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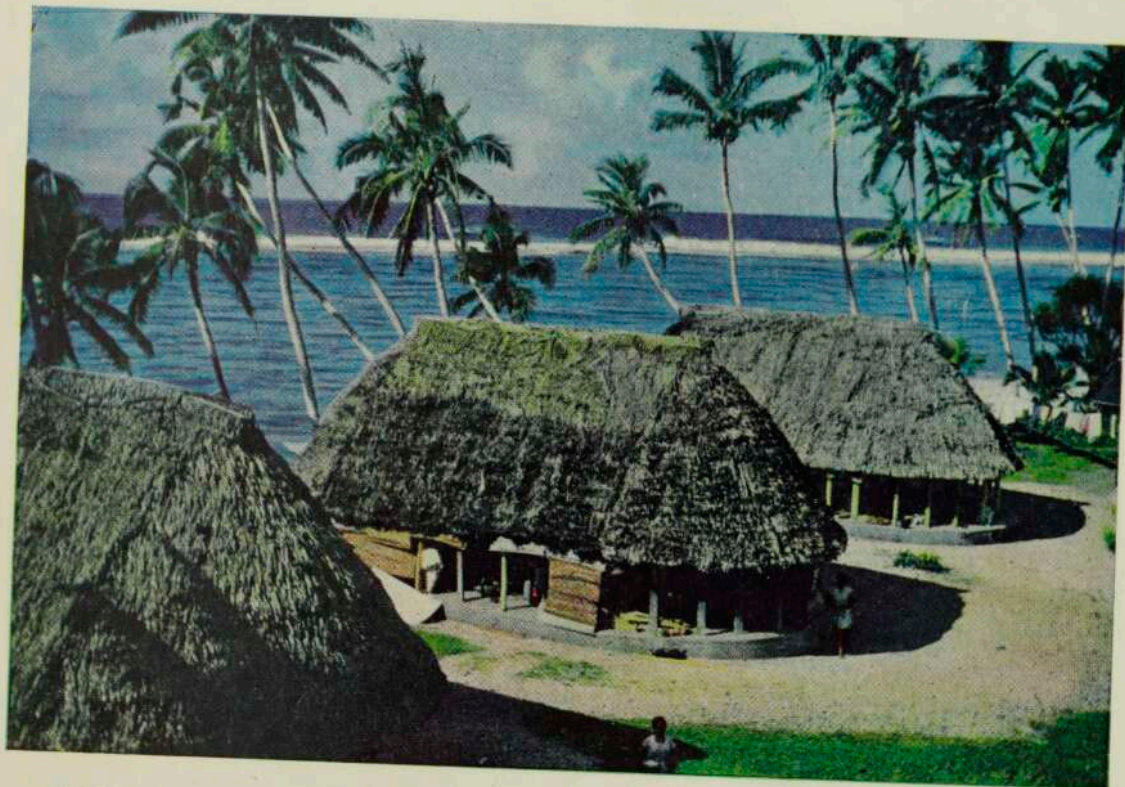
Vol. XXV. No. 12.

Quarter-Century
Issue

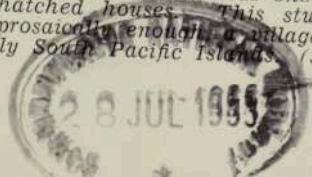


1930-1955

PACIFIC ISLANDS Monthly



REEF AND PALM. . . There are many kinds of Pacific Island, some almost continental in size and scenery, but when one thinks of the South Seas one thinks of surf on the reef; a fringe of green coconuts; thatched houses. This study was submitted by R. H. T. Newick, of Apia, and it is, prosaically enough, a village hospital at Aleipata, Western Samoa—but it is also typically South Pacific Islands. (35 MM Ansco Colour).



Along the romantic Coral Route  through the islands  of the South Seas . . . on the "Hibiscus Service"  (FIJI - AUCKLAND) . . . across the Tasman Sea  by three alternative air routes . . . **TEAL**  **DC-6** airliners and Solent flying-boats fly  day-in-day-out bringing fast modern, twentieth-century transportation to the South Pacific 

TEAL  **SERVES THE SOUTH PACIFIC**

NEW ZEALAND'S INTERNATIONAL AIRLINE

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

Three air routes between Australia and New Zealand : (Auckland-Sydney, Christchurch-Sydney and Christchurch-Melbourne).

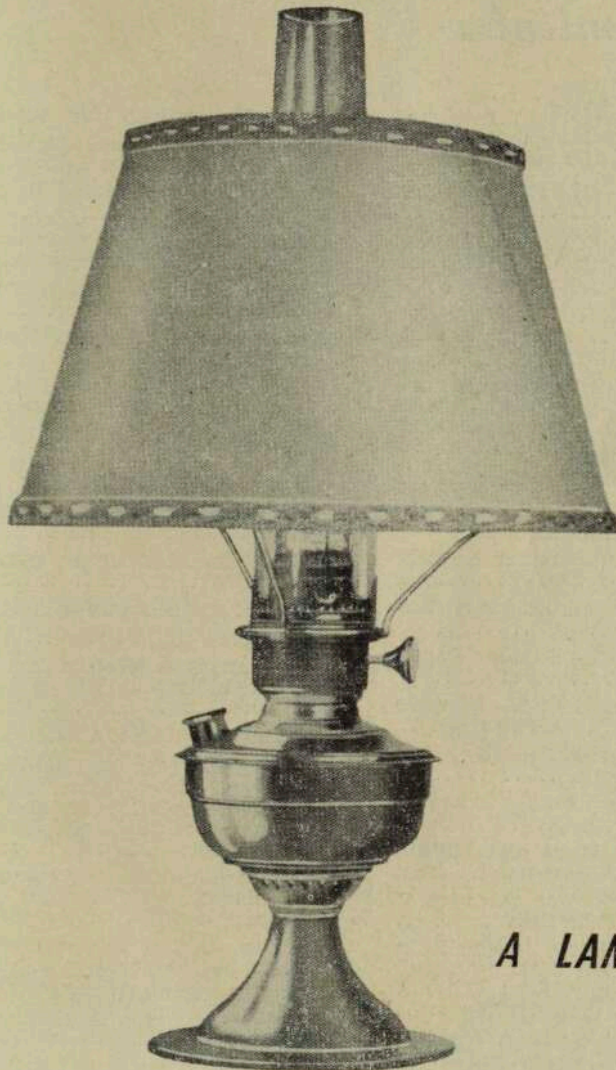
The Coral Route : Suva, Samoa, Aitutaki, Tahiti. **The Hibiscus Service :** Fiji-Auckland. Also Suva-Tonga.

TEAL offices at Auckland, Wellington, Christchurch, Sydney, Suva. Booking Agents at all ports of call.

AP72

Coleman

KERO-MAN TABLE LAMP



*Brilliant yet pleasant
incandescent white
light.*

*No pumping or pre-heating
necessary.*

Burns ordinary Kerosene.

*Heat-resisting glass
chimney.*

Centre draught feature.

Polished Brass finish.

A LAMP OF LASTING QUALITY

MADE IN ENGLAND

Representatives for Pacific Islands

54a PITT STREET
SYDNEY

ROBERT GILLESPIE PTY LTD

PEARCE & CO. LTD.
SUVA
FOR FIJI ISLANDS

Quarter-Century Issue

PACIFIC ISLANDS MONTHLY

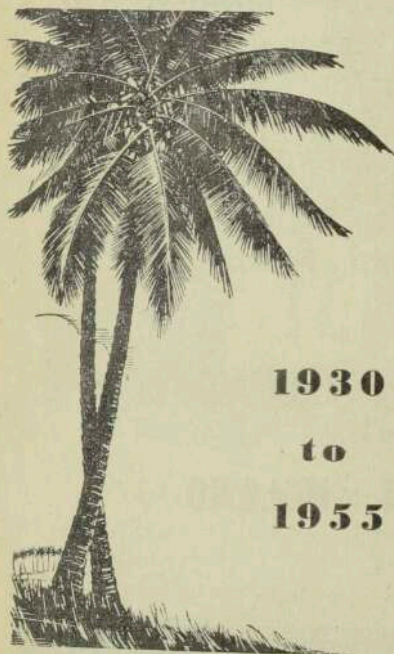
No. 12 Vol. XXV

July, 1955

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A Product of Pacific Publications Pty. Ltd., Technipress House, 29 Alberta Street, Sydney.
(29 Alberta Street is 10 yards from the intersection of Goulburn Street and
Wentworth Avenue.)

distributed in AUSTRALIA,
NEW ZEALAND and the
following PACIFIC ISLANDS:

Australian Territories: Papua.
Norfolk Is. Cocos Is.
Trust Territories: New
Guinea. Nauru.
British Protectorates: Solomon Is.
Tonga.
British Crown Colonies: Fiji.
Gilbert & Ellice.
Z. Territories: Cook Is. Niue.
Trust Territory: W. Samoa.
French Territories: N. Caledonia.
French Oceania.
Anglo-French Condominium: New
Hebrides.
Territories: E. Samoa. Hawaii.
Trust Territory: Micronesia
(Caroline, Marshall & Mariana).
Trust Territory: W. New Guinea.

Editor and Publisher:
R. W. ROBSON.

Assistant Editor:
JUDY TUDOR.

Business Manager:
SELWYN HUGHES

TELEPHONES: General Business,
Editorial, Advertising, Subscriptions:
MA 9197, MA 9198.

P.O. BOX 3408, SYDNEY.
Registered Address for Telegrams,
Cables, and Cables: "Pacpub,"
Sydney.

SUBSCRIPTION RATES:

Australia and New
Zealand and Aus-
tralian, NZ, and Br.
Pacific Islands £1 4 0
Caledonia, Tahiti .. £1 7 0
Where 3½ US Dollars £1 10 0

**REPRESENTATIVE IN NEW
ZEALAND:**

D. Whitcombe, P.O. Box 5179,
Auckland.

**REPRESENTATIVE IN LONDON,
U.K.:**

Wallis, 13 Rood Lane, London,
E.C.3., England.

BOURNE OFFICE: Newspaper
House, 247 Collins St.—Tel.:
Cent. 2053.

NOTES: All main trading firms
stores in the Pacific Islands.

**Features that make
better home baking
in the tropics certain**



To give your cakes and pastries extra freshness and lightness you must be confident that the ingredients you use are fresh. That's why you can be sure of first-rate results with Aunt Mary's Cream of Tartar Baking Powder. It never deteriorates and is always dependable. You also cook with the added advantage of adding the rising agent when you do your mixing—that is the right time—the best time for sure results.

Aunt Mary's

Cream of Tartar

BAKING POWDER

ALWAYS ASK FOR AUNT MARY'S

Why and how I established the Pacific Islands Monthly

By R. W.
ROBSON

IT was May, 1914. With Fred Twiss, a New Zealand Government official, I was walking down to HMGS *Tutanekai*, moored in Vavau Harbour, Tonga. We had been to an official party, mixed British and German, held to celebrate some Germanic occasion.

I was thinking aloud. "Fred, did you notice how eager those fellows were for some news of what is happening in Fiji, Samoa, Rarotonga—they don't even know how things are in their own capital of Nukualofa."

Fred agreed. "They get the world news every week or two," he remarked, "but they don't know for months afterwards what's happening in the group next door."

Thus was born the idea of the *Pacific Islands Monthly*—a news exchange for residents of the South Pacific Islands groups.

I liked the idea. That was the first time I had seen the Islands; but already I was a walking Islands encyclopædia. From when I first could read, in the depths of the New Zealand bush, I had been fascinated by the history of the Islands, and the widely varying accounts of life and conditions there; and I then had a phenomenal memory.

I went back with that NZ official party to my reporter's job on the *New Zealand Herald*. In the ensuing 15 years, I was in the service of leading Australian newspapers, in Sydney and in London. But I never forgot that Islands newspaper plan, and when I returned to Australia, to try to establish myself as a

publisher, the publication of the *Pacific Islands Monthly*, in August, 1930, was my first real effort.

THE GREAT DEPRESSION

The fact that August, 1930, was the dead centre of the Great Depression is the measure of my optimism.

The League of Nations now was seen as a hollow sham; consequently, politico-economic relations between nations were in a deplorable condition, and pessimism governed the outlook of most intelligent men. Pacific Islands producers—and especially coconut planters—were close to the headline.

Australian publishers generally live on the sale of their by-product—advertising space. Who in those days would want to buy space wherein to direct sale messages to Islands residents, who had no money anyway? No wonder my candid friends said I was crazy.

Pale and under-nourished, my publishing enterprise staggered along for a year or two, but somehow stayed alive.

I could not live on the *PIM*, and so I held down a couple of other salaried jobs, connected with newspapers. One of these jobs called me away to Colombo, Cairo and London only four months after the *PIM* was started. This seemed a calamity. Actually, it provided the turning-point.

While I was in London, I made a personal investigation of the background of the world's copra markets—of the causes of the strange fact that, although every ton of copra produced found a buyer, the price paid rarely rose above starvation rates.

The explanation, of course, was the international control of world copra prices by a ruthless combine called Unilever. Unilever had (a) an independent organisation in every big country and (b) a staff of highly skilled technologists, who had learned how to purify and deodorise such hitherto unpleasant things as tallow and whale oil and coarse, highly flavoured vegetable oils, so that they could compete with copra in markets which the coconut always had regarded as its own.

Dominating the markets where all these substances were in demand, Unilever held prices just where it wanted to. The various producers were allowed to make a living, but Unilever got most of whatever big rewards were around.

(Unilever maintained its position unchallenged, as world dictator of the vegetable and animal oil markets, until World War II. Then, under war-time powers, the com-

bined Western Governments assumed control of these markets (with one of Unilever's heads as chief confidential adviser!) Since the war, owing to factors that may not be described here, Unilever—although very much in the picture—has not yet exercised the same dictatorship over the markets.)

1930-40: BATTLING ALONG

In a short series of articles, published between December, 1930, and March, 1931, I tried to explain Unilever and the new technological processes to the half-starved and resentful coconut-growers and traders.

This, apparently, was exactly what the embattled South Seas people wanted. The circulation of the *PIM* bounded forward into figures which established the journal as a permanent institution.

But my real troubles had only commenced. I had not nearly enough money to finance this healthy and rapidly growing enterprise. Cash from sales and advertising came in slowly—those were days of long credit—but my printing bill had to be paid every month. Just when it seemed that I should have to sell a large part of the enterprise, and thus virtually give up control, a NC gold-mining man whom I had known only a little while offered me a loan of a couple of thousand pounds, without any written security whatever.

With this aid, my little show made sound, solid progress. Within two years, I had brought out the first edition of *Pacific Islands Year Book* (now established throughout the world's libraries as the top-ranking book of reference on the Pacific Islands). By 1937, I had acquired a small interest in, and the managing directorship of, the old-established Sydney & Melbourne Publishing Co. Pty., Ltd., and thus had my own printing-office.

ARRIVAL OF W/WAR II.

By 1938, the *PIM* and I were doing well; but, as a former newspaper foreign correspondent, I was most uneasy. In Europe, in the 'Twenties, I personally had seen the virtuous collapse of the League of Nations. In the 'Thirties, I watched the rise of the semi-lunatic Schickelgruber (otherwise Adolf Hitler); and I knew the meaning of the new Rome-Berlin-Tokio Axis.

The threat of war lifted the copra price substantially in the 'Thirties, but there was little comfort in that. Persistently, in my *PIM*, I published reports of Japanese penetration of

(Continued on page 38)



R. W. Robson—a photo taken a few years ago by Leo White, of "White's Aviation".

e PIM has had

OUR FACES

THE first issue of the *Pacific Islands Monthly* was in newspaper format and so were the issues that followed. The size was about that of a modern tabloid newspaper. It had no outside cover—it has to-day. One of the pictures, rewith, shows how it first presented itself to the world.

The reason why it took newspaper form was a matter of expediency rather than design. In the month of December, 1931, PIM was reduced to a size known as demy quarto—that is, approximately 8½ by 11½ in. It had a smart full-colour cover and now looked like a magazine. This is how it had originally planned.

This cover, however, was more realistic than authentic. Although palms undoubtedly were bearing coconuts, to the initiated they looked like betel-nut palms, not coconut palms. More to the point, the cover in four colours was excessive, and this particular "face" lasted for only two issues.

In March, 1932, a cover in green and black, very much like the one used, made its appearance. A single palm tree, instead of the present double palms, was used, and it was a native house in the background. The size remained unchanged, and this coconut tree was authentic enough.

This particular cover—with a different picture for each month—was used until November, 1934, when the

(Continued on page 7)

THE Pacific Islands Monthly
THE ONLY JOURNAL CIRCULATING THROUGHOUT THE ISLAND, TERRITORIES AND GROUPS OF THE CENTRAL AND SOUTH PACIFIC.
Vol. 1—No. 1. SYDNEY, SATURDAY, AUGUST 16, 1930

PACIFIC TRADE PROSPECTS
Fiji-Samoa-Tonga
ASTRONG SPIRIT OF OPTIMISM

DEATH OF "AUNT" NINNIE YOUNG
Descendant of Bounty Mulattoes

RADIO LINKS THE PACIFIC
Life In The Islands Has Been Revolutionised By Wireless

CENTRES OF THE PACIFIC: NETWORK

PRACTICALLY all the European towns and settlements in the Pacific Islands, and many plantations and trading stations, now have direct communication with the rest of the world.

Recent Visitors to San Francisco

YOUNG'S GOOD RECORD

ABOVE: Pacific Islands Monthly, No. 1, Vol. 1. BELOW: The three other covers of the magazine. That of February, 1932, was a PIM faux pas—the scene was Samoa—not in the mountainous Ellice Islands.

PACIFIC ISLANDS Monthly
DECEMBER, 1931
Special In This Number

Where is New Guinea's Gold?—A Summary of What is Happening in the World's Goldfields
Strange Case of Elderly Gentleman who Took Shipboard Journey Across the World
Mystery, Gold and Bad Luck—Hawaii's South Sea Islands Mystery
Chosen Ladies Problem in Samoa
How Fiji Deals with the Financial Crisis
Rural Letters from All the Islands Groups

PACIFIC ISLANDS Monthly
FEBRUARY 22 1932

VILLAGE SCENE IN THE ELLICE ISLANDS

PACIFIC ISLANDS Monthly
November 22nd 1934

MISCELLANEOUS

*There would be no
PIM without our*

ADVERTISERS

—Old Friends & New



When the *Pacific Islands Monthly*, Number One, Volume One, first emerged to face an uninterested world, it was August, of the Depression year 1930. That issue contained 12 pages; and it carried 13 advertisements. Two of those advertisements eventually became "bad debts".

AT the end of the first year, No. 12, Volume 1, had increased its pages to 16, and there were 59 individual advertisers. From that point, for the first decade of its life, PIM went on winning more staunch advertising friends, most of whom are still with us to-day.

"Popular" magazines and newspapers are only as strong as the support given them by advertisers. And in this department we have been singularly fortunate—loyal advertisers have helped us to prosper in the good years, and enabled us to survive in the bad years.

In the first year of PIM's life, there were—among the many who came to us—five advertisers who having come, remained for every subsequent issue up to this date. An advertisement a month, for around 25 years, come boom-time, come war or depression, is loyalty and consistency in any language.

These five top-advertisers are:

- Burns Philp and Co. and their subsidiaries;
- Brunton's Flour;
- W. R. Carpenter and Co.;
- W. Kopsen and Co. Pty. Ltd.;
- Sil Rohu.

Burns Philp and Bruntons came in in the second issue of Volume I—in September, 1930; W. R. Carpenter & Co. entered a month later, in



PIM Raises Its Hat

TO
FIVE WHO
TOPPED
THE POLL

October, 1930. W. Kopsen and Sil Rohu arrived towards the end of Volume I—in May and July, 1931, respectively.

Several other marathon advertisers came in in that first year, and had it not been for the middle war years which forced them to quit temporarily, they would have been contenders in our long-distance stakes. Mellrath's Pty. Ltd., Wm. Arnott, Holbrook Ltd., Vincent's APC, and

W. D. and H. O. Wills are in this section.

In its first decade, PIM acquired a solid core of advertising friends who joined us in this order:

In the 2nd year: Gillespie Bros. Pty. Ltd.; Nelson and Robertson Pty. Ltd.; Shell Company; Tilloc and Co.; Toth's; Vacuum Oil Co.; Wunderlich Ltd.

In the 3rd year: Bank of New South Wales; Garrett, Davidson and Matthey Pty. Ltd. (then Garrett and Davidson); Kodak; Noyes Bros. Steamships Trading Company; W. S. Tait.

In the 4th year: Aspro; W. J. Baker; Blaxland-Rae (then Chapman); Ransomes Sims and Jefferies Ltd.; Coleman Lamps and Mass Batteries (now both advertised by their agents, Robert Gillespie Pty. Ltd.); Mungo Scott; Wright and Co.

In the 5th year: Angus and Robertson Ltd.; Breckwoldts; Grand Pacific Hotel; Morris, Hedstrom Ltd.; Ford Sherrington.

In the 6th year: Cystex; A. E. Donald; W. H. Grove and Son Ltd.; Kerr Bros.; Nestles; Yorkshir Insurance.

In the 7th year: C. Sullivan Ltd.; Oscar Nordman.

In the 8th year: Electrolux Refrigerators; Amplion (A/sia) Ltd.

In the 9th year: Riverstone Meat Co. Pty. Ltd. (after a false start in our first year).

In the 10th year: Gilbey's Gint Colonial Wholesale Meat Co.

BY 1939, PIM had become a solid looking journal of 76 pages and a volume of advertising that was not so very far below that of to-day—about 140 individual advertisers as against the 180 to 190 of the present.

Then came the war.

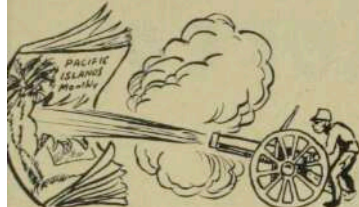
In its first two years, before the Japs complicated matters, there was a decrease in advertising, but it was not sufficient to be alarming. Then in December, 1941, came Pearl Harbour and, in the new year, the southward thrust of the Japs. Advertising collapsed like a pack of cards, reaching its downward limit in the 1942-43 period—probably in the issue of Feb. 1943, when there were only 50 advertisers, nine less than PIM had at the end of its first year.

Priceless is the advertiser who continues to buy space when there is nothing to sell and no one to sell it to. Through what was virtually the charity of a few score stout-hearted traders, manufacturers and

merchants, we were able to keep afloat during the worst of the war years, and were thus enabled to provide a useful news service to the thousands who had been scattered from their homes in the Pacific by the Japanese invasion.

Among those who advertised during this lean period—apart from the Five—were Jno. W. Baker;

WAR



Man Lamps; Cystex; A. B. Wald; Electrolux; Garrett and Edison; Gilbey's; Robert Gillespie; Espie Bros.; Grand Pacific Hotel; H. Grove and Sons; Nelson and Bertson; Noyes Bros.; Riverstone Co.; Wunderlich Ltd.; C. Ivan; Tillock and Co.; Steam-Trading Co.; Yorkshire Insurance; Colonial Meat Co.

PIM's hat comes off for these,

there were, of course, numerous and post-war casualties. Amalgamated Wireless of Australasia was outstanding of these. AWA came to us with the first issue of PIM and remained for every issue well into the war years—until, in fact, radio communications were nationalised and Overseas Telecommunications took over AWA's radio network. KLM, the Dutch flying line, was another casualty. Its company's ships no longer call at islands ports in the SW Pacific.



autiful
ce

pace brought industrial unrest; public, which had been deprived of goods for years, clamorous for having and everything that could be produced; and plants geared to war and not peacetime production. In addition, millions of tons of shipping had been sunk, thus severely affecting distribution.

Advertising volume increased dur-

ing this period—but it was anticipatory rather than as an instrument in an active selling campaign.

It was towards the end of the second half of this post-war decade that the matters of supply and demand began to cancel themselves out and it was against this background, and as a reflection of a period of boom, that advertising volume began to increase and assume its present proportions.

Twenty-five years is a long time in the course of human affairs, and it was inevitable that changes affecting the whole field of trading in the South Pacific should occur in that period. Increased buying power in the hands of native peoples, and such people as the Indian community of Fiji; the high post-war prices received for all Pacific Islands products; and the demands of re-construction in the Territories of the SW Pacific, have been factors that recently have made the South Pacific Islands, as a group, a most lucrative field for overseas trade.

The extraordinary growth of air transportation has given us such advertisers as Qantas Empire Airways, TEAL, BOAC, the NZ National Airways Corporation.

The destruction of so many Islands small-ships during the war gave an impetus to Australian small-ship building and brought into the pages of PIM Captain Kennedy, Gardner engines, Thornycroft, Lars Halvorsen Sons Pty Ltd. (who came to us originally in the 30's) Bjarne Halvorsen, etc.

Better radio reception in the Islands and, in some cases, the establishment of local radio stations, the development of tele-radio and the installation of radio in even small-ships, have given a fillip to the radio industry; and this in turn is reflected in advertising from radio suppliers, and especially Crammonds, of Queensland.

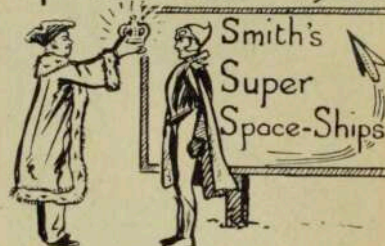
A desire to get away from the unnecessary hardships of pioneering, and to find some means of overcoming post-war labour shortages, has been reflected in the development of labour-saving devices such as home-lighting, refrigeration, mechanised agriculture, improved copra driers, etc. In this advertising field have come Dangar Gedye and Malloch (who as Dangar Gedye were with us for some years in the 30's), Tyneside Foundry, Braybon, and others.

Some Islands firms which increased their activities after the war—such as Colyer Watson Ltd—are now advertisers, although they were not with us before the war.

Because of the wholesale destruction of buildings in the SW Pacific during the war, there has been much advertising of building materials, prefabricated houses, paints, etc. On the debit side there is now little

or no call for mining gear, and advertisers of this line of merchandise have dropped out.

Top Advertiser 1980



Thank You

ON this, our 25th anniversary, we would like to thank all our advertisers—whether they joined us last month, or in 1930. Although old friends are a matter of considerable pride to us, without our new friends who have joined us in the post-war decade, we could not continue to live or to grow—and it is about you new advertisers that we probably shall be writing a story for our Half Century issue in August, 1980!

All our advertisers—old, new, large, small—are equally valuable to us. So—thank you for coming; thank you for staying. We hope to see more of you in the 100 years ahead.

PIM's Four Faces

(Continued from page 5)

cover at present in use, with the double coconuts that have virtually become the trade mark of Pacific Publications, was used for the first time. No one in the company now, not even its founder, can remember why the first green coconut was scrapped in favour of the present double palms.

PIM underwent one further change, but this time in size only. In August, 1951, it was reduced to its present size (known as crown quarto) although otherwise the face it presented to the world remained the same. Post-war paper shortage, and the increased cost of labour, raw materials and postage were the reasons behind the change to the slightly smaller size.

¶ Mr. J. W. Lister, an Administration Officer in Gambia, has been appointed to be an Administrative Officer, Grade I, Fiji, where he and his family are due in August.

¶ A group of Hollywood actors, including Jon Hall and Bing Crosby, was expected to visit Tahiti this Winter.

