 28-footer now building at angarei, is reported to be another ly starter for an Islands cruise and haps further afield. This is not to be fused with Mr. Ken Brown's GHOST ntioned elsewhere.

MARINER, American yacht which ived at Auckland last December, still there at the Harbour Board Slipway y. Owners Robinson and Karl are re- ted working on jobs inland with no ns yet as to future movements.

LANDFALL II, Dr. and Mrs. Hol- ab's handsome 50-footer from the US, Sydney reportedly for Barrier Reef ters some time ago, in continuation of cruise. The yacht arrived at Sydney m Auckland on February 20.

Z GIFTS FOR LEPERS OF NEW CALEDONIA

EPERS at Ducos and in the Loyalty Islands are not over- looked by the New Zealand pers' Trust Board, and the nerous gifts from the Dominion ve been received with gratitude New Caledonia.

Recently Ducos has received a shing-machine and a book- nding machine from NZ, and a efabricated hall (32 ft by 20 ft) ll arrive shortly. The hall, to be ed for native handicrafts, is to named after Sister Othilde, a rsing sister who contracted prosy at Ducos.

At the same time, substantial Z gifts have gone to the smaller prosy station in the Loyalties. *Noumea Correspondent*).

Road-Fitness Tests Twice Yearly in Tonga

ALL motor vehicles in Tonga must now be presented for road- fitness examination every June nd December. The Legislative ssembly, at its last session mended the Motor Traffic Act to tend the requirement which rmerly applied only to commercial assenger vehicles.

The Council amended the Order Public Places Act to make it ear that for the purposes of the ct the Sabbath day is the period om midnight on Saturday to idnight on Sunday.

Other legislation increased pound es, which had not been altered nce 1918, and amended the Royal uards Act to enable pay and llowances to be fixed from time to me by the Privy Council.

G Trout Experiment Scores Major Success

THOUSANDS of healthy rainbow trout are breeding in streams of Papua and New Guinea as he result of the establishment of hatchery at Lake Bergestrand, 137 ft above sea level and with a water temperature of 64 deg. Fahr.

Five years ago Sir Edward Hallstrom, the Sydney philan- thropist, demonstrated, with a con- signment of rainbow fingerlings flown from Sydney, that trout could live in New Guinea rivers; and about two years ago the Bulolo Gold Dredging Co. had 10,000 rainbow ova flown from New Zealand.

Nearly 90 p.c. of the eggs in the first hatching reached maturity, and when the fingerlings were three weeks old they were transferred to the Baiune River, near Lake Berge- strand.

The company is jealously guarding the Baiune from any influx of enthusiastic fishermen. For obvious reasons, it wants to protect the breeding-grounds.

† Tourist trips up the Rewa and Wainibuka Rivers, Viti Levu, in 25- knot flat-bottomed river canoes, are planned at Suva. Travellers will sail through the heart of the banana country and past many Fijian villages bordering the river banks. The Nasamu Falls (200 ft. in three drops) are visited. The outing starts by car from Suva to the Baulevu Landing, then an hour by canoe to the falls, an hour for swimming and about half an hour downstream to the Landing.



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cean Is. Phosphate is Phosphate Plus

a report which appeared in a Sydney newspaper in April is correct, Ocean Island phosphate ntains vital "trace elements" ich are totally lacking in the osphate of Nauru Island, only) miles away.

According to the report, Mr. R. Vickery, a Melbourne research emist, took test samples from a ge number of shipments of osphate rock from both islands, check whether they contained the called trace elements. He found t Ocean Island samples con- ned constant amounts, and that uru phosphate contained none all. Soil researchers have long own that minute traces of nadium, molybdenum, zinc, per, and manganese have an portant effect on land pro- tivity. Lands deficient in lybdenum have been able to ry from twice to ten times as ny sheep per acre by the plication of an ounce of lybdenum to the acre.

Ocean Island phosphate could refore have a most beneficial ect on such soils—though if the l already contains the necessary trace elements Nauru phosphate would be satisfactory for such areas.

Alternatively, shipments of Nauru phosphate may have the missing elements added during the processing into super-phosphate, the form in which it is applied to the land. The deficiency is probably not important therefore, but why it should exist when the two islands are of similar formation, have similar climates, and lie comparatively close together geographically, is a poser that scientists have not yet solved.

Credit Union Training

JOANI NAISARA, a 26-years-old Fijian who has been working with Father M. Ganey on the formation of credit unions in Fiji, has gone to the United States to spend three months as the guest of the Credit Union National Association.

The trip was made possible by a gift of 1,000 dollars from the association, supplemented by a £300 grant by the Fiji Government.

Earlier, Joani Naisara spent four years in New Zealand, two of them at the Auckland Teachers' Training College. He has completed most of the subjects required for the NZ University's BA degree.

BSI Civil Servants

From Our Own Correspondent

OFFICERS elected at the annual meeting of the British Solomon Islands Civil Service Association on April 12 were:

President, Mr. S. L. Chamberlain; secretary, Mr. G. G. Oakes; treasurer, Mr. J. Tamana; council members, Branch A, Mrs. T. Miller, Messrs. J. B. Coleman, F. Macindoe and B. Twomey; Branch B, Messrs. A. Daga, S. Dakei, V. Kolopetsi and W. Maelaua.

† Arbor Day, for several years a sort of secular movable feast in Fiji, has been officially anchored to the last Friday in February.

PACIFIC ISLANDS AIR PHOTOGRAPHS

Norfolk Is., Lord Howe, Noumea, Suva, Lautoka, Nukualofa, Apia, Aitutaki, Rarotonga, Papeete, Moorea, Kermadecs. Also Rabaul, Port Moresby, Lae.
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Fiji Automobile Group Wants Big Membership

STARTING operations last January, the Automobile Association of Fiji (Inc.) hopes for a membership of 2,000 in 1956.

Full reciprocal arrangements have been made with the Automobile Association of Great Britain and with leading associations and clubs in Australia and New Zealand.

The patrol reported in April that since the beginning of the year the association has serviced 447 road signs, has erected 72 new signs and has replaced 213 damaged signs, all in Viti Levu.

Special insurance facilities, including a substantial discount over the 10/6 available to members, have been arranged with an insurance company. The 10/6 or 5 p.c. on the net premium—whichever is the lesser amount—previously available to members of the Automobile Association (Auckland) has been extended to members of the Fiji association by the companies comprising the South Sea Islands Fire Tariff Association.

The association's officers are: President, Mr. A. H. Marlow; vice-president and secretary, Mr. S. A. Tetzner; councillors, Messrs. Hanif Akbar, C. D. Bradford, E. J. Gough, E. H. McIlwain; accountants and treasurers, Messrs. Lawlor and Lawlor.

† Progress on the world TB battle front will be surveyed at the fourth Commonwealth Health and Tuberculosis Conference, to be opened in London on June 21 by the British Minister of Health.

Surprisingly, though many foreig countries will send representativ to watch proceedings, the on Pacific territory listed to be repr sented is the British Solom Islands Protectorate.

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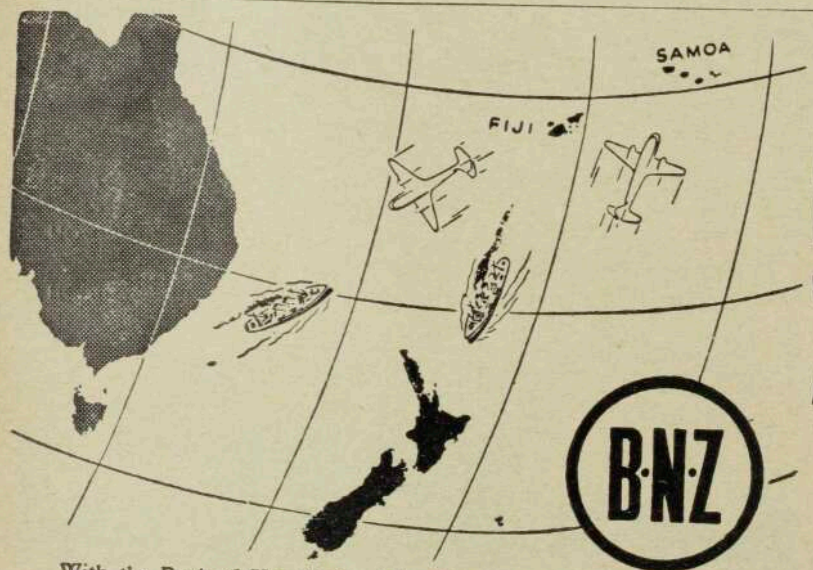
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itch in Fiji's Roading Plans

FIJI'S much boosted Development Plan does not seem to be developing according to plan. Strong rumours are current that iorities may have to be revised ing to shortage of money for imediate use.

Said to be under reconsideration the Sawani-Vunidawa Road. ttle-breeders and those interested the banana trade have long urged e construction of this road.

Branching from the Prince's ad about ten miles from Suva, it uld open grazing and banana nd.

For many years a rough cattle ack has been used to bring cattle Suva by a shorter route.

Some work has already been done the new road, but recently work s stopped.

The road round Viti Levu for the eater part runs along the coast. ort feeder roads inland would en a great deal of country.

It has also been suggested that ort roads inland from the Wainika and Waidina Rivers would mulate Fijian banana production, king river and road transportan to Suva.

Even with Tongan and Samoan ports, New Zealand cannot get ough bananas, and the Union eam Ship Co. has offered the ipping if Fiji can supply the fruit.

This industry has the virtue of inging in regular cash payments. could be Fiji's equivalent to the tter industry, which in New Zeand has built cities.

Perhaps the co-operative societies d the credit unions, which appear have taken hold of the Fijian agination, may supply the cash centive.

"Bring the womenfolk forward," id an old-timer wise in the ways women, "Get them to hanker ter new clothes and better houses," said. "Then the poor devils (the enfolk) will have to get the oney."

Old Buildings to go in Guadalcanal

From Our Own Correspondent

TENDERS have been invited for the purchase of three buildings at the old Government Station Aola, Guadalcanal, BSIP.

The successful tenderer will be quired to demolish and remove e buildings within one month of tification of acceptance of tender.

Aola Station was closed soon after e war, and the District Commissioner's house, Assistant Medical ractitioner's house and dispensary ilding are now being disposed of.

Tenders closed at Honiara on ay 18.

New Caledonia Affected By New Law in Paris

A NEW finance law passed by the French Parliament has caused comment at Noumea.

The law as at first proposed stipulated that any primary material indispensable to France and produced by a colony which benefits from a subvention, cannot be touched by any new export tax or local tax without the approval of the Minister of Finance.

This was later modified by the qualification "all primary materials having undergone transformation."

This, it seems, provides protection for the products of the Nickel Company in New Caledonia which are exported to France.

Local legislators regard the new provision as an infringement of their legislative rights.



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CHEME FOR ISLANDS VOCATIONAL TRAINING

PLANS for setting up in Fiji a Central Vocational Training School for the South Pacific re discussed at a Suva meeting May, at which the Governments Australia, New Zealand, the ited States and Fiji were repre-nted.

The conference decided against e proposal and left the question the individual territories con-rned.

The proposals arose from Mr. A. Derrick's survey for the South cific Commission, which was llowed by a scheme prepared by . F. J. Harlow, an Assistant ucational Adviser to the Sec-tary of State for the Colonies, for bmission to the Commission.

At the inter-governmental con-rence Australia was represented Mr. D. McCarthy, Administra-e Officer in charge of the elfare and Social Advancement anch of the Territories Depart-ent.

The New Zealand delegates were ssrs. F. R. J. Davies, Islands ucation Officer, and H. A. vestom, an Assistant Secretary the Administration of Western moa.

The United States was repre-nted by Mr. J. R. Ludington, of e Health, Education and Welfare Department, and Fiji's delegates were Messrs. R. M. Major (Acting Financial Secretary), W. W. Lewis-Jones (Director of Education) and A. H. Chadwick (Supervisor of Technical Services).

FATAL ROAD ACCIDENTS IN WESTERN SAMOA

From Our Own Correspondent

TRAFFIC accidents are increasing in Western Samoa.

Just before Easter, two fatal accidents occurred.

In one case a ten-years-old boy was struck by a lorry at Tanugau-anono and was killed instantly.

Another Samoan boy, riding at the back of a truck carrying bananas to Apia wharf, was killed when he fell from the truck, the driver being unaware of the accident.

A third accident with fatal results occurred near the west coast village of Lefatu when a motor-bus, travelling on the main beach road came into collision with a cyclist who had a passenger riding on the carrier of the bicycle. The passenger was killed and the cyclist was injured.

It is not always the driver of a motor vehicle who is at fault. In many cases pedestrians and cyclists —and particularly children—lack road sense and obstruct the path of motor vehicles.

Experimental Farm for Nauru

TO foster greater agricultural activity for the production of food, and to provide occupation for the people of the Island who live in comparative idleness (thanks to substantial incomes from the exploitation of the phosphate deposits) an experimental farm is to be established at Nauru.

This was announced by Canberra at the end of April. There is only about 300 acres of land in Nauru suitable for coconuts, and about the same area that could be employed in other cropping activities.

The experimental farm will serve also to train young men to fit into some other Island environment when the time eventually comes for evacuation of the population when the phosphate supplies are exhausted. The Australian Government is continuing the search for a suitable future home for the people.

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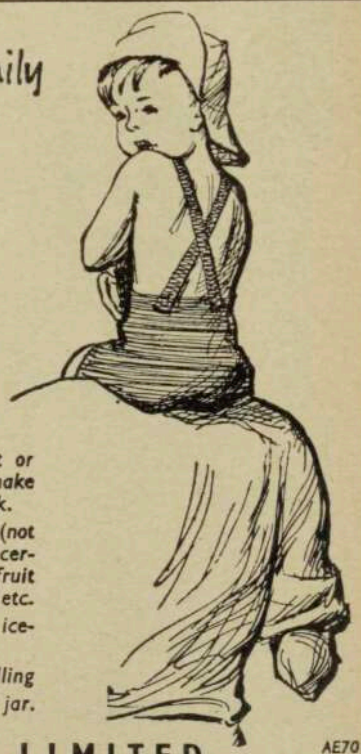


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PARIS FINANCE FOR DAM PROJECT IN NC

(From Our Own Correspondent)

NEW Caledonia's big Yate River dam project (May, PIM) will be financed by the French Government's colonial development organisation (FIDES), said the Governor (M. Rene Hoffherr) when he returned to Noumea from Paris in May.

The Yate hydroelectricity scheme is linked with the modernisation of the nickel smelters at Noumea, and one of the top Public Works engineers in France will visit the Colony this year to settle the final details.

M. Hoffherr also said that Air France will soon send two planes a month from Paris to Noumea, thus doubling the present service.

Flood of Overseas Cargo at Apia Wharf

From Our Own Correspondent

WITH about 3,400 tons of cargo from England, Europe, Australia and Fiji, the *Wairuna* arrived at Apia early in April — almost at the same time as the *Tofua* with another 600 tons.

Apia's limited wharf shed accommodation was all but bursting at the seams, and efficient cargo-sorting was impossible.

Insufficient space for storing incoming cargo has been an Apia complaint for many years.

The new Port Advisory Committee will investigate the questio of improvements and the buildin of a wharf at which overseas shi can safely berth.

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onga, 90 Years Ago

By J. D. Whitcombe

ERE is an extract from a book, long out of print, which gives a little glimpse of the Tonga a century ago. The book, *New aland and the South Sea Islands*, R. H. Mead, was published in 70. Mead compiled it from his other's journals, kept while serv- as a lieutenant in HM Ships racao and *Esk* some years earlier, fore he was killed in an accident, the age of 27.

The date is October 27, 1866. HMS k had anchored off Nukualofa. The Consul, Captain Jones, VC, me on board and was saluted. At lf-past ten, O— S— and I landed shoot ducks. King George was ay at Lifuka, but Mr. Moss, who s got spliced, did the honours in e absence of his Chief.

Since we were here in the *Curacao*, al by jury has been instituted, d severity of some of the laws ainst immorality have been re- ked, adultery alone being now nal.

By Moss's advice, we walked along e beach to Mafoga, a village about nile distant, where Father Lamage, the Roman Catholic Mission, pro- ded us with a couple of native ides and a canoe. Twenty nutes' walk through the bush ought us to the edge of the goon.

I bagged seven ducks and five her marsh and water birds. More- er, two more wounded ducks made od their escape. Not such bad ort, considering that it was nearly pm before we began shooting. wards dusk we saw many flying xes. The lagoon is full of fish, hich rose on every side of us— me of them three or four feet ng.

On inquiry for Charley Maafu, the ngan Adonis, whose acquaintance made in the *Curacao*, we found at he is stopping with his father, aafu Senior, at Vanua Balavu, the ngan Colony in Fiji. We heard o little stories of this gay young ntleman.

A plot had been discovered to ke his father's life; but the old ief, with singular moderation, ared the lives of the conspirators, d sentenced them only to banish- ent to different islands, for which rpose he embarked them all on s schooner.

Just before weighing, the old ntleman went on shore for some- ing; and the son improved the casion by informing the plotters at, though his father's leniency ad spared their lives, they were t going to get off quite so cheap they expected. He forthwith roduced a "cat" and gave them a sound flogging all round.

On another occasion, having been convicted of a breach of the Seventh Commandment, this lad was sentenced to hard labour on the road, of which he was bound to complete a certain portion daily. By eventide his task was always done —until its very regularity awakened suspicion and, a watch having been set, he was discovered sitting coolly smoking his pipe in the shade of a tree, while a score or so of his lady-loves, past and present, were hard at work doing his allotted task on the road—all their common jealousies having been overpowered by their sympathy for the object of their affections.

¶ Mr. Charlie Lawrie of Rabaul, New Guinea, left Sydney on *Orion* in mid-May for an extended holiday in the United Kingdom.

New Caledonia Oil Hunt May Be Ended

(From Our Own Correspondent)

WHETHER or not the search for oil in New Caledonia has been abandoned could not be ascertained at Noumea in May.

The geologist in charge of the oil-seeking unit (M. Pomeyrol) has returned to Paris.

The gear at Gouraou has been dismantled and will probably be put to other drilling work—but not oil-seeking.

¶ Mr. Harry Owens, American band leader and song-writer, spent four days in Fiji in May making films for television. He was on his way back to the United States from Tahiti.



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his Month's New Reading

(Continued from page 64)

aling barque *Australian* on what s to be a two years' cruise.
Almost 120 years later, *The Whal- g Journal of Captain W. B. odes* has been published. though most of it will be of in- rest to seafarers more than hers—it consists largely of entries e, "Steady easterly breeze. Lati- de 28 deg., etc."—some of his servations about the Islands are rth noting.
Particularly are his observations out "Vavaoo," Tonga, interesting en read at the same time as *iendly Queen*, which records airs in Tonga at a much earlier ne, before the Tongans had be- me so *unco guid*.
Says the captain, of Vavau. . . "It now in a state approaching civil- tion. . . I have been paid a visit the Harbour Master, bringing h him a printed Harbour Regula- ns intimating that His Majesty ng George requires to be paid 21 llars for anchorage and pilotage fore the vessel would be allowed communicate with the shore. . . o Wesleyan missionaries with eir fami ies are located here and is astonishing to what a state of scipline they have reduced the tives.
"Old and young spend the prin- al part of their time in the hools learning to read the scrip- res and in religious exercises. ey are compelled by law to as- sume an outward sanctity, and to spend a greater part of the day in devotion, and in no part of the world is the Sabbath kept with such strictness. The natives are entirely prohibited the use of spirits or to- bacco; the Government is absolute and the least appearance of outward wickedness. . . is severely punished by flogging. . . King George has lately returned from an expedition to Tongatabu. It appears that there is a party on that island who will not put themselves under the yoke of the missionaries. They are called the Devil's Party. His Majesty is determined that if they will not be converted to the Wesleyan religion, to exterminate them."

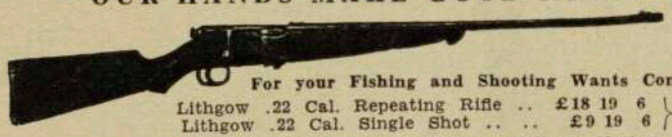
He describes also what was prob- ably the first European attempt to settle on Sunday Island (Kerma- decs). A settler named James Read with his Maori wife, three children and two other Maori youths had settled there and planned to grow vegetables to supply visiting whalers. Six deserters from other whalers were also making Sunday Is. their temporary headquarters.

(Published by Whitcombe and Tombs, Ltd. New Zealand price, 18/6.)

¶ AMP Aseri Manualevu, stationed at the Fiji goldfields, was one of the guests at the Sydney Pacific Islands Society's May meeting. He had arrived early in May to begin a 6-months course in Industrial Health, with emphasis on modern methods of TB treatment. He will be joined in August by his wife and family.

¶ M. Marcel Isy-Schwart, famous exponent of underwater fishing, lectured to a packed audience at the Suva Town Hall on May 17. Besides Fiji, M. Isy-Schwart has been making films in Tonga, Samoa and Niue. He will visit New Caledonia and Tahiti before return- ing to France, where he will edit his films. After a lecture tour in Europe, he will probably return to the South Seas.

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PROPRIETORS SAY

"TOO MANY"

Suva's One Taxi To Six People

From Our Own Correspondent.

TAXI proprietors at Suva, who are mostly Indians, say that there are too many taxis in the city area.

They claim that 380 vehicles licensed to ply for hire means that there is a taxi for every six persons living within the city boundaries, and point out that the taxis are competing for business in a community which possesses many private cars.

A large taxi fleet is something of a Suva tradition, and the operators did well enough in the days when the Canadian-Australasian and Matson liners called regularly, and when big tourist-cruising ships were frequent visitors. Revenue was good, and the drivers collected substantial sterling-and-dollar tips.

Furthermore, the permanent population, encouraged by a climate which provides terrific downpours at a moment's notice, was taxi-minded until fares started to rise in accordance with the cost of living.

But the taxi proprietors' main source of grievance is the independent driver who, they say, cuts prices at night, when the buses are not running. They also claim that the improved organisation of bus services has cut into taxi revenue, particularly in places where taxis once had a transport monopoly.

¶ The Rev. L. D. Fullerton, w Mrs. Fullerton and their childr returned to Fiji early in Ju after six months' furlough Australia. While carrying Methodist Church deputation w in New South Wales and Quee land, Mr. Fullerton was frequen called on to lecture on Fiji.

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) PROVISION FOR)OK LANDS APPEALS

EOPLE living in the Cook Islands apparently have no right of appeal against Court tences imposed in the Cook nds.

Ir. Justice Finlay, in a written gment quoted in the *New land Herald*, Auckland, on May says:

There seems to be no right of eal against a sentence, as n, imposed in the Cook Islands; t is a position to which the ntion of the Legislature might be drawn."

udge Finlay gives his reasons quashing, last December, the viction of two 20-years-old nters, Pare Rau Tini, and ama Nicholls.

ini had been sentenced by the k High Court to five years' hard our on a charge of rape; Nicholls one year's gaol for alleged ecent assault of the same girl.

he judgment states: "It is cult to imagine a case where varning against the acceptance uncorroborated testimony was e needed than in this case, nor in which the evidence gestive of consent should have n pointed out to the jury with phasis.

In any event, a conviction can rcely be said to be satisfactorily nded on the evidence of a girl did not call for help; who, in e of injuries, did not complain il specifically challenged, and then untruly alleged criminous s against two men, one at least whom was not guilty of any ninal action if the girl's own sequent sworn testimony is epted."

he judgment states that the y conclusion that could be ched about the finding of the essors was that it was, in the umstances, unsatisfactory.

The disquiet engendered by its atisfactory character is mented by the fact that the ie assessors in the same trial victed a man (Nicholls) of an nce of which the evidence ved him not guilty," the judgment tinues, adding the "inappropriate unnecessary" idea of "accom-e's evidence" may well have re-ed in confusion in the assessors' nds.

udge Finlay points out that no tence of such length as that five years on Tini would be posed in New Zealand in such umstances. If it were, it would be sustained on appeal.

Pastor Salerua returned to ngoa Presbyterian Mission tion, New Hebrides, in May.

DEGRADED SOIL IN FIJI MAY BE REHABILITATED

EXPERIMENTAL reafforestation in the Drasa area of Viti Levu indicates that degraded soil in one of Fiji's dry regions may be rehabilitated.

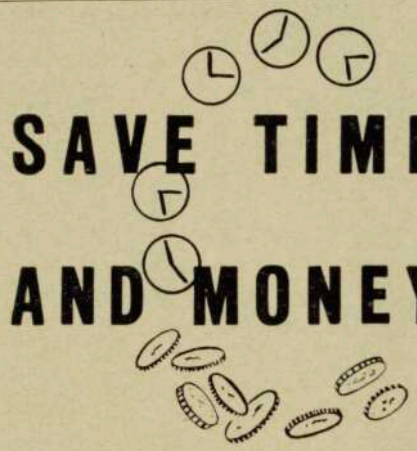
Plantings of *nokonoko* (casuarina or ironwood) and *eucalyptus citriodora* have been successful in extremely poor soil in open, badly-mutilated *nokonoko* forest.

Forestry Department officers believe that, with proper management and protection, stands of trees suitable for fuel, housebuilding poles, pitprops and even hardwood timber can be raised.

Meanwhile, at Nadarivatu, high in the rainy mountain country, introduced trees are flourishing. Pines in "pure plantation" in open fernland and cyprus and mahogany underplanted in exploited forest are growing fast.

¶ The Rev. C. F. Gribble, general secretary of the Methodist Overseas Missions in Australia, left Sydney on May 26 for a six weeks' visit to Fiji, Tonga and Samoa.

¶ Mr. John Cruikshank, only son of Dr. J. M. Cruikshank, Director of Medical Services, Fiji, and Mrs. Cruikshank, was married in Sydney in late May to Miss Judith O'Neill, of Arncliffe, NSW.



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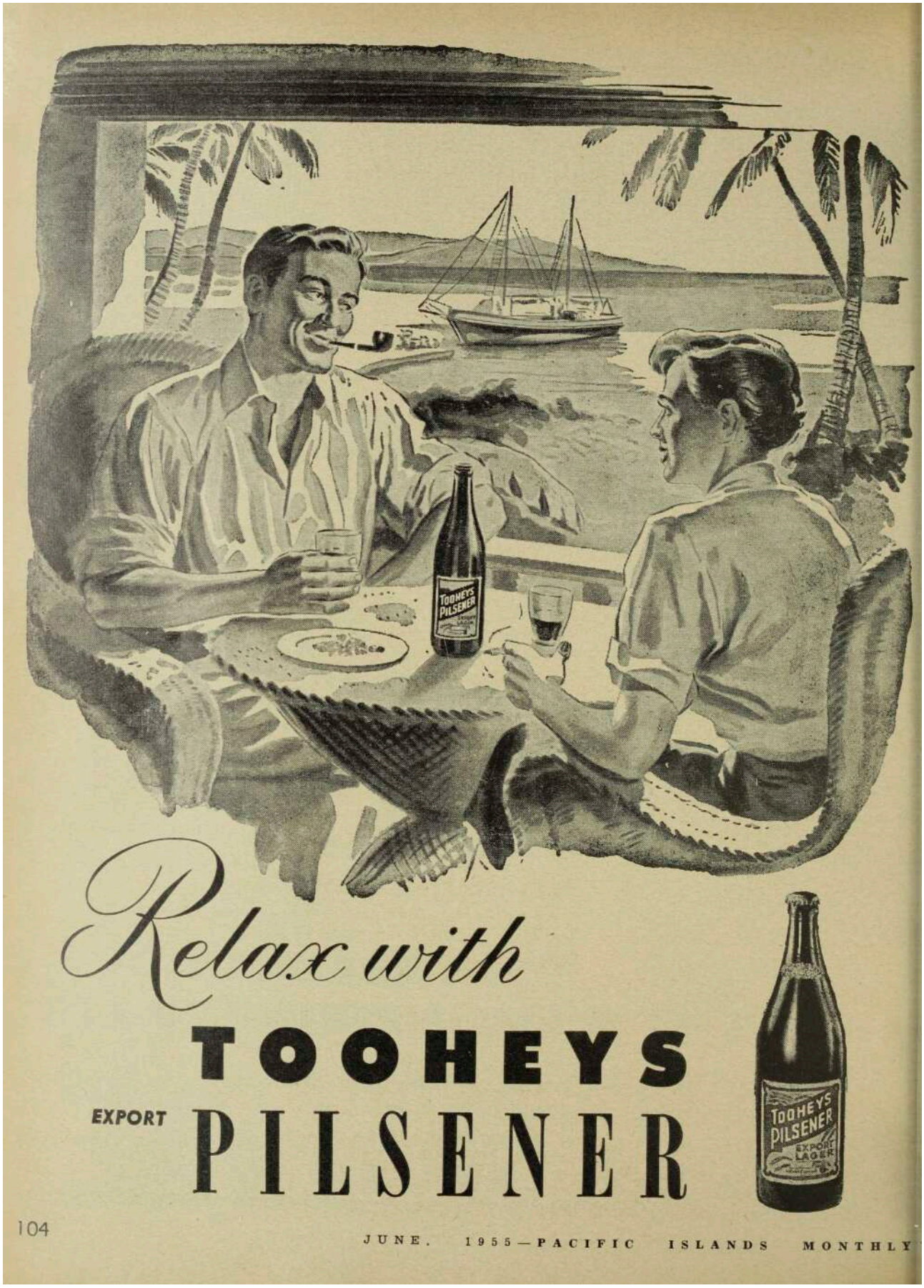
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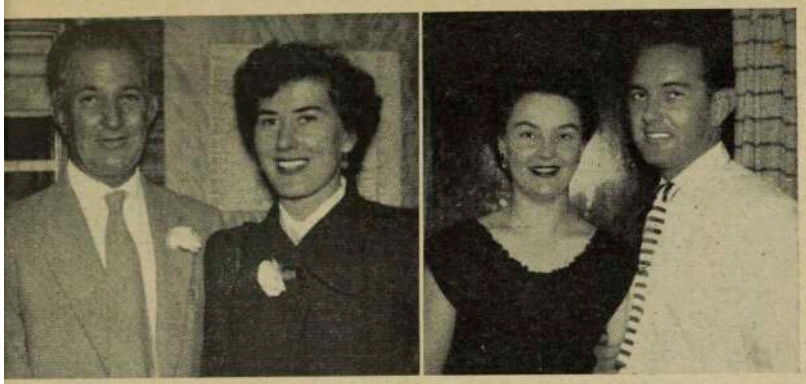
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Bulolo Travellers to Papua and New Guinea



Amongst travellers who sailed on "Bulolo" from Sydney in May were: Mr. E. C. Smith, nager for E. E. Kriewaldt & Co. in Port Moresby, who was farewelled in Sydney by Miss Wareham when he returned from a business trip. And (right): Miss Pat Ashton-Stamp, nd for Port Moresby, who was seen off by Mr. Bob Lee.

US Plane in Mercy Flight

A US Marine Corps R5D aircraft (same as civilian DC4), made a mercy flight from Pago Pago to e British atoll of Nukunono, e of the three Tokelau atolls, on pril 4. The flight was made to op a package contained hetrazan r ailing Sister Julienne, lone Catholic nun stationed on the island. The aircraft had come south to Pago Pago from Honolulu with Samoan servicemen on short leave.

The drop was made successfully at 11 am, though the low-flying four-engined land plane is reported to have somewhat frightened the villagers.

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A Better Rum



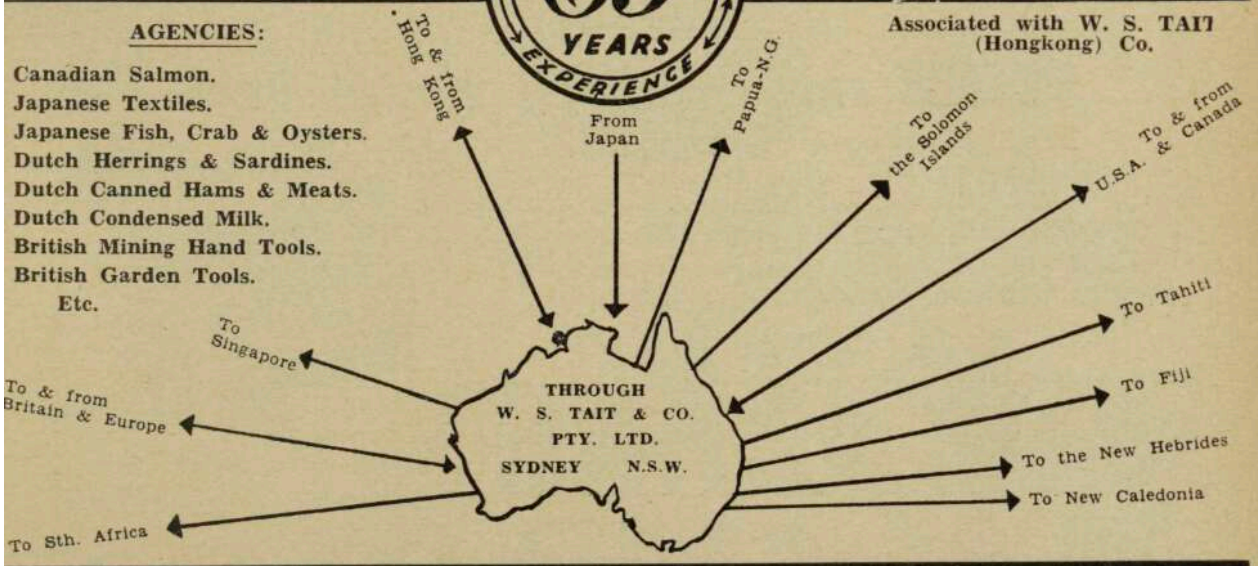
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Plane Passages From Fiji For Repatriates

INDIANS who are still entitled to repatriation to India at Government expense are being offered tourist plane passages to Sydney and tourist sea passages from Sydney to Bombay.

This system, which includes the provision of meals and accommodation for the short stay at Sydney before the ship leaves, has been adopted because there are now no direct ships between India and Fiji.

The last Calcutta-Suva ship sailed in 1951, and there seems to be little chance of a resumption of the service.

Since 1951, the Fiji Government has been making cash grants of £60, leaving the repatriate to find his own way to India, but for unspecified reasons the cash grant system has been stopped.

The first travellers under the new system will leave Nadi on July 6, and other groups will follow at regular intervals.

Those entitled to free passages to India are (1) Indians who went to Fiji under the indenture system; (2) children of those who arrived on or before May 31, 1906; (3) Fiji-born children, under the age of 12, of those who arrived after May 31, 1906.

The indenture system originated in 1877 and was ended in 1916. More than 63,000 Indians were introduced as indentured labourers, and by 1923 nearly 25,000 had been repatriated.

At the end of 1954 the Indian population of Fiji was estimated at 160,000.

(Probably the "unspecified reason" why the £60 grants have been stopped is that no repatriate has been able to get from Fiji to India, via Sydney, for £60—"tourist" class or any other).

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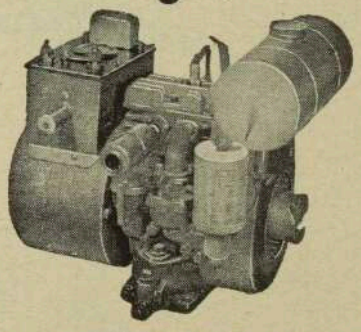
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Papua-New Guinea Travellers



North-bound per May "Bulolo" from Sydney were (top to bottom):
Mr. and Mrs. M. B. Foley and Philip who returned to Rabaul where Mr. Foley has a motor garage business.
Brother Broughton, Brother Dwyer, and Brother Watkins who were bound for Aitape Catholic Mission station.
Mr. and Mrs. C. Champion who returned to Port Moresby after furlough in Australia. Mr. Champion is Assistant Government Secretary.

NZ SCHOOLBOYS' £100 TOUR IN FIJI

TWENTY boys from Waitaki, one of New Zealand's leading secondary schools, travelled by bus round Viti Levu in a ten days' visit to Fiji in May. At Suva they were the guests of the Suva Boys' Grammar School.

To finance the trip, each boy begged, borrowed or earned £NZ100, of which £88/18/- went to expenses.

The travellers acquired "bula" shirts, which one of the two masters accompanying the party described as "like beach shirts, only more hideous."

Most of the "bula" shirt material sold in Fiji comes from Japan. It ranges from designs that are both clever and effective, through varying degrees of American-inspired vulgarity, to efforts like an explosion in a paint shop.

Cinema-Dancehall Opened With Religious Service

VAVAU'S new cinema and dancehall, the Lei Fahina 'o Pilolevu, was opened on April 11 with a religious service conducted by the Rev. K. D. Grove, Chairman of the Vavau Wesleyan Church.

The building is owned by a local merchant, Mr. Paul Schaunkel.

Mr. Grove expressed the hope that only "clean" films would be screened and that the drinking of *kava papalangi* (alcoholic liquor) would never take place at any dance held at the new hall.

The Royal Family was represented at the opening by the young princes, Taufa'ahau and 'Uluvalu, attended by Queen Salote's Aide, the Hon. Vaea.

† Because triplets are a rarity among Fijians and the appearance of a set invariably creates interest throughout the Colony, Savusavu's trio continue to be the subject of official bulletins. By May 25 cash gifts totalled £90, including the Governor's Bounty. A savings bank trust account totalled £50, and an all-Fijian collection was being made to add to it. The triplets stow away six tins of baby food (a somewhat expensive item in Fiji) every week, and Mr. R. B. Carpenter, chairman of directors of W. R. Carpenter, Ltd., has donated five cases of the food.



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'he Polynesian Navigators Followed a Unique Plan

About 1,000 BC the present inhabitants of Polynesia and Micronesia left the islands of south-east Asia, perhaps under pressure from other tribal groups, and struck out for new homes in the broad expanse of the south-west Pacific.

'E are reasonably certain that south-east Asia was the point of departure rather than the ıericas, as some recent theories 'e stated, for all the Oceanic ›ple have the traditions of their ient home in the west which s known as Hawaiki.

'he words Hawaii and Savaii ımoa), as well as the names for ny other Polynesian islands, are ived from Hawaiki.

lthough the Polynesians grew no , they tell of another legendary m e. "Great-Atea-covered-with- ." Rise is a principal crop in th-east Asia. There are cultural l linguistic parallels between the ynesians and the Indonesians. leed, the evidence is impressive.

'he important thing to be con- ered here, however, is not the gin of the Micronesians and ynesians, but rather the almost believable feat they accomplished reaching islands in all parts of south-west Pacific.

THE progenitors of the modern Polynesians and Micronesians left their homeland in great sea canoes with built-up, adze-hewn, plank sides.

Some of the canoes were single-hulled craft with outriggers while others were double-hulled craft with deckhouses built on the spars connecting the two hulls.

The pandanus mat sails were supplemented by crews of paddlers often numbering as many as one hundred men. Specialists baled, trimmed sails, served as coxswains, and navigated.

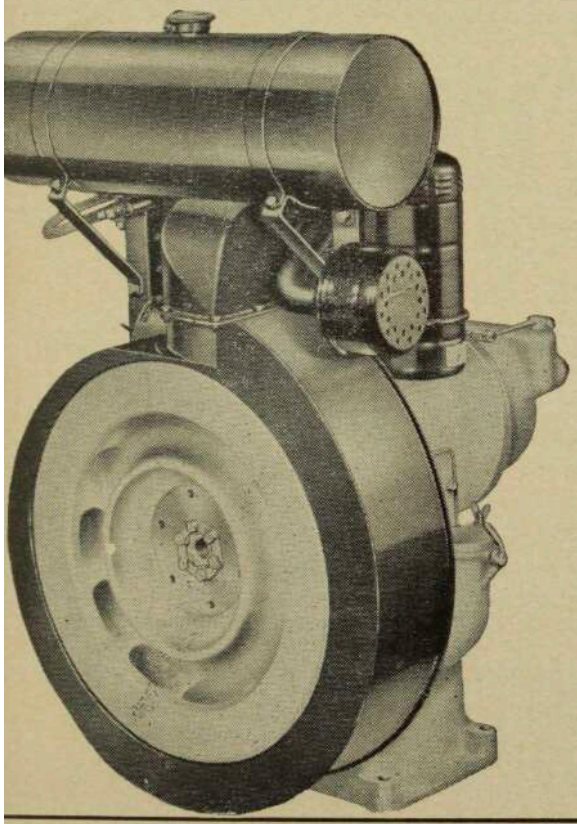
The vessels were capable of unusual speed and were thoroughly seaworthy when handled by expert seamen, as these people undoubtedly were. As testimony of the excellence of these sailing vessels one has only to point to the voyage of de Bisschop. In 1935, this French amateur sailor built a vessel of native design and sailed her, with a crew of one, from Polynesia to France by way of the Cape of Good Hope.

Some of the canoes of the early migrants reached Samoa, the Societies, and the Cooks, and these islands are believed to have been swarming-points for further colonisation expeditions.

Other groups of these extraordinary mariners explored the Micronesian islands of the Marshalls, Carolines, Gilberts, and others, establishing settlements as they went.

A MERE glance at any map of the Pacific brings a feeling of awe for the exploits of these bronzed Vikings. There are 2,700 reef-infested miles from the Societies to Hawaii; 2,500 from the Societies to

Lowell Don Holmes, writer of the accompanying article, completed a year's anthropological research in Eastern Samoa late in 1954. His research was sponsored by the University of Hawaii. Mr. Holmes, who is 29 years of age, is a Doctoral Candidate in Anthropology at present associated with North Western University, Evanston, Illinois. His article on the South Seas science of navigation, dealing with Polynesia and Micronesia, will be published in three parts, of which this is the first.



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New Zealand; and 2,600 miles from Samoa to Hawaii. Yet all these routes were frequently travelled.

Such voyages required a considerable degree of accuracy in navigation, for an error of a few degrees in a compass course can cause one to miss a tiny Pacific island by hundreds of miles in a voyage of 2,000 miles or over.

Yet these early ships carried neither compass, nor sextant, nautical almanac nor chronometer.

The early methods of Polynesian and Micronesian navigation stand as the most fascinating and awe-inspiring phenomenon in the annals of seamanship.

The most common method of navigation in Polynesia consisted of laying a direct course to a given destination by keeping the bow of the vessel pointed toward a star near the horizon which lay in the direction of the desired destination.

However, the poetic references to the native navigators steering by the stars often gives an erroneous picture, for anyone who is at all acquainted with the movements of the stars would quickly realise that due to the earth's rotation, such a method would keep one sailing in circles.

INSTEAD of taking one star and following it, they viewed the stars as moving bands of light, which passed over the destination they were interested in.

The navigators can identify all the stars that are in the band and steer by each star in turn before it rises too high or sets on the horizon.

The Hawaiian scholar, Kepelino, characterised the stars used in navigation as "those which are suspended in turn over each island."

The navigator proceeding north may use the same principle of these bands of light.

The Polynesians discovered through long observation that any star that passes directly over any island must also pass over other points of the same latitude. Thus

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he prevailing wind made it impossible to sail directly to an island, y would sail north until a certain was directly overhead and then due east or west, depending on position of the desired destination.

n one way, the native method aying a course to a given destination was superior to that used by navigators to-day. Using stars beacons toward which to steer s the shortest distance possible ween two points. In other words, ives a great circle course which using a compass, may accomh only by altering our compass rse at given intervals.

he natives of Polynesia con-ed the heavens as the inside of oconut shell or pot which rotated ut them. The stars were seen ise in the east of this dome and in the west, and they noticed t these stars always appeared in same relationship to one another.

heir observation was so thorough t they realised that the stars eared four minutes earlier each ht, and in the course of a year t the stars rise at exactly the e time as they did on the same a year before. Astronomical wledge even included the realisan that star time gained one day sun time every year.

HE natives of Micronesia were also not lacking in ability as astronomers and navigators. n the Gilbert Islands, the con-t of the universe is somewhat ferent from that of Polynesia. the Micronesian navigator, the verse is conceived as a great roof pported by imaginary rafters, ee on the east slope and three the west.

The apex of the middle pair is posed to be the point where the r Rigel crosses the Gilbert ridian. The apex of the northern ir is where Pleiades crosses the ridian, and the southern apex is ere Antares crosses. The ridge le of the house represents the ridian and the lower edge of the f represents the horizon. The f is truly thatched with ever-ving stars.

The stars did more than act as acons toward which to steer. eir points of rising and setting the horizon gave the navigator the Carolines of Micronesia a npass (so Professor Goodenough s pointed out in a recent article the *Scientific Monthly*).

This compass has 32 points with ur cardinal points derived from e North Star, the Southern Cross an upright position, the rising Altair, and the setting of Altair; e declination of Altair corre-onds approximately with the itude of the Carolines.

The positions of rise and set of her stars such as Cassiopeiae, ga, Pleiades, Antares, etc., give e other points of the compass. uring the day, the navigator would orient himself by the direction of the prevailing wind blowing at that particular time of the year. The navigators of the Society Islands had a similar compass based on the same method, but theirs contained only sixteen points. During the day, the Society Island navigators utilised the knowledge of the sun's position in relation to their destination at a given hour. This use of the sun's position has not been reported for Micronesia.

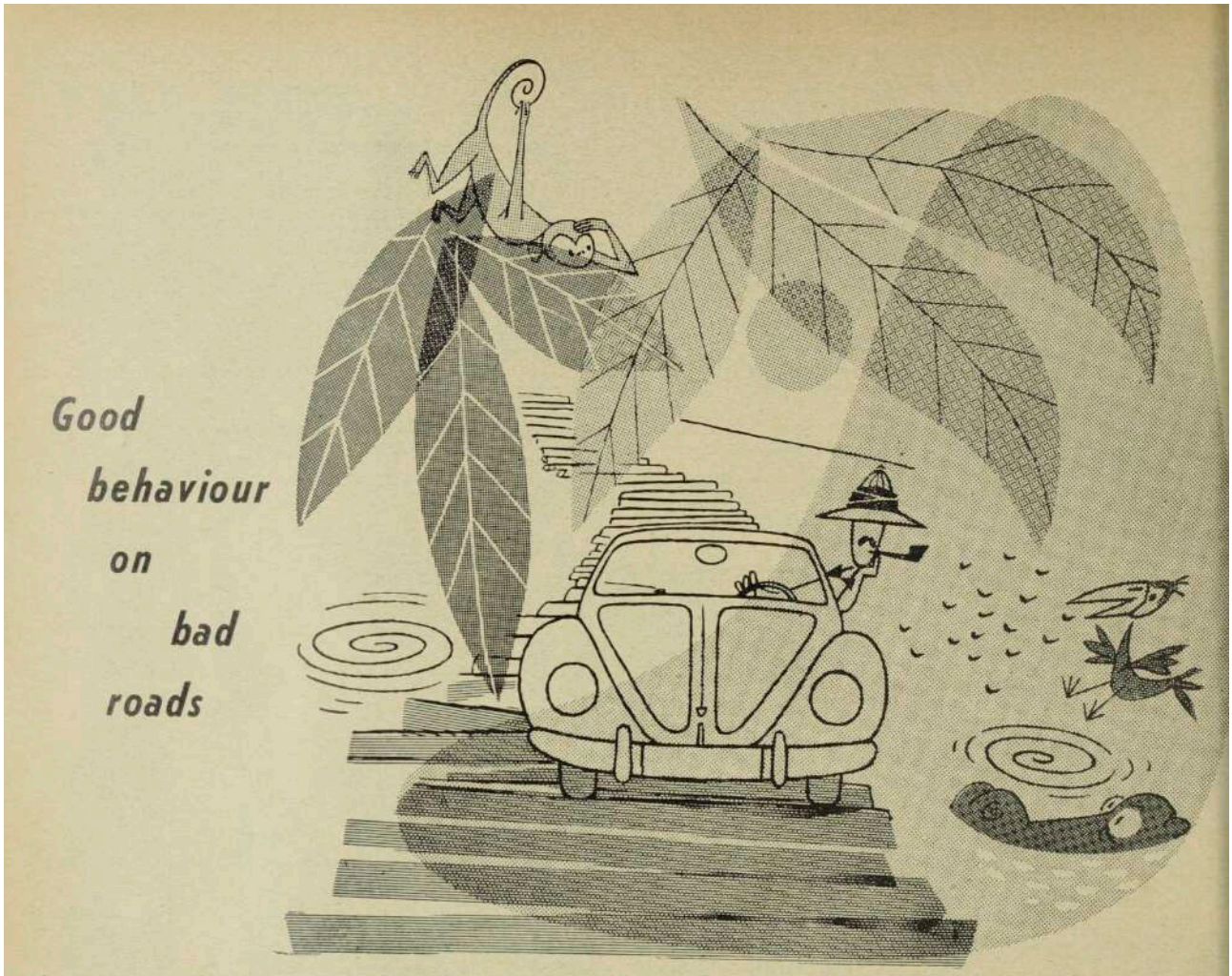
TO return again to the use of stars as beacons, it should be stated that stars were definitely associated with the islands they passed over. The stars, therefore, were given the name of that particular island. For example, the native navigator at any time of the night could point out all the Tongareva stars or all the Rapa stars.

It is difficult to visualise exactly how the sailing directions to a newly discovered island were determined, but since discovery was usually made by sailing in a direct line, rather than wandering about, it is seen to be quite possible to return to the same spot once again by following definite stars.

(To be continued)



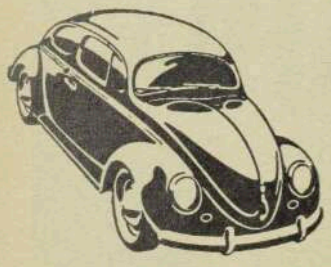
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Ginger Experiment Ends in Disaster

HERE may be a warning for territories like Fiji and the Cook Islands, which have given ne consideration to developing ger as a small alternative crop, a recent agricultural report from eensland.

ast year the Buderim Ginger owers' Co-operative Assn., Ltd., orted 25 tons of seed ginger at ost of £2,000 from North China. s ginger would have placed the eensland industry on a com- itive basis with the best overseas orted processed ginger.

he ginger was inspected by the partment of Agriculture and, with exception of a small quantity, found in good condition.

owever, almost the entire ntity developed a virulent virus ase that spread through the soil could be carried on boots from plantation to another.

n May, a warning was issued to wers that unless all the affected os were immediately uprooted burnt the whole area might ome infected and the existing ntings of local ginger wiped out.