Fresh  because
it's **VACUUM PACKED**



VACUUM PACKED, your Capstan fine cut Tobacco is always fresh in the new Vacuum Sealed Tin.

TO OPEN, TWIST A COIN. The patented sealed lid is easily opened by merely inserting a coin and twisting.

...it's dependable

CAPSTAN

FLAKE FINE CUT & NAVY CUT—FRAGRANT VIRGINIA
TOBACCO

OF PIM'S BIGGEST HEADACHES
A QUARTER CENTURY

Choosing the Award Winners in

Our Colour Photo Competition

AS announced in June issue of *Pacific Islands Monthly*, the following were award winners in Quarter-Century colour-photo competition:

FIRST PRIZE AWARD OF £25: Colour transparency submitted by Mr. K. W. Todd, c/o Department of Health, Port Moresby, Papua. Subject: Mt. Hagen huntsman. See page 17, this issue).

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

R. H. T. Newick, Apia, Western Samoa. Subject: A Study of Samoan *fales* and blue sea. (Cover, this issue).

The Rev. Fr. Michael E. Bodnar, Goroka, via Lae, New Guinea. Subject: A Wahgi Valley Tul-tul. (Page 21, this issue).

F. E. Dunn, Noumea, New Caledonia. Subject: Study of a Fijian girl. (Page 42, this issue).

Mrs. B. Haydon, Lae, New Guinea. Subject: Haus Tambaran, Maprik. (Page 43, this issue).

Mrs. R. F. Williams, c/o Radio station 2 GN, Goulburn, NSW. Subject: Storm over the reef. (Page 43, this issue).

The contest was announced in October, 1954, and by close-date, March 31, 1955, there were over 200 entries—some indication of how popular colour-photography has become in the last years.

The number of entries was dis-ly gratifying—but a number-headache for those who had to se the half-dozen that were nately used. At least 75 per cent. he entries would have made ing pictures, so we had to fall on what we had said in our al announcement—that we d use those "that we consider best for our purpose."

In this regard then, perhaps it be said that this was no ary photo competition in that ical perfection did not weigh eavily with us as it does in competitions.

ne entries which we favoured strongly were eliminated be- the block-maker considered other somewhat similar entries i be easier to reproduce. Into category came "The Net- wer," submitted by Pan Ameri- Prints, of Pago Pago, a delicate parency in pastel blues and "New Hanover Beach Scene," itted by H. W. Evans, of eng, T-NG; and "The Pottery-

Makers," by G. E. Miller, of Samarai, Papua.

Several brilliant entries were re- luctantly rejected because it was considered that they *could* have been anywhere in the tropics and not necessarily in the South Seas. K. Reschke's "Tulagi—1954" came into this category; so did R. J. Oxley's study of a flame tree on Apia waterfront.

Other entries were rejected be- cause, although they were attractive, they were obviously posed—which we did not want.

Each entry was examined care- fully; after three elimination pro- cesses we divided those that had survived into sections—New Guinea Highlands; Samoa; Fiji; Polynesia, general; Papua-New Guinea; New Caledonia, BSIP, etc.; and Miscel- laneous. The following entries, in the above sections, are those from which we made the final choice:

HIGHLANDS:—The Rev. Fr. Michael E. Bodnar, Goroka, (Wahgi Valley Tul-Tul); Pastor A. J. Camp- bell, SDA Mission, Goroka, (Studies of Goroka and Chimbu Natives); Dr. K. W. Todd, Port Moresby, (Hagen Huntsman and study of a Banz native); T. Dwyer, New Britain, (Gift exchange ceremony, Mt. Hagen).

SAMOA: Pan American Prints, Pago Pago, (The Net-Thrower); Art Wisner, Pago Pago, (Samoan *fale*); R. H. T. Newick, Apia, (Beach House and Reef); R. J. Oxley, Fanning Island, (Apia Flame Tree); C. A. Stinson, Suva, (Village Scene).

FIJI:—The Rev. W. H. Hill, Savusavu, Fiji, (Fijian Girls with *tobe* locks); F. E. Dunn, Noumea, (Study of a Girl); C. A. Stinson (Sunset on Suva Harbour); P. A. Bonhote, Suva, (Bullocks in Cane- field); R. C. Evetts, Suva, (Fijian Policeman); Dr. Marshall Laird, Singapore (Suva Market Scene); Capt. H. P. Hammond, Sydney (Fiji Military Band); Mrs. R. F. Williams, Goulburn, NSW (Storm Over the Reef).

POLYNESIA, GENERAL:—Mrs. A. Vercoe, Pago Pago, (July 14 Celebration, Papeete); Jack Thorn- ton, Suva, (Rotuman "Pin-up" Girl); August Hettig, Nukualofa (Tongan Seascape); D. E. McMahon, Wellington, NZ (Rarotonga Water- front); Pastor A. G. Stewart, Syd- ney, (Tongan Beauty).

PAPUA-NEW GUINEA:—L. G. Naughton, Kikori, Papua (Kukuku- kus); Miss Dorothy Pederick, Rabaul, T-NG, (Mother and Child Study, Duke of York Is.); N. C. Robinson, Wau, NG, (Group in a Rice-field); John Greene, Sydney, (Loading at Kieta); Mrs. A. M. Hall, Samarai, Papua (Sila Sila, Papua); W. C. J. Grafen, Melbourne, (River Scene); H. W. Evans, Kavieng, (New Hanover Beach); Mrs. B. Haydon, Lae, (Haus Tambaran, Maprik); The Rev. J. D. Robinson, Rabaul, (Native Feast, Duke of York Is.); R. V. Grant, Sydney, (Trobriand Yam-houses); G. E. Miller, Samarai, (Pottery-maker); K. Hermann, Hotel Rouna, Papua, (Marine Village, Papua); Mrs. T. D. Grant, Sydney, (Rat Is., Papua);.

NEW CALEDONIA, BSIP, ETC.:—K. Reschke, Honiara, BSIP, (Tulagi—1954); A. T. Dunne, Diamond Creek, Vic., (Native Canoes, Western Solomons); Rolland Bois, Noumea, (Wallis Islanders); F. E. Dunn, Noumea, (New Caledonian Boy); Dr. J. S. Cumpston, Noumea (Flying-boat Alighting, Vila); J. W.

(Continued on page 37)



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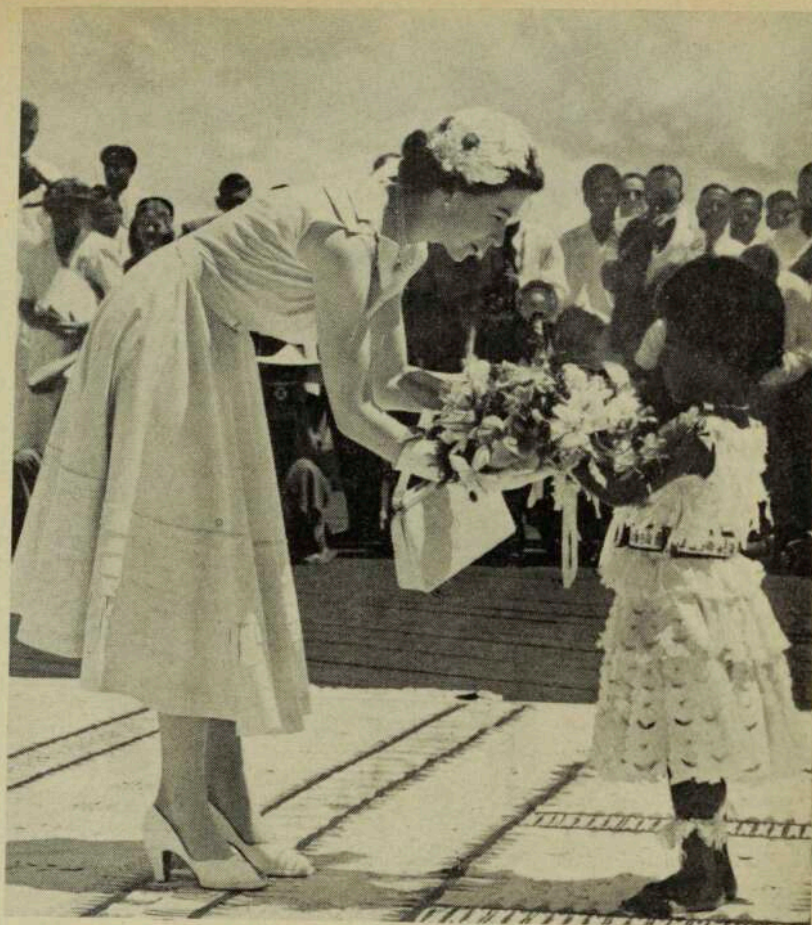
THE QUEEN'S VISIT

THE Pacific Islands were not forgotten during the long visit that the young Queen Elizabeth II, and her consort, the Duke of Edinburgh, paid to the Southern Hemisphere in 1953-54.

En route to New Zealand from the West Indies, the Royal party spent two days in Fiji (December 19) and two days in Tonga (Dec. 20). In New Zealand later, they met representatives from the Cook Islands, Western Samoa and Niue.

In Canberra, between February 13 and 20, European, Chinese and five representatives of Papua and New Guinea, Nauru and Norfolk Island were presented to the Queen. She attended many of the functions that were arranged during the royal party's stay in Australia's capital. As well, native units of the Army, Pacific Islands Regiment and Royal P-NG Constabulary, with their European officers, plus a small contingent of the PNGVR were also in Canberra for the Royal occasion.

In March, a large delegation of P-NG natives and Chinese residents flew from the Territory to meet the Queen and the Duke in Canberra.



The pictures on this page cover the Royal visit to three countries. At right, is the incident above all others, pleased the world and press photographers: The three-years-old child, Adi Mei Kainona, daughter of Ratu Penaia Ganilau, presents a bouquet

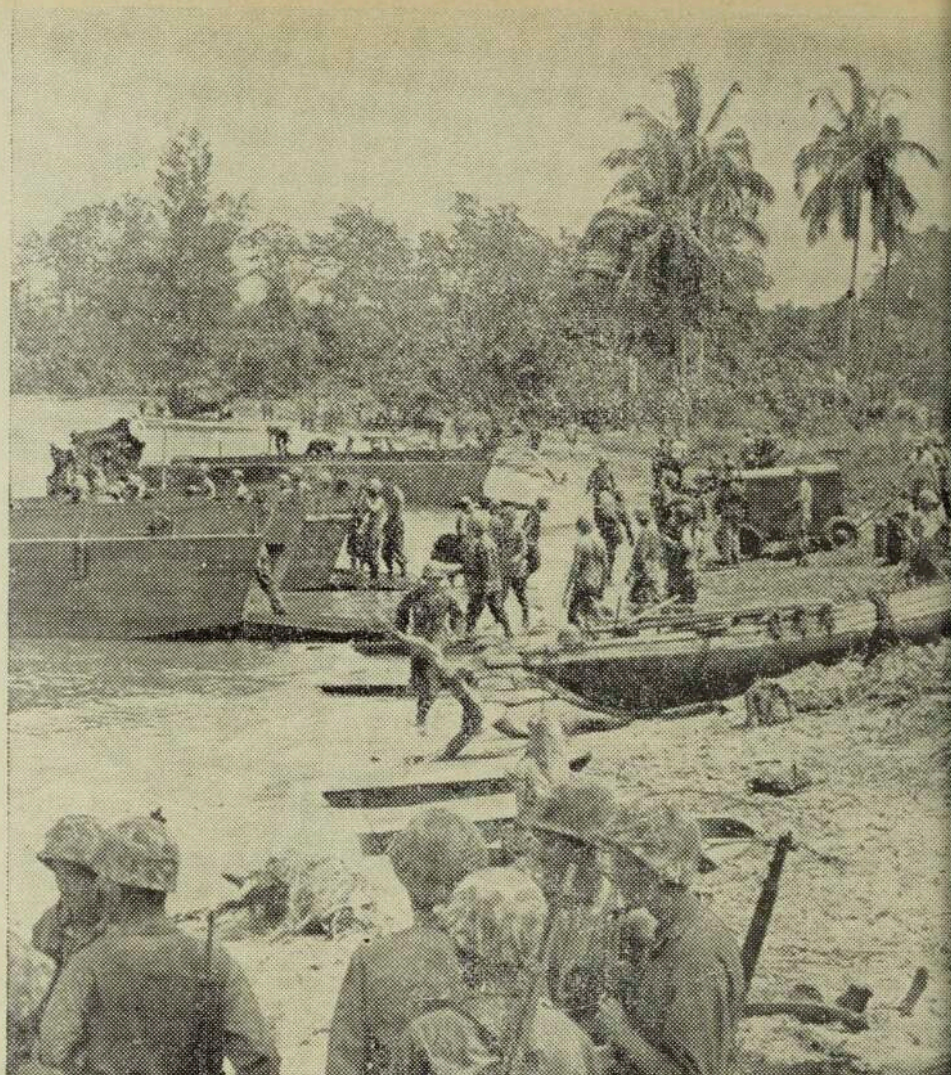
to the Queen just after she had stepped ashore on Fijian soil.

Below, left, an incident during the private picnic at Queen Salote's country home, outside Nukualofa, Tonga. Princess Mata'aho is fastening a lei around the neck of Queen Elizabeth,

while Princess Melenaite performs a similar service for the Duke. The photograph below, right was taken in the grounds of Government House, Canberra, on the day that the Pacific Islands delegations were presented to Her Majesty and the Duke of Edinburgh.



War Came To the Pacific



☆

The most important event in the Pacific in the last quarter century undoubtedly was the Pacific War, December 7, 1941-August 15, 1945. No Pacific territory was left untouched by it. Some territories were battle grounds. The sociological consequences everywhere were profound.

WAR, actual and bloody, came to the Pacific with the treacherous Japanese attack on Pearl Harbour on December 7, 1941. British and French possessions in the Pacific, had, of course, been "at war" since September, 1939—although this preliminary to Pearl Harbour was mostly just a period of Spitfire fund drives and copra trouble because world shipping was concentrated in the northern hemisphere. There was in addition, of course, a falling out of the young men who joined locally raised contingents, or went to Australia, New Zealand or Europe and joined one of the forces there, subsequently

fighting in the Middle East, Africa or Belgium and France.

Pearl Harbour changed all this for the Pacific. In a matter of hours, war had become a personal thing for all dwellers therein and in the next few weeks, as the Japs pushed south at speed, whole islands and archipelagoes were engulfed until Australia and New Zealand, pulling their puny defences together, faced the immediate prospect of becoming the front line.

This is not the place to recount the whole story of war in the Pacific. But now, ten years after it ended, it is interesting to look back on some of its incidents and some of its consequences.

The Yanks Came

ONE of the most important facets of war in the Pacific was the American invasion of South Pacific islands and the enduring influence that invasion had. Not enduring in a material sense (for although the Americans, during their four years in the area, performed constructional works of magnitude, few of these projects are now with us) but in that they taught Australasia and the South Pacific to think American.

The United States lost six battleships, 240 planes and 3,300 men at Pearl Harbour. A crippling blow one might have expected. Yet, by March, 1942, American forces had come south about and had established themselves in Australia, New Zealand and New Caledonia. Very shortly afterward they had established more bases in Fiji and Santa New Hebrides, and as the months

... some, it meant this . . .



Carrier on the Kokoda Trail

...t by, in Western Samoa and in
er parts of Polynesia—building
strips in remote islands of the
ks and French Oceania and
folk Island. When the leap-
ging tactics of General Douglas
Arthur were put into operation,
moved north into the Gilberts,

the Marshalls, the Marianas and the Carolines.

In Papua, New Guinea, in Bougainville and the Solomons they fought their battles, in company with Australian and Fijian troops, RAAF and RNZAF, and units of the Australian and New Zealand Navies.

Appearing when they did—at the moment of the Pacific's greatest need—it would have been hard indeed, for the people of these places to regard them other than as saviours. Staid citizens stood about in the streets "just to hear the Americans talk." They were welcomed into homes—and, as far as the feminine population was concerned, into hearts. And although it was inevitable that that hero-worship complex should be tempered as the months and years passed, there were always more points of similarity between Yank and South Pacific dweller than points of divergence. The South Pacific learned to admire American know-how and the fact that they "got things done." These sentiments they carried into peace, until now, without loosening the sentimental ties with Europe, it is to America that the South Pacific looks for leadership.

To the native inhabitant of the Islands, the American was a new kind of man . . . a new kind of man who had more money than sense. So the lowly laundry boy, or laundry woman, the owner of a few coconuts, the maker of a grass skirt or a crude carving, or anything that could remotely be described as a "curio," soon found that he had what the American wanted—for dollars, not the pence that the former European residents of the Islands had been prepared to expend for these goods and services.

And when war receded, and finally ended, and Administrations tried to get affairs back to normal, this dollar-prosperity amongst native

people was a factor to be reckoned with. New industries languished; old ones were slow to revive while the potential labour force lived on its war-gotten wealth and was uninterested in resuming its old role of drawers of water and hewers of wood.

The Islander is, of course, traditionally an independent gentleman, owning his own land and, without too much effort, providing himself with sustenance. It would not be true, therefore, to say that independence came with war-time wealth—but the war certainly provided the Islander with sufficient of the white man's money to satisfy him for a considerable time.

Labouring on the white man's plantation therefore was out, for the time being. Many never returned to it at all—having been stimulated to new ideas of enterprise by direct contact with a breed of European differing widely from the colonial planter, businessman or administrator who had previously been their only European contact. This, plus, of course, the surge of socialism that manifested itself in all colonial administrations after the war, when governments leaned over backwards to prove that any native, no matter how primitive, needed only opportunity to show that he was as good as his master.

Many of the socialistic experiments entered into at that time proved completely abortive and in the light of time and experience have been scrapped, but the overall effect of war in the Pacific has meant a great stride in emancipation for all native peoples.

Nor were the natives alone in financial benefit. Many modest fortunes enjoyed by non-indigenous people in the Islands to-day were

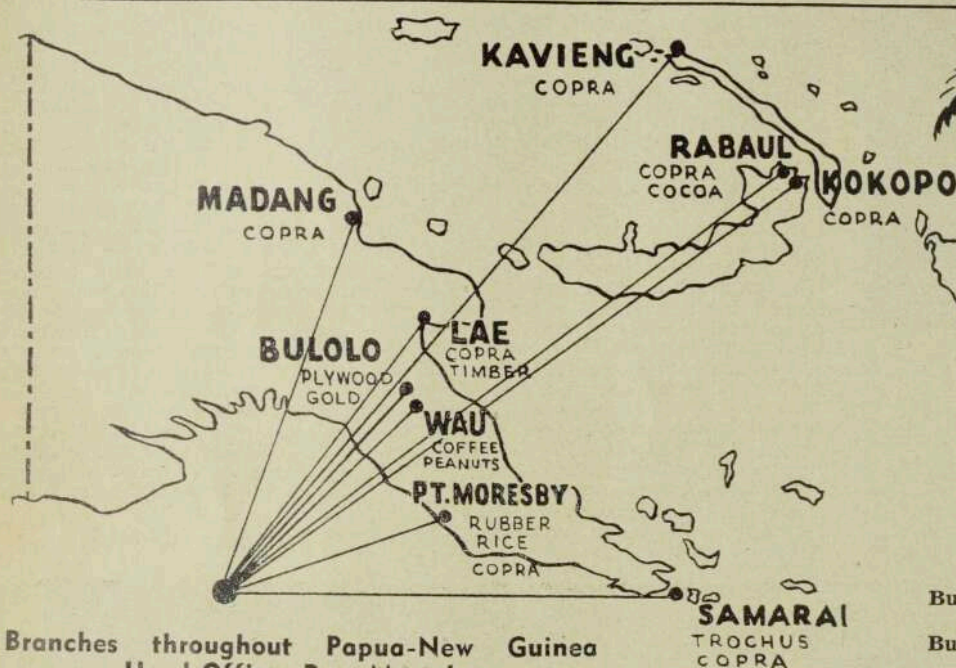
To some . . . this



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Many came to this . . .



Bomana War Cemetery, a few miles from Port Moresby, one of three war cemeteries in New Guinea.

—Photo by Papuan Prints.

ended on good Yankee dollars, to a lesser extent, to good Australian and New Zealand pounds. And, wherever the Americans at they fell in love and sometimes married. And as a consequence, in the United States, now scattered over the 48 States of the Union are young women, war brides of the early post-war period, from New Zealand, the Samoas and the United States—tens of thousands of them in the aggregate, forging, with their husbands and their children, new links between the South Seas and the United States.

Escape from Japs

As the Japs moved with speed north and east, it was inevitable that many Pacific Islands dwellers awoke one morning to find themselves behind the Jap advance. The situation was usually immediate: to escape. The following is just one story out of hundreds. It was gathered from official reports and reports from the men concerned, all of which came to us in the early years but which we were unable to use then, for security reasons. It is now presented, it forms part of a book manuscript of a collection of Pacific war escape stories which we hope some day to publish in its entirety. This is the first time escape from the Gilberts in early war has been printed.

PART from Roman Catholic missionaries, of whom there were between 30 and 40 in the

whole Gilbert Islands, there were only about 20 Europeans left in the Group at December 7, 1941—the women and children having been taken south in a ship only a few days earlier.

Most of those Europeans were on Tarawa, which was the pre-war administrative centre of the Gilberts. The administrative officer, Mr. A. C. Bevington, was, however, on the administrative patrol vessel *Kiakia* when they heard of the Japanese raid on Tarawa on December 10. Thinking that the atoll had been permanently occupied, the *Kiakia* therefore turned southwards and later reached Suva.

Besides F. L. G. Holland and R. C. Morgan, stationed on Bairiki, there were on Betio Islet, Dr. D. R. Steenson, Chief Govt. Medical Officer, Dr. L. Isaac, his assistant; Mr. A. C. English, postmaster and Customs Officer; Mr. George Jenner, manager of the local branch of Burns Philp (SS) Ltd.; his assistant, Mr. Clark; Captain T. C. Doughty, of Burns Philp's auxiliary schooner *Helena*; and Captain I. R. Handley, retired master-mariner. Later they were joined (December 9) by the officers of the RCS *Nimanoa*—Captain E. W. Harness; Chief-Officer Harold Stead; Messrs. Sinclair and Hunt, engineers; and on January 17 by the survivors of the Panamanian *Donerail*.

(*Donerail* had been sunk near Hawaii by a Japanese submarine two days after the attack on Pearl Harbour. The sub had shelled the ship as passengers and crew were manning life-boats swung out from

their davits. Twenty-four people out of the 42 on board had been killed and the survivors had taken to a large steel life-boat which normally would have accommodated 50. The boat had been badly holed by shell-splinters and sank to the gunwales, being kept afloat by its air tanks. The occupants finally succeeded in plugging most of the holes with pieces of clothing. In the next 38 days, before they reached Tarawa, they lived on salt-water-soaked ships' biscuits, flying-fish, vitamin tablets and a case of milk. They continually fought off attacks by sharks—particularly during the first days when the boat was partially filled with water, and of the 24 who began the voyage only eight reached Tarawa alive. Of the survivors five were Danish, one Norwegian and one Australian—Murray Chambers).

When Betio was awakened by the approach of two Jap destroyers in the early hours of December 10, 1941, Dr. Steenson sent a message to Mr. English, as Customs Officer, and the local manager of Burns Philp, to destroy all oil stocks, as previously arranged. Mr. English who normally was a quiet retiring type of man, and perhaps might have merited being described as timid, showed up extraordinarily well in this crisis. He not only frightened away the Japanese by brandishing his axe and a torch when destroying the Government oil stocks, but later he refused to hand over the key of the Government safe to a Japanese soldier who demanded it at the point of a bayonet. When he got



Fijian soldiers embarking in Suva for the Solomon Islands' campaign.
—Photo by Fiji Public Relations Office.

nowhere with Mr. English the Jap attempted to break the safe open with an axe but succeeded only in breaking off the handles. Later, after English had been tied up, the key was obtained but by that time the safe had been so knocked about that it could not be opened with a key. After the Japs had departed, the handles of the safe were refitted by an engineer off the *Nimanoa* and it then opened easily. In this way £1,000 of the Colony's money was saved from the enemy.

When the Japanese marines landed on the beach apparently the first European house that they reached was that of Captain Handley, where a great commotion immediately began—the Japs smashing things and the old Captain cursing them roundly. From Handley they went smartly across to Jenner's bungalow where they baled up the BP manager, Clark, and a Euro-nesian foreman. From Jenner they demanded the keys of BP's store—their intelligence system was apparently pretty good: they knew what they wanted and that Jenner could lead them to it. The keys were produced; the party proceeded to the store, which was unlocked. What the Japs saw inside made them very content. Jenner and party were taken along to join the rest of the European population then being herded together at the administrative offices.

The Japs then turned their attentions to *Nimanoa* and Burns Philp's auxiliary schooner *Helena*.

Nimanoa had arrived at Tarawa on the afternoon of December 9. An air-raid had been reported from Ocean Island that same afternoon and *Nimanoa's* master, Captain E. W. Harness, was doubtful if he should stay in Tarawa. However, it was expected that if leaving the atoll were considered a matter of

extreme urgency by Authority, radio instructions would come from Ocean Island. Captain Harness therefore prepared to stay the night ashore with Dr. Steenson, Chief-Officer Harold Stead, the second engineer and several of the native crew stayed on board and commenced to take on oil and water in preparation for an early get-away.

The first intimation Captain Stead had that the Japs had landed was when Sinclair, the *Nimanoa's* engineer, came on board with a message from Captain Harness that Stead was to bend on a white flag in case the ship was shelled from the sea. Stead destroyed the ship's codes and made his own preparation for dealing with the Japs: he knocked the pin out of the shackle in the starboard chain, all ready for slipping at a second's notice.

Some time before 5 am two native wireless telegraphists came on board and attempted to get into communication with Ocean Island—they had been chased out of the station ashore by the Japs. But before they could establish contact, the Japanese had brought their machine-guns down to the jetty and opened fire on both *Nimanoa* and *Helena*.

There was now nothing much left for Stead to do but slip the cable although the tide was not quite right for so doing. Daylight was coming fast, and at 6 o'clock he took out the pin of the shackle and let the cable go. *Nimanoa* drifted slowly before a northerly wind and, at high water, went firmly or to the reef near the Government wharf. Stead remained with his ship until a boarding-party arrived about 9.30 am and took him ashore to the line-up.

To an inquiry from the Japanese Naval Officer as to who had slipped

the anchor chain, he laconically replied, "I did."

His action prevented *Nimanoa* falling into enemy hands. Captain Harness was ordered to get the *Nimanoa* off the reef but when it was shown that this was clearly impossible, a demolition charge was placed in her. She was blown up and her wreckage burned for some hours.

While Stead was slipping *Nimanoa's* cable and drifting to the reef, Captain Doughty was lying low on the *Helena*. But finally he decided that he would have to go ashore and find out what was happening, so rowed himself there in a dinghy and was promptly made a prisoner by the Japs.

After interrogation he, with young Narruhn, the engineer, were taken back to the *Helena* and forced to start up the engine and go outside the entrance to pilot one of the Jap destroyers into the lagoon. Once inside, the destroyer's officers came ashore, seized every available boat and began to transport BL merchandise to the *Helena*.