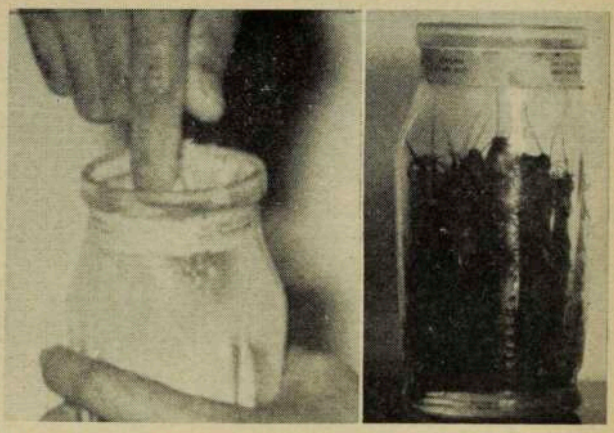
efuting carelessness by the rantine authorities, a depart- ntal spokesman said the variety ginger imported from China did suit local conditions because of susceptibility to disease.

Simple Dripping Cockroach Trap

If, like most residents in the tropics, you are plagued by cockroaches, there is no need to spend money on expensive traps and insecticides. An empty jar and some dripping will clear most of the pests from your house.

Simply rub some dripping round the inside neck of the jar as shown and leave the jar in a place frequented by cockroaches. Next morning your jar will probably be full of cockroaches as pictured above. The victims can be destroyed by pouring on boiling water.

Photo: R. F. Rankin.



† A fete was held at the Catholic School, near Rove, Honiara, BSIP, on April 30, to raise funds for equipment and improvements to the school, the building of which was recently completed. The fete was attended by almost every European resident at Honiara, and by a large crowd of Solomon Islanders. Stalls were quickly cleared, and £400 was raised during the afternoon.

† When the Maritime Security Commission at Noumea recently fixed the maximum number of passengers carried in inter-island vessels, the *Rosalie's* quota was set at 21. *Rosalie* is a sister-ship of *Monique*, which was lost two years ago with 120 on board.

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MORE BRITISH AID FOR FIJI'S DEVELOPMENT PLAN

FIJI has received another £700,-000 Stg. under the UK and Colonial Development and Welfare Act to help along the Colony's extended Development Plan.

The grant was made under the 1955 Act. Under the original Acts of 1945 and 1950, Fiji received £1,000,000, as well as grants from the central allocation for all Colonies for broadcasting, geological surveys and medical research, and there are likely to be further allocations under the new Act.

The unspent portion of the original million will still be available.

The Financial Secretary (Mr. H. W. Davidson) said at the Budget session of the Legislative Council that Fiji's new five-years' plan envisaged the spending of about £F8,000,000. It includes a big road programme, the new Suva and Lautoka wharf systems, extended water supplies, capital expenditure on schools, and loans for housing and agricultural and industrial development.

The Government had tried to persuade the United Kingdom that £2,300,000 of Colonial Development and Welfare funds could usefully be spent in Fiji in 1955-60, but it had been warned that the amount available for the whole Colonial Empire was limited, and Fiji was unlikely to get the full amount asked for, however worthy the schemes proposed.

† Between 30 and 40 American garden-lovers will arrive in Fiji on October 16 to make a short tour of Viti Levu before travelling to New Zealand and Australia. T party will be led by Mr. Nor Gillespie, well known in the Uni States as a radio, television a newspaper gardening expert.

† Within a fortnight in April t ships, *Beaverbank* and *Nessbank*, Apia loaded more than 4,000 t of copra and several hundred t of cocoa beans for the Briti market. As a result the Apia sh were clear of copra for the fi time for several years.

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w Zealand Bears All Coral-Route Loss

CENTLY PIM noted that although the Australian and New Zealand Governments tly own TEAL there appeared be doubt as to whether they tly shared all expenses of the l Route Service from Fiji to iti.

EAL confirms that the whole of that route is borne by New and, as the route is at present rofitable and the service pro- d for Samoa and the Cook ds is considered essential. esumably, the extension to ete helps to make the route of a loss than would be the if it were terminated at taki, or at Rarotonga with land es. But whatever saving the ti extension may provide, is still plenty of loss, but it was in the last financial on the Coral Route is far from clear. New Zealand papers in May quoted the ster of Civil Aviation as saying the Coral Route loss in the three months of the financial was £Stg.30,000. No figure was for the whole year.

e routes served by land planes ckland-Nadi, and the trans- nan routes—showed a profit of 00 for only nine months. umably the other three months ed a loss, because the overall t for the year was given as t £Stg.60,000.

that basis it appears that New nd made £Stg.30,000—half to country—on the land plane s, and lost it all again, plus arently a lot more, on the l Route sector which is her nse alone.

therefore appears that although Coral Route can be regarded rtant strategically, from any point of view it is an expensive y to the New Zealand tax- r, and the sooner land planes ce the flying boats, the better everyone's pocket—distasteful he idea may be for Suva and ete, which are without air- s.

r Australia, TEAL has a much satisfactory aspect. From a of £Stg.168,250, half of which ralia stood, in the financial 1953-54, the situation changed profit of £Stg.30,000 for Aus- a in 1954-55.

wever, if Coral Route finances be faulted, Coral Route nger safety records cannot. L has just celebrated its 15th day with a record free from r accident. Since 1940, over 00 passengers have been safely ed over 14,353,153 miles of ational routes. About 5½ million ds of mail and 5 million pounds argo have been carried, and total route mileage extended 1,342 miles to 9,487 miles.

New Guinea Goldfields

New Guinea Goldfields, Ltd.'s April report states that at Golden Ridges Mill 2,799 tons of ore and 340 tons of tailings were treated, assaying (oz gold to the ton) being 0.41 and 0.33 respectively. Production was 1,115 oz fine gold and 1,507 oz silver. Koranga Alluvials produced 124 oz fine gold and Tributes produced 49 oz fine gold. Timber produced was 119,548 sup. ft.

Loloma Dividend

Loloma (Fiji) Gold Mines NL will pay 1/- a share dividend on July 1 (books June 10).

Two-thirds of the dividend is tax-free. It maintains the steady rate of 2/- a year. The dividend will absorb £41,250.

Morris Hedstrom Dividend

The directors of Morris Hedstrom, Ltd., Suva, have recommended to the shareholders the payment at June 30 of a final dividend on the ordinary shares of the company of 6¼ per cent. for the year ended on March 31.

¶ Judge A. McCarthy, who retired as Chief Judge in the Cook Islands last year, is now busy shipping copra from his property on Mauke Island.

† The Bank of New South Wales has announced the establishment of the Boroko Agency of its Port Moresby branch. Boroko is about four miles from Port Moresby and has a European population of about 1,250. The agency is the 10th office of the bank in Papua-New Guinea.

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12-oz. Lamb Tongues.
12-oz. Calves' Tongues.
12-oz. Lunch Tongues.
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½-lb. pats Butter.
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12-oz. & 24-oz. Apricot.
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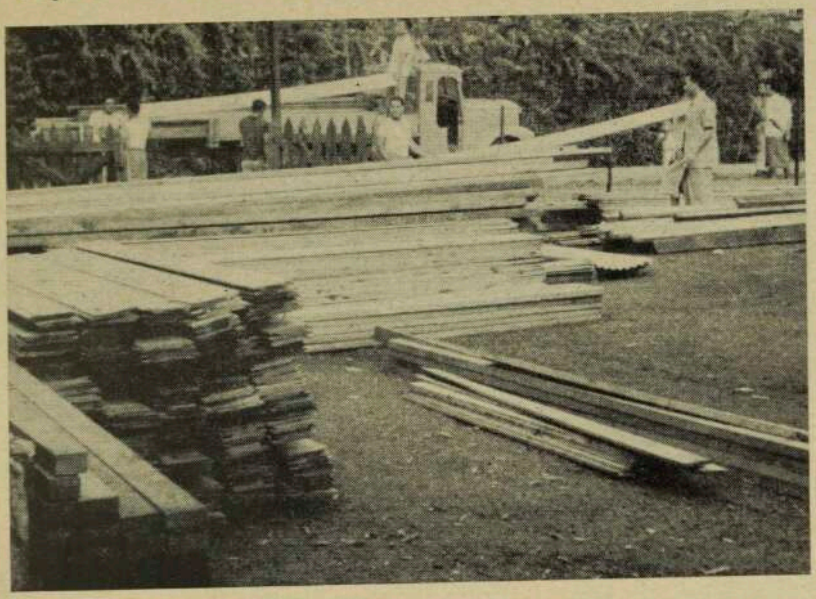
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Apia Police Recover PWD Materials



Large-scale thefts of Public Works building materials in Western Samoa have been uncovered by Apia police investigations. Pictured here is some of the recovered property being stored at the Police Station. Indications are that thefts have been going on for a considerable time.

—Photo by R. F. Rankin.

¶ The Rev. Father Jolivel and Brother Gautier, well known members of the Gilbert Islands Catholic Mission staff, were due in Sydney in June en route to France on furlough.

¶ Mr. Don Henderson, who has been in charge of the meteorological office at Lauthala Bay, Fiji, for some years, has been transferred back to New Zealand on completion of his term.

ASTHMA CURBED 1ST DAY

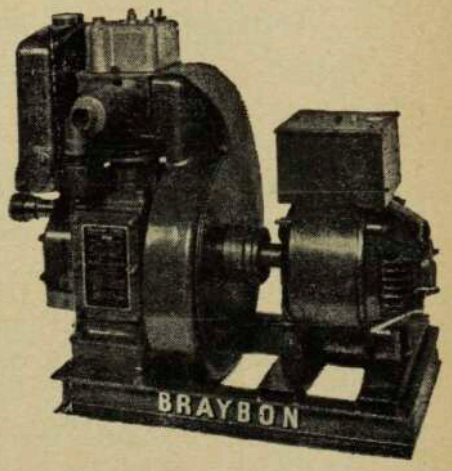
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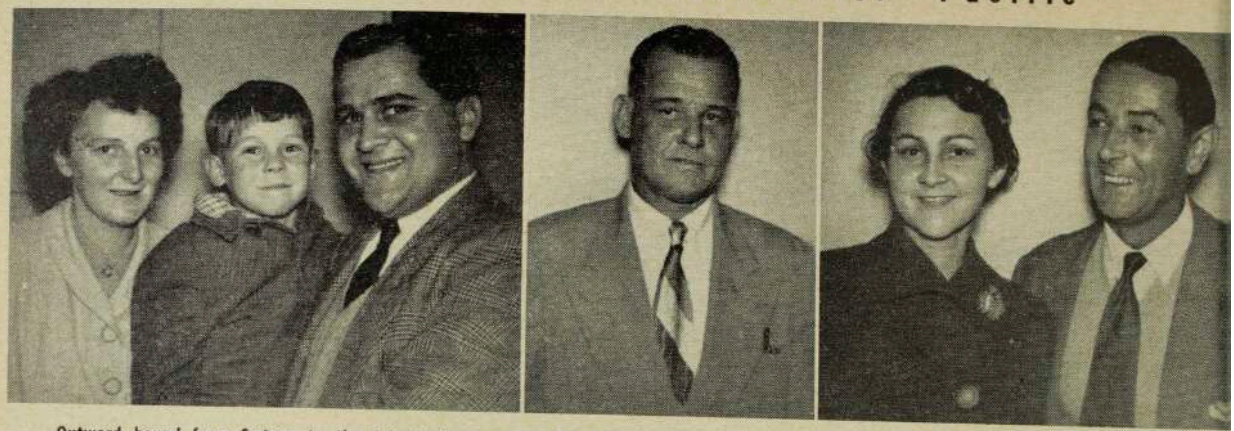
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Air-Travellers for South-West Pacific



Outward bound from Sydney to the Islands in May, by Qantas, were (left to right): The Rev. and Mrs. P. Grant and Ian who returne to the Apostolic Church Mission at Oha Island, New Hebrides, after leave in Australia. Mr. Andre Mouledous, well-known Noumea merchan who returned there from a business visit to Sydney. Mr. Maurice Lepas, who returned to Noumea after vacation in Sydney, was farewelled b Miss V. de Villiers; Mr. Lepas is proprietor of a leading tailoring business, "Tailleur de Paris", in Noumea.

¶ Mr. P. Matthews is acting as Public Relations Officer, Fiji, during the absence on six months' leave of Mr. L. G. Usher. Mr. Usher will spend part of his leave as press liaison officer in the Orient liners *Orsova* and *Orcades* on their pioneering voyages between Sydney and London via North American ports and Panama.

† The Bank of Indo-China, whose Noumea branch has a monopoly of banking business in New Caledonia, intends to open a branch in the New Hebrides. Accounts published in Paris show that in 1954 the bank had a profit of nearly 730,000,000 Metropolitan francs (about £A876,000), compared with 640,000,000 francs in 1953.

† A resident of the Marques writing from Taha Uka, Hiva Island, reports considerable develo mental work being undertak there by the Public Works Depa ment of French Oceania. schooner wharf is now in operati and access roads to the main co areas are nearing completion.

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jian Banana antations ing Extended

EARLY 1,000 acres of new banana plantations were created in Fiji in four months he 1954-55 summer, reported the ctor of Agriculture in May. will add 150,000 cases to ana production in 18 months

jian growers were responsible planting nearly all of the 300,000 ers involved in the programme.

Viti Levu, Tailevu Fijians planted nearly 400 acres, asiri about 350 acres and ern Ra nearly 200. Winter ting is under way in the Serua-osi region.

is estimated that Fijian banana tations, including old, weedy s, produce about 70 cases of to the acre annually. New tings will probably produce le this figure.

he Agriculture Department is nding its fertiliser-demonstra- policy in the main banana s. The report states that n growers are awake to the ibility that with the aid of lisers, production on abandoned ana lands may be resumed to villages instead of having inually to seek fresh but cessible areas.

W DUTY ON SPIRITS CREATES APIA DEBATE

(From Our Own Correspondent)

CAUSE reduced customs duties on imported rice and tinned fish would involve a loss of oximately £12,000, the Hon. H. Moors proposed in the Western oan Legislative Assembly that duty on beer and spirits be eased.

hen Mr. Moors' motion came an amendment by the Hon. G. Betham saved exempted beer ale from increased duty, but proposed increase on spirits carried.

uring the debate both the ctor of Health (Dr. Lonie) and Moors referred to liquor as son" and declared that they strong teetotallers.

utside the Assembly there has criticism on the grounds that increased duty on spirits was noted by two members who are members of the Liquor Board, h fixes the liquor allowances individual applicants.

has been alleged that by de-ng themselves to be teetotallers e members have admitted a ee of prejudice in the question.

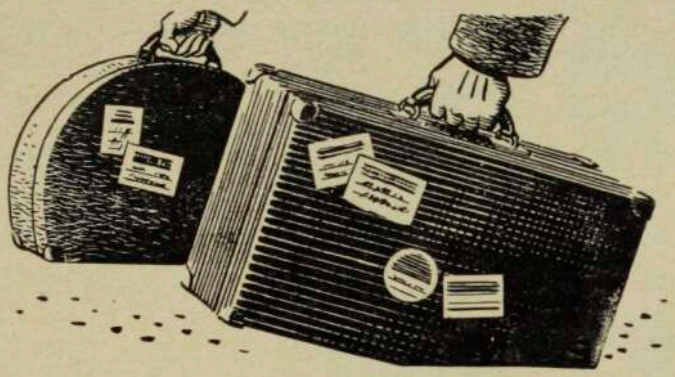
New Caledonia's Place in SEATO is Made Clear

FRANCE regards New Caledonia as part of the SEATO defence organisation because it is in the area covered by the SEATO treaty, but this point was not formally considered at either the Manila or Bangkok conferences.

No question has arisen regarding the stationing of non-French forces in the island.

The internal affairs of New Caledonia concern France alone and will be discussed in conference with other SEATO members only if the French Government so desires.

These points were made by the French Minister of Foreign Affairs when replying to questions asked in the Chamber of Deputies by New Caledonia's representative, M. Maurice Lenormand. — Noumea Correspondent.



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THE Phantom Stockman was the first Chips Rafferty film. It w financed by debentures in the same way as is now planned for new features, and debenture holders received their capital back, p 27½%, in ten months.

Chips Rafferty's latest film, "King of the Coral Seas," is now meeti with enormous success abroad, as well as in Australia, and holders debentures with which its production was financed have alrea received the return of their capital investment and can now lo forward to a return FAR IN EXCESS of the 27½% paid to debenture holders of the Phantom Stockman.

The new production offers you the most attractive proposition many years. You can participate for as little as £50 (cost of debenture).

Already £40,000 has been subscribed and a further £60,000 is op for taking up by the public.

Story of New Guinea included in NEW Productions!

Chips Rafferty is about to commence production on **an exciting story of New Guinea,** tentatively called "Walk into Paradise."

So highly is this film regarded that Paul Decharme, the only Continental producer ever to have won two Continental awards, has arrived in Australia to collaborate in making a French version of the picture. The agreement concluded means large financial backing, additional markets, and larger audiences by the addition of French-speaking communities.

Already the Chips Rafferty films have met enthusiastic acceptance in many countries. As an example of this, it is significant that "King of the Coral Seas" opens this month at the Ritz Theatre, London. It is being distributed by British Pathe.

The outstanding success enjoyed by the first two Feature Films has opened up a selling organisation for all future productions, and debenture holders can be confident that their money is being put in an enterprise which has already proved itself SUCCESSFUL and very PROFITABLE.

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NAME.....

ADDRESS.....

The requirements of Section 137 of the Companies Act 1936 New South Wales have not been fully complied with in t advertisement, which is an abridgment of the full prospectus da 27th January, 1955. The Prospectus has been filed for registrati with the Registrar-General of the State of New South Wales w takes no responsibility as to its contents.

SOUTHERN INTERNATIONAL
(Production & Distribution) Limited

Registered Office: 4th Floor, Scot Chambers, Hosking Place, Sydn ABRIDGED PROSPECTUS of an issue of 2,000 register Debentures of £50 each at par. AUTHORISED CAPITA £120,000. NOW OFFERED FOR SUBSCRIPTION: 2,000 register Debentures of £50 each at par. DIRECTORS: CHIPS RAFFERT 66a Darlinghurst Road, Kings Cross, Actor and Producer. L ROBINSON, 27 Mount Street, Coogee, Director. DAV GODFREY-SMITH, 182 Phillip Street, Sydney, Barrister-at-La SECRETARY AND REGISTERED OFFICE: J. CAVILL, 4th Flo Scot Chambers, Hosking Place, Sydney. TRUSTEES F DEBENTURE HOLDERS: BENEDICT MARCUS KENNY, S Chambers, Hosking Place, Sydney, Solicitor. BEVIL HU MOLESWORTH, 31 Tryon Road, Lindfield. SOLICITORS F COMPANY: S. A. TOCCHINI, Canberra House, 295 Elizab Street, Sydney. AUDITORS: CHARLES M. HARVEY & C Chartered Accountants (Aust.), 369 George Street, Sydn BANKERS: AUSTRALIA & NEW ZEALAND BANK LIMITE 156 Castlereagh Street, Sydney. PURPOSES OF THE ISSU The Debentures now offered for subscription are being issued the purpose of providing funds for the production of th Australian feature films.

APPLICATION AND PROSPECTUS: Application Forms a Prospectus may be obtained ONLY at the registered office, Floor, Scot Chambers, Hosking Place, Sydney, either by MA 'PHONE (BW 3540, BW 6652), or PERSONAL APPLICATIO

Applications must be made on the form of application acco panying the Prospectus and must be lodged at the registe office of the Company, 4th Floor, Scot Chambers, Hosking Pla Sydney, not later than the 6th day of July, 1955. Each applicati must be accompanied by a remittance of not less than £50. T issue opened on Tuesday, the 7th day of February, 1955, a will close at 5 p.m. on the 6th day of July, 1955.

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/HO Finds Yaws in Fiji

LTHOUGH many people be- lieved that yaws in Fiji had be- come only a minor health worry ıce the era of the late Dr. S. M. mbert, a Medical Department ıtement in May indicates other- se.

An anti-yaws campaign is now der way with the aid of the orld Health Organisation and the ıited Nations Children's Fund.

In May it was announced that o of the five treatment teams ıich will tour Fiji to give peni- lin injections, had completed their ining.

At the same time it was stated at "it is estimated that from 15 . to 20 p.c. of the Fijians are still ffering from yaws"—an estimate sed on "reports submitted gularly by Assistant Medical actitioners, Health Sisters and rses over the years."

Blood tests have already been rried out with several thousand ople in Cakaudrove and it is ex- cted that the entire Fijian popu- tion will be examined during the xt 12 months.

A similar yaws control project in estern Samoa, with assistance om the WHO and UNICEF, is heduled to begin in June.

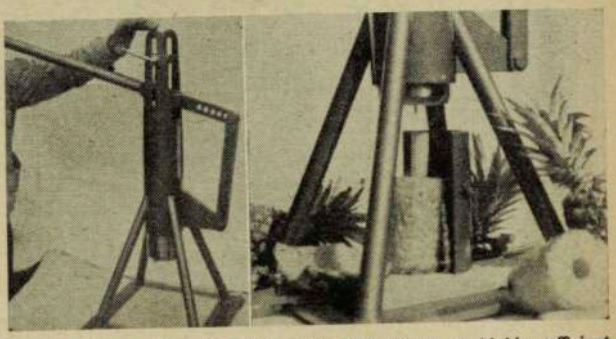
An Easy Way to Peel and Core Pineapples

Throughout the Islands, small Co-operative Societies are springing up. In New Guinea they have already become Big Business with very considerable capital. All of them are on the look-out for possible small industries. In the Cook Islands, where a Co-operative Officer has just been appointed, there seem to be possibilities in a small pineapple pulping and canning industry based on Mangaia and some other islands.

Mr. Ronald Syme, who has lately been at Mangaia exploring these possibilities, found that one of his biggest problems was to locate a reasonably inexpensive machine for peeling and coring pineapples. Most machines are much too expensive and elaborate for the small producer.

Mr. Syme finally contacted an engineer in England and explained his problem. The result was the machine shown herewith.

So successful has it proved that the engineer has now patented the device. Pineapples are peeled and cored in a single downstroke of the handle—10 per minute is easy going, and a good man might process twice that number. Hand peeling takes 1½ minutes per pineapple, plus more time for removing the core. The machine is adjustable by the replacement of various sized cylindrical cutters from 3¼ in. down to 2½ in. It is not a thing for children to play with, but it is a highly efficient machine for the small cannery, and anyone seeking such a machine should contact the engineer: Roy Holmes, Esq., C/o Gee, Walker & Slater, Ltd., Severn Works, Mansfield Road, Derby, England.



istoric Papers Found at Daru

ALUABLE documents relating to the massacre of the Rev. James Chalmers, the Rev. liver Tomkins, and a number of ission students at Goaribari land in 1901 have been found at aru.

It is understood that the papers ere lost during the Second World ar, and were subsequently found y a Native Clerk, whose father arefully preserved them.

Recently this man handed them the Rev. L. Allen, of the London issionary Society, who passed the apers to the District Commissioner t Daru, Mr. F. A. Champion. They re now at Port Moresby awaiting espatch to the archives of the ommonwealth National Library t Canberra.

The papers include the original eport of a statement made to the esident Magistrate, Mr. C. G. urray, at Daru shortly after the urders by one of the natives rrested for complicity in the rime.

There is also part of the original orrespondence between Queensland fficials at Thursday Island and the aru Magistrate regarding the espatch of 16 officers and men of he Royal Australian Artillery rom Thursday Island to help the British New Guinea authorities in the arrest of the murderers.

Some of the documents were written on board the Lieutenant-Governor's yacht *Merrie England* while this craft was in the Gulf of Papua during the Lieutenant-Governor's investigation of the tragedy. The file includes a report written on Government House notepaper bearing the United Kingdom crest, and the words, "Government House, British New Guinea."

¶ Mr. A. S. Newman, the new Government Storekeeper, Fiji, is expected to arrive from Nigeria in July.



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Bound for New Guinea by "Bulolo" in May



Passengers who left Sydney in the "Bulolo" in May included the following: Mr. Roger Middleton and Mrs. A. V. Middleton who returne home to Kar Kar Island. Mrs. J. H. Yoeman, who returned to Wewak, where her husband is District Officer. Mr. and Mrs. N. J. Trac who were bound for Port Moresby, where Mr. Tracy is attached to Government Secretary's Department.

Honiara's First Cinema

HONIARA'S first cinema, the Point Cruz, was opened by the High Commissioner for the Western Pacific (Sir Robert Stanley) on May 6.

Owned by Mr. K. H. Dalrymple Hay, the new theatre is probably the best-appointed in the Western Pacific.

First-night proceeds were given to the fund being raised to build a Honiara memorial to those killed in the Solomons during the Pacific War.

† Fiji's largest shipment of trocas and pearlshell products to date was loaded by the liner *Orion* in May. The consignment, totalling 14½ tons, included 5,500,000 buttons and button blanks manufactured at Levuka.

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NICKEL-BASED BOOM REVIEWED IN NEW CALEDONIA

(From Our Own Correspondent)

NEW Caledonia's current boo was the keynote of the spee by the Governor (M. Re Hoffherr) at the opening of t May session of the Conseil Gene at Noumea.

The Governor pointed out th the population was increasing Noumea alone there were T European births and only 194 deat in 1954), that external trade w increasing, that the 1954 buildi figures (139 buildings valued 130,000 000 francs, or about £A75 000) constituted a record, and th motor vehicles had increased fro 1,140 in 1940 to 5,828 in early 19

The budget, with a surplus some 50,000,000 francs, reflected t Colony's prosperity.

However, M. Hoffherr stresse that this prosperity was base almost entirely on the mining in dustry. And the mining indust meant the production of nicke although there were some signs an improvement in the chrom market and clear promise in th export of iron ore and cobalt.

M. Hoffherr said that Ne Caledonia's trade deficit with Au tralia, which was aggravated by similar deficit between France an Australia, would, it was hoped, reduced by exports of iron ore Australia.

† Four Suva Grammar Scho pupils won commendation in th 1954 essay competitions of th Royal Empire Society, Londo They were Laura Harman, Jan Lamont, Roderick Ewins and Pea Cayzer.

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EWS NOTES FROM W. SAMOA

EST price offered for Samoan cocoa early May was £Stg.265 a ton, f.o.b. Apia for grade, but little cocoa was coming in from plantations and stocks then were low in

* * *

he Chilean naval training vessel "Esalda", arriving at Apia via Easter Island Papeete, was the centre of interest early when the sailing craft spent three days ort. Officers were entertained at a cocktail y at Vailima and by the Apia Club, and rge number of local people were entertained rd by Capitan de Fregata Victor Wilson, last visited Apia as a midshipman in the an training vessel "Baquedano" in 1931.

* * *

mending duty rates on imports, as approved he last session of the Legislative Assembly, e into force on May 4. There is public cism of the new high rates on liquor.

* * *

llowing an entertainment and dance at the na Cabaret, Apia, during May, a number people were admitted to hospital suffering food poisoning, and a Samoan died on following day.

use of the sickness was advised too late the medical authorities to carry out an nination of the food, but it is believed crab or crayfish was responsible.

* * *

afa Pass Road, linking the north and h coasts of Upolu, reached an important e of construction on April 30 when gangs north and south linked up near the ni River Falls. The event was celebrated a simple ceremony in which local Samoan PWD officials took part.

* * *

e session of the Legislative Assembly which n on March 29, ended on May 1 on comion of some of the most important business dealt with by the Assembly.

overnment Estimates were approved for 5 with only slight modification.

e Income Tax Ordinance was approved in ciple but the actual rates have been left beyance for the August session.

e Customs Order Amendment Bill, comely revising the tariff but maintaining ish Preference, was presented and approved some modification to suggested rates, cially a reduction of duty on certain staple s, including rice and tinned fish. Tax on or was increased on a motion introduced the Hon. H. W. Moors.

n a motion by the Hon. A. M. Gurau, and oved by 16 votes to 3, the elected members voting en bloc, a commission of inquiry investigate the organisatiion and activities the Public Works Department and particuthe circumstances surrounding the alleged t and loss of stores and the misuse of cles. An amendment by the Acting ncial Secretary that a Treasury investigation made was rejected, and a three-man comion will in due course be appointed.

he Assembly passed a motion by the Hon. ga calling for stricter traffic control following recent fatal accidents involving children. he Hon. Tamasese's motion that the Governt negotiate with the Union Steam Ship Co. avoid Sunday cargo handlings with "Tofua" "Matua" was also passed unanimously.

Radio New Zealand Changes

Radio New Zealand made seasonal changes to its transmissions in mid-May, and is now transmitting to the Islands as follows: 1700-1730 GMT, 6.02 mc/s (49 metre band); 2045-0600 GMT, 11.78 mc/s (25 metre band); 0615 to close-down, 6.08 mc/s (49 metre band). New Zealand and Islands news at 0033 GMT, 0830 GMT, and 1030 GMT. Special Newsletter for the Islands at 0730 GMT Thursdays.

† The general secretary of the French civil aviation control organisation (M. Lemaire) is to make a survey of New Caledonia's external air communications and of the state of Tontouta airport.



1ST in 1935 with additive to reduce cylinder wear
Brit. Pat. No. 423441. Nat Phys. Lab. Report 12/1/'35

1ST in 1935 with a mild detergent to clean the engine itself Brit. Pat. 431066.

1ST in 1938 to announce lighter oils for easy starting, quick getaway and petrol economy
Nat. Phys. Lab. Report 2/9/'38

1ST in 1949 with improved inhibitors to protect the oil itself.
Brit. Pat. 658243—658183.

1ST in 1951 with hypoid axle oils containing anti-scuffing additive and rust and corrosion inhibitors Brit. Pat. 561298—561941—582864.

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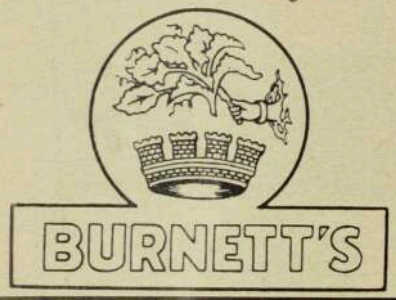
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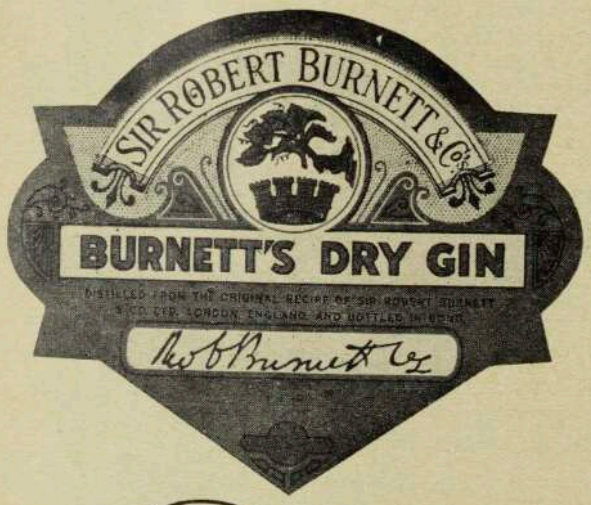
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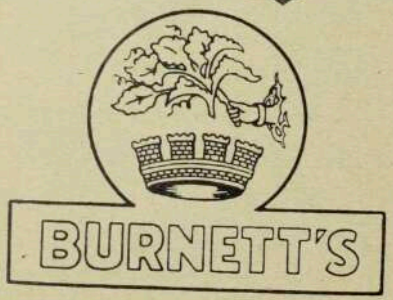
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NEWS FROM THE CO ISLANDS

THE "Matua", on her special May r voyage to Rarotonga and Mani "stand-in" for the invalided "Maui P uplifted 18,820 cases of oranges, 1,41 of other citrus, 301 cases of tomato cases of bananas, and a quantity of pears and coconuts.

The bananas, all but 18 cases from M were the first signs of a revival of that following the recent guarantee by t Zealand importing organisation that it accept every case that the Cooks care duce and take the responsibility of shipping space for them.

The "Matua" also had over 70 pa aboard when she sailed for Auckland. T the largest number of passengers to from the Group by a ship for many ye

* * *

The Cook Islands, from Rarotonga t hiki, experienced a slight earthquake 14. The shake was sufficiently str Manihiki to swing lights and cause in the concrete floor of one building.

* * *

There is a movement afoot at Raroto establish a War Memorial Museum. A meeting on May 15, attended by persons in spite of very bad weather an interesting talk by Dr. Don Mars the Peabody Museum, Salem, USA, in he discussed various aspects of the es ment of a museum. Dr. Peabody is at carrying out research work in the Co

Other speakers included the Residen missioner, Mr. Nevill, Dr. Romans, Chie Morgan, Makea Nui Teremoana Ariki, a Tetupu Ariki. It was decided to go int and a small committee was formed. mendations made by this committee referred to the Legislative Council.

The idea of establishing a museum h mooted for a good many years. Me much historical material is becoming di or lost.

* * *

An air connection between Rarotong the outside world was provided in the part of May when a New Zealand Aviation Authority aircraft made a quarterly visit to check radio navigation A shuttle flight was made to Aitutaki nect with the TEAL flying-boat, mail carried by the DC3.

* * *

Despite the absence from the run "Maui Pomare", Rarotonga has had a shipping recently. During May, in addi the call of the "Matua", largest pa vessel to call for many a day, the small and the trans-Pacific freighter "Waitemat brought cargo and loaded produce fo Zealand.

* * *

Mr. Percy Henderson of the Educati partment returned to Rarotonga in May the Civil Aviation Authority aircraft afte a year of travel in India, Egypt and els on a UNESCO fellowship grant.

* * *

The Economic Survey Mission from Zealand has continued its work in Ra during May. The public has been given opportunity to express its ideas and matters with members of the three-man M

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d Samples From Highlands Sydney Tests

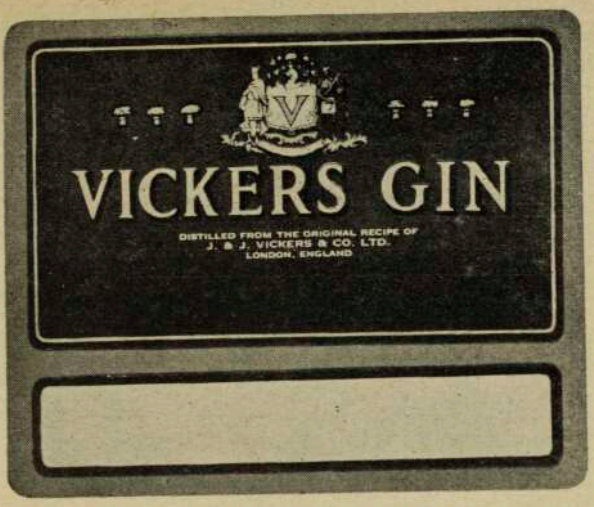
PLE living in the New inea central Highlands (at ights above 6,000 ft) are to e blood samples for mass- tests made by Sydney sity in conjunction with the ross Transfusion Service and w Guinea Administration.
essor A. P. Elkin, Professor thropology at the university, lected the area because its n makes it comparatively to "get in on the ground

people have had very little t with Europeans. The blood s will thus show what ities to disease have been p and will give some idea of seases to which the subjects ost susceptible.
uffield Foundation grant of has made the project le.

den Legs for pua-N Guinea Natives

do not know how many P-NG tives need artificial limbs, but dging by a recent Administra- statement at Port Moresby, must be a considerable num- A factory is to be set up for manufacture.
A. K. Jones, formerly of rn Australia, had arrived at Moresby on April 28 to work the Health Department as a of artificial limbs.
Jones was previously engaged ilar work at Perth—including aking of artifical limbs for gines.
cial willow will be imported Australia and elsewhere for the but Mr. Jones believes that P-NG timbers may be suitable tificial limbs.
Director of Health (Dr. J. T. ner) has said that, because of lties arising in a tropical te, it was unlikely that all- artificial limbs would be made factory. Instead, limbs made ht wood, plastic, and specially- d leather would be made for tation patients.
e presume that these artificial are for natives. There are ly likely to be sufficient Euro- in the Territory requiring to warrant a factory).

G. L. Snow, representative for Donald & Co. at Mangaia d, has made a good recovery esumed duties after his recent is illness.



VICKERS

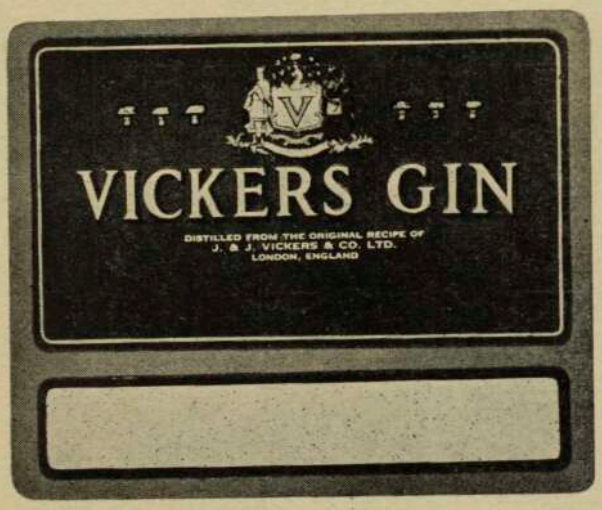
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WARTIME SACRIFICE

NZ-FRENCH LINK IS SYMBOLISED AT BOURAIL CEMETERY

From Our Own Correspondent

THE close ties linking the British Commonwealth and the French Union were symbolised on May 8, when New Zealand and New Caledonia jointly paid homage to the Dominion's war dead at the opening of the NZ cemetery at Bourail.

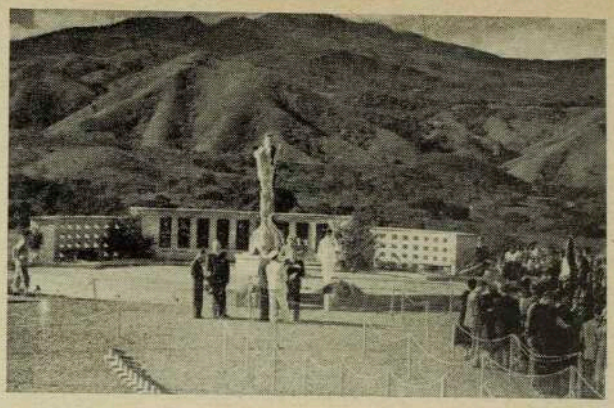
In January, 1942, a few weeks after the Japanese had started the Pacific War at Pearl Harbour, the NZ 3rd Division came into being in Fiji.

It consisted of the 8th Brigade, which had gone to Fiji early in the war, reinforced by the 14th Brigade. Major-General (now Sir Harold) Barrowclough was in command.

In November, 1942, this force was transferred to New Caledonia.

In addition, units of the Royal NZ Air Force and ships of the NZ Navy were prominent in the Pacific War.

In August, 1943, the 3rd Division went to Guadalcanal and fought at Vella Lavella, Nissan and elsewhere.



The division returned to NZ in 1944.

Three hundred NZ servicemen are buried at Bourail, and the formal opening of the beautiful cemetery coincided with both the anniversary of V-E Day in 1945 and the French national day which honours Joan of Arc.

SIR Harold Barrowclough, now Chief Justice of NZ, led the Dominion's delegation. M. Jean Meadmore represented the French Legation at Wellington.

On May 7, Sir Harold laid a wreath at the Monument aux Morts, Noumea, as a tribute from the NZ Government and people to France's war dead.

Bourail Cross of Sacrifi

Dedication of t New Zealand w cemetery at Boura New Caledonia on M 8, was marked by impressive ceremony which both countri were strongly rep sented. Focal point the ceremony was Cross of Sacrifice, se here shortly before t unveiling.

—Photo by F. Dunn.

Eleven relatives of serviceme buried or commemorated at Boura flew to New Caledonia by way Fiji for the simple but impressiv ceremony. It was attended also b people from all over New Caledoni

General Barrowclough spoke New Caledonia's loyalty to Fightin France and to the Allied cause at difficult period in France's histor and thanked the Colony for provid ing at Bourail a lasting restin place for fallen New Zealanders.

M. Rene Hoffherr, Governor New Caledonia and High Commis sioner for France in the Pacifi paid an eloquent tribute to Ne Zealand's fighting forces.

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eeting at Noumea



w Zealand's delegation to the Bourail tery dedication was led by Major-General larold Barrowclough, seen here at Noumea M. Rene Hoffherr, Governor of New Cale- and High Commissioner for France in the ic.

—Photo by Information Service, Noumea.

DIO COMMENTATOR KILLED IN ACCIDENT

FFICIAL engagements after the dedication of the New Zealand war cemetery at Bourail, New edonia, were cancelled at Noumea the evening of May 8 after a smash on the Bourail-Noumea had caused the death of Mr. . Spencer, a New Zealand radio mentator.

r. Spencer, who was aged 44, served in New Caledonia dur- the war.

ith him in the jeep after the rail ceremony was Mr. J. H. or, a radio technician, who suf- d severe head injuries.

r. Spencer's body was taken to Zealand for burial at Well- on.

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New French Company Backs NC Project

SOCIETE Neo Caledonienne d'Energie is the name of the new company formed at Paris to finance the construction of New Caledonia's big Yate River hydro-electric project.

The Paris plans, which will be submitted to the Assembly at Noumea, provide for a dam 55 metres high, giving a capacity of 300 cubic metres of water. New turbines and alternators to be installed in the existing powerhouse will permit a production of more than 320,000,000 kilowatts per annum.

The Nickel Co. will buy 90 per cent. of this energy for the production of 10,000 tons of smelted nickel per annum. The remainder will be available for public consumption.

The new Yate installation will cost about £A10,000,000. Behind the company will be the French Government (through FIDES, the organisation for developing the French Empire), the New Caledonian Government and the Nickel Co. The Colony will have about 19 per cent. interest in the company, the Nickel Co. a little less, and the French Government will hold the remainder.

New Caledonia's contribution of £A828,000 will be advanced by the French Government as a loan to the Administration for ten years at nominal interest of 2 per cent.

In return the local Administration is to be asked to stabilise its fiscal policy towards the Energy Co. and the Nickel Co. to help them to plan ahead for a joint effort to bring the cost price of refined nickel down to a level where it can compete on the world market without the aid of a huge subsidy as at present.

Work on the Yate dam is expected to start at the end of this year. About 500 local workers will be required, and about 200 specialised workers will be imported, probably from France.—*Noumea Correspondent.*

† The High Commissioner for the Western Pacific (Sir Robert Stanley, KBE, CMG) attended the Dawn Service at Honiara on Anzac Day. The Anzac Dinner this year was held on April 26, as the arrival of the Qantas plane on April 25 made it impossible for the Hotel Mendana to cater for a large dinner party on that day. About 40 ex-servicemen and women were present at the dinner. Guests of honour were the High Commissioner and the Chief Secretary, Western Pacific Commission (Mr. R. J. Minnitt). The dinner was followed by a dance at the Hotel Mendana.

¶ Ratu Edward Cakobau, OBE, MC, who has been appointed a Fijian Economic Development Officer, has also become Roko Tui Tailevu in succession to Joeli K. Ravai, who is retiring because of ill-health. Ratu Edward's successor as District Commissioner Southern will be Mr. C. C. Legge.

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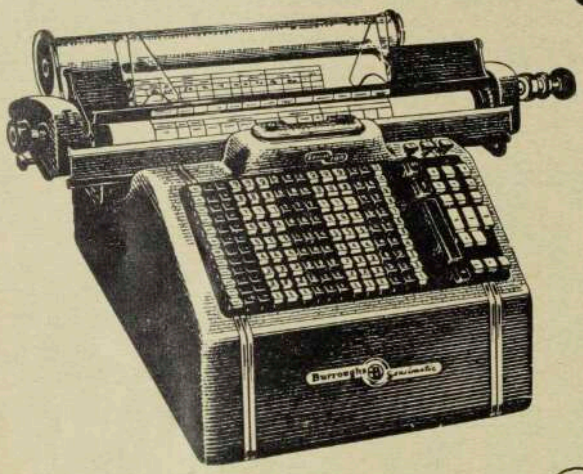
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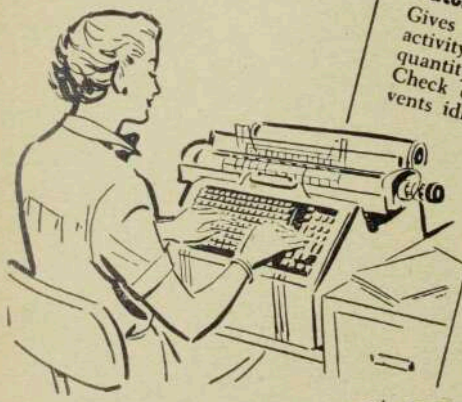
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Rabaul Presentation of Service Medals



Loyal Service medals were presented to eight New Britain men by the District Commissioner (Mr. J. R. Foldi) on May 7. The ceremony ...k place outside the Rabaul Native Village Council office.

—Photo by C. H. Meen.

...TING IN
...R OUT

...ocal Produce Prices ...ause ...uva Complaint

From Our Own Correspondent

...HEN Suva housegirls are offered higher wages if they will "eat out", they are in...ed to retaliate with an offer accept lower wages if they can ...t in".

...his deadlock on the domestic ...nt is a direct result of too-high ...ces for essential foodstuffs.

...Hopes of cheaper local produce a sequel to the opening of the ...dern, well-conducted Municipal ...rket have vanished. The mini...m stall rental is only 1/-, and ...llholders have few, if any, of the ...rhead costs met by shopkeepers. ...t market prices are as high as ...se in the shops, and sometimes ...her.

...There is a strong public belief ...t stallholders, when there is a ...t of local produce, prefer to let ...e surplus rot rather than reduce ...e price-level.

...Bitter public complaints appar...tly fall on deaf official ears. When ...ce controls were removed in ...50, the Government undertook to ...mpose them if evidence of ...ploitation of the public should ...aterialise.

...When most lines of imported ...ods are priced beyond the reach ... the bulk of the low-wage population, it seems that the only possible answer is for the Government to fix reasonable prices for both producer and consumer of local foodstuffs, giving both a share of the excess profits now made by middlemen.

---

† Port Moresby hills are gradually becoming covered with trees, but the fire danger in the dry season is a constant threat to the trees, said the Administrator (Brigadier D. M. Cleland) when he presented the trophies won at the annual Port Moresby Flower Show. Urging public support for the Administration's fire-prevention campaign, he said: "The more we reduce grass fires, the sooner the hills will be properly covered".

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INDO-CHINESE QUERY

REPATRIATION IS PROBLEM IN NEW CALEDONIA

From Our Own Correspondent

IF sufficient Indo-Chinese do not decide to go home before the winding-up of the repatriation scheme, the New Caledonia Administration will face a big problem. There have even been suggestions of some sort of enforced repatriation, and the question has been referred to Paris.

Repatriation paid for by the Colony will come to an end with the sailing of the Norwegian ship *Skaubryn*, under charter to Messageries Maritimes, from Noumea with Indo-Chinese and Javanese repatriates.

Repatriation to their homelands is one of the terms of the indenture system by which these people came to New Caledonia.

About 600 Javanese have notified their intention of going home, and this will almost write off the Javanese community, which once numbered many thousands.

But very few Indo-Chinese have done anything about it, possibly because of a fear that repatriation will not be possible to areas which have been passed over to the Vietminh. The Administration has explained, however, that under the terms signed at Geneva, repatriation is covered.

Meanwhile, the commission which came from Indo-China to investigate the possibilities of establishing Eurasian refugees in New Caledonia did not get far. It extracted a promise that some ten families would be admitted—but only on condition that they are agricultural labourers.

Even this is meeting with strong local opposition, and it is reported that agriculturists are rare among the Eurasians.

The question of repatriating the Vietnamese came before the May session of the New Caledonian Assembly.

Members were told that the cost of the *Skaubryn's* voyage to Indonesia will be 5,000,000 francs (£A30,000) and to Indo-China 7,000,000 francs.

The delicate problem of enforced repatriation has been referred to Paris for a decision.

TUNA FISHERY POSSIBILITIES

The refugee question was mentioned in the course of a recent Sydney press interview by Maurice Lenormand, a Deputy the French National Assembly Vice-President of the New C donia Legislative Council, who on his way back to Noumea f Paris.

Speaking of labour problems, Lenormand said that although N Caledonia was ready and will to offer contracts to displa persons of Indo-China who b been driven from their homes the north, the political situat there was proving such that firm and satisfactory arrangeme could be reached.

However, arrangements had j been concluded for a small num of part-European families fr that area to come on contracts, a probably more would follow.

M. Lenormand said that altho a programme of economic expans was under way in New Caledo especially in the exploitation minerals, the labour problem gradually becoming less acute w the fairly rapid natural increase population.

He could not say whether possibility of Fiji Indians as labour source was still a live iss but he implied that first prefere would be towards French Un labour sources.

M. Lenormand confirmed t there are moves afoot for establishment of a tuna-fish industry based at Noumea.

"More than one company" wo be involved in the industry, believed, and, if current negot tions were satisfactory, the fishi would be done by Japanese contract.

M. Lenormand could not s whether American interests w involved, but he admitted that t was possible, in view of the vi to Noumea by a representative an American canning compa last year.

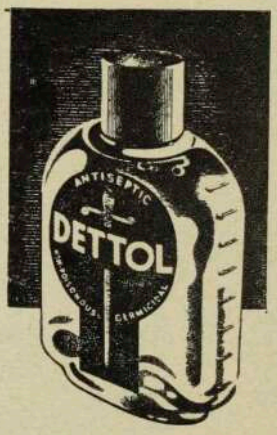
He believed that there might developments in the tuna indust in time for the next fishing seas in early 1956.

Further work on the favoural indications of oil in New Caledo still awaited the approval of finan from France, he said.

M. Lenormand spoke highly the present Governor of N Caledonia (M. Rene Hoffherr) w he said, was a man very w qualified for the post and keen interested in local problems.

† By bagging a 104 lb voriwuci type of parrot fish) at Lakeba, La M. Marcel Schwart broke Fij spearfishing record in April. T fish was about 5 ft long and near 2 ft from dorsal to belly. Not lo before, while in Brazil, M. Schwa established what is probably still world record by shooting a capturing single-handed a 460 groper. He is making a colour fil in Fiji and went to Lakeba f scenes of traditional Fijian life.