The dozen Europeans of the isle and a number of Euro-nesians remained under guard near the Customs House throughout most of the day. One or two otherwise grim incidents had their brighter sides. When the belligerent Captain Handley arrived at the line-up, after an earlier dust-up with the first flush of Japs at his own bungalow he was sweating in a pair of handcuffs. The Japs had found the handcuffs when looting his house and had promptly applied them to their still demonstrative owner. He remained for some time in them until, in fact, other Europeans successfully pleaded with the Japanese to release the old man.

By the time the destroyer had come inside the lagoon the invader

(Continued on page 145)



At left: The monument erected by the Americans on Tarawa—first in local material, later in permanent cement. At right: A close-up of the inscription: "In memory of 22 British subjects murdered by the Japanese at Betio on the 15th October, 1942. Standing unarmed to their posts they matched brutality with gallantry and met death with fortitude."



VER THE DIVIDE AND

INTO THE HIGHLANDS

In the last quarter-century, exploration has added the Highlands of Papua and New Guinea to the Pacific world—but as a Pacific world apart.

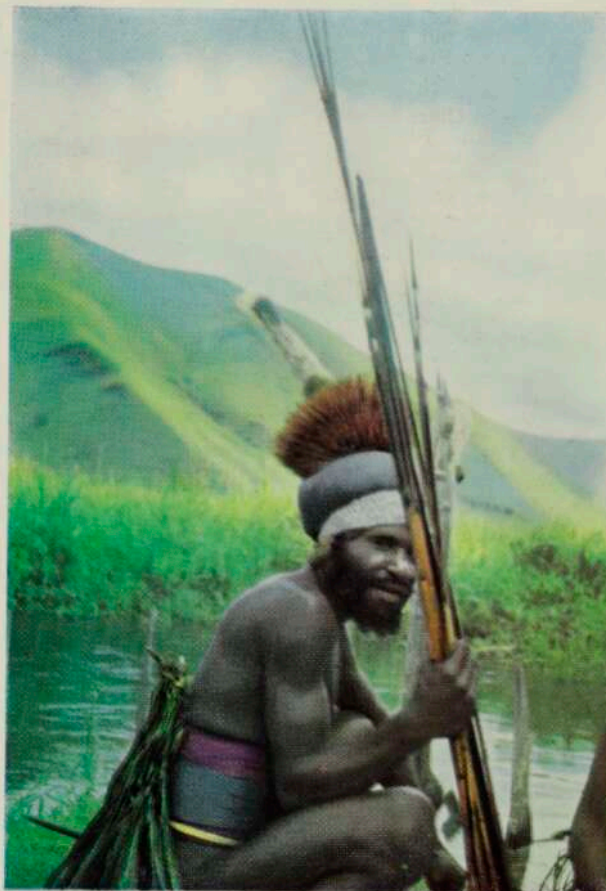
ONLY one island in the Pacific has presented problems of exploration on the grand plan—and that island is the mainland of New Guinea. When PIM first appeared, 25 years ago, a vast amount of exploration had been done but it had, it were, only nibbled Papua and New Guinea around the edges or cut narrow corridors by isolated patrols. The vast interior remained a question mark.

Now, in 1955, the question is pretty well answered; aerial surveys have shown what is there, the remotest mountain valleys, even if Europeans have not had actual physical contact with their inhabitants. So far as the magnificent rolling grasslands of the Eastern and Western Highlands are concerned—these now are open to Europeans and European settlement.

Their discovery, exploration and settlement have been partly chance, partly deliberate. Gold, copper, oil, and the P-NG Administrative policy bringing the whole Territory under "control", have all played their part. Before 1930, most people believed that this central portion of the great island was a tangled mass of inhospitable mountains.

Discoveries in the last quarter-century have proved that it is far otherwise; have added probably 500,000 people to the known 1930 native population; and shown that there are at least 26,000 square miles more of habitable country.

Early explorers, returning from the area, all had one thing to say: it was a wonderland—completely different from anything else in New Guinea. Colin Simpson in one of his books describes flying from the coast to the Highlands with a drink of iced hock after partaking of warm pap. Certainly, although there are affinities between Highlands and the rest of the Territory, there are few with the rest of the South Seas, a region typically one of coral island and atoll and sea-faring natives. In this respect the Highlands are a world apart.



THE PRIZE-WINNING PHOTO: We have chosen this colour photo as the £25 prize winner because of its artistic composition; in this respect we considered it the most outstanding of all the entries. Some of the other entries from the Highlands—that reproduced on page 21, for example—were much more brilliant in colouring but the more subdued shades of the above reflect the Highlands in another, subtle mood. The prize-winning photographer is Dr. K. W. Todd, of Port Moresby. The photo depicts a Mt. Hagen native out for a day's hunting. (Kodachrome).

Let us then first look at them, as they are in this year of 1955.

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en 230 miles of roads built in the Highlands—from Mt. Hagen in the west, to Gusap in the east—the only connection with the coast is all by air to either Lae or Madang. Roads to link Madang and Lae with Gusap, and thus with the rest of the Western and Eastern Highlands, are planned, and at places are underway. But the task of bridging the hundreds of rivers and creeks that will be encountered is odious, so it will probably be many years yet before air transport superseded entirely.

Originally, the whole Highlands was called the Central Highlands; more recently it has been divided into the Eastern Highlands, with District Headquarters at Goroka; and the Western Highlands, with Headquarters at Mt. Hagen. Both these areas are now controlled areas."

Adjoining them to the South, and wholly within the Territory of Papua, is the Southern Highlands with headquarters at Mendi. This is an uncontrolled area, civilisation being restricted to a few miles around the patrol-posts, where administration personnel and a few missionaries live.

Dotted all along the valleys that make up the Western and Eastern Highlands are air-strips—a few of them capable of taking DC3 aircraft; the rest restricted to small craft. There are airstrips also at Mendi and Tari in the Southern Highlands, which depends on air transport for all supplies—no roads lead to this district from East or West Highlands, or from the Papuan coast although patrols have been rough.

Apart from air transport, the Eastern and Western Highlands are now linked by the road which was built entirely by hand labour supplied by the local natives equipped with nothing but shovels, picks and carrying baskets. Bridges—some of them hair-raising in their simplicity—were built by local contractors for a fraction of the price quoted by the Public Works Department. One day in October, 1953, Mick and Jim Mahy and Jim Taylor made the first journey in a jeep, from Goroka to Mt. Hagen in a day—a journey that had taken Mick and another brother, and Taylor months to accomplish in 1933.

About mid-way along the road—100 miles from Gusap, and 130 miles from Mt. Hagen, is Goroka, the only town in the three Highlands districts. European tea and coffee plantations and farms of various dimensions exist both eastward and westward of Goroka—but Goroka is the Highlands metropolis, risen from the green grassy plains in less years than you can count on one hand. It has a European population of between 400 and 500; European houses and a freezer and native food stores; a hotel—which is the scene of every lowland inhabitant who wants a few weeks cooling off in the Highlands; a swimming pool

and paddling pool; an airport (of course) and a £30,000 hangar; a European school; a corn-mill; a passion-fruit processing plant (the passionfruit are grown by local natives, and the pulp is air-freighted to Lae and sent as refrigerated cargo to Australia); and a club and any number of new bungalows.

On the heights above, is a saw-mill—for one thing that these wonder-valleys have not got is timber close-by. The valleys are grassed, with here and there groves of casuarinas—but no real timber. This imposes a domestic problem because firewood is all but totally absent. Before Europeans came, these grassy valleys were the traditional "fighting lands." The

natives themselves lived higher up the mountains.

The tree-denuded valleys and foothills have been the scene of a vigorous tree-planting campaign in the last two or three years. Millions of seedling pines—Klinki and Hoop pine from Bulolo—have been distributed to the natives at the beginning of the wet season, and planted. In years to come it is hoped that the Highlands will be a land of pine as well as of casuarina groves.

Out along the roads are the farms of the European settlers. Here they are growing coffee and corn, European vegetables and flowers. The coffee is for the Australian market; the vegetables and flowers find a

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ready sale when air-freighted out to the coast.

The natives, too, have been encouraged by agricultural extension officers stationed locally, to grow coffee, passionfruit and vegetables. European potatoes, peas and other vegetables that do not grow on the coast flourish in the Highlands—as do gladiolas, roses, strawberries and other temperate zone oddities.

Men who were famous in the days of Wau and Edie Creek have forsaken goldmining to grow cabbages and coffee and corn in the wide, blue-mountain-rimmed valleys that stretch, between Kainantu and Hagen, at between 5,000 and 6,000 feet. Someone has described the climate as "rainy-springtime." The annual rainfall is around 80 inches—the driest months corresponding to the Southern winter. Days are warm; nights can be chilly and it is always comfortable to sleep under blankets and perhaps an eiderdown-quilt. Log fires can be a cheering sight at night.

European cattle do well, although certain supplements to the indigenous grasses are usually believed necessary. Pigs flourish and sheep do well enough if maintained in small flocks. In spite of the large-scale introduction of Romney Marsh sheep at the Hallstrom Trust Experimental Station at Nondugl, in the Wahgi valley, it has yet to be

proved that this is good sheep country.

As the natives come more and more into contact with the European settlers it is inevitable that they should be influenced in custom and dress. One sees, now, the lap-lap and cropped hair on some of the men; occasionally an un-beautiful "mother-hubbard" on a woman. But the majority of the Highlanders still live in much the same style as before they were discovered; the greatest difference in their lives comes from the prohibition on tribal fighting. The greatest social experiment was the decision to permit Highlanders to go to the lowlands of the Territory to work.

The first Highland labour to go down to the coast came from around Chimbu, an area of great population density. Thereafter, all Highlanders working on the coast became known as "Chimbus" whether they came from there or not.

They go for a maximum period of 18 months and under rigorous health safeguards. Working on the modern theory that malaria is an entirely preventable disease, people employing Highlands labour are responsible for seeing that these people do not contract it. Before they leave the Highlands, they are TB tested and inoculated and on their return they spend some weeks

in quarantine before they are permitted to return to their homes.

Progress in the Highlands has been speedy in the last five years. For the 20 years before that it was slow—very, very slow. Two factors were responsible—the murders of three Europeans in 1934; and the Pacific war. Now, let us see something of the Highlands when they first stirred from their stone-age slumbers.

WHEN Captain Hermann Detzner of the German administrative service in New Guinea, first heard of the outbreak of war in 1914 he immediately took to the bush. At the time he was at Mt Joseph, in what is now the Morobe district, and not far from the Papuan border.

For four years thereafter, he strove unsuccessfully to break through to neutral territory—Dutch New Guinea. And in the course of his wanderings, he traversed the great central plateaus and rich valleys of New Guinea as far west as Mt. Hagen.

After the war he wrote a book, in German, about his wanderings (*Vier Jahre unter Kannibalen—Four Years Among Cannibals*).

It was never translated into English, so few knew of his discoveries, and those who did, discounted them.

He has never been given adequate



This colour block, of portion of the Goroka-Gusap road, was kindly loaned to us by Joan and Gordon Carter, of Papuan Prints, Port Moresby. It appeared in their book, "Highland Frontier."

dit for them, but it is obvious in his book that he accurately described the Purari-Ramu-Mt. Gen area and that he penetrated at least 15 years before the hys.

He stated in his book how he had some day to be able to prove the headwaters of the Purari in New Guinea, and not in New Guinea as the British maps showed; that "instead of uninhabitable mountain wildernesses, there was a agricultural district of wide, valleys inhabited by tribes of primitive type."

Captain Detzner never did realise the hope, but others, years afterwards, proved that what he had then was correct.

In 1926-27, from the Papuan side, Charles Karius and Ivan Champion made an abortive attempt to cross New Guinea from the Fly River to the Sepik River. In 1927-28 they tried again, and this time succeeded. This was purely a prestige job—as Sir Hubert Murray, then Governor of Papua, said: it was to be done some day and it was unthinkable that men other than from the Papuan service would do it.

In the course of this marathon they discovered that the Fly River rose within a few miles of each other and on their way through New Guinea they reached a mountain, plateau country at an altitude slightly under 5,000 feet, which is the logical extension of the mountain plateau country west of Mt. Mendenhall. This country is not, to-day, included in the Highlands districts for administrative purposes (or the fact that is published with this book), but is administered from the Sepik District.

In 1935, the Jack Hides-J. O'Malley expedition penetrated part of what is now the Southern Highlands District. Again this was a Papua flagging patrol and Hides described in his book, which he called *an Wonderland*.

In this patrol, apart from the small areas of population which they found in the Tari and elsewhere, they discovered the source of the Sepik River which flowed for hundreds of miles to discharge into the Gulf of Papua.

In a preface to this book, Sir Hubert Murray wrote: "The country is too far from the coast to be of too difficult of access to admit of agricultural development by Europeans. . . it must remain unopened."

Generally, Sir Hubert is still right, it is anyone's guess how long it will continue to be so. Headquarters for the new Southern Highlands District were set up at Mendi in 1950—15 years after Hides first went through with his tiny patrol. A sub-station was established at some time later. The natives are primitive and still engage in wars.

There was here in this district, near what Mr. John Zehnder found

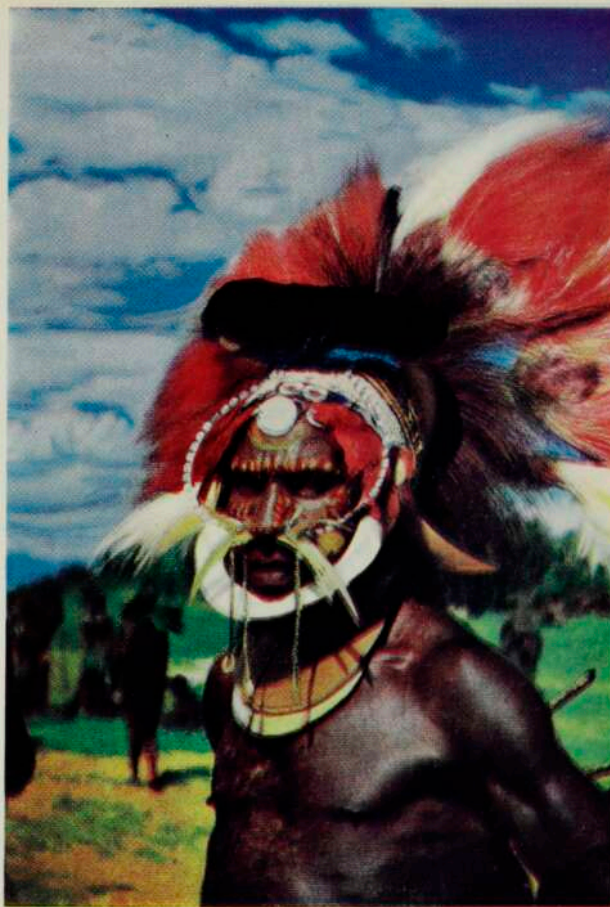
the so-called "Hidden Valley" in May, 1954. This event, and the aerial survey that was made by the Director of Civil Aviation, P-NG, and the Director of District Services shortly afterwards caused a world-wide sensation. The valley was dubbed Shangri-La, the Hidden Valley and other fanciful titles; newspaper correspondents clamoured to be allowed to go in to write the first reports for outside consumption; moving-picture companies wanted to film in (although there was no aerodrome) and take movies for a sensation-hungry world.

Zehnder, 28, a geologist with the Australasian Petroleum Company, entered the valley while on a four-months patrol of the Tari and Strickland area. Zehnder started off with another geologist, a field assistant, a large party of native police and carriers, and accompanied by Administration Assistant District Officer Clancy.

During the trip, Zehnder, a handful of native police and carriers, went off to have a look at the Muller Range area and later returned to the main party after having stumbled into the hidden valley, which, Zehnder revealed, the natives named Lavina.

This was just before the combined DCA and District Services survey flew into the valley and reported its existence.

The report of the air survey was released before Zehnder returned to civilisation, and while newspapers and movie-makers were screaming to be allowed to go to the valley, Zehnder returned and announced that he had been in and had seen all for himself. He denied that the natives were 6 feet 8 inches tall; or that there were 100,000 of them in the valley. He said the number was likely to be 3,000 and that the



This magnificent fellow is a Waghi Valley Tul-Tul (Administration-appointed headman) dressed in his best. Besides his head-dress of Bird-of-Paradise plumes, he has eight pieces of shell plus a King of Saxony plume in his nose. He has two pieces of shell suspended around his neck; on his forehead can be seen the round medal-like object that is his badge of office. Photo by the Rev. Michael E. Bodnar, SVD, of Goroka, NG, to whom goes an award of £5. (Kodachrome).

people were like the neighbouring Tari people—they wore hair wigs, decorated with purple and yellow flowers and had contact with the areas outside the valley through a mountain pass 7,000 feet above sea level.

Although the discovery of the valley was a sensation to the outside world, as far as the P-NG Administration is concerned, it is just one of many so-far-uncontacted pockets of native population tucked away in the valleys and over the mountain passes of the great inland region. The white man's concept of government and justice will be brought to these people sooner or later.

These foregoing patrols and contacts with the Highlands were, in effect, isolated incidents. It was the Leahy brothers, Mick and Dan, and James Taylor, an Administration

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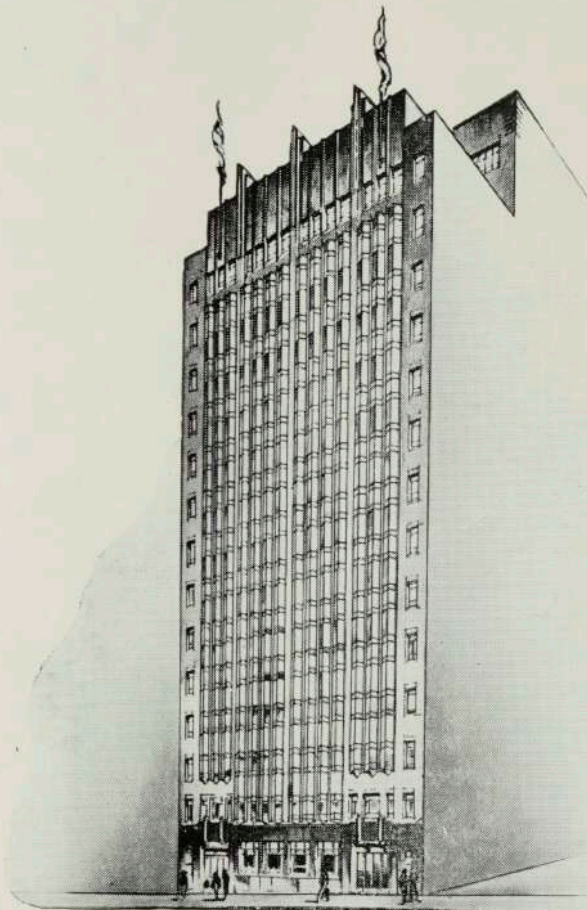
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cer, who made the Highlands a tactical proposition.

In 1930, Mick Leahy, with his partner, Mick Dwyer, looking for another Edie Creek, set off up Markham from Lae and over the divide into the Ramu. They then crossed the mountains to the northwards and started down the rivers, following elusive colours of red. Finally, they bought canoes

from none-too-friendly natives and followed a large river down, eventually to emerge, after weeks, at Port Moresby, on the Gulf of Papua. If you look at a good modern map of Papua and New Guinea you will see what an amazing journey this was—two men, a few scared lowlands natives, left entirely to their own resources amongst the tangled mountains, hostile natives, and swiftly flowing streams of the New Guinea inland.

Their journey proved what Detzner already knew—that the Purari rose in New Guinea and not in Papua as had been supposed. At the time the two men were more impressed by the fact that in the

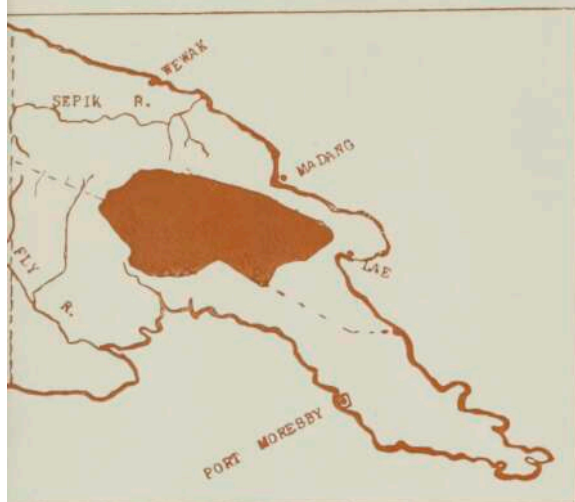
territory they had covered there was no second Edie Creek.

In 1931, the two Micks crossed into the high country from Lae again, but this time they pushed west, not south, and they came to the Bena Bena River, a point close to the Asaro Valley in which Goroka is now established. Because the Bena Bena River seemed possible as a dredging proposition, Leahy went back there in 1933 and it is from that point that the exploration of Eastern and Western Highlands, as we know them to-day, began.

It is easier to visualise it if we think of the Highlands as a series of wide valleys, separated one from the other by mountain barriers. You pass over a divide at Bena Bena into the Asaro where Goroka is the centre. Then over the Chimbu divide into the long valley of the Wahgi, at the western end of which, in a sort of side corridor and separated only by low ridges, is Mt. Hagen station, backed by the gigantic 12,500 feet of Mt. Hagen itself; and leading off from there, north-west, is the valley system of the Baiyer River which, in turn, leads into the Jimmi River valley.

In each valley the people differ in customs, dress and manner, although all are agriculturists and some are artistic landscape gardeners. Some live in villages—as those

(Continued on Page 98)



The dark area on the map of Papua-New Guinea mainland represents the combined area of the Eastern, Western and Southern Highlands Districts.



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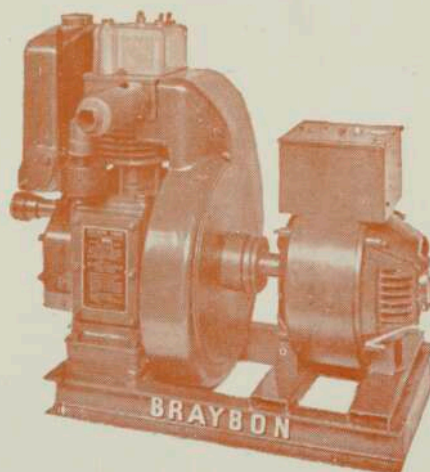
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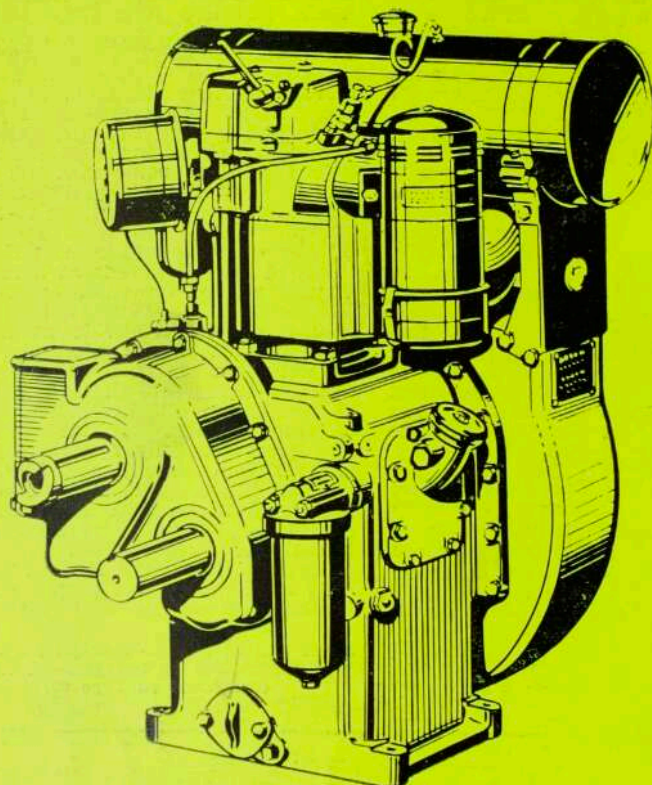
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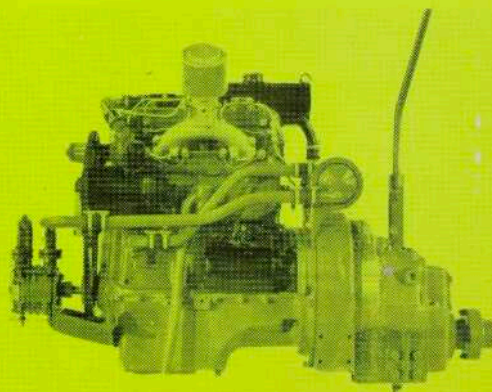
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THE islands of Tonga constitute the Pacific's only remaining Kingdom. The Queen, Salote Tupou, has the style internationally recognised, of Majesty.

The Kingdom of Tonga was ruled by Queen Salote's great-great-grandfather who, when he reorganised his country after Britain's constitutional monarchy in 1845, took the title King George I. He was born in 1797 and died in 1893 and thereupon was succeeded by his son, George Tupou II, the father of the present Queen.

Although Tonga is patterned after the monarchy of Great Britain the Kingdom is perhaps the least influenced by European ways. The Tongans have adopted those things from the western world that they required, and for the rest carry on in their own fashion. Under a treaty signed in 1900, Britain undertook to protect the Kingdom.

Queen Salote was educated in Auckland—where she still spends part of every year; and her sons are educated at Methodist schools and Universities in Australia.

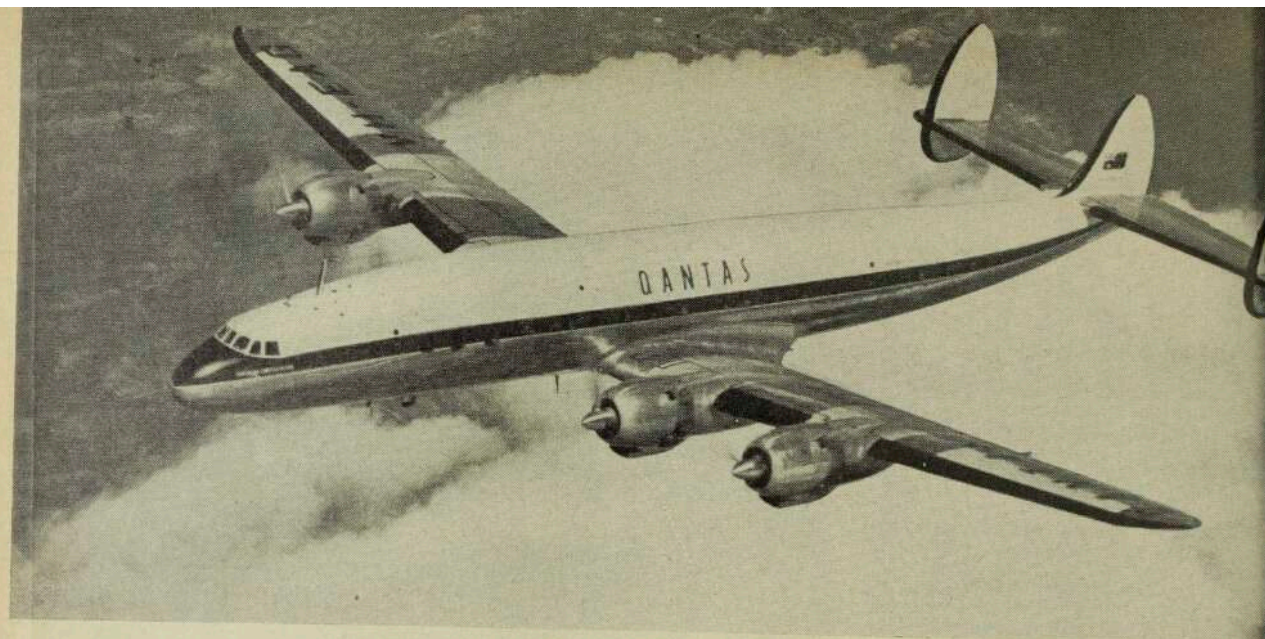
In 1953, Queen Salote was a guest at the Coronation of Queen Elizabeth II and the warm reception accorded her by Britishers has now come a part of history.

In 1947, Queen Salote's two sons, Prince Tugi and Prince Tuipulehake, had a double wedding ceremony arranged, respectively, Halaevatu and Melenaita Tupou-phefo. Both couples now have children to carry on the Royal line. In December, 1953, Queen Elizabeth of England and her consort the Duke of Edinburgh, visited Tonga in the course of a world tour. Queen Salote personally spent many months preparing for her royal visitors and this section of the Royal tour was judged one of the most pleasant.



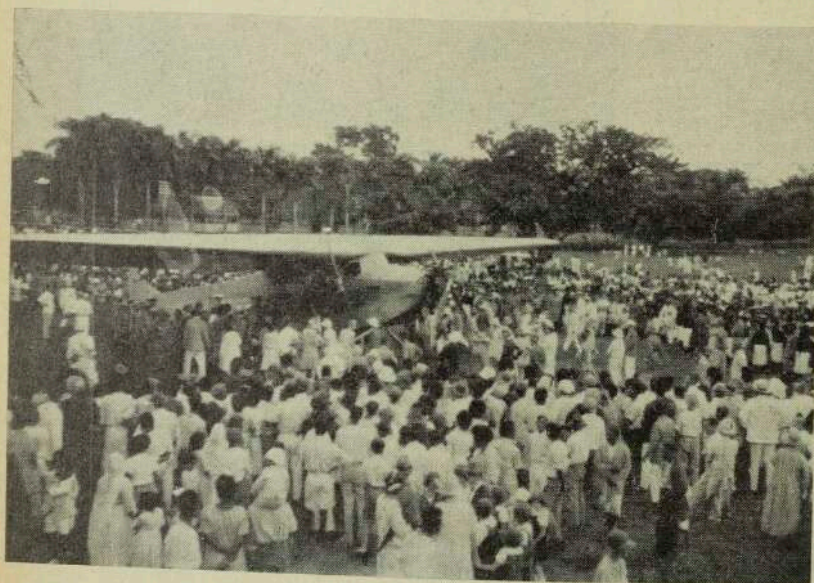
Above: The incident that endeared Queen Salote to London crowds—riding in the rain in an open carriage during the Coronation procession of Queen Elizabeth II. Right: Queen Salote's own Coronation, on October 11, 1918. The Queen was then 18. Behind her stands her consort, Prince Tugi whom she had married in 1917. Below: The occasion of the double wedding of her sons, Prince Tugi and Prince Tuipulehake, at Nukualofa, on June 10, 1947.





✓ DIMINISHING DISTANCE IN
THE AIR-MINDED PACIFIC

From Southern Cross to Super Constellation



A QUARTER-CENTURY has brought a transportation revolution to the Islands world. No longer can the South Seas be regarded as a dreamy backwater where time is regulated to the slow movement of the Islands schooner.

The impractical find something to regret in this—but the Islands resident is definite on the subject. He likes to be within easy reach of an international airline that can, when it is necessary, have him in civilisation in a matter of hours. He has no desire to turn back the clock.

Twenty-five years ago, aeroplanes were still more akin to the box-kite than to the streamlined giants that now ply the skyways at over 300 miles per hour. But the real start of the Pacific air age was a few years before the first PIM appeared—about 1927.

In July, that year, Charles Kingsford Smith and Charles Ulm left Australia for America with what most people regarded as the crazy idea that the Pacific could be flown from America to Australia. A few months before this, a plane had made its first flight in New Guinea—from Lae on the coast, to Wau, about 40 miles inland.

The two events were quite unrelated but they were the beginning of aviation in the South Seas.

Kingsford Smith and Ulm spent 10 months in the United States preparing for their trans-Pacific flight

PHOTOGRAPHS: Heading photograph is of one of Qantas' Super-Constellations that fly the trans-Pacific route. At left: The "Southern Cross" after landing at Albert Park, Suva, in 1928.

d in overcoming enormous difficulties, financial and otherwise.

Their knowledge of over-ocean flight was rudimentary. Their knowledge of navigation was nil. After they had attempted unsuccessfully to acquire it in a few weeks, they abandoned the attempt and engaged an American navigator Harry Lyon. Radio early appeared to them as essential equipment for the flight, and for this department they obtained the services of another American, James Warner.

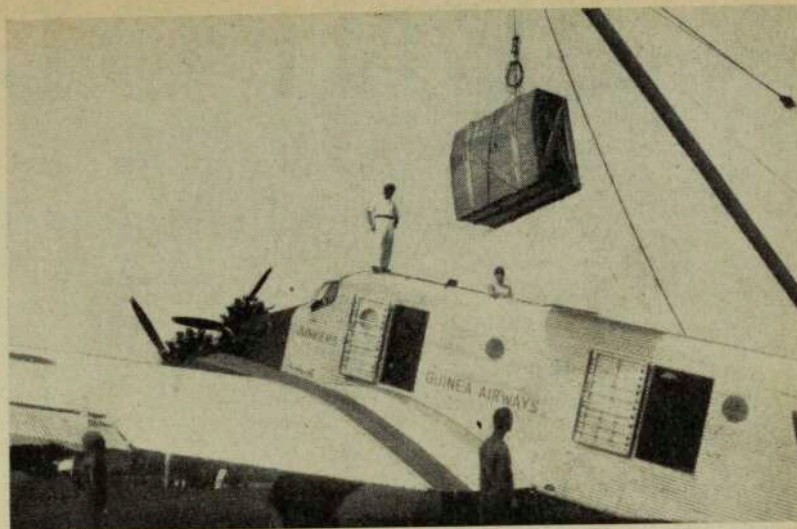
Originally their idea was to use a single-engined plane, but the disastrous Dole air race from San Francisco that was flown a few days after their arrival in the US, convinced them that one engine gave them too small a margin of safety in long ocean flights.

After cancelling all arrangements for the flight at one stage—when the US Government withdrew its support—the venture was finally made possible by the generosity of an American friend, Captain G. H. Hancock.

By May 31, 1928, the "Southern Cross," a Fokker high-wing monoplane of wood and fabric construction, powered by three Wright Whirlwind engines, was ready, with a crew of four, at Oakland Airport, San Francisco, for take-off on the great adventure.

The first 2,400 miles' hop to Honolulu, took 27 hours and 25 minutes. The plane landed at Healei Field amid scenes of great enthusiasm but such were the "prodromes" of those days that it was impossible to get "Southern Cross" off from the same place with full load of fuel, so take-off on the next 3,100-mile hop to Suva was to be from Barking Sands, a beach 14 miles away.

Up to Honolulu, the "Southern Cross" had been following a trail that had already been blazed by a few others, but from Honolulu onwards, it was new trail-blazing. Not only was the distance great—but still is great even with modern planes which usually call at Canton and—but Fiji was a mere pin-point on a map and to reach it they had to contend with many un-



A piano for Wau—Guinea Airways on the job in the early '30s.

known factors of weather, wind and drift.

There were no navigational aids to aircraft then; radio itself was in its infancy, and at the end of over 3,000 miles was the added hazard of a landing on a makeshift air strip.

On June 3, "Southern Cross" shook itself loose from Barking Sands and headed south-west into the unknown. A little over 34 hours later, the plane was over Suva, her crew approaching doubtfully the landing field at Albert Park that had thoughtfully been marked out by Messrs. Clive Joske (Brewster) and Samuel Ellis, and from which the telegraph wires at one corner had been removed, and three large trees cut down.

There was more room in Albert Park then than now—there were no Government Buildings. But then as now, there was a drop of feet from road level to the Park and when Kingsford Smith touched ground he had already used up half of the 400 yards that was available

to him. By ground looping to the left at the end of his run, he was able to avoid piling up on the rise at the end of the park.

Here in Suva, as at Honolulu, it was one thing to land; another to take off. There were three possibilities for take-off—but all makeshift and all a considerable distance from Suva. Finally the beach at Naselai, 20 miles east of Suva, was chosen and from here the "Southern Cross" finally got off on the final hop to Brisbane on the afternoon of June 8. They arrived in Brisbane on June 9, 21 hours out from Naselai.

The flight, United States to Australia, had taken nine days—but only 83 hours in actual flying time.

The trans-Pacific trail blazers had accomplished their task and the flight passed into history. It was not for another 12 years that regular commercial flights along the same south-west route were established. By this time both Kingsford Smith

(Continued on page 29)

Ray Parer pioneered the Lae-Moresby route and is shown here after landing on Ela Beach.



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and Ulm were dead—both lost while making other pioneering flights.

Gold and Airways

New Guinea

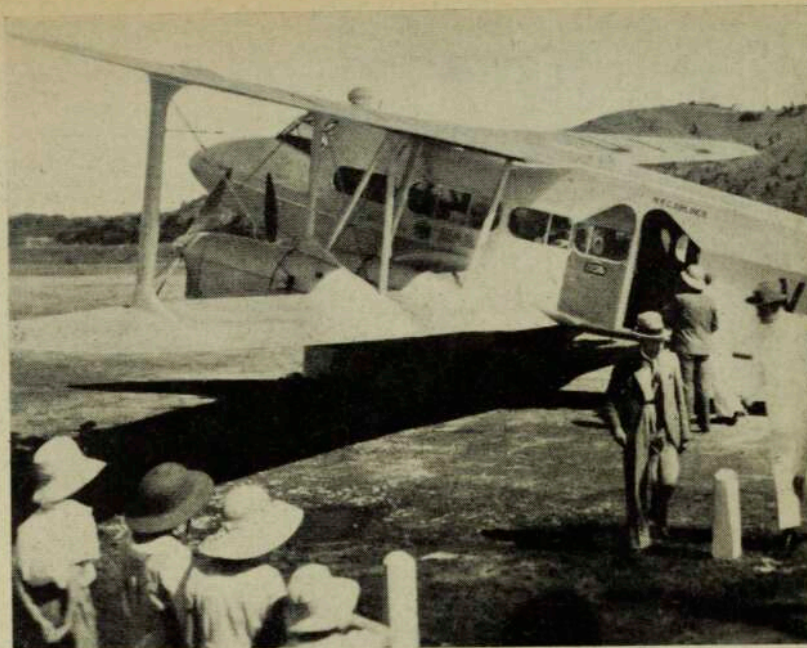
In the early 20's, fabulous gold was discovered in the Morobe District of New Guinea, at Wau and Edie Creek. Exploitation of the gold had one limiting factor—the extraordinary difficulties of communication, which was maintained solely by native carrier along a route of such incredible roughness that it took a month to go from the field to the coast for stores and return with them to Wau.

Airline, Wau to Salamaua, was about 40 miles—but most of those miles were in the perpendicular; the carriers, moreover, had to run the gauntlet of hostile natives and had to feed themselves on the way, which meant that they arrived back at camp with about 30 pounds of cargo out of the 50 pounds maximum that they were permitted to carry.

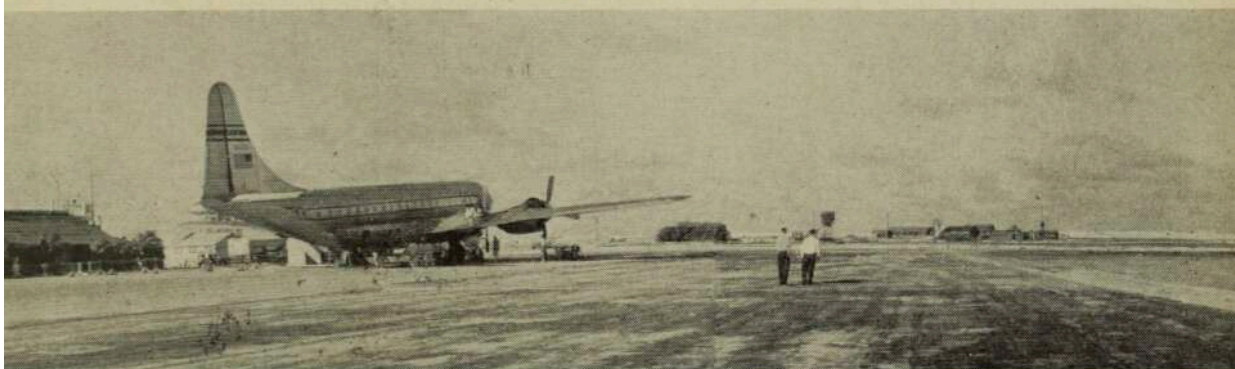
How to get over the difficulty? Roads and railways seemed out of the question in that terrain. What about air transport—then a very young infant?

This became the vision of two men—one, C. J. Levien, a director of Guinea Gold No Liability which

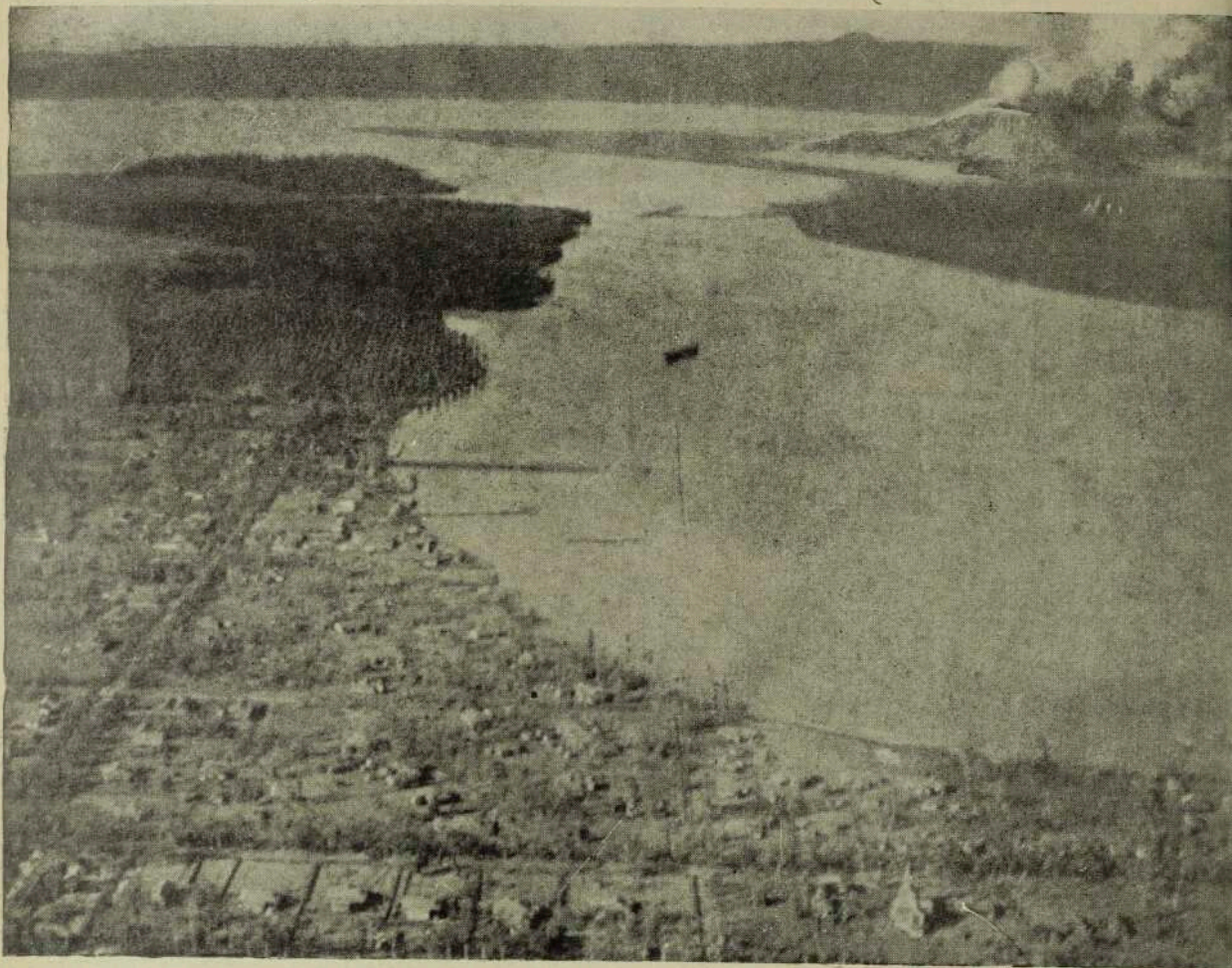
(Continued on page 33)



PHOTOGRAPHS: Above, the late W. M. Hughes, then Minister for Territories, alighting at Moresby on May 31, 1938, during the inaugural flight of the Sydney-Rabaul air service. Sir Hubert Murray, Lieut.-Governor of Papua (right), welcomed him. Below, top: Canton Is., as it was in 1939 when American workmen were blasting an alighting area in the seven miles long lagoon for PAA flying-boats. Lower: Canton to-day—a staging point for land planes on the trans-Pacific route. PAA clipper at left. (Photo by Whites Aviation).



Photos from the Past . . .



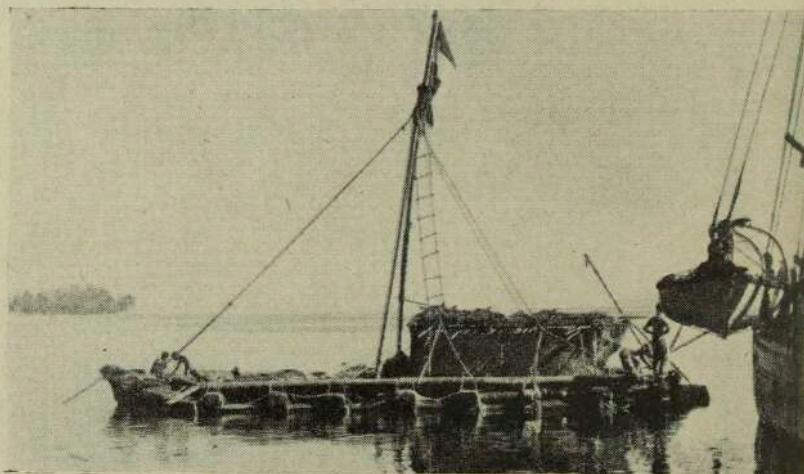
THESE photographs have all appeared in PIM in the last 25 years.

At top—How Rabaul looked after the eruption which began with Vulcan on May, 29, 1937, and the next day was taken up by Matupi. Vulcan was formerly a flat island—the new cone, still smoking, can be seen at right of photograph. Matupi volcano is out of sight around the point of Matupi Island, left of photograph. Sheets of pumice floated on the harbour; the town was covered with ashes and pumice dust and was evacuated.

At right—the famous raft "Kon Tiki" in which Thor Heyerdahl and his five companions drifted from Peru to French Oceania in 102 days in 1947. The raft was considerably damaged on Raroia Reef, Tuamotu Group, and is here shown in Papeete after it was towed there by a French

Government ship. The six Scandinavians proved that drift voyages

between South America and Polynesia were possible.



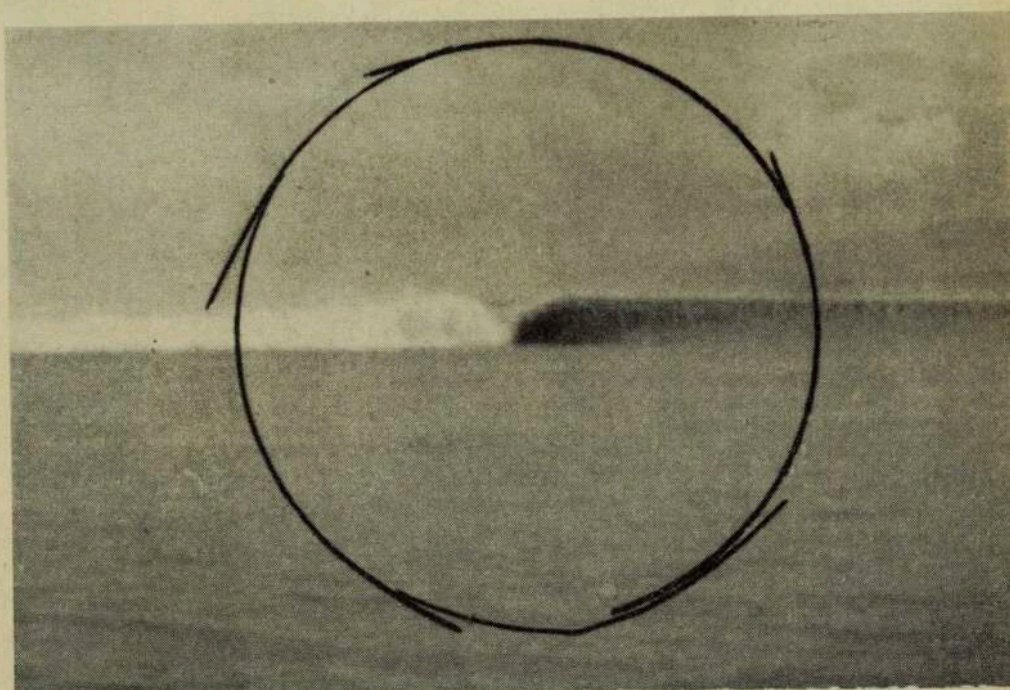


In the 30's, when trans-Pacific services became a practical proposition, hitherto useless islands took sudden value. In this race, Britain and the United States became friendly rivals. Canton eventually became US-British condominium; the Sannexed Howland and Baker 1935.

Top photograph above shows notices placed on Hull Is. by a British warship. This one reads (in part): "This land belongs to His Britannic Majesty Edward VIII and was visited by HMS Seahawk, August, 1936. Signed, O. Mervin, Captain." The lower photograph shows Mr. and Mrs. Tom Manning (now of Honolulu, BSIP) on Christmas Island, where Mr. Manning was acting as administrator; sovereignty notices were put up there, also.

Top right: In October, 1900, "Queen Makea" of the Cook Is. gave the Group into the keeping of New Zealand (from 1888 it had been under the protection of Britain). The Queen can be seen on the left; Lord Ranfurly, then Governor of

NZ, in the centre, without a hat. Lower: Of more recent date—the seismic wave that followed an earthquake in Suva on September 14, 1953. It did great damage to the wharf and fore-shore area. Previous quakes at Suva had been light.



Build roofs that last a lifetime

with Rogerstone Aluminium Alloy Building Sheet

First cost is *last* cost when you roof or build garages, sheds and other out-buildings with these light, strong Noral Alloy Building Sheets. They are weather-proof *right through*. Unpainted, uncared for, these versatile corrugated sheets will look after themselves for a lifetime. Rogerstone building sheets are exceptionally easy to assemble and are punched ready for bolting. The sheets will span up to 10 ft. without extra support. Construction is simple and fast.

Rogerstone building sheet is produced in two standard widths and a range of lengths. The standard lengths of joining and trimming sections are also given below:—

Commodity	Lengths
Full-width sheet (30 ins.)	8, 9, 10, 11, 12
Half-width sheet (15 ins.)	8, 9, 10, 11, 12
Standard angle	12
Corner piece	10
Roof end section	12
Rafter angle	12
Ridge capping	8
Ridge angle	8

ALUMINIUM UNION LIMITED

(Incorporated in Canada)

Principal British Commonwealth Distributor of Aluminium

Ocean House, 34 Martin Place, Sydney, N.S.W.

An ALUMINIUM LIMITED Company



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New Zealand: RICHARDSON, McCABE & CO. LTD., Wellington.
Auckland, Christchurch.
Fiji, Western Samoa and Tonga: MORRIS HEDSTROM LIMITED,
Suva, Fiji.

Cook Islands: A. B. DONALD LTD., Rarotonga, Cook Islands.
French Oceania: ETABLISSEMENTS DONALD TAHITI, Papeete,
Tahiti.
New Caledonia and New Hebrides: AGENCE ALMA, Noumea,
New Caledonia.

Territory of Papua—New Guinea—BURNS PHILP (NEW GUINEA) LIMITED, Port Moresby.

LONDON • MONTREAL • CALCUTTA • SYDNEY • KARACHI

The Air-Minded Pacific

(Continued from page 29)

er sold its interests in the Bulolo to Placer Development, who edged them through the operating company, Bulolo Gold Dredging.

The other was an airman who had already gained considerable fame when, in company with Intosh, he flew a marathon race from England to Darwin in a very old war plane in 1920. His name was Ray Parer.

Both men went into action in July 1927.

Guinea Gold bought a DH37 from the Department of Aviation in Melbourne and hired a pilot ("Pard") Mustar, ex-AFC, RAAF to fly it. Parer bought a new DH4 ex-war machine. In the next few months it became a struggle between the two flyers to see who would be the first to fly in the Territory.

Parer had booked space for his plane on the BP ship *Melusia*, in April, 1927—but he had financial trouble, and by the time this was straightened out, his option on the *Melusia* space had expired, and it had gone to Mustar, who had installed thereon his DH37 and triumphantly sailed away leaving Parer lamenting in Sydney.

There was, at this time, no aerodrome in either Papua or New

Guinea. Salamaua was a jumping-off place for miners who walked to the goldfields. Lae did not exist as any sort of settlement. The only means of unloading the huge crate that held the plane was in Rabaul. So to Rabaul Mustar went—and used most of the three weeks' lead he had over Parer in buying coconut trees from the local natives and having a landing strip made. He also visited Salamaua, and was taken by Levien across the Huon Gulf to where, near the present site of Lae, Levien had had an area of 500 yards by 100 yards cleared of timber. This was to be the coastal "aerodrome" for flying operations into the goldfields.

A few days before Mustar was ready to fly to Lae, Parer arrived. However when he unpacked his DH4, one of the tyres was found to be perished and useless—and he had no spare. This typical Parer mishap cost him any chance in the race to the goldfields, as he had to wait three weeks for the next ship to bring new tyres.

The flight from Rabaul to Lae took Mustar five hours (a Qantas DC3 now halves that time) and by mid-April he was ready to try the seemingly impossible—fly over the 8,000 feet coastal range and pinpoint a rough clearing in the middle

of unmapped mountains. No detailed maps existed of the area and to follow the foot trail was impossible as it soon disappeared into jungle.

The smoky fires that Levien had promised to have lit were no help in identification either, as every native village over the range appeared to have smoky fires perpetually burning.

BUT the seemingly impossible was finally accomplished on April 18, after Mustar had spent three days of continual back-and-forth flying trying to locate the landing ground.

Immediately he had located Wau, the serious business of air-freighting cargo began immediately. Six 100 lb bags of rice were flown in in the first freighting trip—an amount that would have taken 20 boys a fortnight to bring from the coast by the trail. Thereafter, four trips, on each of which the capacity load of 600 lb was carried, were undertaken every day. A few weeks after Mustar, Parer began flying.

But Levien and Mustar were already looking ahead. The old DH37 fabric and wood plane, with its limited carrying capacity, was unsuitable for the tropics and the job it was called upon to do.