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ON AGAIN

sh Deposit is w Rule at va's Hospital

Y-as-you-enter is the new rule when a patient is delivered at Suva's Colonial War Memorial ital. If no deposit is forth- ng, the patient goes to the non- g general ward, but treatment denied.

st of the people who have pre- ly had to pay have been Euro- . Many other people who afford to pay the moderate es, including well-to-do In- and others, have had a free at the expense of the tax- s.

spital fees collected have ed about £7,000-£8,000 per an- Several years ago this pted Mr. A. A. Ragg to propose e Legislative Council that, as fees were so small, and as ns, Indians and ex-servicemen orld War I were admitted free, tal treatment might as well be or everybody.

the Colony's early days, when as still a predominantly Fijian ry, various hospitals were pro- by the Fijians themselves. gave the land and in many provided both the labour and aterials for the first buildings. le later, when the Suva Medi- chool went into action (many before the Central Medical l for Island students of l races was thought of), s also provided medical rs, usually under European vision.

re is a firm Fijian belief that eturn for these generous con- ions was a promise, either spe- ly stated or clearly implied, free medical treatment would ovided for Fijian patients.

a later stage, when the Indian unity came into the picture by f the indentured labour sys- free treatment seems to have automatically extended to the ns.

ody bothered unduly about al costs until hospital acco- ion began to burst at the in the post-war period, with nstant influx of customers whom Indians, both in- its and out-patients, consti- a substantial majority. At the time every branch of expen- was soaring, and questions asked about the feasibility of g some cash out of the more nt patients on the free-list.

en the point was raised in the ative Council, there was no king the general Fijian atti- which was accorded some ean support. But the In- maintained vehemently that to let the Fijians off would constitute "racial discrimination". Any reference to obligations involved in the taking over of Fijian hospitals for the benefit of all and sundry was brushed aside.

There the matter rested until recently, with hospital accommodation often taxed to the limit and with the cost of medical services still soaring.

It has been suggested that when the new hospital block at Suva materialises everybody who can pay should pay, but this brings up again the complication of deciding how to discover whether a prospective patient can afford to pay or not.

Meanwhile the Public Relations Office has been publicising the new cash-deposit scheme—£2 to £4, according to the length of treatment expected.

CSR'S DIVIDEND UP IN CENTENARY YEAR

CELEBRATING its 100th birthday, the Colonial Sugar Refining Co. Ltd., will pay an increased final half-yearly dividend of 20/- a share (5 per cent.), plus a special bonus of 10/- a share to mark the centenary.

The CSR Co., which is Australia's oldest industrial company, has also been responsible for the building up of the sugar industry of Fiji.

The final dividend makes a basic total of 9½ per cent. for the year, an increase from 9 per cent., the rate ruling since 1948. Including the bonus, the year's distribution is 12 per cent.

In the last seven years capital has risen from £11,700,000 to £14,040,000.

The 9½ per cent. dividend will amount to £1,338,800, and with the bonus the year's distribution will be £1,684,800.

Net profit for 1953-54 was £1,417,943, equal to 10.1 on capital.

Sydney press comment was: "The increase in the basic half-yearly dividend must be interpreted as a move to a 10 per cent. annual rate. From a company of CSR's calibre it can hardly be doubted that the move is backed by substantial reasons".

† Tonga's first death sentence for 30 years was passed in May on Kelekolio Kaihea, of Nukuhetulu, who had been found guilty of the murder of another young man of the same village, Sosefo Monu, on January 8.

¶Mr. Ambikanand, principal of the Samabula Government School, Suva, has been elected president of the Fiji Teachers' Union in succession to Mr. Hari Charan, who retired after holding the post for 17 years.

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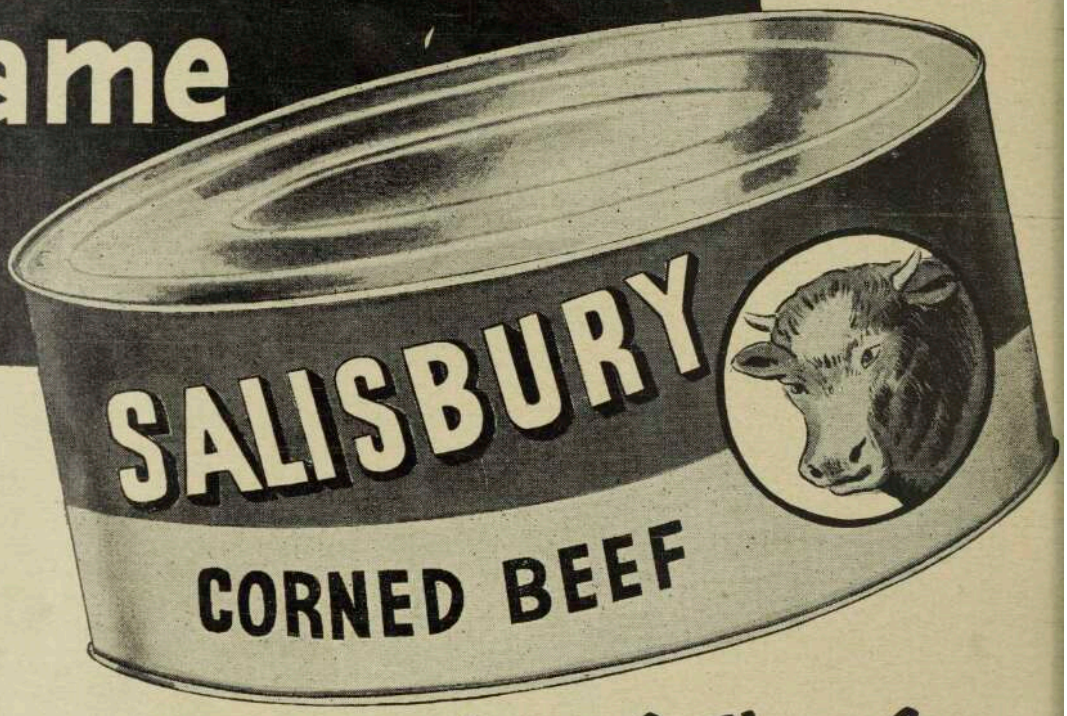
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ent News Items From Our Correspondents In Papua-New Guinea

VILLAGE NEAR GOROKA

k has been completed in the a Valley, not far from Goroka, illage to be used as the major n for a colour film, "Walk Paradise," and shooting was ed to start in early June.

thern International Films is d the film, two of the directors Australians, Chips Rafferty ee Robinson, who have com- on other films.

lk Into Paradise" has Con- al players to support Chips, will be released in Europe aneously with the Australian e.

n reports, the story is almost lourful as the film's name— is a patrol officer who fights s and cannibals and gets d up with a woman doctor in ngle.

JESTION OF ADVISORY COUNCILS

re was another phase in what ow become a battle between the Port Moresby Town Advisory Council and the Administration when the council, in late May, discussed again the matter of representation of the public.

The council passed a resolution saying it was its desire that all council members, except official members, be elected by the public, and that the official members be retained as advisers.

This resolution was the result of a lengthy discussion on a motion by Mr. S. Fox (one of the members noted for adopting an independent approach) that all ward members be elected.

Mr. Fox submitted notice of the motion at the previous meeting after the Administrator, Brigadier Cleland, had caused a few raised eyebrows by telling members they did not represent anybody because they were nominated and not elected.

Most members said they felt they had better be elected, or that somebody had better be elected, if this meant that the Administration would realise that ward members, at any rate, were the voices of people in the wards.

They said they thought that the Administration was at present disregarding their suggestions.

PUBLIC SERVICE AND ARBITRATION

The Papua-New Guinea Public Service Association in May received a reply from the Australian Prime Minister, Mr. Menzies, on its request for his intervention in its forthcoming arbitration case.

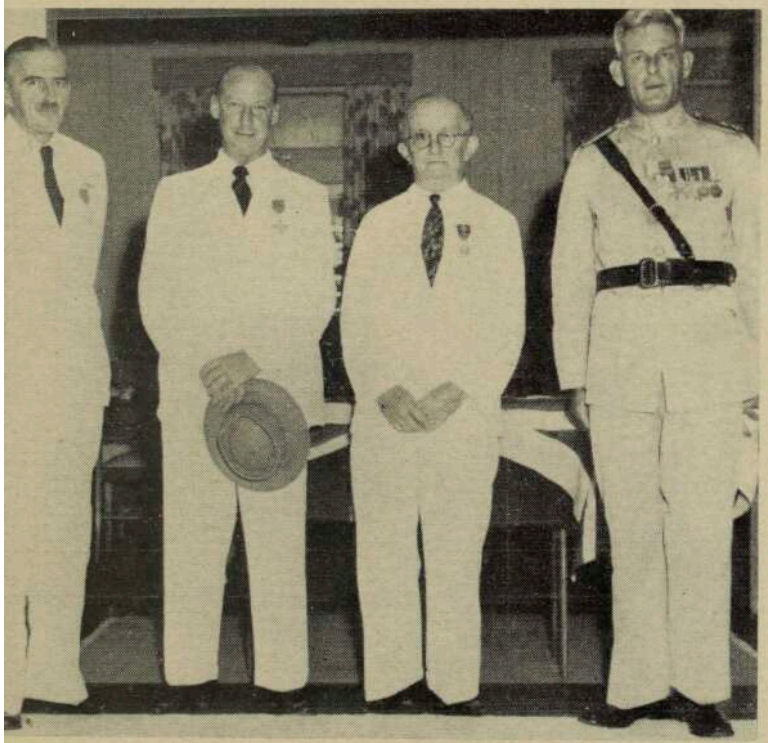
The association has approached arbitration for increased salaries and conditions after having what it considers an unpleasant brush with the Minister for Territories, Mr. Paul Hasluck over these matters at the end of last year.

The association asked Mr. Menzies to see that an arbitrator was appointed who would be satisfactory to both sides, hinting that it thought justice might not be served if Mr. Hasluck himself made the decision.

In his reply, Mr. Menzies said that the Government recognised that mutual confidence in the arbitrator was the very essence of a beneficial arbitration system.

He said the Government would respect this principle when making

Investiture at Government House, Moresby



ır residents of Papua-New Guinea received decorations at an investiture at Government Port Moresby, on May 7. Shown here are (left to right): Dr. T. J. Gunther, who received E; Captain J. H. Evans, MBE; Mr. W. A. Bock, Imperial Services Medal; Inspector D. , MBE.

. Ivan Champion, who received the OBE in a recent honours list, will be invested on his from leave in Australia. Sina Malmaus, BEM, will receive his decoration at a special of the PIR on a date to be fixed. —Photo by Papuan Prints.

GLAND DISCOVERY RESTORES YOUTH IN 24 HOURS

Sufferers from loss of vigour, nervousness, weak body, impure blood, failing memory, and who are old and worn-out before their time will be delighted to learn of a new gland discovery by an American doctor.

This new discovery makes it possible to quickly and easily restore vigour to your glands and body, to build rich, pure blood, to strengthen your mind and memory and feel like a new man in only 8 days. In fact, this discovery, which is a home medicine in pleasant, easy-to-take tablet form, does away with gland operations and begins to build new vigour and energy in 24 hours, yet it is absolutely harmless in action.

The success of this amazing discovery, called VI-STIM, has been so great that it is now being distributed by all chemists here under a guarantee of complete satisfaction or money back. In other words, VI-STIM must make you feel full of vigour and energy and from 10 to 20 years younger, or return the empty package and get your money back.

VI-STIM costs little, and the guarantee protects you.

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Restores Manhood and Vitality

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an appointment in the Territory case.

HOUSING LOANS

The Housing Commissioner for Papua-New Guinea, Mr. H. Reeve, announced at Port Moresby at the end of May the details affecting changed conditions for Administration-sponsored housing loans.

These loans are distinct from those granted by the War Service Homes Division, which recently set up an organisation in the Territory.

The variation announced by Mr. Reeve are made as a result of a Commonwealth decision to increase the maximum amount of a loan to £2,750 and to reduce the interest rate to 4½ p.c.

The main points announced by Mr. Reeve are that a borrower will now provide a minimum equity of five per cent. of the first £2,000, and 10 per cent. of the balance of the Commissioner's valuation of the house. This means that for a house valued by the Commissioner at £2,945 the maximum loan of £2,750 could be granted.

The new effective rate of interest has been reduced to 4½ per cent., but this is not necessarily the last word and it can be varied from time to time.

Borrowers at the old rate of 5 per cent. effective interest can apply to convert to the lower rate, and applications must be received before August.

OUTBREAK OF POLIO

There is currently an outbreak of poliomyelitis among natives in the Manus district. The Administration, on May 23, issued a proclamation restricting the movement of natives from the district to prevent the spread of the disease to other areas.

There have been sporadic cases in the district for some time, but three cases reported recently included one death.

GELIGNITE ACCIDENT

Three men were injured when gelignite exploded while they were using it near Kokopo, on May 22.

They were Edward Axelson, Frank Pratt and James Atkinson. Axelson later had his right hand amputated.

The men were using the explosive while engaged in a fairly common Territory pastime left over from the war—fishing.

NEW BIBLE HOUSE AT PORT MORESBY

A contract has been let for the erection of a three-storey Bible House at Port Moresby.

It will cost about £10,000 and be erected by the British and For Bible Society as a Territory distribution centre and centre for work of translating the scrip into Territory languages.

It will be built in Mary S behind the Anglican rectory, the land has been made avai through the co-operation of Anglican Bishop of New Gu Bishop Strong, and the recto Port Moresby, the Rev. Mr. Ra

POWER SUPPLIES

The Territory appeared to l out in one of its occasional p supply rashes in late June.

Hardly a month passes when is not a complaint somewhere a the inadequacy of Territory p supplies, or the cost of them, es ally for the consumer.

Rabaul landed two of its awaited power units to replace of the Japanese machines it been making do with since the and these will wait until the power house is ready in abou months.

But Lae heard of them, through the Town Advisory Cou put up a scream to have on them diverted to Lae, where power house is already built.

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Choice Clingstone **PEACHES**, 16 oz., 23/9 doz.; 30 oz.	35/- doz.
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"Letona" **PIE APRICOTS**, 19 oz., 17/6 doz.; Cartons 3 doz.	16/6 doz.
"Nestles" **PURE CREAM**, 4 oz. tins	9/- doz.
"McIlrath's" Rosa Brand **CUSTARD POWDER**, 16 oz. cartons	29/6 doz.
"Big Sister" Choice **PLUM PUDDINGS**, 12 oz. tins	27/- doz.
"McIlrath's" **PURE GROUND COFFEE** (Special Quality)	7/9 lb.
"McIlrath's" **COFFEE AND CHICORY** (Special Quality)	5/6 lb.
"Kia-ora" Assorted **CORDIALS**, 26 oz., Orange, Lemon, 50-50, Fruit Cup, Raspberry, Pineapple	39/- doz.
"Big Sister" **MUSHROOM SOUP**, 8 oz., 16/9 doz.; 16 oz.	27/9 doz
"OXO" Cubes—tins of 6 Cubes—1/6 per tin	17/6 doz
"P.M.U." VEGETABLE OR TOMATO SOUP, 16 oz.	19/- doz.
"Continental" Packet Soups—**CHICKEN NOODLE** or **CREAM OF CELERY**	16/- doz.
Choice Canned **CARROTS**, 16 oz., 7/6 doz.; 30 oz.	12/6 doz.
"Mountain Maid" **ASPARAGUS CUT TIPS**, 10 oz., 28/- doz.; Cartons 4 doz.	26/6 doz.
"Edgells" **SLICED BEETROOT**, 16 oz.	21/- doz.
"Mountain Maid" Home Style **BEEF STEW** with Fresh **VEGETABLES**. Sufficient for 3 Servings—a quality product, 16 oz. tins, 29/- doz.; Cartons of 4 doz.	27/6 doz.

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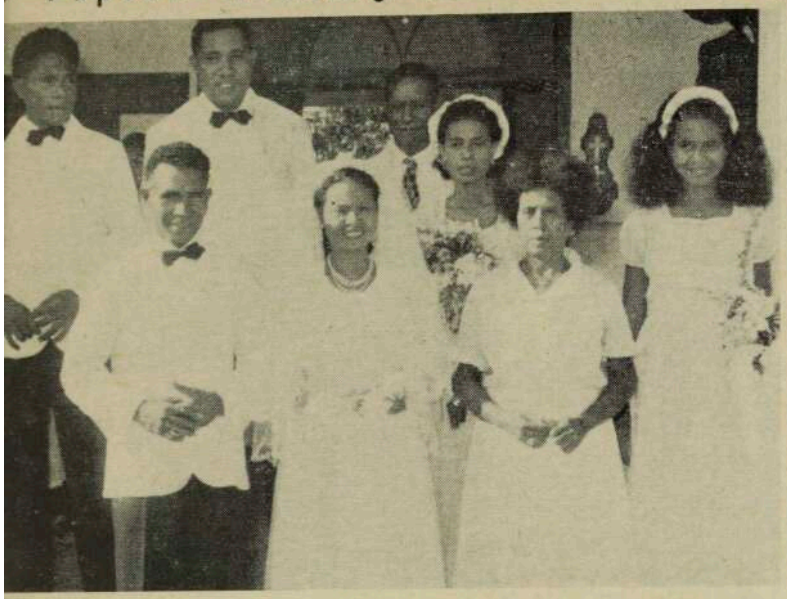
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Papuan Wedding at Port Moresby



This bridal group was photographed on April 30, after the first full Papuan wedding ever at the Church of Our Lady of the Rosary, Port Moresby. The bride was formerly Theresa Ola. bridegroom is Joseph Kia. Both were educated at the Roman Catholic Mission, Port Moresby. Rev. Father Guivarch performed the ceremony.

—Photo by Papuan Prints.

ort Moresby has nothing so fancy a new power house—an old tin i on the waterfront suffices—but of its six engines broke down denly one night because a cold o (cold for Moresby, that is) put too great a strain.

eak-hour rationing was intro-ed and threatened to last for a nth until a seventh engine from ain could be installed.

efore any screams could go up n the rest of the Territory for machine, engineers began work-overtime to get it safely ented into the floor.

lectricity supplies for the Busu-lahang area, Lae, could not be ranteed after June 30, residents e told last month. Following this ice a petition bearing the signa-e of 60 Lae citizens was sub-ted to the Lae Town Advisory ncil's May meeting together with ers from some private companies ch are interested in this area.

he petition asked the Council to e the Government to maintain plies in the area and stated that the electricity were not main-ned many of them would suffer dships.

IODIFICATION OF NATIVE CURFEW

lterations to native curfew hours all Territory townships will be etted shortly. The new curfew rs will be from 11 pm to 5 am, ead of from 9 pm to 6 am as at sent.

further amendment provides for control between the hours of 9 pm and 6 am over the making of any noise which constitutes an unwarranted disturbance or nuisance to residents.

The change in the evening curfew hour from 9 pm to 11 pm is being made as a trial to ascertain whether curfew can be relaxed progressively without adverse effect on any section of the community, including the natives themselves.

The change takes into consideration the fact that many natives have taken up educational and recreational interests, such as the Boy Scout and Girl Guide movement, evening study classes, attendance at clubs operated for the native people, and going to picture shows, which necessitate their being out after 9 pm.

Further, there are others holding positions of trust and responsibility in industry, commerce and Government departments, and already well advanced towards European living standards, to whom the 9 pm curfew appears as an unjustifiable restriction on the personal freedom of individuals whose record has won them recognition as persons of good repute and responsibility.

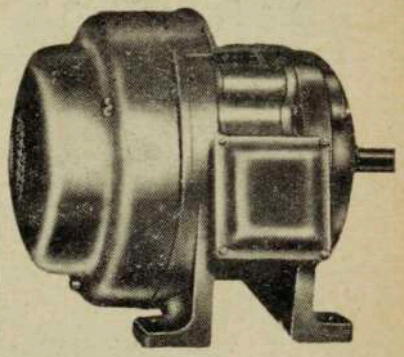
Another factor influencing the introduction of a trial period of 11 pm curfew is that the native people should have the opportunity to emerge gradually from restrictions which limit their scope to demonstrate capacity for wise use of greater personal freedom.

(Continued on Page 137)



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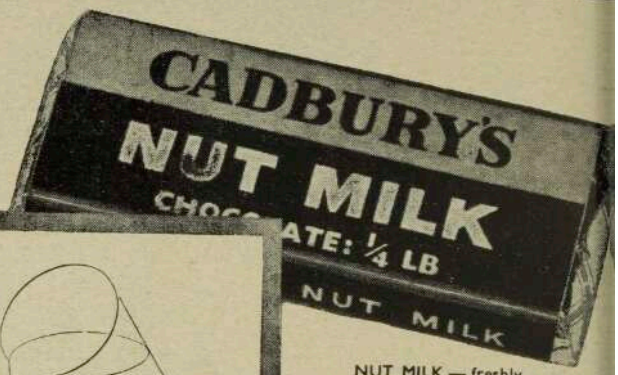
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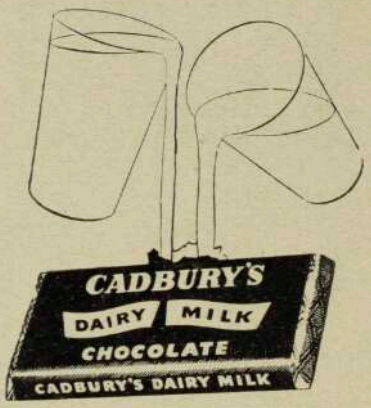
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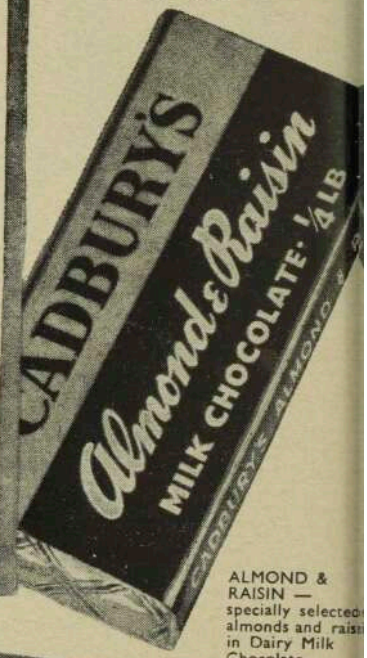


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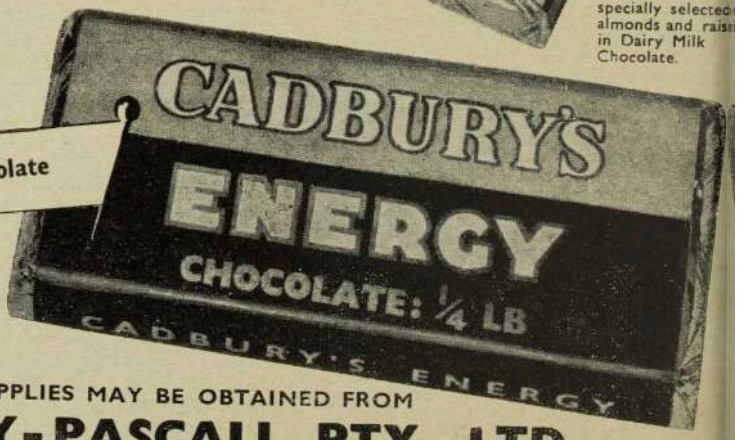


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HAOTIC CONDITIONS AT LAE WHARF

inadequate storage facilities Lae Customs shed have been gly criticised.

ompany director, Mr. Arthur said that conditions at the Wharf after the *Bulolo* had dis- ed were chaotic.

the latest meeting of the TAC, Harold Hindwood described the itions at the wharf as lutely disgraceful."

cargo from three ships, the *Sinkiang* and *Bulolo* was d ceiling high in the shed and nors had an almost impos- task clearing their consign-

ew days after the *Bulolo* de- l, the *Shansi* arrived and to the confusion by discharg- 0 tons of cargo into the shed. of Lae's businessmen agreed he situation was serious and that situations like this cost e enterprise many hundreds unds each time large ship- were landed at Lae.

May meeting of the TAC was that £40,000 was included in raft programme for a 100 ft ion to the wharf.

t Council members agreed that ft extension was useless be- the fact that it would allow -hatch ship to work all holds e time.

viously the Morobe District il had recommended that a extension to the wharf was ed, plus all storage facilities, they made their submissions e three-year plan.

ce we made that recommend- the position has become more ss," the chairman of the Council, Mr. Bretag, said. A n was carried urging the Gov- nt to reconsider the original tion.

was a busy month for ship- s eight ships arrived.

Delos loaded the largest ship- to leave the port since the 1,440 tons of scrap metal and . Aboard the vessel were 200 of scrap metal consigned to

cope with shipping at this he Lae wharf requires three the present storage space," cott said.

AE PERSONAL NOTES

District Commissioner, Mr. H. was accompanied by his wife he left on leave by the *Bulolo*, y. During Mr. Niall's absence osition of District Commis- will be filled by Mr. Les ms.

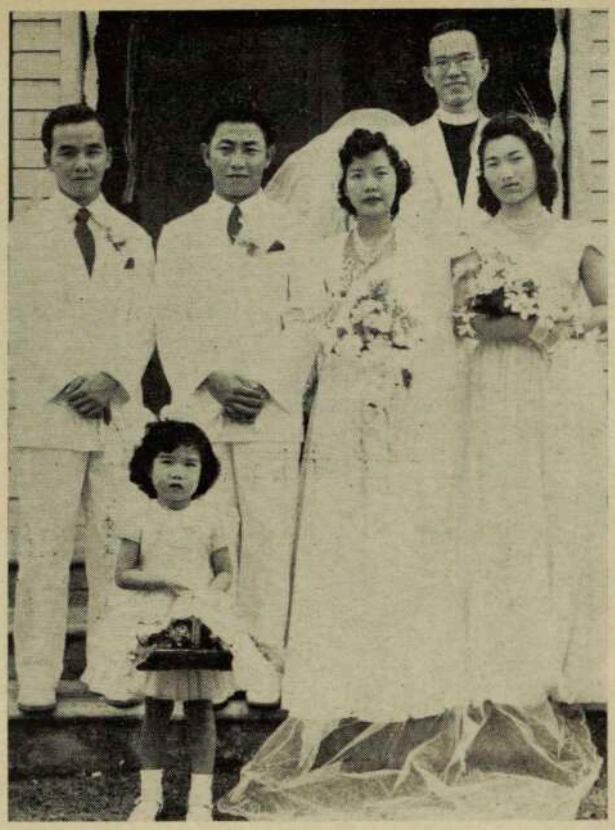
rican anthropologists Dr. and Jim Watson returned to ca aboard the *Thorsisle* last . They had been engaged on work in the Kianantu area. On turn to America Dr. Watson will occupy a senior position at the Washington State University.

Father George Bernarding was farewelled by 170 Lae residents at the RSL Hall recently. Father Bernarding has been posted to the Madang District. He was the Catholic priest at Lae for three years and took a very active interest in both social and sporting activities of the community.

District Commissioner Mr. Les Williams made a presentation to Father George from the Lae citizens.

Father E. Misik has been appointed parish priest at Lae.

(Continued on Page 138)



☆

Wong-Low Wedding

The bridal group photographed on May 21 outside the Rabaul Methodist Church following the marriage of Mr. James Wong and Miss Alice Low.

Left to right are Mr. Steven Cheong (bestman), the bride and groom; the Rev. John Su, who performed the ceremony; Miss Peggy Lam (bridesmaid). In front is flower girl, Elizabeth Low.

—Photo by C. H. Meen.

☆

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OVERCROWDED SCHOOL

A spokesman for the Lae Parents and Citizens Association said this month that his association was alarmed at the overcrowding of the European Primary School.

"One hundred and twenty-five children are attending this school and they are accommodated in four classrooms, each 24 ft by 24 ft," the spokesman said. "One classroom has to seat 49 students.

"In 1953 there were 50 students at the Primary School here and it was impossible to anticipate the present large increase. The situation will become progressively worse. Seven additional students will be enrolled at the start of next term.

"The Lae pre-school play centre caters for nearly 40 children and at least 16 are awaiting admittance.

"The primary school will be expected to accommodate children leaving the kindergarten at the end of this year.

"Extensions to the school were given a very low priority in the three-year plan recommendations.

"Our association considers that the extensions should receive prompt action before the situation becomes worse."

LAE AIRSTRIP IMPROVED

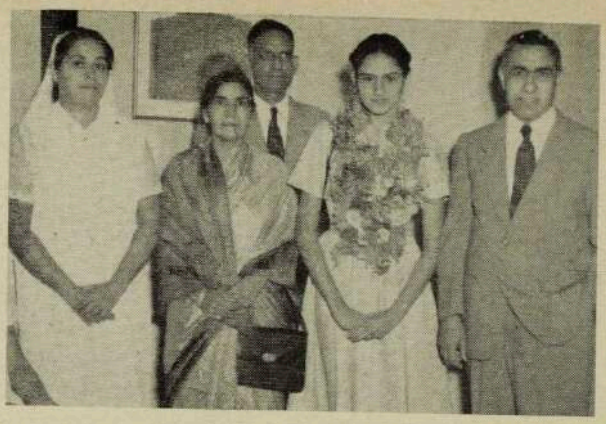
Lae people are hopeful that the Skymaster service carrying passengers and freight from Australia will again terminate at Lae following improvements which have been made to the Lae airstrip.

The improvements entailed the removal of all grass from the main runway surfaces and complete regravelling. The project was started in the middle of May and at the end of the month it required only the assistance of rain to complete the £6,500 project.

The work was carried out by the Department of Works, and to expedite the reconditioning the department operated two shifts between 6 am and 10 pm, the night work being carried out under flood lighting

A senior official with Qantas said at Lae that the Skymasters from tralia would again terminate in when the strip became service and after sufficient time had ela to enable the company to rea timetables and internal organisa

The last Skymaster landed at in August. Since then the se has terminated at Port Moresby a shuttle service of DC3 air has been ferrying passengers New Guinea from Port Moresb Lae.



Brilliant In Student

One of the scholarships whic Government of has awarded to students from Fi gone to Miss N Basavanand, daugh Mr. and Mrs. vanand of Suva. in the photograph to right) are Mrs. vanand, Mrs. B Mr Basavanand, Nirmala Basav and Shri Devi Bhatia, Commis for the Governme India in Fiji.

CONTROL OF MALARIA I TERRITORY

The Minister for Territories, Paul Hasluck, said on May 25 t as a further move in the a malaria campaign in the Terri of Papua and New Guinea, he approved the creation of a tion of Malaria Control Office the Territory Department of He and of thirteen positions of Mal Control Assistant. Applications w be called for eleven of these p tions by public advertisement month.

Malaria was the disease of m importance in the Territory and Director of Health, Dr. J Gunther, had reported that malaria were eradicated, it c be anticipated that the inf mortality would be halved, and expectation of life doubled.

Possibly in fifteen years, as result of both these changes, population of the Territory c increased by 100 per cent.

The accepted policy was that problem of malaria control must tackled by the education of people and the awakening of a sire to establish their own c munity control.

The Territory Health Depa ment had already established Malaria School at Minj, in Western Highlands, where courses—one for Health officers one for Native Affairs officers—] already been successfully conduc These officers were now applying lessons in their daily work.

It was the object of the dep ment to establish in each distric Malaria Control Assistant, w

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ler the direction of the central laria control authority, would anise local measures and travel ough the district bringing about co-operation of the native ple in measures for community trol of malaria.

Recent research had encouraged view that residual spraying, viously thought as a result of time experience to be ineffective, uld now be successful. Their k would be assisted by the dical Assistants and local Medical cers who were already engaged this work.

The plans of the Director of blic Health also envisage the pointment of a medical specialist Malariologist and, under his ection, the Malaria Control Officer uld be engaged in research as l as directing control work oughout the Territory.

EUROPEAN POPULATION INCREASES

The Minister for Territories, Mr. sluck, said on May 22 that the ults of the June, 1954, census ich had recently been analysed a bulletin issued by the Com-nwealth Bureau of Census and tistics showed that since 1947 the n-indigenous population of the rritory of Papua and New Guinea l risen from 9,439 to 17,755. Of s total, 6,313 were in the Terri-y of Papua and 11,442 in the ist Territory of New Guinea.

Among some of the changes in character of the population re:—

An increase in the percentage of ldren, there being 21 per cent. der 10 years of age in 1954 com-ed with 15 per cent. in 1947;

The percentage of females to the al population increased from 32 cent. to 38 per cent;

The percentage of married people reased from 41 per cent. to 43 per nt;

An increased proportion of persons British allegiance.

Of the total non-indigenous popu-ion of 17,755, a total of 13,787 were rn in Australia, the Territories or w Zealand, making 76 per cent. the total. Of the remainder, 2,249 d their birthplace in Europe and 28 in Asia, including 754 whose thplace was China.

The census table setting out the in groups of industry showed that ere was a total in the work force 10,281.

The largest industry group in the rritory was "Public Authority ot elsewhere included) and Pro-ssional Activities," which accounted 36 per cent. of the total work rce. This was followed by the ransport and Storage" group, presenting 12 per cent. of the work rce, the "Commerce" group, (12 r cent.) and the Building and nstruction group (11 per cent.).

This means that the Common-ealth Government is still the rgest employer in the Territory.

Since 1947 the number of persons engaged in the Territory in primary production has more than doubled, rising from 402 to 829, while the increase in manufacturing has been even greater, rising from 288 to 772.

Guinea Gold Profit up By £24,000

Net profit of Guinea Gold NL jumped £24,206 to £46,695 for the year to February 28.

Dividends of 10d (unchanged) paid during the year took £20,834 and a further 1d was paid from the dividend equalisation account. A distribution of 1/- was made from the amortisation fund, making a total distribution of 1/11 a share for the year.

Market value of the company's holding in Bulolo Gold Dredging, Ltd., fell from £215,250 to £166,050.

Manu'a Dock Project

EQUIPMENT for Manu'a's first dock project was landed at Faleasao, Ta'u, on May 12, under the supervision of Mr. E. E. Wilson, Director of Public Works in Eastern Samoa.

Heavy seas had spoiled the first attempt in 1954. This time the heavy crane, bulldozer and other equipment were shipped in a lighter towed by the *Manu'a Tele* and were transferred from the lighter to a raft made of empty 50-gallon drums covered by a sturdy platform.

A 100 ft dock will be built, a small turning-basin dredged out and a road cut to Fitiuta village. (*Pago Pago Correspondent*).

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VARIETY:	No. 8 tins Net wt. bisc. approx.	No. of ½-lb. pkts. per carton.
Adora Cream Wafer	5¼ lb.	x
Afternoon Tea	6¼	40
Arnella Crunch	5¼	x
Arno Shortbread	9¼	54
Butter Oat Cake	7¾	53
Cherry Ripe	6	45
Cocoanut	5½	40
Creamy Chocolate	7¾	52
Custard Cream	8¾	x
Delta Cream	6	40
Ginger Nut	10	62
Golden Grain	5¾	40
Jatz Cracker	5	x
Lacto Malted Milk	o	48
Milk Arrowroot	5½	40
Milk Coffee	7¼	43
Nice	7¼	52
Orange Slice	6¼	45
Orange Tea	8	58
Osborne	7¼	x
Princess	5¾	40
Raspberry Fruit Cream	6	40
Sao (Carton 1 ft. 5 in. cu.).	4½	32
Scotch Finger	9¼	54
Shredded Wheatmeal	5	33
Spicy Fruit Roll	10¾	62
Tea Cake	o	33
Thin Captain	4¼	x

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Hermetically sealed with tagger top. Slip on lid spot-soldered.

Packed in cartons made of No. 2 board silicate gum sealed for permissible shipping uncrated, to hold one tin. Size of carton approximately 14 in. x 14 in. x 16½ in., = 1 ft. 11 in. cu. (21 equal one shipping ton).

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ening Up NG's Sepik District

From a Special Correspondent

re are some further details of new Wewak-Maprik Road (PIM,), the opening of which was ly regarded as a milestone of ress in that often neglected part ew Guinea.

April a trip was made over 95 miles ative-made road from Wewak to ik. This road had been finally cut gh only a week before the trip was , and the party which undertook it ited of the District Commissioner, . P. White, Cadet Patrol Officers J. earne and G. F. Cooke, administra- Mechanic K. Harslett, two native ables and a native mechanic.

y travelled in two Land Rover pick- destined for work in the Maprik istrict, and completed the strenuous ey in four days travelling time.

road, native built with Administra- advice and assistance, climbs the Alexander Range at Mendi, 11 miles of Wewak. It crosses that range general south-south-westerly direct- The road crosses the Wawat plateau, by avoiding the worst of the tangled n ridges south and south-west of k for which the range is famous. nding to the lower foothills, the proceeds westward along the northern of the Sepik grasslands, and re- the foothills of the Torricelli tains between Yangoru and Maprik.

completion of the road opens up a eather route for four-wheel-drive es between Wewak and Maprik, and the alluvial gold fields and rich ultural lands of the Yangoru and k foothill areas faster land com- ation with the coast.

ive Rural Progress Societies are pro- rice and peanuts and root crops, ater will be able to make use of the to market their produce. One of the les recently purchased, from Aus- a one-ton four wheel drive utility and other societies will be assisted he Administration to purchase es. European agricultural interest area is also growing.

party set out on April 4. The er, at that time of the year, could ected to be reasonably dry: however, unseasonable rains fell, and the which, until it is further developed, tended for dry weather use only, e slippery where the grades were The rivers and streams had more in them than was seasonable, but, stages of the journey enthusiastic s rallied round to assist wherever d. The useful rattan cane (kanda) in handy as hauling-lines.

natives had built sturdy bridges many of the rivers, and had ed a remarkable engineering feat e Minjim River. Across it they had built a 66-ft. single span bridge. The six large kwila tree trunks forming the bearers of the bridge had been slung across by means of rattan cane lines—the trees on the opposite bank being used as derrick-arms for the purpose. The banks of the Minjim at the site chosen for the bridge are 25 feet at low water.

The Nagum River, which provides the main drainage of the inland fall of the Prince Alexander Range, was forded in partial flood. The road crosses the Nagum down on the flats. As the water was high, the engines were not used. A large party of enthusiastic natives (many of them nudists) towed the two vehicles across the river to the accompaniment of yells and howls which are an accepted aid to effort.

At times, in this season, the Nagum can be forded at a depth of only six inches, and of course, in the wet, or after a cloud burst, it can run at 15 feet. The river is highly unpredictable.

All along the route the party was greeted enthusiastically by the natives. In some places a vehicle had never appeared before. The headlights after dark were an outstanding success with the children. Many of the natives had known the District Commissioner years before when, as a Patrol Officer, he had visited them in their villages on foot.

With the opening of this new road (which largely follows Administration pre-war patrol trails), a total of 127 road miles can now be traversed by four-wheel drive vehicles in a general west-south-westerly direction from Wewak to Maprik and on to Dreikikir to the west. The section between Yangoru through Maprik to Dreikikir has been jeepable now for some time. This road also links up with the 36 mile north-south Mauri Maprik Road from the Sepik River.

Further improvements will be made to the road with heavy equipment which has already been used on the Wewak end and with the arrival of the dry season improvements will continue in the Range section. The natives have agreed to co-operate.

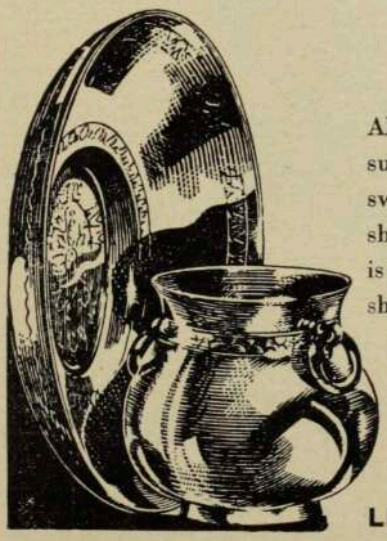
Considerable interest was aroused throughout the Sepik District and the Territory at the party's effort. Travelling times would have been considerably reduced had dry instead of the unseasonably wet weather been encountered.

The isolated missionaries and European pioneers encountered on the journey received the party with typical New Guinea bush hospitality. Some remarked that they never believed that they would see the day when vehicles passed their door from Wewak.

¶ Mr. Edwin Gold, of Mangaia, has recently submitted a bulky manuscript to a United States publisher. The novel is based on his thirty years of residence at that Island.

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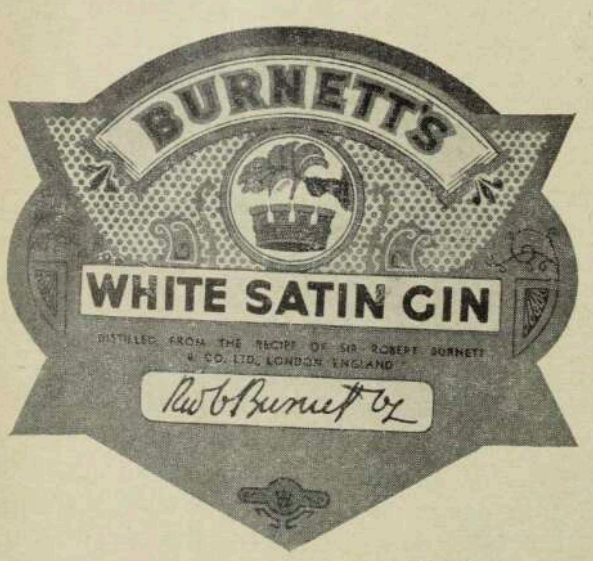
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Writing On The Wall?

More Realistic Price For Pacific Crops

THERE are numerous signs th the sellers' market that has be enjoyed so long by producers of t Pacific's basic crops, is fading aw It could be that in the next y or so, the prizes will again be goi to the smartest—or the strongest.

In April, Germany was negotia ing a trade agreement with Ind nesia, one of the clauses of whi involved the guaranteed purcha by Germany of $22 million worth copra per annum.

It is not yet known what pri has been agreed upon but the are indications that initially it in the vicinity of $173 (£A77/10/ c.i.f. German port, delivere weights. For how many years t agreement will run is also n known.

Another "free-market" copra d velopment is the announcement th a conference of interested countri will be convened in Manila August 3, 1955, to consider the esta lishment of a combine of producin countries "on the lines of the exis ing International Tea Union."

The outcome of this meeting w undoubtedly be of considerable i terest to Pacific planters.

COCOA SUBSTITUTES IN THI UNITED STATES

In the cocoa industry an Inte national Cocoa Congress took pla in Amsterdam late in April and w attended by producer representativ from all parts of the world.

Many delegations urged tha manufacturers get together an guarantee producers "a reasonab price" for a period of up to 25 yea to stimulate production in new pr ducer countries.

All delegates agreed that the on answer to the present instability supply and demand was to rai world production. All predicted further decline in world prices du to declining consumption.

The recent decline in world coc consumption was believed to be th result of a sort of chain reactio crop failures, through climatic co ditions or disease in 1953-54, an consequent periodical acute shor ages of supplies in the Unite States, had stimulated manufa turers there into intensifying the search for cheaper and more acce sible substitutes.

This search was not entirely un successful, and is reflected in th figures for cocoa-mill grindings. F the second-half of 1954, grindin

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down by 40 per cent.; and for
irst quarter of 1955 down by
cent. on a year earlier. These
s are not a true picture of the
n consumption, however, be-
some ground cocoa is im-
, but they give a fair indication
e effect of these substitutes
f buyer-resistance to the high
of cocoa and its products.

a great deal is known about
substitutes in Australia be-
so far, they are apparently
being used in America, but it
eved that they are of a copha-
e r base—a margarine-type
able oil with a natural brown
. Naturally the exact make-
f the substitutes is a trade

American business man in
y in May said that it was dif-
to identify this "ersatz" choco-
rom the genuine article, and
his observations, the substi-
appeared to remain firmer in
al temperatures than real
late.

the Amsterdam conference,
promotion campaigns were
, as were campaigns to com-
ocoa diseases. The next con-
ce will take place in 1958.
re have also been develop-
in the coffee industry. In
da the Government plans to
into force a new scale of ex-
taxes on coffee. At present
is a tax on exports of values
r than £200 per ton. When the
falls below that, no tax is pay-

ier the new arrangement, the
will continue until the prices
below £90 per ton. The actual
ill be fixed each month on the
of the average price of coffee
ted in the previous month.

e tax is expected to encourage
icers to improve the quality of
coffee, because the tax will be
tonnage basis and a ton of
quality coffee will pay the same
s a ton of inferior grade. An
esting clause in the new ordin-
provides for a partial refund
e tax to non-Africans, they be-
he only persons who pay in-
-tax in Uganda.

present such taxpayers receive
fee tax rebate of 50 per cent.
they will receive instead a flat
e of £Stg.31/8/- per ton of
sta, but 50 per cent. will still
for Arabica, and the actual
chargeable on Arabica will re-
as at present—£Stg.16/10/- per
hen the price is from £Stg. 201
g.214, rising by £Stg.1 for every
ncrease in the price realised
he coffee.

ewhere, Italy and Indonesia
recently signed a trade agree-
whereby Italy will purchase
tities of Indonesian coffee.

teen Latin-American countries
many other observers were to
late in May in New York to
o set up an international coffee
cy to stabilise prices.

(Continued on Page 145)



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look for Pacific Products

(Continued from Page 113)

RUBBER—NATURAL AND SYNTHETIC

WS of a better-than-ever ynthetic rubber (although it is ot through its teething stages was received about the same as the advice that consumption bber in the United States this is expected to be an all-time probably about 1,400,000 tons. ose who direct the rubber busi- in the US do not appear to , however, that the "present ite balance" between supply demand will mean soaring r prices; in fact, 1956 is re- d as a year in which "straight competition is likely to pre- and it is not too early for the al rubber industry to get ready eet it."

airman of the US Goodyear Co. has gone on record as say- that his company will be ly happy if it can get 25 per of its requirements in natural r. He expects synthetic rubber ke up the slack of increased nd because "it takes seven between planting and harvest- f natural rubber."

e implication appears to be that rs of natural rubber have been ult for not planting more new r. Rubber planters, for a y of reasons, have had very encouragement to put out l in large-scale new plantings the least of which has been etition from United States etic rubber.

at a different story it would been for rubber planters had ome clever chemist discovered o make synthetic. Although it s important as a new secret n during the war, it has d the whole rubber picture

e Jap Ships Arrive at Pago Pago

From Our Own Correspondent)

O of the original seven ships f the Van Camp fishery at ago Pago returned to Japan lay and four others have d.

e crews are all Japanese and verage ship's complement is

May 24, 30,000 cases were d by a northbound ship.

cannery's new assistant ger, Mr. J. St. Armour, and mily arrived on May 20.

J. Jaggard, of Auckland, was avau in April to supervise tions at the citrus products y during the current orange n.

Cruise Plans for Frigate Bird III

BACK from successful Cruisebird Flight No. 1, Sir Gordon Taylor announced early in June that Flight No. 2 will follow the same circuit to New Caledonia and Fiji, but will be of 20 days duration. Fare for the 5,000-mile flight, which includes four days at Nabavatu, Vanua Balavu, Lau Islands, Fiji, eastern-most point of the route, is £A.327/10/0.

A schedule of intended cruises for the next year shows the following, all flights starting and ending in Sydney:

September 10, a 9-days trip to New Caledonia, fare £A.187/10/0.

September 27, a repetition of Flights 1 and 2 but extending on to Samoa, fare £A.347/10/0.

November 8, a flight to Hobart, right through New Zealand from south to north via lakes and harbours, thence to Lord Howe Island, fare £A.275.

January 8, a 9-days flight to New Caledonia again, fare £187/10/0.

February 1, 22, and March 15, repetitions of the Hobart-NZ-Lord Howe Island flights, fare £A.275.

Earlier a flight to Tahiti was forecast for this winter, and this could still be made if sufficient passengers are forthcoming.

New Era Predicted for Flying-Boat

Captain Taylor is of the opinion that the day of the flying-boat, far from being over, may just be dawning.

His opinion is supported by an editorial in a leading British air periodical.

For a long time residents of Sydney's Rose Bay flying-boat base area have been campaigning to have the airport closed because of because of the weight of power plant and shielding, and the high landing weight envisaged for atomic-powered aircraft due to noise. Because Rose Bay is clearly of considerable importance in Sir Gordon's plans, as well as for other reasons, he wrote an article in May for the Sydney *Daily Telegraph*, part of which is of particular interest to Island territories:

"With the passing of the propeller, which, because of its need for clearance over the water surface, has dictated a large, deep hull which is expensive to drive through the air, the slim, low jet-propelled flying-boat will compete favourably with the land aircraft on sheer efficiency as a flying machine, and will have other advantages in economy and flexibility of operation.

"With the use of atomic power, which is not very many years ahead of us, the flying-boat may well dominate the trans-ocean scene,

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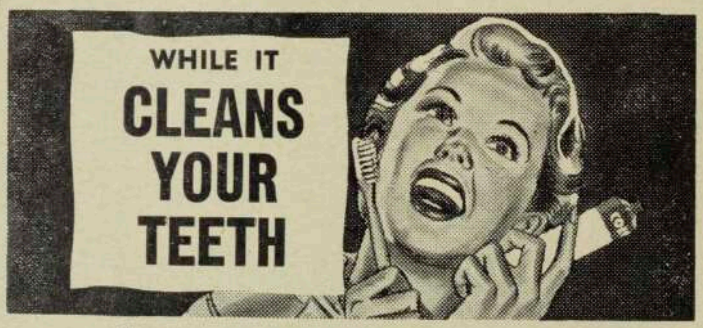
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negligible reduction of load by f consumption."

The English air periodical, p dicting that an atomic engine m be ready within ten years, notes serious British lag in flying-b research and development wh may take a lot of recovering.

It draws special attention to revolutionary new American Mar Seamaster, recently put into serv by the US Navy.

This is a shallow-bodied, swe winged, long-nosed flying-b powered by four Allison turbo-je The all-up weight is 200,000 maximum speed 600 mph, and cruising height over 40,000 ft. will carry a military pay-load 30,000 lb—13½ tons!

The journal says that the Gle L. Martin Company of Baltim took over where the British flyin boat builders left off 15 years a because of lack of official Briti support.