Their interest centred on a German Junkers plane of metal, and with a carrying capacity of 1,800 lb,

(Continued on page 153)

THE

THORNYCROFT

ORGANISATION

offers congratulations to the "P.I.M." on the completion of 25 years' service to the Pacific Islands and appreciates the fact that "P.I.M." has been able to publicise very efficiently its Marine Diesel Engines and Generating Sets over such a vast area.

Like "P.I.M.", Thornycroft's service continues.

THORNYCROFT (Aust.) PTY. LTD.

Box 2622, G.P.O., Sydney.

Cables: "Thornmotor"

THE LAST QUARTER-CENTURY HAS SEEN

DEPRESSION, TOTAL WAR AND BOOM IN SOUTH PACIFIC INDUSTRIES

The price of copra has been the barometer of Pacific Islands prosperity in the last 25 years although the economy of all Pacific Islands is by no means based on copra.

IN Fiji, since 1890, sugar has been far ahead as the most lucrative of that Colony's exports; from the mid-30's, gold has been second in importance. In New Guinea, from the early 30's, gold took the lead, amounting late in that decade to two-thirds total export value. This lead was not relinquished until 1948-49, when boom-price copra from plantations recovering from war damage and neglect, sent that commodity ahead.

Such groups as the Cook Islands depend on fruit and pearl shell.

Nonetheless, when copra prices are low, times in the Islands are regarded as "bad"; and when copra booms, times are "good."



A sporadic trade in native copra and oil had gone on for several decades—and many a trader had ended in the cooking ovens—before European coconut plantations were established in the Pacific Islands.

In Fiji, cotton-planters who had not been completely annihilated by the disastrous slump of the 70's, planted coconuts on land previously used for cotton.

In New Guinea, the first commercial plantation was established by "Queen" Emma (Mrs. Forsayth) in 1879 on land she bought from the natives near present-day Kokopo for some umbrellas and looking-glasses. However, labour was a considerable problem in untamed New Britain, and it was not until the 90's that much actual planting was accomplished.

By the outbreak of the First World War, over 77,700 acres of coconuts had been planted in German New Guinea.

In 1860, the German firm of Godeffroy owned 25,000 acres of land in Samoa and their agent there was industriously preparing to plant coconuts and cotton.

It was during this period, and up until the end of the First War, that coconuts acquired their reputation as money-spinners. "Consols of the East", they were called. Another unwise saw was to the effect that if you took care of a coconut for the first seven years of its life, it would take care of you for the rest of yours.

Certainly, copra had its ups and downs during that period but no real disaster struck until the Depression of the 1930's.

Towards the end of the First War, copra reached a record high price which, in terms of real money, has not yet been passed.

After the First War, the New Zealand Government took over former German plantations in Samoa (Reparation Estates); and German plantations in New Guinea were acquired by the Expropriation Board and later disposed of by them to returned World War I servicemen.

Copra prices in the 20's remained profitable and planters were prosperous. There was some extension of pre-war plantings.

The Wall Street debacle that triggered the world Depression occurred in 1929, but it was several years before the real effect was felt in the Pacific planting world; unfortunately it then became a prolonged agony lasting years.

A glance at the graph will show that copra did not reach bedrock until 1934, when on several occasions it was under £8 cif London. The plight of planters at this period was dire indeed.

This was a period, too, when an incredible number of experiments were undertaken by governments in a vain attempt to get out of their financial troubles.

Britain went off the gold-standard; America buried gold in the ground. Ferocious import taxes were clapped on overnight; some currencies were devalued. Pro-

ducer countries dropped export tax in New Guinea a moratorium temporarily suspended payment of principal and interest for purchaser of Expro. Board plantations.

But nothing seemed to help the copra industry to regain its feet. Many, many articles were written suggesting "alternative crops" copra was suggested as a pig food, and "Is coconut oil any good as a motor-fuel?" PIM asked at one time. At another it was suggested it might be used as a motor lubricant.

Whale oil, biggest rival of coconut oil, was over-produced; so was soya bean oil, peanut oil and every other vegetable oil. But over and above all this, there was another factor. "The monstrous Unilever combine," PIM called it in January, 1933.

To assist Empire copra producers, the British government had a few months previously imposed a 10 per cent. import tax on foreign copra. Unilever was little concerned about that—it bought copra where it liked and processed it in Continental mills.

"Unilever can snap its fingers at the British Government, copra growers and everyone else", we said in 1933. "It is well-known that when this monstrous, soul-less combine was formed it closed scores of British crushing mills in order that, for its own profit-making purposes, it might send its copra to the various Continental mills which it controls. Previously a large proportion of Empire copra went to the British mills... the only way this thing can be controlled is by inter-governmental action, and that is not likely before the ruin of the coconut planting industry..."

Fighting words, certainly; but Unilever continued to sit on top of



the copra industry, wielding the stick until global war completely isolated world trade.

1955



FROM bedrock in 1934, prices rose in the middle thirties as Europe prepared for war, only slump sharply again just prior and during the period of the "honey war", 1939-40. At the end of 1941 came Pearl Harbour and in the next few months production from Indonesia, Malaya, Philippines, New Guinea, the Solomons and numerous other lands groups was lost to the eastern allies.

Those Pacific planters who were left on the right side of enemy lines were able to enjoy increased prices and a sure market for all they could produce.

After the war, a hungry, malnourished Europe and Asia were desperate for edible oils and prices rose. In 1949 British countries in the South Pacific entered a 9 years Copra Agreement with the United Kingdom Government, under which all copra surplus to local requirements was to be purchased by the UK Ministry of Food at a guaranteed price to be negotiated at the end of each year. Under the terms of the agreement, the price could not rise or fall by more than 10 per cent. in any one year.

From 1949 to 1954, prices went

up steadily. In 1955, for the first time, there was a fall of about 7 per cent.

In the last two years the MOF has had somewhat the worst of the bargain, when copra world-price has been averaging under that paid by the MOF. But in the early years of the Agreement, the MOF was buying Pacific copra for as much as £30 per ton below world parity. At the time, this caused some discontent among copra producers who, in some Territories, had had little voice in their Administration's decision to participate in the scheme.

However, looked at as the 9-years term draws to a close (the Agreement expires at the end of 1957), most planters acknowledge that since 1949 there has been a measure of stabilisation and security in the industry never previously experienced.

Many are already expressing a desire that a Pacific organisation at Governmental level should be set up to step into the breach when the Agreement expires. Pacific planters who went through the 30's have no delusions as to the individual's strength when pitted against that of the giant combine.

Unilever is still in existence, its strength in no way dissipated by the war or its aftermath. There is no reason to suppose that if there is no organisation to take the place of the MOF Agreement, it will not again be in a position to decide, for its own purposes, the ceiling price of copra.

Where Gold Saved the Day

GOLD has been the X-factor in Pacific Islands economy, turning up providentially when most needed to bolster wavering

economies. Fiji and New Guinea were the two territories to benefit most in the 20's and 30's.

Papua had her gold rushes at a much earlier period; and the



British Solomon Islands may only now be coming into their own as a gold producer.

None of the other Pacific islands has had a worthwhile gold industry.

The first discovery of payable gold in Papua was made on Misima Island in 1888. Between then and 1909, there were nine goldfields proclaimed and between them they produced about £2,000,000 worth of gold.

By the outbreak of World War II, there was little mining activity in Papua except on Misima where Cuthbert's Misima Goldmine was paying good dividends. This and other smaller goldmines were rehabilitated after the war, but later were forced to close.

Like everything else, cost of working gold had risen sharply during post-war inflation.

The discovery of gold at Wau and Edie Creek in New Guinea was the result of the Australian prospectors' rugged persistence: even when New Guinea was German Territory they had cast envious eyes in that direction and had done sufficient illegal border-hopping to

(Continued on page 40)

COPRA: A graph which shows at a glance, the course of copra prices in the last 25 years. Prices are in £/cwt. except during the Pacific war years when they are quoted in Aust. Since 1949, the MOF Agreement price is the one used in the graph.



MORE PICTURES FROM THE PAST

Nauru was occupied by the Japanese during the Pacific war and was the scene of much tragedy. But active war had come to the island before that: On December 27, 1940, German raiders shelled and damaged the phosphate storage and cantilever. Earlier in December they had sunk five vessels ("Triaster," "Triadic," "Triona," "Komata" and "Vinni") out of seven which were waiting for weather to abate so they could load. Photo shows results of December 27 raid.

Below: In mid-1952, a Fijian Rugby Union football team visited NSW for the first time for a short tour and quickly became the idols of the Australian sporting community. This is Aporosa Mudu in action.



Recently, when the Suva City Council decided that all barbering in the city must be done in registered shops (not on the roadside) the Governor (who had his hair cut at Government House) was judged not to "come within the meaning of the Act." Sir Ronald Garvey has, of course, had less comfortable haircuts than he enjoys at present—and the picture, above, shows one of them. The photo was taken by the PIM's editor when he and Sir Ronald (who was then Acting RC, Gilbert and Ellice Is. Colony) travelled together in 1941 around the Line Islands. The barber in this case was also the ship's radio officer. Sir Ronald had to hang on or be flung off.



PORT MORESBY, 50 YEARS AGO

Present residents of Port Moresby will find it hard to recognise their attractive and growing town in these photographs taken in 1900. At the left is Burns Philp and Company's premises. And below, the post-office and treasury building. In the foreground appears to be a tram-line of some sort—presumably running down to the wharf. PIM first published these old pictures in August, 1937, when we noted that all these old buildings had gone.

Colour-Photo Competition

(Continued from page 9)

Robson, Noumea (New Caledonian 1).

MISCELLANEOUS: K. E. Robin-
son, Rabaul (Flower Studies).

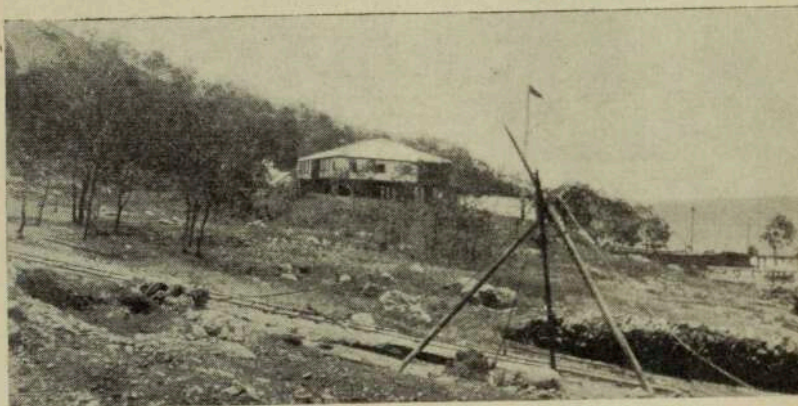
For the cover picture we required something with a distinct South Sea islands flavour—which, in general, meant coconuts, surf on the reef, native houses. The one chosen fulfils all these requirements. For the other pictures which we have produced in this issue, we had no preconceived ideas: We chose those which pleased us. We hope that they will please you, too.

We should have liked to have had at least three times as many colour-pictures as we have done, at the cost of colour blocks (particularly from transparencies) is prohibitive. However, we have kept a careful list of every entry and should PIM again blossom into colour, we will apply to those of you who submitted entries that stood highly.

Finally, we should like to thank every entrant, successful or unsuccessful. Your enthusiastic response to our appeal for colour transparencies gave us a wide choice of material and has enabled us to put real South Pacific colour into this, our Quarter-Century issue.

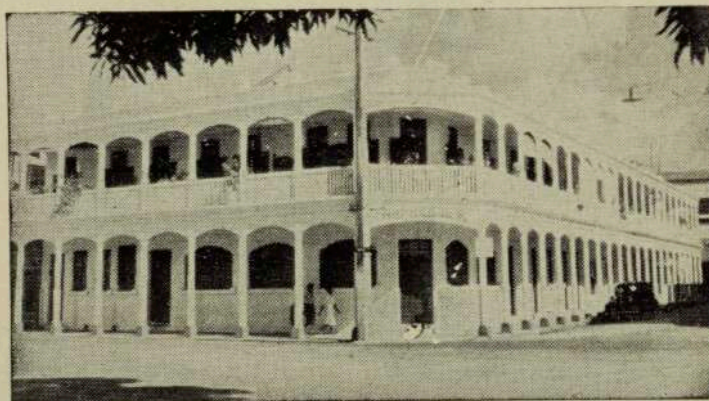
All transparencies submitted are now on their way back to their respective owners.

The engagement of Mr. Bruce McKee, of Adelaide, and Miss Norma Tucker, of Vermont, Victoria, both with the British Phosphate Commission at Ocean Island, has been announced. They plan to be married in Melbourne in December and to return to Ocean Island early in 1956.



THE GARRICK HOTEL

SUVA, FIJI



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

Telephone: 80.

VINCE COSTELLO, Proprietor.

Why and How I established the PIM

(Continued from page 4)

the Pacific Islands, and what that might mean.

The horror of a second World War came in 1939. For two years, it did not affect us much, politically. But, while the Western nations still needed copra, sugar, cocoa, gold, and so forth, all the countries which produced those things still were able to produce, and the market was over-supplied.

Shrinking, also, was the manufacturers' and traders' capacity to sell to Islanders. Economically, we of the South Pacific were more and more embarrassed. We were half in and half out of the war.

JAPANESE INVASION

All uncertainties ended at Pearl Harbour on December 7, 1941. Within a few days, we of the South Pacific were wide open to invasion by the Japanese, now coming at us with bared teeth through Philippines, Singapore and Micronesia.

Australia and New Zealand and Fiji were saved by the Americans, who swung south-about to our aid with a rapidity that even now, after 13 years, seems incredible. But, for three months, we did not know that; and, under security's hush-hush, we did not have a clue to our future.

All PIM's readers in Papua, New Guinea and Solomons were scattered

to the four winds. The other Islands, though uninvaded, were under stern war conditions. Normal trading virtually ceased.

Advertisers no longer wanted to buy space. Every one of my young assistants—including Selwyn Hughes who had come to me years before as an office boy, and was now my first lieutenant—was called to war duties. It seemed, early 1942, as if I must fold up the PIM, not wanted any more.

But I thought I might still give service, by telling the Pacific Islanders about their angle on the war, and about what was happening to their thousands of men and women who were either in the Services, or had been "evacuated" to Australia and New Zealand.

For some reason that I never understood—but valued none the less—a handful of advertisers remained in PIM (see article elsewhere in this issue.) Their announcements clearly were worthless to them, in a money sense. But the payments they made allowed me to carry on the PIM.

I had similar problems with the five journals of the S & M Co.

I became, for three years, a BBC and ABC commentator on the Pacific War, and the guineas from this source allowed me to live.

No men now were available, so I sought a woman assistant. I discovered in Melbourne a former New Guinea woman, with literary talent Mrs. Judy Tudor. I induced her to become my assistant, in Sydney. That was one of my happiest discoveries. (To-day, she is Assistant Editor, frequently visits the Group, as writer and photographer, and acts when required as Editor.)

So we survived the war. But we had some lively problems.

Because we had Islands circulation, we enjoyed the unremitting attention of the censors. Actually I was my own strictest censor—nothing ever got past me which would in any way aid the enemy. But certain quaint people with a censor's authority occasionally saw things otherwise. I could write a book about the occasions when they made us delete quite harmless things. So on a number of occasions, just for my own satisfaction, I would put into type things which would have been of great help to the enemy; get the censor's approval stamp on to the proofs, and then throw them out. I still have those stamped proofs.

If *Pacific Islands Monthly* now was in limited demand, that could not be said of the *Pacific Islands Year Book*. Every military and civil organisation with wartime jobs in the Islands wanted this Islands encyclopædia; and we tried to meet the demand. But there just was not enough paper available then to

When in
SUVA stay at



the **GRAND PACIFIC**
Hotel

Delightfully situated in magnificent grounds overlooking Suva's beautiful harbour, the Grand Pacific Hotel is the social centre of Fiji.

Specially designed for the tropics. Excellent cuisine, attentive service by trained Indian waiters and servants. Tariff from 40/- (Fijian Currency) per day.

Reservations may be effected through any office of the Union Steam Ship Company of N.Z., Ltd., or by direct application to the hotel.—Cable Address: "Granpacif," Suva.

the printing. I was compelled to let the overseas copyright to a great American house; it was "rated" before the American publishers got out their edition; and the wartime sale of the *Year Book*, which might have returned a little fortune, provided a most modest profit. "San Fairy Ann," as the editors said.

THE GREAT INFLATION

In 1945, with war past, and men turning to their jobs, our business like tens of thousands of others—began to return to normal. All seemed merry and bright. And then our troubles came thick upon us. Western civilisation had partly financed the war by issuing promissory notes on the future. In other words, it had trebled the banknotes issue by merely printing and issuing notes, without backing with gold and goods. Naturally, the value of money decreased by two-thirds. People still profess to be amazed and doleful over inflation. Actually, it is the plainest and simplest proof of the soundness of the economic law that you cannot have banknotes without backing and expect them to hold their nominal value.

Our business—the PIM, and six other monthly journals, and various periodicals—passed the 1939 standards, and grew rapidly. It needed much new capital. But as fast as we got additional funds, inflation ran the value out of them. It chased our tail, in ever-widening circles.

After three or four years, inflation slowed down, and we caught up with ourselves.

Finally, in the course of arranging a new financial structure, Pacific Publications Pty. Ltd.—the modest little company I formed 25 years ago to hold *PIM* and *Year Book*—purchased outright the Sydney & Melbourne Publishing Co. Pty. Ltd., with its land, buildings, plant and publications; and thus we settled down to our present condition.

THE "COLD WAR"

With this backing, we hope to see many more years of service to the communities of the South Pacific Islands. We have the means, and the times present the opportunity.

If they are allowed, Australia, New Zealand and the South Pacific Islands have a future comparable with the West's achievement in North America in the last hundred years.

But the 'Fifties, like the 'Thirties, are uneasy times. Just as the breakdown of the League of Nations allowed the Nazi-Fascist Axis to row the world into World War II, the failure of the Western Powers in the late 'Forties either to shackle or destroy Muscovite Communism seems to be driving civilisation into World War III.

Western statesmen now are striving with all they have to find a solution short of the use of atomic

Letter to the Editor

Congratulations From An Old Advertiser

FOR over 35 years the Vincent Chemical Company Pty. Limited has marketed Vincent's APC headache powders and tablets, and the greatest part of this period has included distribution in the Pacific Islands.

To assist in the advertising of their product through this widely scattered area, Vincent's have always supplemented their choice of media with advertising in the *Pacific Islands Monthly*.

The reliability of a genuine product and the advertising which has supported each new venture to extend world markets has resulted in the growing popularity of Vincent's APC Powders and Tablets.

Therefore we take this opportunity of extending to the publication our congratulations, together with a wish that it will continue to give the same high standard of service which has been obvious over the last 25 years.

I am, etc.,

KEITH C. PROBERT,
Sydney. Director.

weapons. We fear they may be ten years too late. Meantime, we can but wait and hope—and, maybe, pray.

For those
who prefer
A Better Rum



McILRATH'S PTY. LTD., OF SYDNEY, SUPPLIERS
FOR OVER 30 YEARS OF DEPENDABLE GROCERIES
AND OTHER GOODS THROUGHOUT THE PACIFIC
ISLANDS, CONGRATULATE THE MANAGEMENT
AND STAFF OF THE "PACIFIC ISLANDS MONTHLY"
ON 25 YEARS OF CONTINUOUS PUBLICATION.

Inserted by:

McILRATH'S PTY. LTD.,
202 Pitt Street, Sydney,
N.S.W., Australia.

Cables:
"ROTUNDA", SYDNEY.

Depression, Total War and Boom in S. Pacific Industries

(Continued from page 35)

have an adequate idea where to head when Australia took over that territory. (A few Australian prospectors had been allowed on the Waria River by the Germans).

The most-persistent border-hoppers were Matt Crowe, Arthur Darling and W. (Sharkey) Park who were continually investigating the Morobe ranges before 1914 and being chased out again by the Germans. Darling is believed to have found Koranga Creek (near Wau) during this period: Sharkey Park located it again at the end of 1921, and the Morobe Goldfield was born.

The fantastically rich find at Edie Creek (altitude 6,500 ft) was made in February, 1926 by W. G. Royal and R. M. Glasson. The development of the Morobe Goldfield and the leases of the Bulolo Gold Dredging Company a few miles further down the Bulolo Valley, was completely interwoven with the establishment of air transport services from the coast to the goldfields. A full account of this appears in the special article, "The Air-Minded Pacific", elsewhere in this issue.

The first dredge at Bulolo began work in early 1932 and by 1941 seven others were also operating.

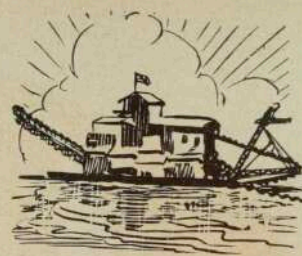
BGD was, however, by no means

the only big company operating in the area. New Guinea Goldfields, formed in 1929, began to acquire most of the available leases in the Upper Bulolo, Koranga Creek and Edie Creek. By 1935 this company had its issued capital at £4,500,000, but although undertaking valuable pioneering and development work did not recover gold in sufficient quantities to pay a worth-while dividend on this capital. Early in 1935 it wrote down its capital by 75 per cent. It is, of course, still carrying on operations near Wau.

In this period scores of mining companies sprang up in New Guinea; many of them disappeared during the war. Guinea Gold, Enterprise, Koranga Sandy Creek, Sunshine are some that are still in existence.

In addition there were on Morobe scores of individual miners who, later in the thirties, turned their attention to other fields—the Sepik, the Ramu and the Aitape-Wewak hinterland.

Gold began to add substantially to New Guinea's export income from 1927, and in 1940 accounted for £3,021,731. At the outbreak of the Pacific war, a scorched-earth policy was rigorously applied in Wau and Bulolo, with the result that when production began after



the war, whole towns had to be rebuilt and expensive mining equipment, hydro-electric schemes etc. replaced entirely.

Costs had risen and only the most substantial companies survived.

BGD and NGG are still the biggest operators on the field—but Bulolo has only 3 dredges now operating, and calculates that the last dredge will close down in 1959.

This company has joined with the Commonwealth Government in a £2 million company to exploit the magnificent forests of Klinki and Hoop pine around the Bulolo area and in the setting up of a plywood factory that manufactures a superior product, mostly for the American market.

New Guinea Goldfields also are interested in timber as well as in their several gold mining properties.

The individual miner and prospector has become almost as

(Continued on page 51)

Congratulations...

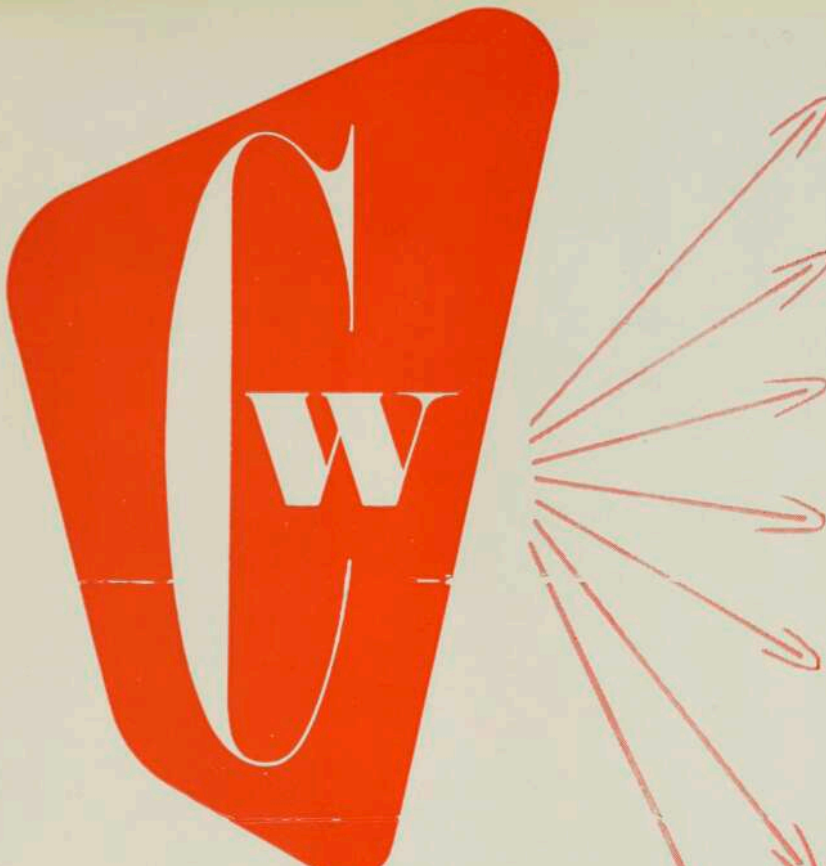
TO "PACIFIC ISLANDS MONTHLY"
ON 25 YEARS OF SPLENDID
SERVICE



May we suggest that when you require books, you should avail yourself of the service we can offer. Our stocks are unrivalled and our mailing department is specifically designed for your convenience.

GRAHAME BOOK COMPANY PTY. LTD.

39-49 MARTIN PLACE, SYDNEY



for service...

We, at Colyer Watson,
offer a service that
knows no boundaries
... you name it ... we'll
supply. And when it comes to
selling your produce—cocoa,
coffee, shell ... CW stands
for service.

AGENTS FOR:

*New Guinea Australia
Line of the China
Navigation Co. Ltd.*

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Union Assurance Society Ltd.

*Aust. T. & G. Mutual
Life Society Ltd.*



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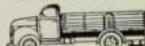
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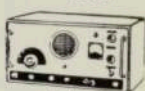
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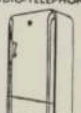
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A REVIEW BY R. W. ROBSON

The Changing Islanders

Factors which have modified native life
in a quarter of a century.

SOCIOLOGICAL change among the indigenous peoples of the South Pacific Islands during the last 25 years has been considerable and significant; and is closely related to political and economic developments.

The most important of these, of course, was the Pacific War of 1941-1945. But there were other events and developments which affected all three communities—European, Asian and native—and if

we take these in their chronological order we are given a fairly accurate picture of what happened to the resident peoples in this quarter-century.

The Great Depression

Because the swing of the economic pendulum, following World War I, was not kept under international control, the boom times of the 'Twenties were followed by the calamitous Depression of the early 'Thirties.

In the 'Twenties, the Islands enjoyed huge revenues from copra and most other products, and trade was extremely buoyant. When the crash came, in 1929-30, copra fell to an all-time low, and a semi-paralysis of trade occurred throughout the South Pacific.

This did not affect the natives much in their living conditions—those who had been attached to the European economy simply returned to the native Islanders' way of life. But Europeans and Asians were desperately hard up for years; there was no surplus money for native education and health; and little advance was made in native sociology.

Depression's effect, however, was cushioned in the South Pacific's

two most important Territories—New Guinea and Fiji—by the development of valuable gold industries. Although a valuable product like copra was at starvation prices, the world's cock-eyed economy was clamorous for gold—which promptly was drained away to America and buried in a hole in the ground (Fort Knox)!

Unhealthy Recovery

All Pacific Territories began to enjoy better conditions in the mid-'Thirties, but that economic recovery had no healthy basis. It was the result of a demand created by world re-armament—this, in its turn, following the appearance of Mussolini and Hitler, and the formation of the Rome-Berlin-Tokio Axis.