Not all existing Pacific seadron could handle the Seamaster becau of its comparatively long, low-an take off, but the cost of clear more coral heads would be slig compared with the cost of mod airfields.

Meanwhile in Britain resear has been resumed by BOAC a the RAF into the possibility engining the mothballed gia Princess flying-boats, never us since they were built several yea ago, with turbo-props.

The only important flying-bo service now left to the Islands along the TEAL line from Suva Papeete.

Suva people are still aggriev at the passing of the flying-bo services from Auckland and Sydn which left Fiji's capital high a dry at the end of the 100 mil journey from Nadi internatio airport.

Transplanting of Cl Pearl She

MR. VAN PEL., the Fisheri Officer for the South Paci Commission, took 320 li pearl oysters from the Penrhyn a Manihiki lagoons and successfull transplanted them in 17 and fathoms at Rakahanga in ear May.

Shell will also be taken fro Manihiki and planted at Pul Puka in an effort to expand t pearl shell industry, which already an important dollar earn for the Cook Islands.

¶ Mr. and Mrs. Neville Adam who were married at Sydney May, left early in June to mak their home at Labasa, Fiji. T bridegroom flew from Fiji for t wedding. Mrs. Adams was former Miss Shirley Anderson, of Wollo gong, NSW.

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Qantas Travellers from Sydney

...e passengers from Sydney to the Islands in May included: Mlle. Joesette Lenormand ... Maurice Lenormand (Deputy to the National Assembly and Vice-President of the Legis... ...ouncil of New Caledonia) who returned to Noumea from Paris. Brigadier H. Flaxman, ...Resident Commissioner, New Hebrides, who returned to Vila after a period in a Sydney ... M. Emile Laffon, president of Societe Nickel, New Caledonia, who was returning from ...ss trip to Paris. He was met at Sydney by his nephew, Mr. Henry Chaverot, formerly ...ea and now living in Sydney.

...Public Relations Office's Newsletter should be heard in New Zealand in future. ...a rearrangement of pro... ...es a third transmission of the ...tter came into force on May ...ednesdays at 9.15 p.m. Fiji ...which is the same as New Zealand time. The Newsletter is thus now transmitted at 6.15 p.m. and 9.15 p.m. on Wednesdays, and at 1.10 on Thursdays. The new later evening transmission should be heard much better in New Zealand, especially during the summer months.

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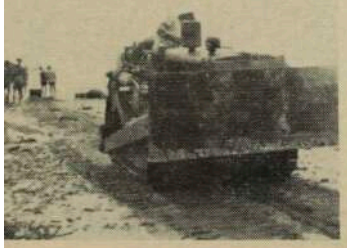
or any of the Branch Offices located at Dee Why, Narrabeen, Mona Vale, Avalon or Palm Beach.



Rarotongan Enterprise

Cook Islands Estimates for 1955-56 allocated £30,000 for the dredging of Avarua Harbour, Rarotonga. The work has been started and the photographs show how it is being tackled. Upper is a general view of the harbour. It is believed that the plan calls for deepening on the far (eastern) side of the jetty. A small scoop is being dragged out into the water, then dragged ashore by a bulldozer.





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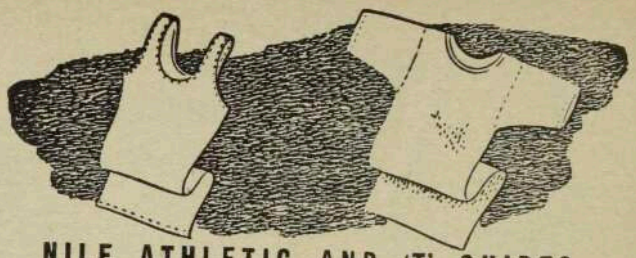
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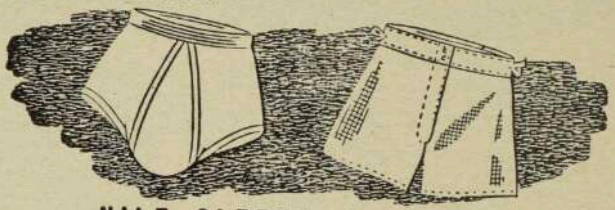
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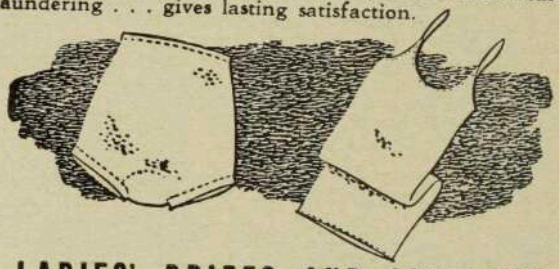
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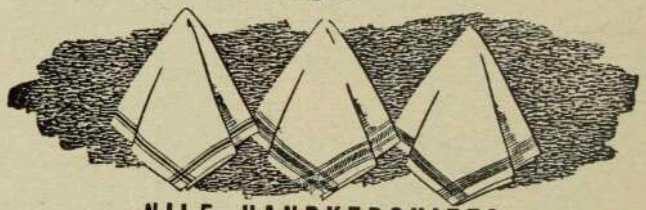
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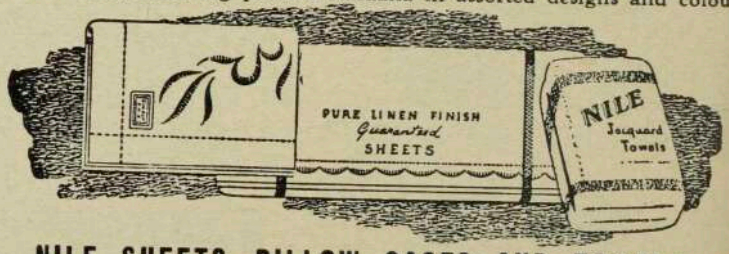
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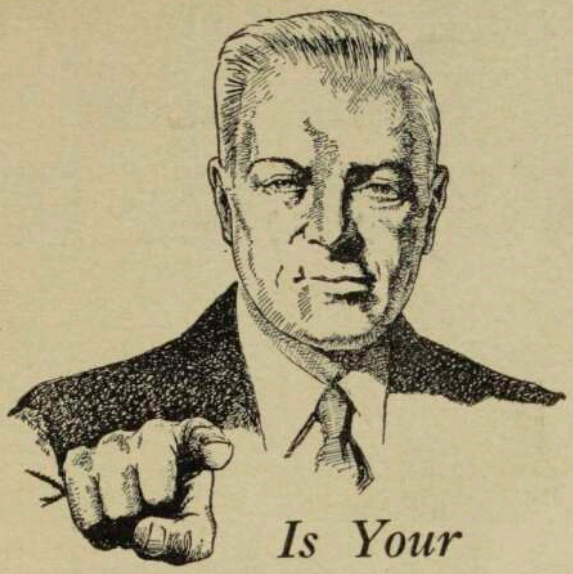
W THOUGHT
PLANTERS

ke the Mill to the Copra

veral years ago, an experi-d Papua planter, Mr. G. A. lon, now retired and living Sydney, strongly urged the oduction of copra-milling s, which would take the mill the plantations, instead of ging the copra hundreds of s to the mill. It was an in-ting plan. Recently we asked Loudon what he thought of it in view of post-war de-oments. Here is his reply:

present price of copra is so gh that nobody appears to k to the future and the pos- of a severe drop in price y the British Government t is withdrawn and they have e world competition.
a planters are making so money that with few ex-is they are not really in-d in costs nor in further g of coconuts. The inter-g of cocoa between coconuts rdly be considered develop-n the real sense.
Copra Marketing Board is a overnment set-up and, the eing so high, nobody worries uch about handling costs.
a mill of greater capacity baul, or another mill in a situation, Carpenters could give the planters a better an CMB. But the present n for Carpenters is that they all copra from their own but will also take other at the same price as CMB nd thus make a very nice -viz., local handling and all harges.
feature that intrigues me is ters expending £300,000 on a t the base of a volcano. Why Copra Factory Ship?
long will copra production e at its present level? A reat proportion was planted British in Papua and by rmans in New Guinea in the 1912-1920. Very little has lanted since.
e labour costs and the un-ty of service without bind-reements leaves the labour in a very serious position; nberra and UNO still con-o increase wages and cost ing, etc.
nnot see any wise financier g funds in Papua or New unless in the production of eat, bread, etc., to feed the crats and their native fol-

will gather from the above not now inclined to favour ry Ship venture or any other unless it is based on the mentioned.



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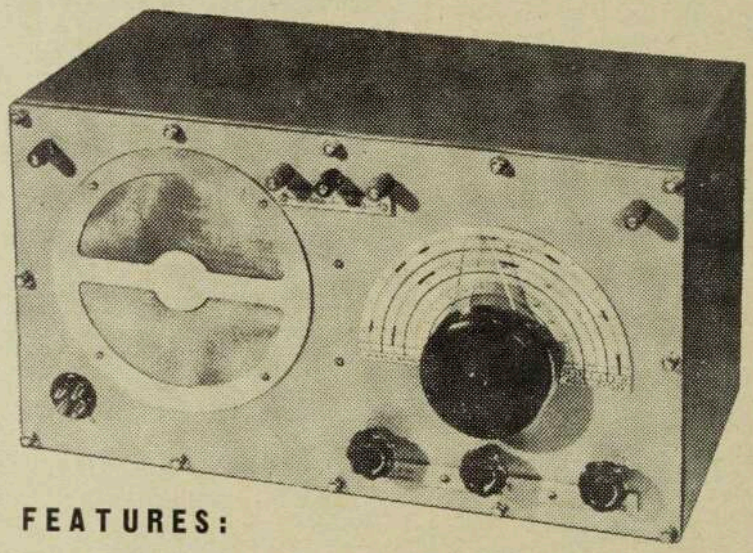
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)R PACIFIC RADIO AMATEURS

Conducted by Ex ZK-1-AC/VR-2-AK

ERE is some particularly interesting news in a welcome letter from Les ZM6AS this month. The cardsters be disappointed to know that official e has been received in Apia that the au prefix, in the past unofficially ZM7, more recently rumoured as likely to KS, is forthwith ZM6 — same as ern Samoa.

view of the fact that Western Samoa Trust Territory and will some day independent self-governing country, as the Tokelaus are a New Zealand idency, the decision is unexpected, but it is, at least for the foreseeable e.

ZM6 ranks have been temporarily ted, with the departure of Ivan and Brian Tarlton, ZM6AQ and 6AP, who sold their radio servicing business returned to ZL, where Ivan was rly ZL2ACC and Brian ZL2AAB. It t yet known whether the man from Zealand who is taking over their ess is a Ham. Des, ZM6AB, late RI, long-time commercial operator in /ZM6 area, also recently retired from NZ Post & Telegraph Department e and returned to ZL. In recent he has not appeared on the air much.

the four remaining ZM6 Hams, Les is QSL manager—address: C/o Bank w Zealand, Apia. Norm 6AT is active) phone and should have a vfo in tion instead of the 14,160 kc/s rock e time this appears. Ron 6AR, whose we believe is the radio station at lo-Satapuala at the north-western f Upolu Island, 20 miles out of town, ive on 15 and 40 metres, CW/phone. L, fourth man, is inactive. Les re- that he keeps 6AS warm on 20/40/80 s CW.

oss at Pago Pago, Eastern Samoa, Caldwell, back from leave in the , and in charge of the commercial la Radio again, still remains the American Samoa Ham — KS6AB. ver, no one has so far persuaded o show up on the Ham bands since eturn.

6AS knows of no Tokelau activity ding in the near future. The RNZAF ft makes its usual quarterly flights Suva via Apia of course, and the n Samoa Government vessel "Manu'a does a charter trip up several times year, so there are opportunities for ering Hams, but now that the Group een dubbed with the ZM6 prefix the nterest will probably have vanished. interesting might be a little activity Tonga, long silent.

n South Pacific Airlines' flying-boat Sydney early June on delivery to ulu for the Hawaii-Christmas Island- service, the company still expected operating by "about September". fficial surveyed the situation on mas Island in January and returned nolulu. It is anticipated that there e "about two" Europeans and the nder Hawaiians or Gilbertese, ed there to provide radio, meteoro- l, and refuelling services.

e Hamming activity seems reasonably n, probably under the KP6 call, h Britain apparently disputes can rights in the big 35 x 24-mile and only British Government repre- ives are at present stationed there. is conceivable, if unlikely, that a licence would be involved.

three war-time airstrips with asso- ciated radio facilities and settlement for staff were located on the north-west side of the atoll (Casady Field). The seadrome camp is more likely to be near the British settlement at London, on the north side of the lagoon entrance, 15 miles by road west of Casady Field. This north-western part of the lagoon is the only portion clear of coral heads, and there are some facilities for landing fuel and stores at London.

The former French-Tahiti plantation staff lived at Paris, 3½ miles by sea across at the south side of the entrance, and probably 50 miles by road from Casady Field.

Doug Berry, ZK-1-BG, of Rarotonga, the Pacific's 80-metre king, mainly on CW, is keen to make contact with other Islanders, especially ZM6 and VR2, with his 35 watts of phone. You'll find him on 3610 kc/s between 0500-0800 GMT most days.

Seems there's a new one in the New Hebrides—YJ-1-DL—though mail inquiries for the latest from that area have so far failed.

There's a lot doing in VK9 according to "Amateur Radio". A Ham traffic link has opened, with Doug Lloyd, VK9OQ in charge, and a new QSL manager has been appointed—Doug Beadel, VK9DB, PO Box 107, Port Moresby.

Other news from there: Bill Holland, VK9BW, plans to come south next year to view the Olympics; 9DB, now with a rotary 8JK, has increased his 21 mc/s score to 151 countries; Chas, 9CR, has been transferred to Madang; Don, 9DS, still on leave; Ron, 9RG, going on leave very soon; Roy, 9AU, has a portable rig ready for use when on vacation in October; Trevor, 9TC planning to get on the air later in the year; Bob, 9BS, building a rotary for 14/21 mc/s.

Wau has formed a club with 18 foundation members, and lots of donated equipment as the result of a mention at one of the New Guinea Sunday, 0000 GMT, round-tables on 7080 kc/s.

There's a new call to report—VK9VW, Geoff. Officially cancelled is 9VG, H. A. Vining. 9CR's new address is C. W. H. Rasmussen, C/o Lutheran Mission, Madang, NG.

Roland, late FO8AD, who probably did more towards letting the world know where Rapa Island is, has got himself a job at a Paris television station, after doing some shack-visiting in the States en route to France.

According to a recent "QST" VR6AC is still threatening to put Pitcairn Island on the radio map.

W2ZK who went south to the Antarctic with Admiral Byrd in 1934 is going south again late this year with the 1955 Byrd Expedition.

According to the Swiss short-wave b/c station, the sunspot average for May was 29.6, ranging from as low as zero on May 9/13/14 to as high as 55 on May 23. Predicted averages for coming months are: June, 17; July, 19; August, 20; September, 22; October, 24; November 26. Those interested can listen to the ionispheric report on the first Sunday of the month on 6055/9535 kc/s at 0420 GMT, and probably also at other times on that day.

¶ Mr. and Mrs. A. E. T. Corrie left Fiji in May to make their home at Sydney. Mr. Corrie's Suva-based agency business has been turned into a limited liability company.

MADANG'S ANNUAL SHOW

The Madang Agricultural and Horicultural Society offered a comprehensive schedule for its third annual show, held on June 4 and 5.

The livestock classes ranged from cattle to goats, poultry and cats. There were 13 classes in the farm and plantation produce section, 22 in the vegetables and fruit section and 44 in the flower section. All these sections were open to all sections of the community, as were the cookery and needlework sections.

In addition, there were sections for children's exhibits (24 classes), native produce and livestock (28 classes), native handicrafts and school work (15 classes), art and crafts (13 classes) and 22 arena events.

Commercial exhibits and side-shows completed an extremely colourful display.

Price of Crammond Radios

By a transposition of printing blocks, on page 148 of May Pacific Islands Monthly, in the advertisement for Crammond Radio Manufacturing Co., Ltd., of Queensland, a photograph of the Crammond CTR 8 set was used to illustrate details of Crammond's CTR 12 ship-to-shore equipment, priced at £110. As the CTR 8 is considerably more expensive than the CTR 12 set, the error has caused some embarrassment to the manufacturers. Readers should note that it is the ship unit, CTR 12, that costs £110, not the CTR 8, which is used mainly on land.

¶ Monsieur Jean Ceran Jerusalemy, Conseiller de l'Union Francaise—representative of French Oceania in the French National Assembly, Paris, returned to Papeete in May from a periodical visit to France. He was welcomed in Tahiti style by dancing girls with flower leis as he stepped ashore from the flying boat.

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FROM HEATING TO COOLING

Canadian Co. Plans Tropical Air Condition

THE tropical home of the fut will be rather different from present tropical home, and c tainly more livable.

That is the prediction of Walter J. Weldon of the Colem Lamp & Stove Co. of Toronto, v dropped in to Sydney in May in course of one of his period Pacific trips as Director of Expo of that organisation.

Coleman products are almost traditional in the Islands as South Sea trader.

Mr. Weldon was pleading w the respective Government Treas ies for more liberal dollar allo tions for his agents along the rou

He said that his company is r producing small home air conditi ing units—a new departure Coleman—and already they finding a keen market in ar where import licences have b granted.

Mr. Weldon predicts that in a f years every tropical home will equipped with such a device. Go then will be the necessity of hav a gale of wind blowing through home to keep it cool. Instead, t house will be sealed and the clim within will be "to order", whate conditions are like outside.

The problem of dampness a mildew in every cupboard a drawer will be gone for ever—a it will all be done by a neat lit unit no larger than your man radio. Only dollar problems delaying their arrival in t Islands now.

Mr. Weldon visited Suva on present round.

Samoa Anxious For Restored Air Lin

WESTERN Samoa's interrupt and badly-missed air serv will be restored, it is hop by the end of June.

The director of the New Zeala Civil Aviation Administration (M E. A. Gibson) said at Wellingt in May that everything possi was being done to end t interruption.

It was reported on April 5 th Satapuala, the marine airport ne Apia, had been temporarily clos to air services because the ra equipment had deteriorated.

Tasman Empire Airways, whc Coral Route from Fiji to Tah normally includes Western Samo had, on May 8, about 200 bookin from people wanting to travel or from Samoa before the end June, and the Territory w becoming vocal about the brea

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leline Trochus ving Causes nikoro Protest

EMMING, presumably, from the current high price for trochus, mplaint to the BSIP Govern- from Vanikoro Islanders in t seeks the banning of shell- g by employees of timber ests on reefs which the Vanikoro le look on as their own pre- s.

has been reported that since us prices began to soar, us persons connected with Vanikoro timber company have actively buying shell and g general trading business in Santa Cruz Group. This, it is ed, brings the original timber ement into the picture.

ere is no Saturday work at koro, and timber workers often ut by launch for a day's shell- g.

is practice, not unnaturally, upset the indigenous Islanders, have visions of their reef being ded of the valuable shell by ders.

e original agreement, sub- ed to by the Vanikoro ders, the BSIP Government the timber interests, gave those ests only the right to cut and t island timber; the agree- was so limited that even the g of kauri gum was banned.

ecial Correspondent.

Ronald Garvey, Governor of nd Lady Garvey, who travelled gland in January, are expected urn in the *Orcades*, arriving at on September 25.

gadier H. B. Norman, Admin- or of Norfolk Island, Mrs. an and Miss Deborah Norman, ydney on June 4 for a holiday ayman Island, Great Barrier

Leslie F. Gill of Munda, arrived in Sydney en route Melbourne to seek medical tion in the *Malaita* in early

s Olivia Anderson returned to s with South Pacific Com- on Headquarters, Noumea, in after a period at the Sydney

Resident Commissioner of Gilbert and Ellice Islands y, Mr. Bernacchi, accompanied Mrs. Bernacchi, left Bairiki d *Te Matapula* last September arry out an official tour of southern Gilberts and the Islands.

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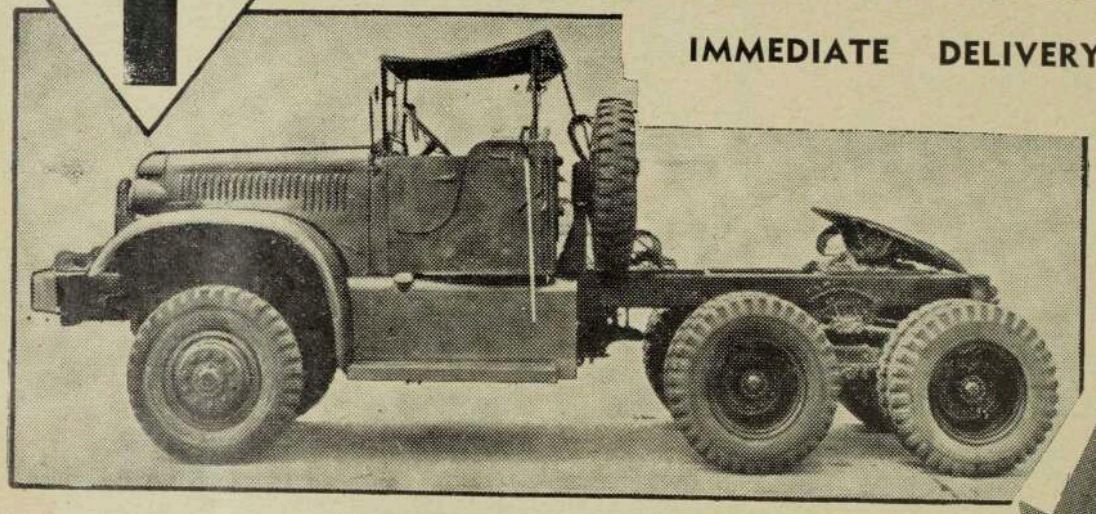
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Fijians Are Wasted in Malaya

(Continued from Page 16)

enormous trade that flows out Malaya's productiveness goes igh Chinese hands.

e Chinese take it all com- ntly; and then, by many rground channels, they help the orists—because they think the orists are helping to drive the peans out of Malaya and Singa-

these Chinese in Southeast and Indonesia are supporters ie new Sinoism—vigorous and ing and dangerous, the purpose hich is to establish a powerful a which will take possession of uch of the world as China s.

broke the power of Japan, held China in subjection and nated the Far East. Thus we ed the way for Sinoism— more resembles a vast, hering cloud than the brittle ary aggressiveness of Japan, which will be even more diffi- to stop.

ELL, what would *you* do about it?" asked my friends, when I got back to Singapore and un- ened myself of some of the oing opinions.

I give the military commanders here in the field full authority ot out the suspected nests of in those Chinese villages," I

"I'd follow the Templer n, of giving a village two hours ow who were the Communists, where their hide-outs were, and absolutely ruthless in punish- them when they refused co- tion, or were shown to have ed the CT's."

, yes," said my friends. "You do that there 'ere. Ever heard rown Brotherhood, and the d rights of man?"

poke warmly on the subject— they said my views were "re- ary."

hy should 22 young Fijian men been sacrificed in the jungles for the enrichment and pro- n of these unlovely Chinese s, who give us no co-operation ever, and hate our guts?" I de- ed.

could not answer that one. hey went off on another tack. ie Japanese had possession of country for three years," they "These jungles then were full hinese Terrorists, conducting la war against the Japs, and rted by the secret agents of and the Western nations. The were absolutely ruthless—they raze a town to cut off a few se heads at the mere waggle villager's beard. And they had ore success in clearing the ists out of the Malayan jungles we have had."

uld not answer that one. me, the ugliest feature in the Malayan picture is the fact that, while the British soldiers up in Malaya are campaigning in the jungles against Chinese Terrorists, the British politicians actually are handing over the Singapore government to a rabble of Chinese, Malayans, Indians and half-breeds.

It is no exaggeration to say that Singapore seethes to-day with anti-European hatred, bubbles with subversive activities, echoes to the triumphant howls of illiterate and insolent demagogues who have just been granted a Constitution which means 90 per cent. self-administration. Further riots are expected any day.

These people are not nearly fit for self-government. But, even if they were, such a change should not have been made without closest consultation with the South Pacific countries whose ultimate fate is bound up with that of the British in Southeast Asia.

HAVING looked the situation over, and talked with scores of well-informed people, I leave Malaya with these convictions.

• If this, Asia's gateway to the South Pacific, is to be held by the British, then every country in the South Pacific must support Britain in the task. Australians and New Zealanders should be here in force. It is absurd that, for three years, the only representatives here of the South Pacific should be a few units of the RAAF, and this fine battalion of jungle-fighters from little Fiji.

• But it is equally absurd to allow the essentially military job of holding the gateway against Communism to be shaped and influenced by the unrealistic planning of political idealists. The set-up here must be either military guardianship of the gateway (so as to protect all the European countries of the South Pacific against Sinoism and Communism) or an administrative kindergarten designed for a hotch-potch of Asians incapable of governing themselves efficiently—and who, in any case, hate all Europeans and have done nothing to win our trust or to deserve self-government. The two cannot be mixed.

• Before Australia, NZ and the South Pacific Islands commit themselves to the task of helping Britain to hold this gateway, the British Government should define far more clearly its purposes and its policy here in Southeast Asia. Because if Britain is going to abandon Malaya and Singapore to these wholly undependable Asian masses (which means that both Malaya and Indonesia become a gift to the Chinese and Communists) it would be a waste of manhood, money and time for the South Pacific countries to send forces here.