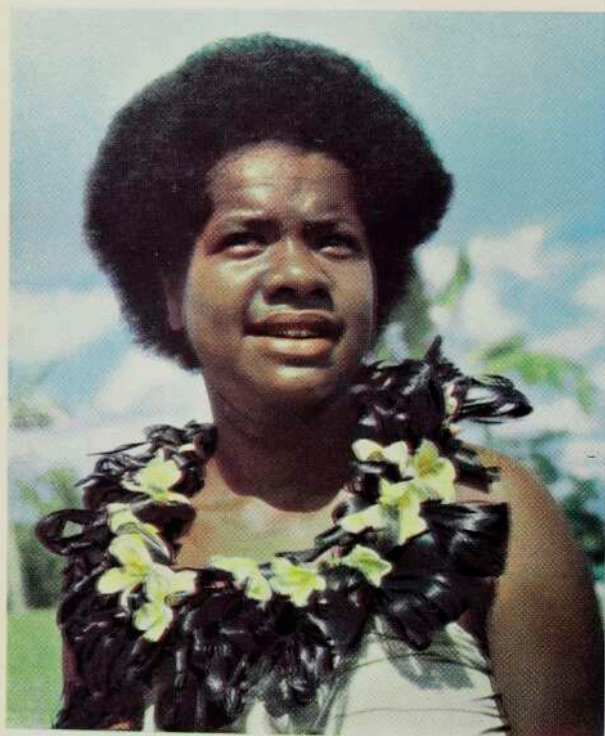
Prices of copra, rubber, coffee, cocoa improved throughout the Islands and trade recovered steadily. There was increasing money for services to improve native living standards.

In those few years, native life in Polynesia and Micronesia came perceptibly closer to European ways. In the more primitive Melanesia—especially New Guinea and the Solomons—more and more people made their first contact with Europeans, and tens of thousands were officially "brought under control."

This was a time of great missionary activity. The "Christianising" influence, exercised from early in the 19th century, was the most definite and consistent factor in bringing the natives along to European standards of life.

It was in this period—the 'Thirties—that Australia discovered she had a magnificent new Territory (the New Guinea Highlands)—then described as "a second Kenya" in her charge; and that in those great valley systems were hundreds of thousands of natives of a good type, who never had seen a white man. Here was a new task for administrators and missionaries.

There was increasing development and sociological progress, especially in the Southwest Pacific. But over it all was the uneasy con-

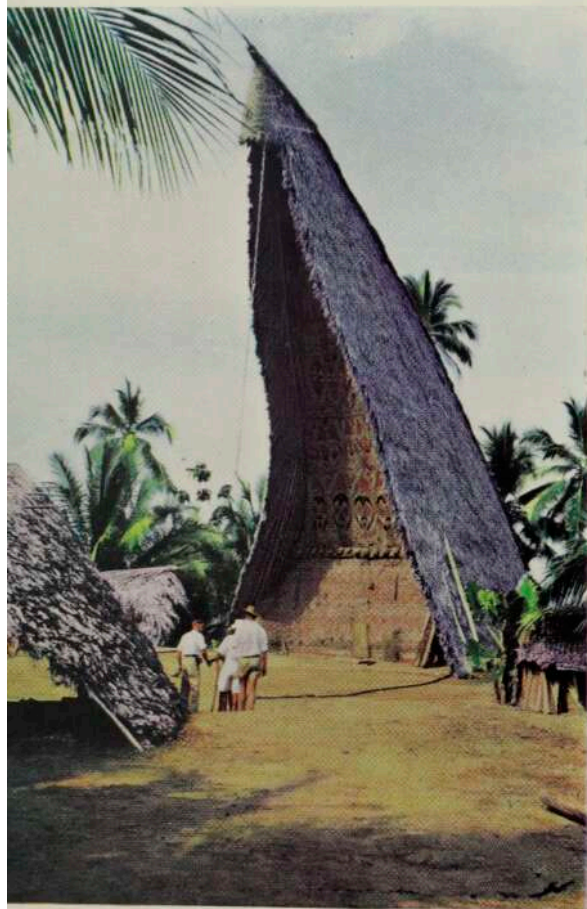


This study of a Fijian girl—it was photographed during the visit of Queen Elizabeth and the Duke of Edinburgh to Suva—was submitted by Mr. F. E. Dunn, of Noumea. It wins a £5 award. (Film unspecified).

iousness of the growing menace Japan. Japanese traders, mine-workers, shell-poachers, undefined wanderers, were all over the South Pacific Islands.

The outbreak of World War II

PHOTOGRAPHS: AT right—form over the Reef. This is an unusual study, submitted by Mrs. F. Williams, of Goulburn, NSW (she was formerly Miss Wendy Had, of Suva), but it is by no means an unusual sight for Islands dwellers anywhere in the South Seas. And below—Haus Tambaran, Aprik, New Guinea, submitted by Mrs. B. Haydon, of Lae, New Guinea. The photo was taken by her son, Mr. Cliff Haydon, who was killed in an aircraft accident in 1949. A Haus Tambaran is where the sacred masks are kept; it is for men only and is tambu to women. The height can be judged from the size of the men in the foreground and from the coconuts. Note the intricately painted facade. These houses are a feature of this district but will appear as civilisation encroaches. (Both on Kodachrome).



in Europe in 1939 did not immediately affect the Pacific, directly. But, indirectly, its effect was depressing.

All the copra-producing areas still were free, but war had reduced the world's copra markets.

There was political confusion, also. France was occupied by the enemy and her large archipelagoes in the Pacific were taken care of by other Westerners.

The educated and "Europeanised" native peoples naturally were bewildered by these events.

Japanese Invasion

Their bewilderment was vastly increased when, in December, 1941, the Japanese struck at United States through Pearl Harbour, and the whole Pacific was plunged into war.

Within the next four years, the Japanese thrust far southwards; were met and checked and utterly defeated

by vast American forces, aided by Australians and New Zealanders; and most of the Islands of New Guinea, Bismarcks, Solomons, Carolines and Marshalls, and Gilberts, were torn and ravaged by modern war.

Practically all South Pacific Islands outside those actually involved in fighting were lengthily occupied by our servicemen.

All European and most Asian communities were removed for years, from the invaded Islands.

Thus, for a long time, the natives met only Japanese, American and Australian servicemen. Servicemen have no understanding of our sociological obligations to the indigenous folk.

The more primitive communities, living their own lives in their ancient fashion, were not much affected. But the psychological effect upon the more sophisticated and Europeanised natives of contact with masses of soldiery can be better imagined than described.

The natives still were—and are—orderly and friendly enough. But whatever notions they may have had about a close friendship between God and white men had been completely dissipated.

Economically, of course, the Pacific war benefited enormously those Territories outside the operational zone. The Japanese had occupied the great copra-producing areas of East Indies and Philippines. The markets still open to us now clamoured for the copra of our unoccupied Islands.

With money from these sources, plus the enormous sums spent by War Departments and servicemen, many South Pacific Islanders became rich. The psychological effect of this—not very good—was added to, in the later Forties, by the extraordinary action of the Aus-

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lian Socialist Government is distributing "war damage compensation" to natives, in cash, on a scale believably lavish.

habilitation, etc.

When the Pacific War ended with the surrender of the Japanese in Rio Bay, in September, 1945, a number of events of political and economic importance—all having a bearing upon the sociological development of the native peoples—followed quickly. They may thus be summarised:

All the nations with South Pacific territories—namely, Britain, France, Australia, United States, New Zealand, and—came back to their administrative duties with a new and somewhat different concept of their obligations towards the indigenous races.

This new conception was expressed in the establishment in 1949, by the six nations, of the South Pacific Commission, which is charged with the duties of research and advice to the six Governments the most effective way of improving the standards of life.

France permitted the native people of New Caledonia and French Oceania to take a much larger share in their own government—while keeping both Territories strictly inside the French Empire.

Australia, seeking the rapid rehabilitation of Papua and New Guinea, awarded war damage compensation to Europeans on a most generous scale (in

addition to the aforesaid lavish distribution to natives). In addition, Australia after the war subsidised the Papua and New Guinea Administration to the extent of around £7 million per annum—where previously the Territories had to be practically self-supporting.

• Australia admitted native representatives to the P-NG Legislative Council.

New Zealand granted to Western Samoans a much larger voice in government.

• The British Ministry of Food Copra Contract (for nine years, expiring 1957) under which all British South Pacific copra is bought at a rate that is high, and cannot vary much, has had a deeply stabilising effect upon South Pacific economy. (CONTINUED PAGE 47)



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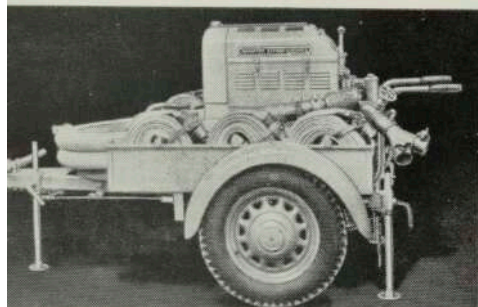
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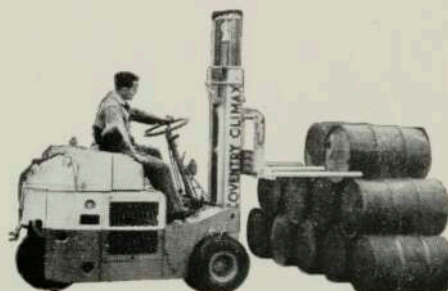
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Australian News and Information Bureau Colour Photograph by James Fitzpatrick. Four colour plates by courtesy Qantas Empire Airways Ltd.

Far-reaching political changes in Indonesia and Indo-China have cut off an labour to New Caledonia and New Hebrides, increasing the demand for live labour.

There has been no economic development worth noting in the British Territories of Solomons and Gilbert and Ellice as well, perhaps, because native life in Solomons was much affected by the war by an anti-European "Marching Rule" movement, and the natives are still not disposed to offer aid for service.

Because of the extraordinary post-war development of air transport, shipping communications with all the Islands have been greatly changed, and transportation taken on a new aspect. The fact that a plane can travel from Fiji to New Guinea to Sydney in a few hours, where a ship took a week, affects Europeans directly much more than natives.

In numerous indirect ways it has bearing upon native life and outlook.

The visit of the world's greatest monarch, Queen Elizabeth II, to the South Pacific in 1953-4, was far more than a spectacular event. She was seen by thousands of Fijians and Tongans, and selected parties of Polynesians and New Guinea natives. The effect of that happy occasion upon the native mind, is beyond computation.

Progress—But Under a Cloud

European policy generally since 1945 has been directed to a great stimulation of all factors which may be regarded as likely to assist the natives towards self-government and independence.

Natives generally—and especially those of the Central and Eastern archipelagoes—have reacted favourably. One would say that, compared with 25 years ago, there is greater friendliness towards Europeans, and a much more intelligent appreciation of what Europeans are trying to do for the Islands communities.

There has been, simultaneously, a marked increase in the extent and quality of the educational and medical services given to the native communities by the numerous—in some ways, too numerous—Christian Missions.

There is a much better liaison now between Administrations and Missions. This is important because, as the Governments develop their politico-economic plans for the better education and technical training and medical care of the natives, they are liable to get their numerous instrumentalities tangled with those of the Missions.

But, just as in the later 'Thirties, the sociological progress in the South Pacific in the 'Fifties is coming under an international cloud. Then, it was the creeping menace of Japan. Now, it is the steadily increasing threat of a restless Asia, profoundly influenced by Communism and encouraged to look for expansion towards the rich, desirable, undeveloped countries of the South Pacific.

Unless something happens soon to

check this terrifying new thing in Southeast Asia, all political, economic and sociological plans and progress in the South Pacific will be subverted to the paramount needs of defence.

Asian Communities in Pacific

This threat from Asia necessarily directs attention to another factor which affects all sociological planning for South Pacific natives. This is the establishment of influential and tenacious Asian communities in the South Pacific Islands. Here they are:

In New Guinea.—A small Chinese community of some 3,000, descendants of Chinese labourers introduced by the Germans. Traders and artisans

In Solomons.—A small but steadily-growing Chinese community, engaged mostly in trading.

In N. Caledonia and N. Hebrides.—Important remnants of Javanese and Tonkinese labourers, not repatriated in 1940-45 because of war conditions, now have established small communities of traders and artisans, and tend to increase.

In Fiji.—A large and important community of about 160,000 Indians (compared with 143,000 Fijians) now is a factor of great importance in the present and future Fiji. There is also a community of 4,000 Chinese.

(Continued Page 49)

fisherman casts his net—a study from Tahiti.



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(Continued from page 47)

In Tahiti—A close-knit community of 10,000 Chinese is an important factor in the life of this territory.

The most superficial observer may be that the existence of these Asian communities in these Territories must in time influence very much the future life of the natives.

The European communities are not markedly increasing in numbers and, in due course, they will tend to disappear. But the Asians are here for all time; their hold on the Territories' commercial life is firm and increasing; and their viewpoint and their ambitions must affect all future planning in relation to the indigenous peoples.

In this review, one should mention the case of Western Samoa. As in New Guinea, the Germans introduced a large corps of Chinese labourers to Samoa. When New Zealand took over in World War I, the Chinese were allowed to stay, and most of them took Samoan wives. The Chinese-Polynesian mix is an excellent one, and the little Chinese-Samoan community could be described as desirable. But when the NZ Socialists got control of the government in 1935, they decided that the Chinese community was a social and economic menace to Samoa, and almost all Chinese were

shipped away. Except for a European-Samoan community of about 4,000 (in a total population of 80,000) Samoa now is the only large South Pacific country to-day without foreign implantation.

Private Garage for Rarotonga

MR. J. PRICE, who formerly owned and operated the picturesque "Blue Lagoon" dancehall at Muri, Rarotonga, will shortly open his new garage at Avarua.

A privately owned garage has been needed in Rarotonga where the numbers of new trucks, cars, tractors and motor cycles grow every year.

† Three years old, New Caledonia's agricultural college at Point Laguerre, 30 miles from Noumea, has 31 native and 10 European students. The school provides a solid programme of agricultural theory and practice. Last year's dux is now in Australia studying under a scholarship provided by the Australian Government.

¶ Mr. W. A. Deutsher, a retired Melbourne engineer, left in June to

make a colour sound-film record of the London Missionary Society's work in the Gilbert and Ellice Islands, Samoa and Tonga. He will travel from Suva to the Gilberts in the society's 400-tons supply ship, *John Williams VI*.

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Depression, War and Boom in Pacific Industries

(Continued from page 40)

re as the dodo. Many of them will live at Wau, or along the warne-built road to Lae, or in the ghlands, growing cattle, cabbages, fee, kau-kau, peanuts, vegetables and flowers.

THE first gold to be discovered in Fiji was at Mount Kasi in Vanua Levu in 1929; and in 32 an old prospector, Bill irthwick, staked by Mr. Pat stello, found gold in the scrub vered hills of northern Viti Levu. is latter discovery led to estab- hment of the rich gold mines of loma, Emperor and Dolphin. During the gold boom in Fiji, 20 ars ago, shares in mines and en in options on leases, soared to raordinary prices. But the Tavua ld was as limited as it was rich d hard to work, and by 1936 it d been left to the E. G. Theodore erests to develop the area on the ge scale that was required.

Gold exports from Fiji topped e million £ mark in 1939, fell during the war and were back the million £ bracket in 1947. Early this year it was indicated at Loloma is almost worked out d interest now centres on new as being tested on Emperor's tern boundary and the three- ars programme of exploration ertaken by the three companies. Mt. Kasi, after producing well in e 30's, closed down in 1943.

OLD was worked in the Solomons for many years before the war, mostly on Guadalcanal, d mostly around Gold Ridge ich has figured largely in BSIP airs in recent months.

Generally, it was found un- omic to work and a great deal time has been expended in king the mother lode—which s not discovered until this year. This is recent history—and so as BSIP is concerned, Guadal- al gold could be a new story ead of a closed chapter as in st other territories. A full ount of progress has been pub- ed in recent issues of PIM. he Theodore interests from interested themselves in Gold e before the war, but active paigning in the vicinity put an to that in 1942. The same erests were prepared to recom- ace after the war had not rictive legislation make it an ractical proposition. This too, ncient history.

n recent years the BSIP govern- nt has had a change of heart is now sponsoring and actively ouraging private enterprise to ome interested in mining and specting in the Protectorate. old has been found in New edonia, but that extraordinarily eralised country has concen- ed on other metals, building an

economy that depends almost wholly on the exploitation of the large deposits of nickel and chrome.

Apart from these minerals there are also large deposits of man- ganese, cobalt, iron and copper and smaller deposits of many other minerals.

In the 30's, Japan secured con- cessions for working New Cale- donian iron but the war put an end to this. For years, it has been suggested that Australia should interest herself in Caledonia's iron deposits, but although negotiations were many they always broke down —until 1955. A scheme is now under way to sell shipments of ore to the Broken Hill Proprietary of NSW.

In Fiji, since the war, there has been considerable interest in manganese, but this mining has been in a small way and it has not yet made much impact on the economic life of the Colony.

Oil Search is Costly,

the Prize Rich

SEARCH for petroleum in the Pacific has been concentrated in Papua and New Guinea (so far unsuccessfully) and in Dutch New Guinea (successfully).

Indications of oil have been found in the Gulf region of Papua since last century, and in the first 30 years of this century, the Australian government encouraged, with a subsidy, any who would engage in the search. This aid ended in 1930—possibly due to the Depression. Three large companies were left in the field—Papuan Oil Development (Shell); Island Ex-

ploration Co. (Vacuum) and Oil Search, representing Australian interests. By 1938, most of the above, plus D'Arcy Exploration of London (Anglo-Persian), were as- sociated in Australasian Petroleum Co. Pty. Ltd., which has carried on the bulk of exploration since.

(Continued on Page 52)



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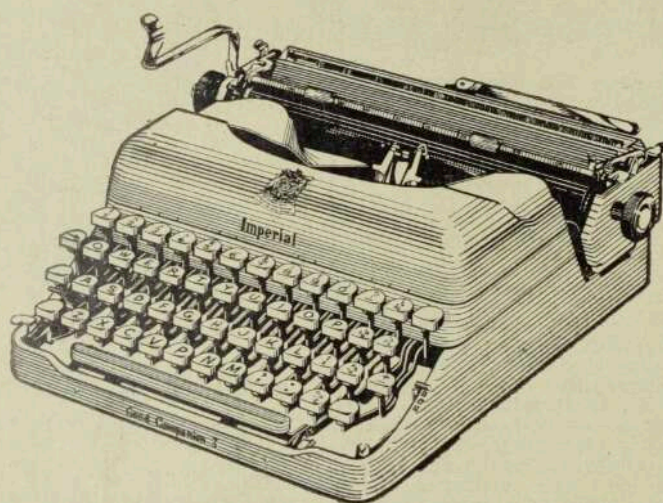
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Deep drilling on a large scale was being undertaken before the war, and since the war this company has become even more heavily involved. About £14 million has been sunk by this company in oil exploration in Papua, up to date; and deep drilling to depths of up to 2½ miles has been performed—all, so far, without positive result, although residents of Papua still speak of "when oil is struck"—not "if."

Every modern aid to oil search has been enlisted, no money or effort has been spared, and the APC has left no room to doubt that if there is oil in Papua, it will eventually find it.

Price of Oil Search shares has been the barometer of public interest in Papuan oil search. This company, which now has a minority holding in APC, is the only one open to direct public investment.

For years the shares were around 2/-; two years ago, after an oil drill stuck at 13,743 feet, in the Omati No. 1 hole following indications of gas pressure, the shares began to rise and in July, 1954, were 32/-. It took well over a year for the company to get back to work on Omati No. 1, then the hole was deepened in mid-April, 1955, to the possible limit, over 14,000 feet—and, alas, abandoned. The gas pressure of two years before had apparently meant nothing.

It was the luck of the game—but Oil Search shares were down to 9/- at the end of May, 1955.

As the larger companies have poured more capital into APC, Oil Search's holding has become a very minor one. There has been no indication from APC as to the stage at which they consider oil search in the Territory is no longer worthwhile. In the meantime, they are spending at the rate of £2 million per year. The prize, if found, will be great—and not the least to benefit will be the Territory of Papua which will receive substantial royalties.

Other oil-search companies are also operating in P-NG. Papuan Apinaipi has recently been granted a prospecting area of 8,600 miles in Papua. Enterprise of New Guinea is engaged on prospecting in an area in the Sepik River district.

Since the war, the Dutch have discovered and developed oil wells some hundred miles to the north-westward of where APC are drilling. They are producing and exporting about 750,000 tons of oil per annum. They spent millions on search and about £12 millions on development after oil was discovered, in 1938. The war and post-war political difficulties intervened and the first crude oil was sent to Victoria for refining only in 1949.

Production of oil in PNG has caused Papua to hope that petroleum will be found in that Territory, too—although the Dutch

ells are near Sorong at the far eastern point of Dutch territory.

ome Stake All in

ocoa—Some in Rubber

N the early thirties, cocoa and rubber prices did not engage in the erratic up-and-down course that was pursued by copra. It can be said, rather, that prices were uniformly poor until the mid and late 30's, when they began the upward trend that produces the peaks on the graphs. (Pages 54, 59). Other than that, of course, there is not much similarity between the two products.

Virtually, all of the rubber produced in the South Pacific comes now from Papua, although at one period Fiji entered the field and in 1926 reached peak exports with 3,990 lbs.

Fiji export was revived during the Pacific war when the Japs had over-run Malaya and rubber was a strategic material in very short supply. However, Fiji's rubber lands today present a very sorry spectacle, and are virtually abandoned.

Rubber is Papua's chief export—its rubber planting going back to 1883. This was on the Sogeri plateau country behind Port Moresby, which

is still the chief rubber-growing area. By the 20's rubber planting was well established both there and in the N-E of the territory, about 900 tons per annum being exported.

In spite of widely fluctuating prices, considerable planting was undertaken in the 20's and 30's and Australian Government assistance—after much pressure—permitted



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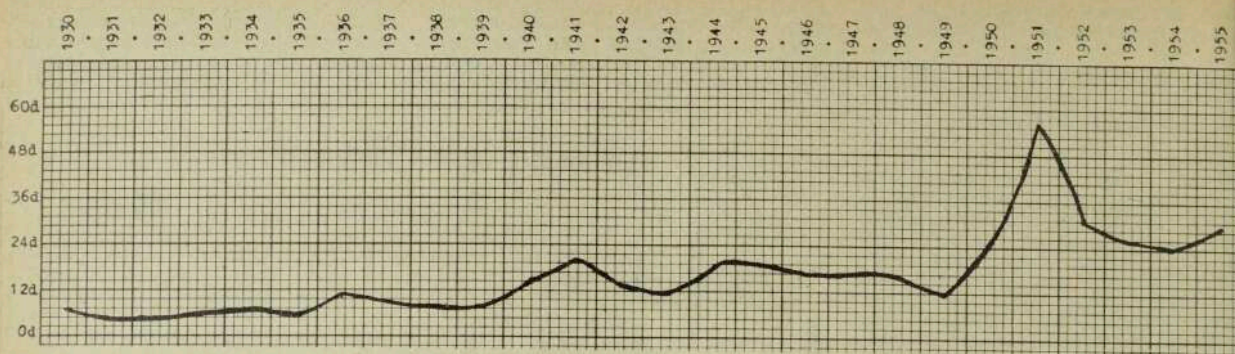
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PACIFIC ISLANDS MONTHLY—JULY, 1955

53



RUBBER: The fortunes of rubber planters rose and fell between 1930-55 with the graph above. Price per lb (shown left) is London price.

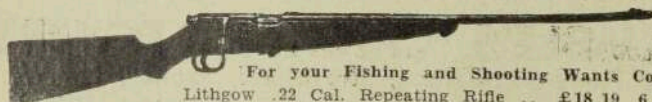
rubber producers to weather the Depression better than those whose fortunes were tied up in copra.

Australia has always been Papua's

only rubber market and although it entered free of import duty until 1933, the somewhat unusual step was taken then of imposing duty

in order to help the Papuan industry. The 4d per lb duty (later reduced to 2d) was collected by Australian Customs and paid back to producers in Papua.

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During the war, many rubber plantations had to be abandoned but some were kept in production by a special defence unit, all prices, of course, being "fixed." After the war, the price of rubber did not rise spectacularly like copra and cocoa—synthetic rubber had been developed during the war and thenceforth was virtually to impose a ceiling price on the natural product. (Continued on page 59)

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 BRAISED STEAK AND ONIONS
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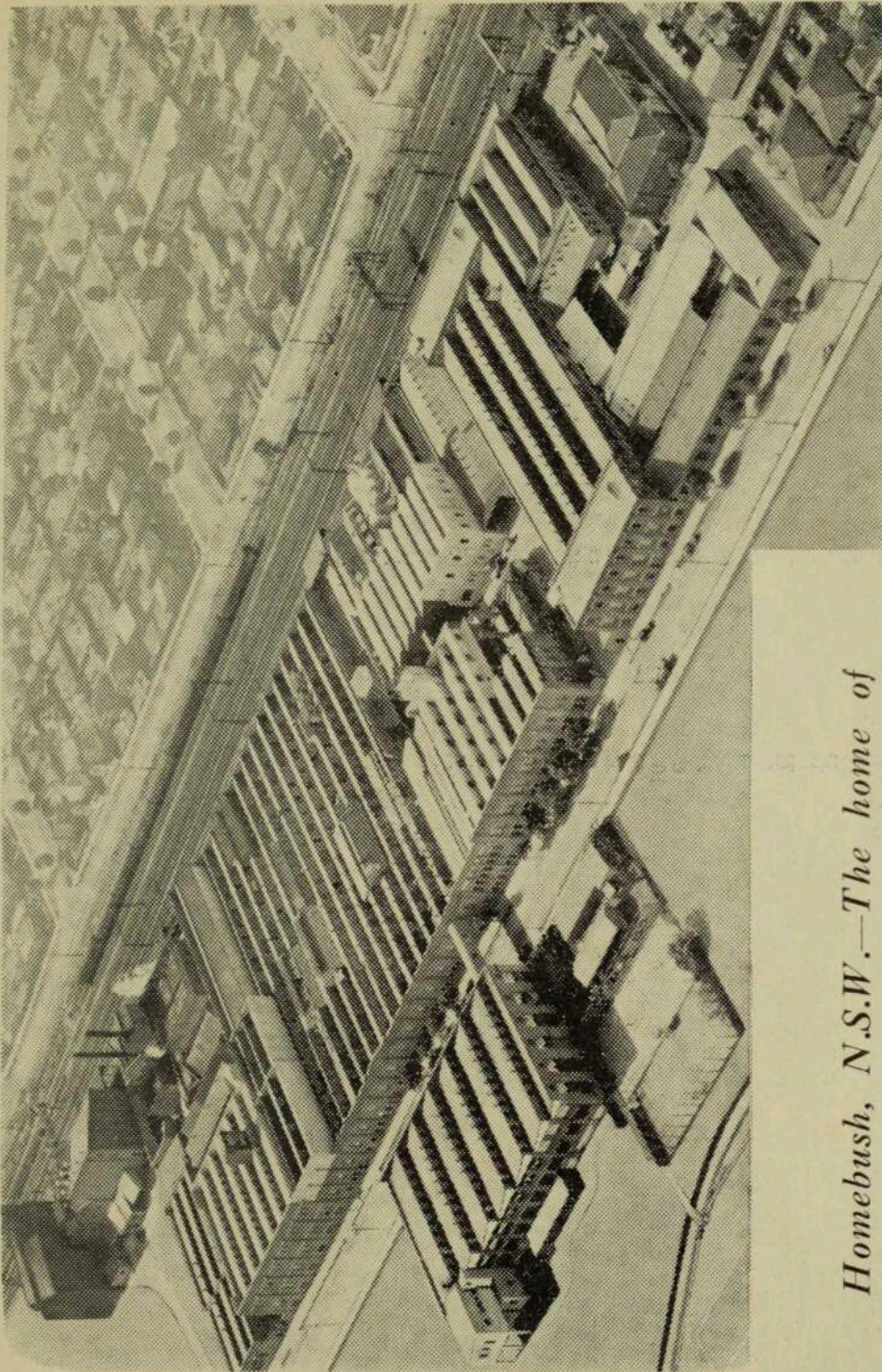
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VARIETY:

VARIETY:	No. 8 tins Net wt. bisc. approx.	No. of pkts. per carton.	Single Tins.
Adora Cream Wafer	5½ lb.	x	Approximately 35 lb. net
Afternoon Tea	6½	40	weight per tin of I.C. plate 13½ in. x 13½
Arnella Crunch	5½	x	in. x 16 in.
Arno Shortbread	9½	54	Hermetically sealed with tagger top. Slip
Butter Oat Cake	7½	53	on lid spot-soldered.
Cherry Ripe	6	45	
Cocoanut	5½	40	
Creamy Chocolate	7½	52	
Custard Cream	8½	x	Packed in cartons made of No. 2 board
Delta Cream	6	40	silicate gum sealed for permissible shipping
Ginger Nut	10	62	uncratered, to hold one tin. Size of carton
Golden Grain	5½	40	approximately 14 in. x 14 in. x 16½
Jatz Cracker	5	x	in., = 1 ft. 11 in. cu. (21 equal one
Lacto Malted Milk	0	48	shipping ton).
Milk Arrowroot	5½	40	
Milk Coffee	7½	43	
Nice	7½	52	
Orange Slice	6½	45	
Orange Tea	8	58	
Osborne	7½	x	
Princess	5½	40	
Raspberry Fruit Cream	6	40	
Sao (Carton 1 ft. 5 in. cu.)	4½	32	
Scotch Finger	9½	54	
Shredded Wheatmeal	5	33	
Spicy Fruit Roll	10½	62	
Tea Cake	0	33	
Thin Captain	4½	x	

o Not available in No. 8 tins.

x Not available in packets.



Arnott's famous Biscuits

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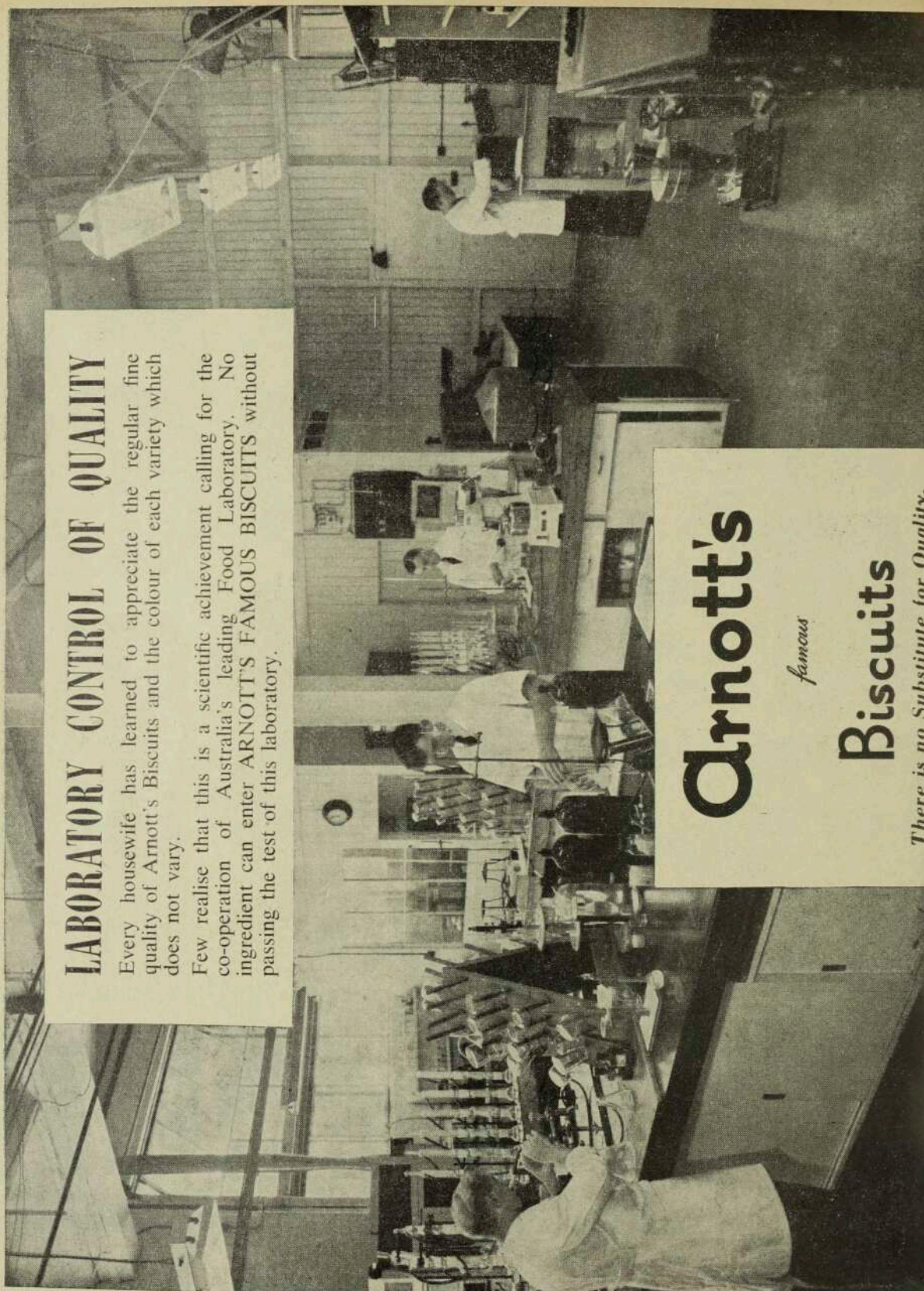
Arnott's
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NUMBERS AFTER NAMES OF BISCUITS INDICATE APPROXIMATE NUMBER PER POUND

FIG ISLANDS MONTHLY—JULY, 1955

57



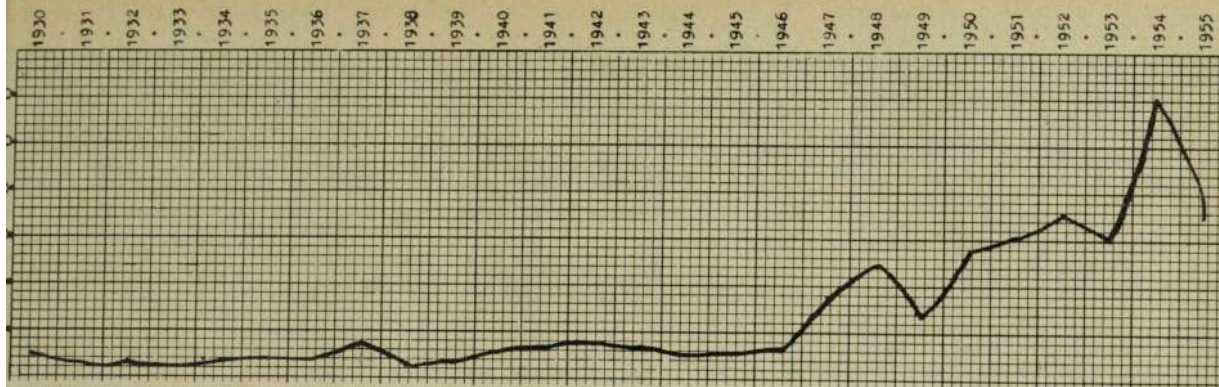
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famous
Biscuits

There is no Substitute for Quality.



COCOA: The above graph shows clearly the fluctuating fortunes of cocoa in the period under review. Price per ton (Australian currency) shown in left column.

Rubber's post-war boom began with the outbreak of the Korea war and the intensification of the Communist Cold War when the Western nations started vigorously to stockpile strategic materials.

Prices reached their peak in 1951 and then slumped drastically again in two years following. In 1953 part of 1954 prices for Papuan rubber had again slumped below production for many plantations and the industry asked again assistance from the Commonwealth.

Investigation into whether the Commonwealth should or should not lower the Australian Tariff

Board) was protracted to such an extent that rubber had time to rise and fall several times.

The Board's report has not yet been released.

COCOA was planted in Western Samoa by the Germans and when New Zealand took over German plantations in that Territory the industry was already

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established. As can be seen by the graph, cocoa created no wealthy planters during the thirties and apart from a brief rise in 1937, did not begin to be a real money-spinner until 1946-47. Then, except for a brief recession in 1949, prices rose in spectacular fashion reaching their peak at about £673 Australian during 1954.

In the last six months, prices have fallen steeply to more reasonable levels and this is regarded as a healthy sign rather than as a reverse.

There had been considerable planting of cocoa in New Guinea before 1942, mostly interplanted with coconuts. But these plantings were wiped out during the war. Soon after the war, however, a cocoa-planting fever commenced in the Territory and has gone on steadily ever since in Bougainville, New Britain, New Ireland and in the Markham Valley. Some of this cocoa is now coming into production and swelling the incomes of the most far-sighted planters—many of whom are already doing exceedingly well from copra. A post-war interest in cocoa growing has also manifested itself in Fiji, the British Solomons and elsewhere in the Pacific.

The Western Samoa cocoa boom has brought great wealth to that Territory and has substantially aided the Samoans' march towards political independence.

Pacific Shell Buttons

the World's Shirts

THE Pacific trochus industry has not followed the same pattern as most other commodities, its depression coming after the war,

rather than before.

Trochus, a cone-shaped shell, is used for the manufacture of pearl buttons, the button blanks being cut in an ingenious spiral around the shell. Before the war, the button business was centred in Japan and in the central European countries such as Czecho-Slovakia. Post-war

A Household Word...

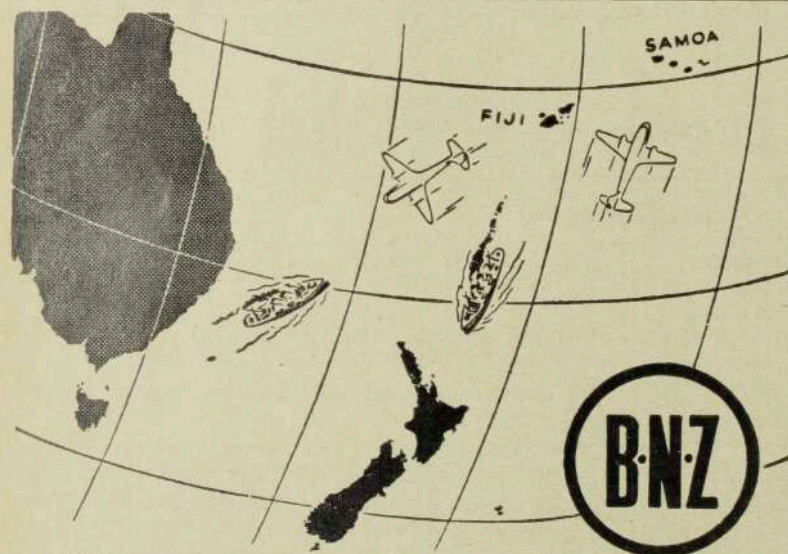
As one of the oldest supporters of the "Pacific Islands Monthly", Brunton's Flour offers its sincerest congratulations to the journal on the occasion of its 25th Anniversary.

Its publication has been of inestimable value, in its news and market services, to the Pacific Islands—and long may it continue.

For very many years Brunton's Flour has been a household word throughout the Pacific Islands—and we are happy to see the "Pacific Islands Monthly" in the same category.

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troubles prevented the quick re-
umption of the industry and hence
a slump in trochus prices.
The most spectacular rise has
been since 1952—which coincides
more or less, with the time Jap-
anese vessels once again started to
fish in the Pacific. In May, 1955, the
price of trochus reached £A435 per
ton—the result, according to some, of
the fact that Japan is poaching
out three-quarters of her trochus
requirements and does not care what
she pays for the remainder.
In 1953 a button factory was set
up at Levuka, Fiji. This uses local
trochus—much of it purchased be-
cause of the rise in price of shell. This
factory in early 1955 was doing well;
high prices persist, however, it
may in time have some difficulties
in Japanese competition.

Fiji's £7,000,000 Sugar

come

SUGAR has sweetened the Fiji
economy for so long now, it has
come to be accepted, simply as
the scenery.

Of other South Pacific territory
with a sugar industry—not because
sugar will not grow in other terri-
tories, but because of the delicate
balance of world sugar markets.
One of the best sugar-cane breed-
ing materials has been found in the
cane of Papua and New
Guinea.

Sugar milling in Fiji is now in
the hands of one company—the
Colonial Sugar Refining Company;
sugar-cane growing is practi-
cally all in the hands of Fiji-Indian
tenant farmers. The sugar in-
dustry, directly or indirectly sup-
plies the Indian community of the
colony; and the Indians support the
sugar industry. The two make up
integral parts of the whole.

Because of this, sugar in Fiji has
times become not so much an
industry, as a red-hot political issue.
Sugarcane planting began in Fiji in the
1870's and indentured Indians were
brought in to work the sugar fields
of the mills. In 1916 the system
of indenture ceased; there followed
a period of some difficulty and re-
organisation, then the Indians
were employed as tenant farmers and by
1920 it was calculated that 95 per
cent of the cane supplied to the
colony's five mills was grown by
Indians.

The industry was peaceful enough
until 1943, when at a time calculated
to disrupt Fiji's all-out war effort,
Indian mill-workers and growers
called a strike for higher rates.
During the ensuing troubles, which
were protracted, some cane-fields
were burned; some farmers refused
to plant others. These incidents,
viewing as they did the Indian
community's total failure to engage
in the Colony's war effort, infuriated
Fijian and European commu-
nities and was the cause of much

anti-Indian feeling for years.

The farmers themselves are, in
the majority, industrious and good
agriculturists and left to themselves
would have caused no trouble. But
the post-war period was one of rest-
less nationalism everywhere, and
there is a class of Fijian-Indian
who is a natural political agitator
and trouble-maker. Most of the
trouble can be laid at the door of
this minority.

In the last few years, political
troubles appear to have died down.

Under an agreement between the
CSR Co., and the Indian cane farm-
ers, the price paid for cane rises
and falls in proportion to the rise
and fall in the price of raw sugar.
In this way, the farmers have
shared in the post-war price rises

and at the same time the industry
has been stabilised for them by the
fact that Fiji is a partner in the
Commonwealth sugar agreement
under which Empire sugar produc-
ing countries are assured of a
market for a large proportion of
their crop. The price is negotiated
each year in London.

In 1953, the value of Fiji's sugar
exports was £7,706,000. In the best
pre-war year (1935) it was £1,314,000.

Fruit, Farming and

The Future

THE Islands fruit industry—
supplying of oranges, bananas,
pineapples and winter tomatoes

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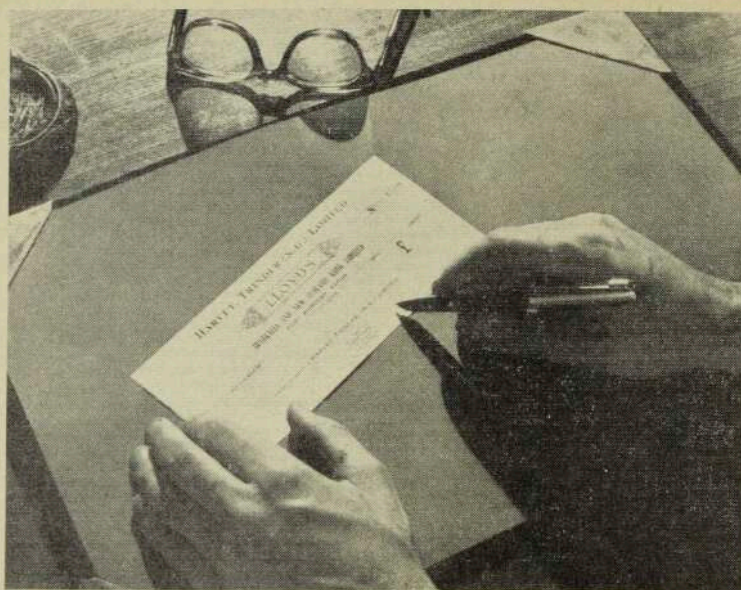
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to the insatiable New Zealand market—has had its Depression woes and post-war difficulties. This trade is in the hands of native growers in Fiji, Cook Islands, Tonga, Niue and W. Samoa and although there have been no native millionaires as a result of it, it is, at present, producing an adequate living for thousands of these people.

Since the war a new class of European farmer has emerged in the Pacific islands, particularly in Papua and New Guinea. He is not the rich planter, but a prosperous grower of cattle, vegetables, corn, other farm products, peanuts and coffee.

So far this class of Islander resident has made little impact on the export income of his territory; he is providing the binding material for an overall, integrated Island economy.

As well as progress in primary production, secondary industries have also been established since 1930. Two giant coconut oil extracting mills have been built by the W. R. Carpenter interests at Rabaul and Suva—the latter also manufacturing margarine. Biscuit and soap factories are well established in Suva.

In the Aird Hills district of Papua, a factory for the extraction of tanning and dyeing materials from mangrove bark has been set up. In the Bulolo valley, the huge plywood mill of Commonwealth New Guinea timbers is in production.

Sawmills are doing boom business all over the P-NG Territory in the Solomons, and Fiji. In the Highlands of New Guinea, a passionfruit pulping factory is processing fruit for an Australian cordial manufacturer.

Retail trade, with more spending money in the pockets of native peoples and non-indigenous alike, is booming as never before, until at this writing, in mid-1955, it can be said that the Pacific Islands world was never more prosperous.

The last Quarter-Century has brought extraordinary changes to the Islands, particularly in the way in which the native people themselves now are working alongside the Europeans as planters and producers on their own accounts. Even the primitive New Guinea highlander is a grower of the Irish spud, or of passionfruit, or sometimes is a coffee-planter. Fijians produce the bulk of their country's copra and New Britain natives have gone into cocoa in a big way.

Depression, war and post-war boom—all have occurred during these last 25 years. The first two are gone; the third is still with us. What will the next quarter-century bring? Good and bad, that is certain. But whether we emerge at the end of 1980, in the same happy condition as we find ourselves today is something that no canny person would like to predict in these uncertain times.

SMALL-ARMS FROM SYDNEY FOR THE ISLANDS

THE equipment of exploring and prospecting expeditions into the wilder parts of Papua and New Guinea first brought into the Pacific Islands trade the well-known Sydney small-arms supplier—Sil Rohu—constant advertiser in *Pacific Islands Monthly* over 25 years. We met the managing director, Mr. C. Thomson, for some history of the firm.

It was established in Bathurst St., Sydney, in 1920, handling firearms only. A few years later, Mr. Sil Rohu, well-known NSW sportsman, was successful in obtaining many orders for the equipping of gold prospecting and oil prospecting parties, with their firearms, etc. The firm, through this business, became well-known in Papua and New Guinea and, through honest trading, its connection has been maintained ever since.

In 1928, the business was moved to larger premises in 143 Elizabeth St., Sydney; and, in addition to arms, high-class fishing tackle was introduced.

Mr. Sil Rohu died in 1945 and the

business since then has been carried on by his nephew, Mr. Norman Thomson—who, incidentally, has been with the firm since 1920. The business has had practically the same staff for 35 years.

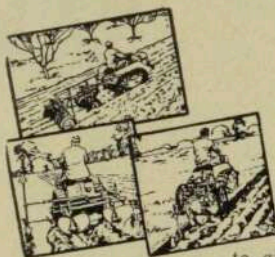
† Indians in Fiji sent nearly £5,000 to the Indian Prime Minister's Flood Relief Fund. In June the Commissioner for the Government of India in Fiji received a message expressing Mr. Nehru's appreciation.

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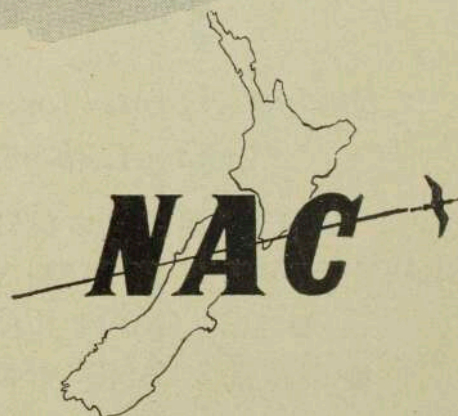
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New Zealand . . . a "World" tour in a suitcase

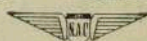
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Editorial . . .

AND NOW, WHAT OF THE NEXT QUARTER-CENTURY?

How would you know the future—in broad outline—look back over your shoulder. In human affairs, the pattern does not change. History shows you where you are going, and how you will get there. In a general way, the records of the last 25 years do not help much. The normal human life—three times as long as the quarter-century—actually is itself too short to serve as a real guide. But, with the developmental pace of later years, these quarter-centuries do show some significant trends, for guidance.

TAKE the quarter-century described in this issue. The year 1930 seems a very little time; yet who, in 1930, would have guessed that by 1955 the cream of the South-Pacific transport would have been transferred to planes? That a fiber would fly from Tokyo to New York in daylight? That the once-dreaded malaria and scrub fever would be conquered? That the isolated plantation and administrative post and mission station would be linked with headquarters by radio? That, although the might of Japan had been broken, the British and French and the Americans would be marching out of the East Asia, abandoning about

half the human race to a screaming, snarling and wholly unpredictable nationalism?

In 1930, our South Pacific world seemed—despite the economic travails of the Depression—very calm and very secure. Some talked of “the awakening of Asia.” We agreed that Asia might awaken—might even be troublesome—but that clearly was a matter for our great-grandsons of next century. Mussolini was strutting; but Adolf Schickelgruber, and Buchenwald, and the implications of the Japanese seizure of Micronesia were still in the future. The “Bolsheviks” were occasionally a nuisance; but no one gave even a thought to Communism as a political force in any country outside Russia.

Well—if so much could happen between 1930 and 1955, think what may happen, under present-day conditions, between 1955 and 1980.

EINSTEIN is dead, and among the immortals; but nuclear fission—the thing to which he introduced us through mathematical formulae—is terrifyingly with us. Much of our future, immediate and remote, depends upon the manner in which mankind makes use of this new-found force.

We see it now only in terms of the atom-bomb. That, of course, is sheer bad luck.

Nuclear fission came to us in 1945 as a war-weapon, to give Japan the *coup de grace*; and it has been developed primarily as a war weapon. That was because the period which produced the atom bomb produced also the Muscovite form of Communism as an ideological force, driving all the nations into two desperately antagonistic camps; and the leaders in each camp, seeing “the arbitrament of arms” as the only logical end of the struggle, seized on the atom-bomb as the first weapon in their armoury.

Had there been no Russia to build up the Cold War of 1945-55, we now could have been in an era in which UNO really would have functioned as the guardian of international law, order and justice; and in which Einstein's new power would have been applied to human progress and happiness in ways which stir the imagination.

IF we allow our reading of the future to be shaped by the history of racial movements, the quarter or half-century immediately ahead holds real menace for the South Pacific.

There is grave significance for us in the rapidity with which events have moved in Asia since 1945—since the Russians came in and fitted the Communist yoke around the necks of many of these hungry nations, and deliberately turned all their thinking into an unreasoning, clamorous hatred of Europeans.

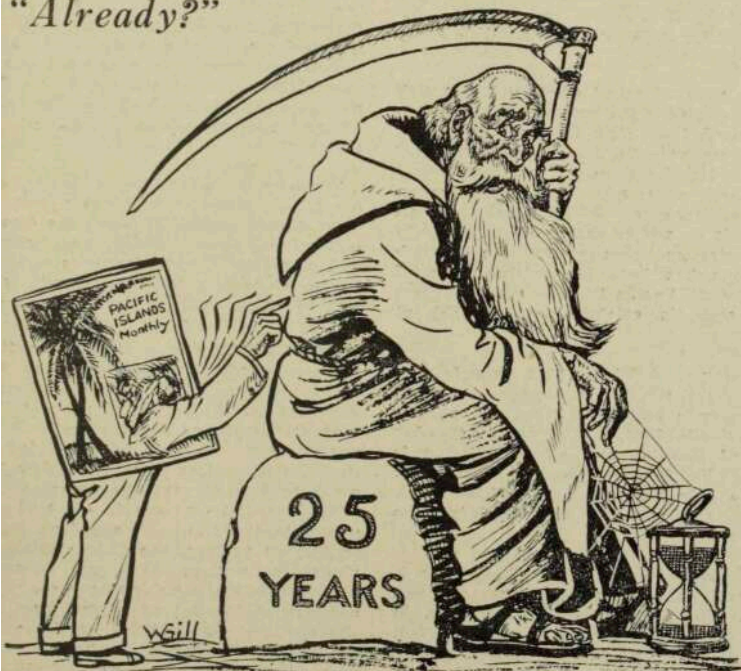
CAN anything—anything—be done to change this trend? I do not know. During May and June, here in the East, I have talked to every kind of man, from old and wise Governors and grim Westerners down to inscrutable Chinese traders and intelligent little Javanese; and, like Omar Khayyam, “evermore came out by the same door as in I went.”

Each has a different opinion. There is no unanimity anywhere—except in their agreement that there is a gathering storm.

WHICH brings us to the main point, whereat all forecasts must cease. The future of the South Pacific countries depends, at this stage, almost entirely upon which world group is to have the bigger influence in Asia—the Western Powers, or international Communism directed by Russia. The statesmen of every Western Power are striving desperately for a formula for permanent peace—while neglecting nothing which will strengthen their arms.

Meanwhile, in the South Pacific Territories, both social and economic progress is sound, orderly and peaceful, in comparison with what one sees elsewhere. There is genuine, well-directed eagerness on the part of the British, Americans, French

“Already?”



and Dutch to help the intelligent, friendly native peoples of the Islands to an ever-increasing degree of education, local orderliness and self-government.

I think it is in this field that we shall see the greatest progress in the next quarter-century—always provided that our quiet world down here is not invaded by Asiatic migrations, or the clashing ideologies of West and East.—RWR.

ARBITRATION MOVE SETTLES FIJI'S GOLDMINE DISPUTE

SEEKING to settle a wages dispute between the Emperor Gold Mining Co. Ltd. and the Fijian Mineworkers' Union, the Acting Governor of Fiji (Mr. A. F. R. Stoddart) appointed Mr. D. M. N. McFarlane, a well-known solicitor and former Mayor of Suva, as member of a Court of Arbitration constituted under the Industrial Disputes Ordinance.

On June 25, however, it was reported that about 1,250 employees of the Associated Companies had gone on strike.

The union claimed that the existing wages were inadequate having regard to the nature of the work, the risks involved and the needs of the workers and their families. It sought a general wage increase of 3/- a day or shift.