• If Southeast Asia is going to be abandoned to Chinese or Communist control, it would be better that the South Pacific countries should face the desperate task of establishing a defensive line somewhere in the New Guinea area. That way, the South Pacific countries might be able to get more direct American help.

Under present conditions, it is only a waste of time, money and

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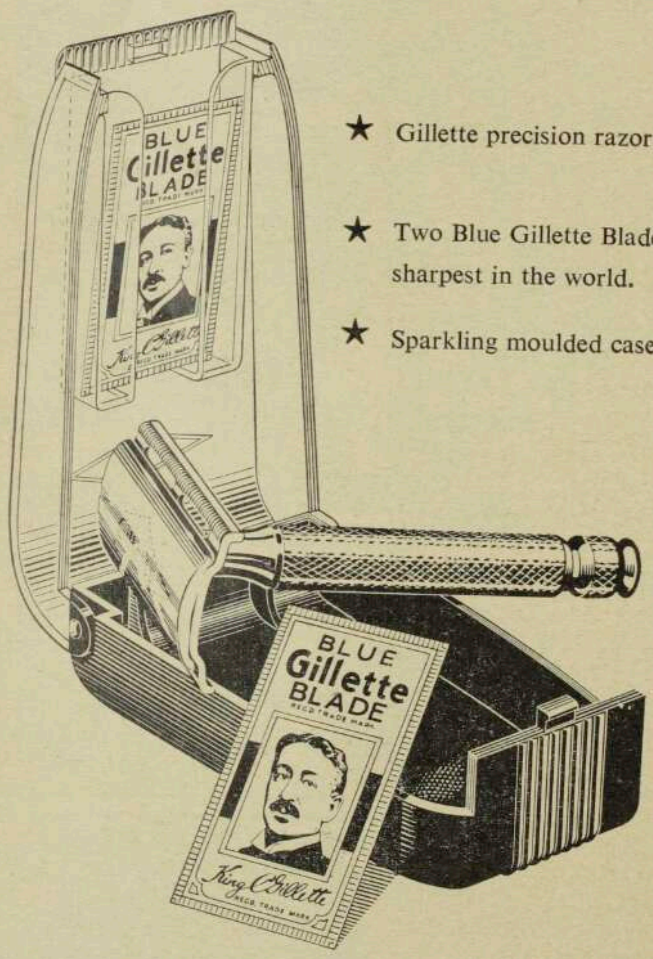
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good men to keep the Fiji Battali in the Malayan jungles. I personal am very glad they soon will be g ing home.

(In other articles, in future issu Mr. Robson will describe some the activities of the Fijian soldie in Malaya.)

Earthquakes at Guadalcanc

GUADALCANAL, and probab other parts of the Solomon experienced their worst shal ing-up for two years when a seri of tremors shook the area on Ap 28-29.

According to geologists workin at the Gold Ridge mining area, t series opened with a good firm jo at 3 pm on April 28. Next perform ance came at 3 am next day, whi the men were sleeping in the o Theodore house on the Ridge. 3.30 am there was an even heavi shake, which continued at varyin intensity for about 15 minutes, which time all hands had abandone the house—though it remains un damaged. Further jolts occurre

The epicentre was estimated have been probably 100 miles sout of Guadalcanal. No seismic se wave was reported.

The Australian Bureau of Miner Resources and the Solomon Geological Survey are jointly estab lishing a programme of proper recording earthquakes in th Solomons, such records being o importance in a number of scientifi fields and in planning harbours an development works.

P-NG Apprenticeship Plan In Force

AFTER years of inquiries, negotia tions and passing of ordinance Papua-New Guinea's Nativ Apprenticeship Scheme materialise on May 2.

The scheme covers about 5 trades, allowing apprentices to tak four or five-year courses, accordin to their trade.

Their parents or guardians pa a bond of £25 as a guarantee tha they do not break the apprentice ship. (Labour employers woul like to see something simila instituted for their agreemen labour!). In some cases, th Government will guarantee th bond.

Initially, applications will b restricted to Port Moresby, Lae Rabaul, Wau and Bulolo, but i will be extended to other centre when adequate control from th Native Apprenticeship Board i feasible.

Employers welcomed the an nouncement of the scheme an many inquiries were made in th first few days.

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R FRANCE FOR NZ?

is understood that France is ndeavouring to negotiate a re- iprocal agreement with New and whereby Air France will be nitted to terminate its present ific Service at Auckland, instead t Noumea as at present.
egotiations are based on the that New Zealand already has ling-rights in Tahiti, the TEAL ice terminating its Pacific nds Coral Route run there.
landing rights were the only tion involved, no doubt New and would offer no opposition.
it Air France's object in con- ing the service to New Zea- is said to be in the hope of ing more passenger traffic. ably there would be little sition to Air France carrying engers on the Noumea-Auck- sector, where there is no com- ion, but there may be a lot of sition by the Empire Govern- t-owned air combines to any petition on the Europe-New and route.

ymasters to Return to Lae?

From Our Own Correspondent)

is understood here that the Skymaster service from Sydney right through to Lae will re- mence about the middle of this . Qantas withdrew the naster service from Lae about months ago, since when these r aircraft have been term- ng their run at Port Moresby smaller DC3 planes have been ing the shuttle service between sby and Lae.
e return of the Skymasters will nd on when final work can lone on improvements to the airstrip, which has been the e of the trouble. DCA opened strip to Skymasters last year Qantas wouldn't fly in there other improvements had been .
nen Skymasters return to Lae, will be mixed feelings among itorian travellers. Since the nasters have terminated at they have been able to cut al hours off the run and llers arrived in Sydney early in evening. With Lae again on schedule, Sydney ETA will no t return to around midnight— a popular time for arrival here in the world.
the other hand, other llers—especially those On the r Side (New Guinea) missed omfort of the Skymaster flight Lae.
at is more, the fares have the same whether they lled de luxe or in the tin, ways seats of the freighter.

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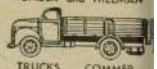
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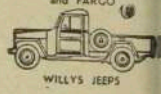

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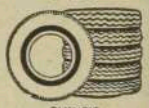

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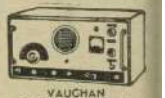

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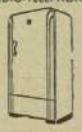

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DEATHS OF ISLANDS PEOPLE

MR. S. HOLLANDER

. Samuel Hollander, general ager of Northern Hotels Ltd., died suddenly at his office in oka on May 23.

. Hollander was born in Eng- but spent most of his life in Zealand. He went to Fiji com- tively recently and in 1952 took is appointment with Northern ls.

was a member of the Lautoka Council for a period. He was inent in musical circles, and he a keen chess player.

obably he was best known out- business interests for his asso- n with Rugby football. He was w Zealand Test Referee and in lid much to further the sport. ne time of his death he was lent of the Northern Districts y Union.

is survived by his wife and two sons.

MRS. C. J. BEDDOWS

e death of another pioneer sentative, Mrs. Caroline Jane ows, widow of Mr. William ows, occurred at Suva on May Mrs. Beddows was 88 and was in Fiji.

and Mrs. Beddows had a coconut plantation in Taveuni, they reared a large family y respected in Fiji. Later, Mr. Mrs. Beddows retired to live at the plantation being carried their sons.

surviving members of their y are Mrs. Louise Howell (Syd- Mrs. Roger Heard (Sydney), W. A. Barton (Suva), Mrs. T. eld (Suva), Mrs. J. Hinchey ritius) and Messrs. Frank ows (New Zealand) and Alfred ows (Suva). Two sons, George rthur, were killed in France in l War I.

JOHN THOMAS PINNER

e death occurred at Canberra ay 17, of John Thomas Pinner, , FIPA, and until a few years ommonwealth Public Service nissioner since 1947.

was known to old TNG resi- as Accounts Member of the priation Board in Rabaul 1922 to 1925, and was at all a popular identity with all ns of the community, taking en interest in cricket and s.

was born in 1888 in Mel- e, was educated in that and practised as a public ntant in Adelaide and Mel- e, joining the Australian Pay Corps during War I. He vith the Taxation Dept. for a time before going to TNG. m 1929-43 he was Common- h Public Service Inspector, being appointed Commissioner. leaves a widow and two nters.

MR. MAX NICHOLLS

Mr. Max Nicholls, of Lord Howe Island, died at the Concord Repatriation Hospital, Sydney, on April 9, at the age of 76.

Mr. Nicholls went to Lord Howe in 1924 as the Education Department teacher. On his retirement in 1927, due to ill-health (he was badly gassed in World War I), he decided to remain there. He was a bachelor and spent the remainder of his life at the island except for visits to relatives in Sydney and Tasmania.

He collected data on the history of Lord Howe, and wrote *A History of Lord Howe Island*, compiling a botanical section with the help of Captain J. D. McComish and Mrs. McComish.

A violin he made from a German telephone box during his war service is now in the Canberra War Memorial Museum.

Mr. Nicholls evolved a method of making baskets and other articles from palm-fronds with the result that nearly every tourist leaves the island with a "Lord Howe basket".

SISTER M. BORGIA

One of the oldest members of the Roman Catholic Mission at Vunapope, New Guinea, Sister M. Borgia died on April 19 at the age of 87.

Born at Ipswich, near Brisbane, Sister Borgia was for a time a State teacher in Queensland, but she joined the Order of the Sisters of Our Lady of the Sacred Heart, and received the religious habit from Bishop Navarre, the first Bishop of New Guinea. After teaching in the Order's schools in Sydney, she went to Vunapope in 1900 with a band of missionaries who accompanied Bishop Coupe. (Brother Saule, still living at Vunapope at the age of 86, is now the only surviving member of the group).

Sister Borgia worked at many stations in the Gazelle Peninsua, and in 1925 Bishop Vesters appointed her to found the first Chinese school at Rabaul.

In 1941 Sister Borgia refused to be evacuated and underwent the rigours of Ramale Camp. After the war she had a holiday in Australia, but, although 77, she refused to retire.

Since January, 1953, she had been suffering from paralysis.

THE REV. H. A. FAVELL

The Rev. Harold Albert Favell, whose death occurred at Suva in April, was 77 years of age.

Born in London and ordained in New Zealand in 1904, he went to Tonga in 1929 and was in charge of the Anglican Mission there until he retired in 1946. He continued to live at Nukualofa until he had to go to Suva for hospital treatment.

A memorial service was held at St. Paul's Church, Nukualofa, on April 24.

MISS C. H. WEDGWOOD

Miss Camilla Hildegarde Wedgwood, a brilliant English anthropologist who died at Sydney on May 17, was a lecturer in native education at the Australian School of Pacific Administration, Mosman. She was aged 54.

Miss Wedgwood, daughter of the first Baron Wedgwood, was a Master of Arts of Newnham College, Cambridge. From 1935 to 1944 she was principal of the Women's College, Sydney University. With experience as an anthropologist in New Guinea, she was an honorary lecturer in anthropology at the University for eight years.

The Minister for Territories (Mr. Paul Hasluck) said in Canberra that Miss Wedgwood had done much work for the people of Papua and New Guinea. A new school to be built at Goroka, New Guinea, would be named the Camilla Wedgwood Central School for Girls.

MR. CHARLES PROCTER

News has recently been received in the Cook Islands of the death last August at Ramos, Rio de Janeiro, Brazil, of Charles Procter, veteran Cook Islands trader.

(Continued on Page 160)



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Mr. Procter arrived alm penniless at Mangaia Island ea this century, starting life th by living in a cave. He left island a rich man in 1931 after years of independent trading Tavaenga village. He was a nearly 90 at the time of his dea Nothing had been heard of him ten years past until Mrs. Proc a Mangaian, recently wrote friends. She and the four child plan to remain in Brazil, wh Charles had lived in retirement.

MRS. ISABEL RENNIE

Mrs. Isabel Rennie, widow of John Rennie, died at Suva on M 31. She was in her 86th year.

Mrs. Rennie (formerly M Lang) was born in New Zeala and arrived in Fiji in the ea 1890's. In 1895 she married Jo Rennie, a canefarmer of Baule on the Rewa. The family went New Zealand for several years, returned to Suva to settle p manently.

Mrs. Rennie is survived by a s Mr. John Rennie, of Suva, and t daughters, Zena (Mrs. Borron) a Doreen (Mrs. A. Stafford), both Suva.

MR. E. L. BAKER

Mr. Ernest Laidlaw Baker, w died at his home at Manly, Sydn on May 30, at the age of 75, arriv in Fiji in 1901 to work as a cl in the Colonial Secretary's Offi In 1906 he became Clerk a Reporter to the Legislative Coun and in 1914 was commissioned Provincial and District Co missioner. For a time he acted Assistant Colonial Secretary.

As District Commissioner, served in almost every district Fiji and retired in 1938 as Sen District Commissioner, 1st Grade.

His wife, formerly Miss M. Griffiths, whom he married in 19 survives him. There are three so —Arthur (Establishment Offic Fiji), Bruce (a chartered accounta in Sydney) and Denis (a farm at Mt. Macedon, Victoria).

Heavy Coffee Surplu Sends Prices Down

WORLD coffee prices showed further decline in May as t result of what is described a huge coffee surplus in m South and Central American pr ducing countries, and failure far by these producers to rea agreement on international pr controls.

In New York green (unroaste coffee fell from 58 cents per pou (£A.583 per long ton, approx.) 53 cents (£A.532) for top grad Retail price of roasted coffee f by 5 cents to 90 cents.

Coffee prices have recently fall in Sydney, in sympathy wi overseas trends.

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Government

ers

at Commonwealth Land in Hebrides

RLY this year, when PIM was athering data for an article on ie New Hebrides (February (p. 95)), some questions were ssed to the Department of nal Affairs, Canberra.

acknowledgment or reply was ed and the matter was for- n until early June when a arrived. A little late perhaps, ie questions and replies may be nterest to New Hebrides nts:

Approximate acreage of land st owned by the Australasian Hebrides Company, and later urns Philp & Co. and made to the Australian Common- n Government about 1902? he acreage of land held in by Burns Philp & Co. on be- of the Commonwealth Gov- nt in 1902 would be approxi- y 50,000 acres. It is stressed his is an approximate figure nd having regard to the mode elimitation of the acres in on.

How much of this land now ses clear titles? A: Some acres.

How much is now actually cultivation or in use? A: eply was given to this ques-

How many tenants are occupy- leasing parts of this land?

How much rent is being col- from all of this land? A: ximately £120 per annum.

What is the approximate cost mum in recent years of ad- ering this land? A: There is parate vote. Any Common- expense in relation to the is defrayed in the ordinary of the administration of this ment.

Are the titles of any portion is land currently being in- ted, and if not, when did such gations cease? A: The last ents to be handed down on ation for title to land were at the end of 1954.

s any of the land currently r for sale or lease? A: The at all times on offer for lease om time to time prospective s approach this Department.

What is the approximate value the whole of the land? A: impossible to estimate a

n this letter it is evident that is a good deal of confusion just how much land was in- Burns Philp's own records to show that 41,000 acres taken over by them from bringing their total holdings time to about 125,000 acres. epartment's letter would seem

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TENDERS ENDORSED "Tenders for Hakau Plantation", are invited by the undersigned and will be received until 5 p.m. on August 31, 1955, for the purchase of the following:

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COCOA.—140 acres, planted originally in 1936 to 1941 with 26,880 trees.

The estate is overgrown with secondary growth.

TERMS: The property will be sold subject to the consent of the Administrator of the Territory of Papua-New Guinea. On acceptance of tender, 25 per cent. of tender price to be deposited and balance to be paid upon the execution of a conveyance of the property.

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HANDS OFF PIDGIN ENGLISH! by Professor R. A. Hall, Jnr., of Cornell University, USA.—A defence of the "lingua franca" of Melanesia and a plea for its official use and control. Price: 15/- (1/- posted). **Pacific Publications Pty. Ltd.,** 29 Alberta St., Sydney.

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WANTED — Contact correspondents, philatelists, hobbyists and Pen Friends throughout the Pacific. Island representatives wanted. Members in almost every country of the world. Write for specimen copy Club journal "Island Life" and application form, to Secretary, **South Sea Islands Correspondence Club, Natuvu, Fiji Is.**

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to indicate that Burns Philp Co. transferred to Commonwea ownership only the ex-ANHC la and not their entire holdings.

Comment on other points rai in the correspondence by N Hebrides residents should be teresting.

Caution in Troch Market

THERE were indications in Syd early in June that the buoy trochus market of recent mon might be due for a fall—possibl substantial one.

The whys and wherefores of shell market are always complex a difficult to fathom. Ever since war the "experts" have been say that shell has had its day and t plastics would capture the but market very soon. Yet in rec months trochus and free-mar MOP have been as high as the 1 skyrocket.

Now, suddenly, European buy have ceased to buy, and some N Guinea producers who have b selling directly to Europe have b making urgent offers to Syd buyers.

As these resell to Europe they, t are naturally cautious. What v certain early in June was that b ing had almost ceased at pri acceptable to producers, and t producers might find, with m and more producers entering market under the stimulus of t recent high prices, that they mi have to be prepared to sell at qu a lot lower than they have recen been receiving.

Pacific Islands Society

THE Sydney Pacific Islan Society members were ent tained at their May meeti by a selection of interesting fil from the SPC film library. Mr. J. Salisbury, a member of t Society, arranged and presented t programme.

A documentary on Truk, Pona and Yap, in colour, gave membe glimpses of these very beauti islands, of which comparativ little is heard in this part of t world. Another film, made by t New Zealand National Film U some years ago in the course of flag-showing cruise by a RNZN v sel, took members on a voyage the Cooks, Tokelaus, and Samoa with Lieutenant Commander J. A. O'Neill, DSC, lately master the Melanesian Mission sl *Southern Cross VII*, in comma and frequently sighted in the film

At the June 23 gathering me bers will hear an address, illustrat by colour slides, given by Profe sor A Grove Day. It will d with Hawaii.

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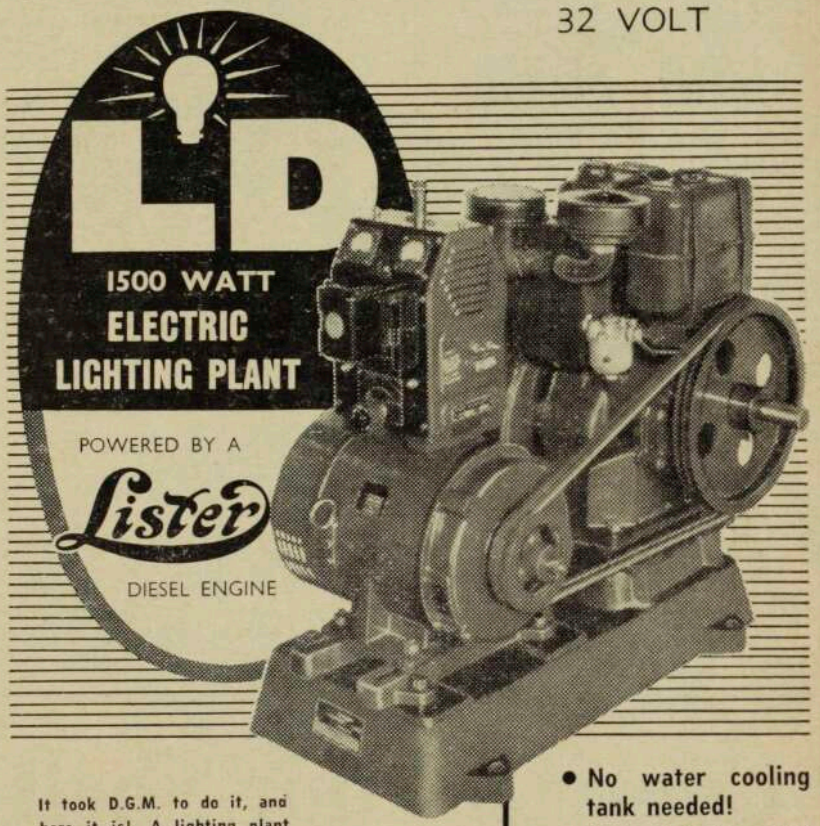
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Address .....

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ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPHC areas; 140 Pac. Francs; $US2.23.)

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 producers to those given below, per ton:

PAPUA - NEW GUINEA:—Hot Air £69/15/-; FM (Sun) £69; Smoked £66/15/-.

FIJI:—Plantation £F63/5/6; FM £F63; moister grades to £F59/15/- minimum.

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:—June 1: Merchants paying 6,250 Pac. francs (£A45/6/-) delivered Vila/Santo.

FRENCH OCEANIA:—Latest quotation 6.25 Pac. francs per kilo (£A45/6/- aprox., per long ton) delivered in bulk, Papeete.

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 which, on June 6, was £Stg.285 f.o.b.

P.-N.G.: £A340, delivered Sydney.
W. SAMOA: June 1: £Stg.310, f.o.b. Apia.

COFFEE:—P.-N.G.: Little business; top quality about 4/- lb. (Singapore quoted June 6, finest grade (EK-1) Robusta £Stg.271 c.i.f. Sydney).

PEANUTS:—P.-N.G.: Market only 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 June, No. 1 RSS, spot 96¼ cents (34.1d Aust.).

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, quoted June 7: Buying price, c.i.f. Sydney, Tahiti White and Yellow label, processed, standard packs, 59/- lb.

RICE (Australian):—Price adjusted May 1 each year. P.-N.G.: Dry brown and dressed £65 per ton, f.o.b. To other Territories £78 per ton, f.o.b.

PEARL SHELL.—Prices fixed b Torres Strait producers and Otto Co. (USA) for 1955: Sound grades, D, £A390; E, £A300; EE, £A2 f.o.b. Australian port. Manihiki: of £A400, c.i.f. Auckland. No actua ness quoted.

TROCHUS:—June 7 in store subject to rejects: P.-N.G. to £4

GREEN SNAIL:—P.-N.G., in Sydney, to £340, subject to rejects

LONDON AND U.S. PRICES

Copra:—London, June 5: Straits £Stg.67 (£A83/15/-). N. Hebrides, June 1, 68.000 Metro. francs per lo (£A87/15/-).

Cocoa:—London, May 21: Gold May-July delivery, c.i.f. U.K., £ per long ton; New York futures: 33.30 cents; Sept., 34.00 cents; Dec. cents lb.

Coffee:—London, May 21: Uganda robusta, unwashed, f.a.q., prompt d £Stg.219, May-June £Stg.216, Jun £Stg.202, July-August £Stg.197 pe ton, f.o.b. Mombasa; New York, M futures: July 43.00 cents, September cents, December 37.60 cents lb.

Trochus:—London, May 21 Sing early delivery, £Stg.495; Sing Macassar, £Stg.410 c.i.f. Since fall

Greensnail:—Last quotation, Dec Singapore £Stg.340.

Rubber:—London, June 6: Spot, 28⅞d Stg.; Oct.-Dec. 27⅝d Stg.

ISLANDS MINING SHA

	Aug.,1939	July, '54	Ju
FIJI			
Emperor . .	b9/11	b17/9	s1
Loloma . . .	s25/6	b27/-	b2
PAPUA-NEW GUINEA			
Bulolo . . .	b124/-	s60/-	b4
N.G.G. Ltd. .	b1/10	b1/11½	s1
Oil Search .	s3/11	b32/-	s9
Ent. of N.G. .			b3
Oriomo Oil .	b5/-	s15/6	s4
Papuan Apin.	b4/11	b7/2	s3
Placer Dev. .	b68/6	b260/-	s2
Sandy Creek .	b1/5	s6d	s9

EXCHANGE RATES

FIJI.—Through BANK OF NSW, BANK and BANK OF NZ. Australia o basis £100 Fiji: Buying, £A111/2/6; S £A113. Fiji-London, basis £100 Lo B. £110/12/6; S. £112. NZ-Fiji, basis NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through BANK OF NZ. tralia on Samoa, basis £100 Sa B. £A123/12/6; S. £A124/10/9. Sa London, basis £100 London: B. £10 S. £101/10/-. Samoa-NZ, basis £10 B. £100; S. £100/10/-. Samoa-Fiji, £100 Samoa: B. £111; S. £110.

PAPUA - NG.—COMMONWEALTH B (Port Moresby, Lae, Rabaul, Ka Madang), BANK OF NSW (branches Moresby, Lae, Bulolo, Rabaul, Ma Samarai; agency: Wau) and ANZ B (Port Moresby) quote exchange Australia-Papua-NG: 10/- per £100.

BSI.—COMMONWEALTH BANK (br at Honiara) quotes exchange rate tralia-BSI: 10/- per £100.

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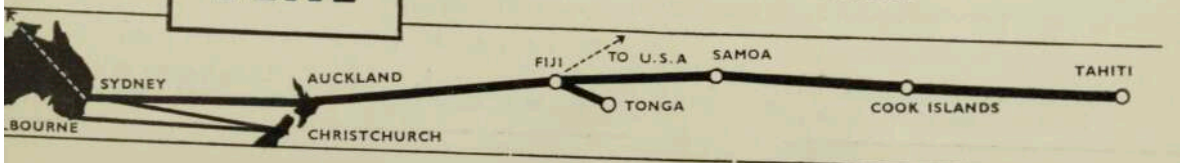
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