The company claimed that minimum rates, inclusive of cost of rations and quarters were considerably higher than corresponding rates in other industries in Fiji. It further claimed that valuable amenities and concessions were given, that the risks were not such as to justify higher wages, and that the productivity of workers was low.

In addition, the company stated that the reduced quantity of gold recovered, and the virtual exhaustion of cheap open-cuts did not permit a general wage increase.

The arbitrator found that the claim for a general wage increase of 3/- a day could not be substantiated; that the 2/3 cost of living allowance should be merged in the basic wage, and that the basic minimum wage was not sufficient.

The new award, accepted by the workers on July 6, fixes the basic minimum wage for surface workers at 7/- a day and for underground workers at 8/3 a day, the arbitrator stating that the underground worker was entitled to an increase of 3d in the marginal daily rate. To each of the basic rates must be added rations as already supplied by the company, and housing where provided.

The men returned to work on July 7.

Australia Receives Her Annual Scolding

THE usual amount of nonsense was aired at the meeting of the UN Trusteeship Council in New York in June. Australian administration of New Guinea and Nauru was again criticised—by those veteran critics, India and Russia.

It is, of course, no accident that spokesmen for countries where the people are oppressed and/or poverty-stricken and illiterate, are loudest in criticism of more enlightened administrations.

At this session of the Council, it was implied that the extraction of phosphate from Nauru had turned a "flowering garden into a wilderness"—the Nauruans, of course, having their land whittled away before their eyes while the British got all the profits. India did not like the Australian administration in New Guinea, either.

Australian officials made the appropriate explanations.

However, at the next meeting of the Council the same perennial criticisms by the same perennial critics will no doubt be on the agenda again.

FUTURE OF PACIFIC COPRA INDUSTRY

WHILE in London, the Editor of the *Pacific Islands Monthly* has been making a study of the factors which are likely to affect the copra-producing and coconut oil industries of the South Pacific after the British Ministry of Food contract expires in 1957. Some interesting developments are possible.

The result of these inquiries will be published in an article in our next issue (August).

All present indications are that the MOF price for 1956 will fall 10 per cent.; and, as seen from this distance, there may be a further fall in 1957.

But even if there is the full fall of 10 per cent. in each year, permitted under the contract, the price in 1957 to South Pacific Governments would be £53 or £54 Stg. FOB, equal to £67 Stg. CIF London, which was exactly the free London market quotation for FMS copra in mid-June, 1955. In other words, the British Ministry of Food, which made millions on the contract in the early years, now is losing millions.

Details will be given in the article in August.

Do You Remember ?

From PIM of
20 Years ago.

BY July, 1935, the crisis of gold-fever was passing, but progress reports from both Fiji and New Guinea continued to occupy many columns in PIM.

Here are extracts from that issue 20 years ago:

PIM editorial asked whether the British Solomon Islands Protectorate could be administered from New Guinea. It claimed that there were "a dozen sound, practical reasons for the change", and added that the chief arguments against Australian control "appeared to be mostly of an academic or selfish character". (The only administrative change in the British Solomons has been the prising loose of the Western Pacific High Commission from Suva and its establishment of HQ at Honiara).

Fanning and Washington Islands had been offered for sale in London on July 1. Both islands had been operated by Fanning Islands, Ltd., for 20 years. (To-day most of Fanning and all Washington is worked by Fanning Island Plantations, Ltd., a subsidiary of Burns Philp. Both islands are part of the WPHC's Line Islands).

PIM lamented that although in June it had said that copra prices "should rise soon", they had continued to drop in July. Sydney merchants, it was reported, "do not know of one substantial reason why prices should have fallen 40/- in a

few weeks. They are inclined to blame the all-powerful Unilever combine". (London prices on July 12, 1935: £9/12/8 a ton sun-dried; £10/5/- kiln-dried).

Western Samoa, according to a contributor, was anxiously awaiting an announcement from New Zealand about the Administrator to succeed Sir Hubert Hart, who, it was said, had had a peaceful reign by pursuing "a policy of masterly inactivity".

"Fashion Hints for Islands Women" were shattering: "For the divinely tall and most divinely beautiful comes the classical toga of old Greece and Rome. Beautiful and gracefully flowing draperies metamorphose the wearer into a goddess". (This sort of thing went on for two columns).

Indian clerks of Suva solicitors, agitated by a resounding condemnation by Fiji's Chief Justice (Sir Maxwell Maxwell-Anderson) of the actions of some of them, were contemplating libel claims for £5,000 against him. It had been pointed out that the only place in which such actions could be brought was the Supreme Court—His Honour's own court. (In 1934, in a sequel to the trial of an Indian money-lender for perjury, the Chief Justice had given instructions that no documents interpreted by these clerks were to be accepted at the Supreme Court Registries. Consequently no solicitor would employ the clerks. The projected libel action was dropped when the ban was lifted).

Cargo Cult?

Bainings Natives Killed by New Britain Patrol

It is expected that the inquest into the deaths of five Bainings natives who were killed when attacking a patrol in New Britain in mid-June will throw some light on the cause of the whole incident.

WOUNDED native, Teingbem, was brought to Rabaul on June 7 by a Catholic missionary from Massawa, on the Bainings coast. He died of an outbreak of Cargo Cult in his village, Alaisum, in the North Baining. According to Teingbem, a native called Tovil was the leader of the Cult and only two natives, he and another called Prashun, refused to accept Tovil's ideas.

Tovil had killed Prashun and attacked Teingbem with a knife, though bleeding from a large gash in his back and with a fractured skull, Teingbem escaped and walked several hours to another village and from there was carried for 13 hours on a stretcher to the mission. On June 10, ADO W. Allen, with Patrol-Officers Martyn and Walsh and 15 native police, left for the troubled area. No news was heard of them until June 16 when a runner reported to the District Office, Kokopo, that the patrol had been attacked by apparently crazed natives in the vicinity of Alaisum, that the patrol had been forced to fight in self-defence, and that five natives had been killed—including Tovil—and five wounded. Medical assistance was asked for.

This was sent and on June 17, District Commissioner, New Britain, Mr. J. R. Foldi, and Magistrate R. Hall, two other Patrol Officers and carriers left for the area.

Mr. Foldi returned to Rabaul on June 20 and reported that all was quiet in Alaisum. Two Patrol Officers and native police were remaining in the area.

An inquest in open court was expected to begin in Rabaul on June 21 and was likely to last some weeks. Until the inquest is complete, only the sketchiest details of the whole incident are likely to be known—until then it is generally all down to some sort of Cargo Cult manifestation. Cargo Cult can, of course, be a blanket-term to cover a multitude of sins. True Cargo Cult is an anti-European, anti-Mission movement that flares up quickly and dies as fast. It is based on a belief that all the European goods that flow into the country really come from the ancestors of the natives and are simply intercepted by the Europeans and thus withdrawn from their rightful owners. The term, these days, is somewhat loosely used to cover anything from plain superstition to religious fanaticism.

SIR R. STANLEY LEAVES WPHC

WHEN the High Commissioner of the Western Pacific, Sir Robert Stanley, left Honiara, BSIP, on July 7 on pre-retirement leave, he did so in the manner in which he has usually travelled around his domain in the last three years. He left in a small ship, MV *Muliana*.

Lady Stanley and Miss Stanley accompanied him, as they have on most of his voyages around the Western Pacific High Commission islands. Numerous farewell functions were held in Honiara before they left. They will spend some weeks in Australia before going on to the United Kingdom.

Fiji Birthday Honours

QUEEN'S Birthday Honours in Fiji were as follows:

OBE.—Mr. A. B. Ackland and Captain J. P. Mullins.

(Mr. Ackland, since his retirement from the Government service in 1949, has taken a prominent part in the development of the Fijian banana-growing industry. Captain Mullins, who has had long service with the Fiji Government and the Western Pacific High Commission, is president of the Fiji Seamen's Union and commodore of the Royal Suva Yacht Club. After the war he established an extremely successful navigation class for Fijian and other ex-servicemen.

MBE (Military Division).—Captain W. F. Cox, Staff Officer, Fiji Artillery.

MBE.—Mr. W. J. Gatward, a Tailevu dairy-farmer who has been a member of the Advisory Council on Agriculture since 1948. Until recently he was also president of the Rewa Co-operative Butter Factory.

ISO.—Mr. W. E. J. Donovan, who recently retired from the post of Accountant-General.

BEM.—Mr. H. J. Willoughby, Works Superintendent (Roads).

New Commonwealth Bank Opened in Moresby

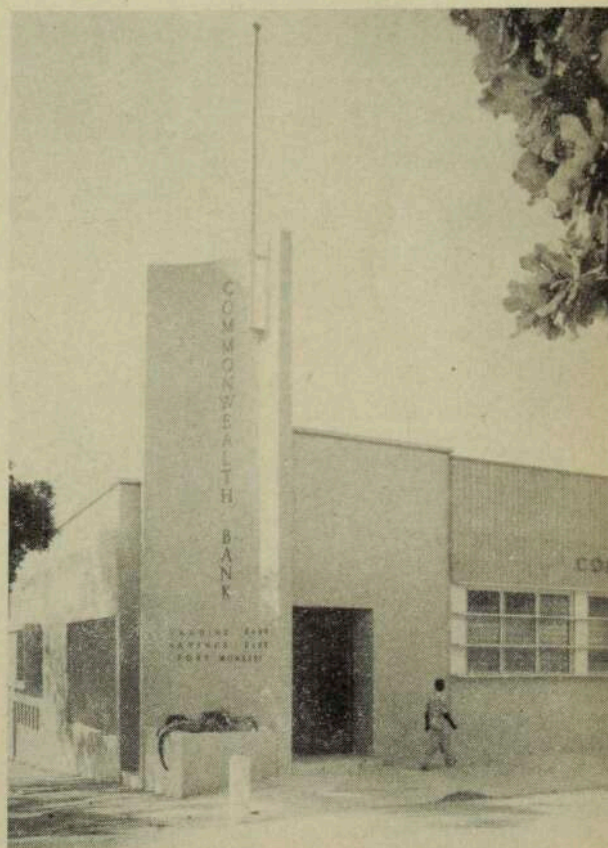
Port Moresby's new £60,000 Commonwealth Bank building was officially opened by the Administrator, Brigadier Cleland, in June.

Staff quarters for bank officers at Ela Beach were completed some time ago. The bank is on the corner of Douglas and Musgrove Sts.

Brigadier Cleland described the opening of the bank as another step in the progress of the Territory and a notable addition to the town of Port Moresby. He said also that further projects of the bank were in hand for Rabaul, Lae and Madang, and work would start on them as soon as labour and materials were available.

The Administrator congratulated the bank on its appointment and training of four native clerks, two at Rabaul and two at Port Moresby. He said he understood all were making good progress and added: "I commend the bank for the manner in which it is caring for the people in this experiment".

—Photo by Papuan Prints.



How Fijians Hunt and Kill in Malayan Jungles

From R. W. ROBSON, in Singapore, June 2.

THE fact that I had driven 100 miles in the filthy Malayan heat to reach this place, and that during a very long evening I had been subjected to the kind of hospitality that abhors an empty glass and an undanced-to tune, made no difference in my awakening.

"Good morning, sare," said the huge, smiling Fijian, with a big cup of tea. "The Major say the car will leave in 30 minutes."

The sun had not emerged from behind the cone-shaped hills which guard the Fijian Battalion's HQ in Johore. My wearied body howled for more sleep. But these were small things. Every day, HQ officers go out to see the Companies camped scores of miles away in the jungle. Life here is real and earnest.

Within the hour, we were far away across what were once the stinking swamps of North Johore—now drained by a vast network of wide ditches, covered thickly with countless millions of rubber and palm-oil trees, and serviced by the finest system of roads in SE Asia.

I FOUND my situation almost incredible. I was in a heavily armoured car. In front of me, beside the driver, sat an armed Fijian soldier. Beside me was Major Ratu Penaia Ganilau, also armed.

One hundred yards ahead there was a Bren-gun carrier, with a very alert Fijian up on top, swinging his Brens as he examined each side of the be-jungled road.

Another Bren carrier followed a hundred yards behind. Soon after we started, the soldiers, at a certain point, slipped cartridge clips into their rifles, and kept their rifles at the ready. No one spoke. "Just routine, I suppose?" I said, a little anxiously.

Penaia smiled his slow smile "M-m-m, yes," he said—and then told me some funny stories of life in Malaya—nothing to do with bandit-hunting.

In certain places, the cars travelled very fast. I learned later that these were places much favoured by the CT's (Communist

Terrorists) for ambush—a road rising slowly in a curve, between high banks covered with dense undergrowth.

When, at HQ afterwards, I saw a map bespattered with coloured markers, I realised that that day we had passed scores of places where cars and trucks had been ambushed—mostly with little harm, but some with grave loss—as in the recent case when Major Genge, travelling unescorted, was killed.

They showed me that spot, and how cunningly the CT's worked it.

THERE are four camps—A for Abel; B for Baker; C for Charley; and D for Dog—and during some strenuous hours, under a blazing sun, amid maddeningly-monotonous rubber-trees and unrelenting heat, I saw the lot.

The pattern was generally the same. Rows of tents pegged neatly to the parched yellow earth; a water-supply brought in from somewhere—mostly wells; a small engine to run a generator for lights and radio batteries; barbed wire and sandbagged machine-gun posts all around; a few men on camp routine; and an officer close to the radio, keeping in touch with HQ and the patrols far out in the bush.

For, as Oliver Edwards said, "this is no bloody picnic." The Fijians have a job to do. Overall statistics on these Malayan operations show that it takes 1,000 hours of patrolling to get a contact, and 1,600 hours to get a kill. The Fijians claim 182 "eliminations" (for which they have paid with 22 lives) and that represents hundreds of

thousands of hours of hard and systematic slogging in the jungle. They have the best record of all the 22 Battalions which are hunting bandits in Malaya—and everyone acknowledges that there was no luck about it—just good hard soldiering.

It is not exciting work—mostly endless patrolling, systematic quartering of the jungle terrain, silent creeping through the leech-infested ravines, relentless tracking when once the track is found.

But the Fijians love it—and the CT's know it. When the Terrorist realises that the brown-faced men from the South Seas are on his trail—and he usually is warned, because a lot of these plantation-workers are in league with the Reds—he literally goes for his life. *Hunt and Kill* is the name of a monthly bulletin compiled by base for the men; and it is a good title. The Fijian hunts continually; and he kills more often than any other soldier in Malaya.

MY last visit was to Dog. Dog was just making a new camp in primitive jungle, away out at the end of 15 miles of red-dust-choked road.

There I found that very excellent Fijian soldier, Major George Mate, MC, MM, in a lather of sweat directing a very busy Company. The tents were up, all correctly placed and spaced among the undergrowth; and the men were intently making the place habitable and preparing certain grim machinery for the discouragement of nocturnal CT visitors.

The necessary barbed wire had not yet arrived; but machine-guns were mounted, and Dog Company's very special Alsatian tracker was being bedded down with a due regard for tactics. (Each Company has a trained dog, to assist in the hunting.)

The burly major was driving his



Lieut.-Col. Low (in trench) and Major Mate (centre) discussing layout of new camp in jungle.

en hard, to secure a reasonable position before dark. That camp was right out in "tiger country."

TRAVELLED the long miles back to HQ in Colonel H. J. G. Low's car—a "soft-skin." This young, war-toughened CO—he got his Military Cross with the New Zealanders in the 1944 Italian campaign—nates armoured cars and favours lift movement. He travelled with only one carrier escort—but I was acutely conscious of the way he popped the cartridges into his big revolver and placed it handily, as the winding road reached hilly country.

As I considered the difference between an armoured and a "soft-skin" car, I felt the marrow crawling along my backbone.

The Colonel showed me how every village now is enclosed in barbed wire, and how each is entered and left through massive gates manned by police. All cars are inspected. This keeps the CT's out of the villages, and maintains a check over vehicles which might be carrying illicit food and equipment to a rendezvous with bandits.

The system was designed by General Templer—and implemented as far as the politicians will allow—bring the bandits within reach. Planes and helicopters fly over "tiger country," and bomb any food gardens which may be supplying the CT's. The ever-trading Chinese who supply them with goods are "disgraced." The core of the plan is to deny food to the CT's and force them out of the deep jungle, where they are most elusive, into more settled and open country, where they can be cleaned up. The troops are doing their job, well enough. But they are being over- and consistently defeated by the Chinese villagers, among whom are many CT sympathisers. The politicians, in turn, protect the villagers against the wrath of the soldiers.

WHEN our car swung around a curve, upon an extraordinary scene. Two huge trucks and one car were in the ditches; two other cars were on the roadway; a couple of bleeding men were receiving aid; up the steep banks, on either side, Fijian soldiers, rifles at the ready, were pushing through the bushes.

"An ambush!" I exclaimed. It had the earmarks of one. The Colonel, tight-lipped, strode into the midst of the confusion. Popped out with camera ready—I thought I was going to get a picture of CT's in action.

But it was only a collision. A day driver, with a truckload of Company wire, came too fast and around a curve on his wrong side, a police armoured car, bounced into a couple of other cars, and made a very expensive mess.

Colonel Low's sentiments were fully expressed—I heard forgotten

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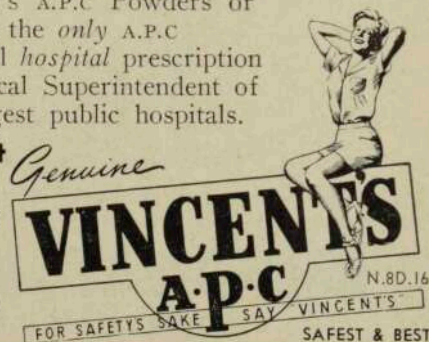


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words that were banned by an over-sensitive society 30 years ago.

CHATTING on that long drive home, I learned just what sort of an administrative headache is represented by the transfer of this Fiji Battalion to the Malayan Terrorist area.

Operationally, it is on a war basis. It gets its fine record (the biggest number of kills in Malaya, with the Suffolk Regiment next, and the Gurkhas close up) by keeping a full two-thirds of its 850 officers and men always out on patrol.

But, for British records purposes, it is on a peacetime basis. So there must be a meticulous accounting for everything—there lately has been tremendous uproar because a half-pint of brake fluid is missing.

The Fijians are superb jungle-fighters, and they loathe administrative duties—"We came here to fight, sir—not to keep accounts," is the burden of their constant protest. British HQ actually refused for a year to provide the Battalion with an efficient quarter-master, and thus forced valuable officers and NCO's onto desk work.

The Fijians seriously lacked equipment—their outfit of ordinary uniforms was sadly inadequate. Yet a very bumptious type of old-style British officer wanted to equip them, for brigade parade purpose, with useless red jackets and white sulus—and snarled a great deal when the Fijian officers opposed and defeated him.

In the field itself, British co-operation and goodwill have been overwhelming. The friendly East Yorks and Eleventh Hussars have given the Fijians invaluable help in training for administrative work and for servicing of machines.

One night, in A Company's camp, I heard the unforgettable harmony of Fijian singing. There, in their

recreation hall, were a hundred Fijians, singing to a score of East Hampshire lads, and passing around the kava. The Hampshires seemed a little staggered by the unexpected flavour of yaqona and the absence of beer; but they certainly appreciated the singing.

Very wisely, the officers keep their Fijians away from all alcohol—not

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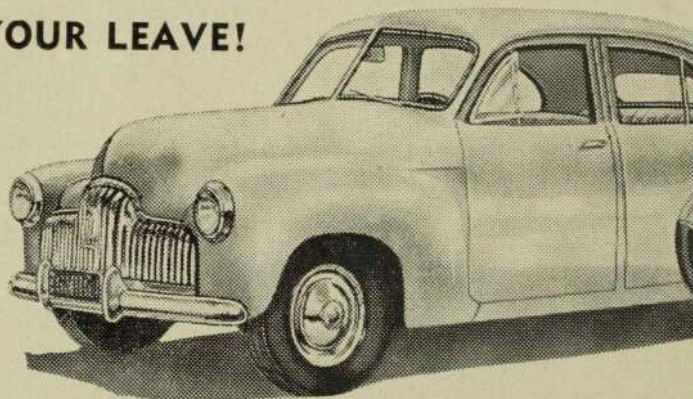
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Photo taken in the dusk after coming upon the road smash (see story).

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But they do love their kava. The 'dies' committees in Fiji, who have done such a fine job, should keep the supply of yaqona moving readily along.

An officer I was with out in a single camp noticed a distressed serviceman with a package. What was wrong?

The soldier said he couldn't get anything with which to break up the yaqona.

"Well, goddammit, go out and steal a coffee-grinder or a hammer or something—but see that they get your yaqona," bellowed the officer. The cool and refreshing bowl was being passed along, with proper ceremony, within twenty minutes.

Life is dull for the Fijian lads out there amid these endless, monotonous rubber-trees. They are not enraged to go on leave into Singapore and Penang, where they tend to drift into filthy Asian establishments. There are only a handful of Fijian wives here, grouped around the far from the operational camps. Chinese and Malays, in Fijian eyes, have few social qualities; and the lads are thrown much onto their own resources.

Major Oliver Edwards, the new camp Commandant at base, is a clever, ingenious worker, and he has done wonders in devising new recreational services, issuing a weekly printed sheet with news from home, devising kitchens that do more than merely feed, giving spare-time instruction in skilled trades and civil administration. The Fijians have never complained—but they do appreciate these later developments.

As part of their habit of making friends and influencing people, the lads out in the camps have lured a little grey monkey down out of the trees; and now every platoon has its pet. The monkeys like nothing better than to sleep on a Fijian's shoulder, with their ugly little faces pressed into a Fijian neck.

This Malayan duty is doing the lads no harm. Seeing the awful social and political conditions here, they are better able to appreciate Fiji. I talked to two handsome young Fijian lieutenants. They were much amused by the governmental set-up in Johore. At the head of the State is the Sultan, 50 years old. His Highness's deputy is his own son, aged 61, while His Highness himself lives in London with a new wife and a daughter, aged 5. . . I hope, when the Bat-



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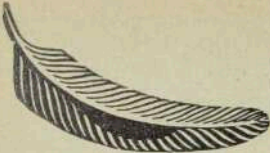
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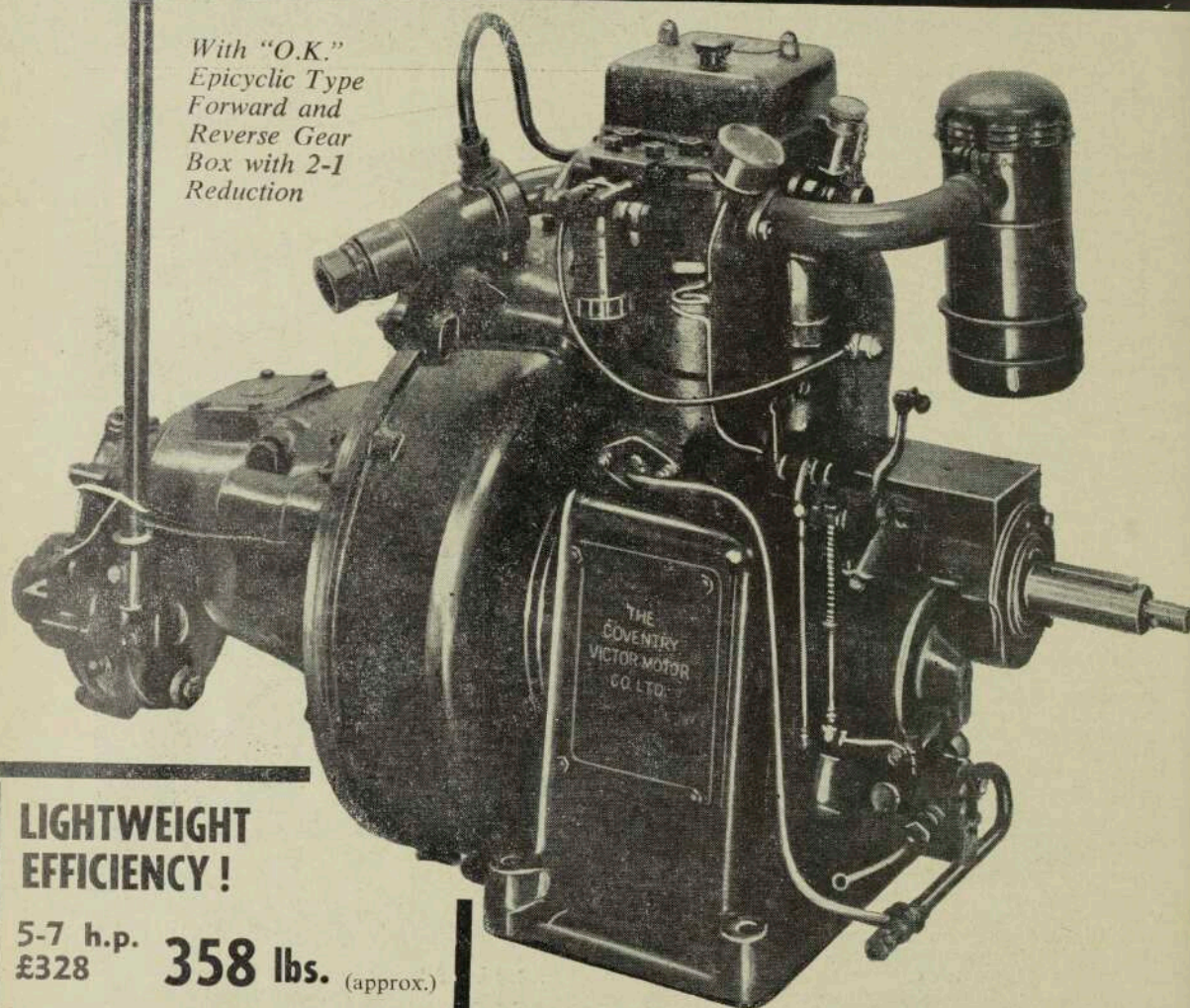
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The staff of the mess, 1st Battalion, Fiji Infantry Regiment, Batu Pahat, Malaya, in May.

Front Row (left to right)—Pte. E. Raisevu, S. Nasikele, Sgt. N. Masere, Pte. R. Ito, Pte. S. Iokimi.

Back Row—Pte. S. Pte. J. George, Pl. A. Ramanakiwai, S. Boila, Pte. Y.



Capt. W. D. Sorby, MTO.
Lt. W. Wood, Sig. Offr.
Lt. B. C. Stevenson, OC Mor. Pl.
Maj. A. J. Palmer, QM.

A COMPANY

Maj. H. M. McDonald, OC.

Lt. K. M. Tagivetaua, 2ic.
Lt. E. D. Levula, 1 Pl. Comd.
Lt. J. N. Lotawa, 2 Pl. Comd.
Lt. E. Toronibau, 3 Pl. Comd.

B COMPANY

Maj. H. W. R. Petersen, OC.
Capt. A. P. Keelan, 2ic.
Lt. E. N. Senibiel.
Lt. G. Komaisavai, 4 Pl. Comd.
Lt. R. I. Thorpe, 5 Pl. Comd.
Lt. J. W. R. Murphy, 6 Pl. Comd.

C COMPANY

Maj. J. R. George, OC.
Capt. S. R. McKeon, 2ic.
Lt. N. Lalabalavu, 7 Pl. Comd.
Lt. I. L. N. Veikoso, 9 Pl. Comd.

D COMPANY

Maj. G. S. Mate, MC, MM, OC.
Capt. A. L. Masi, MC, 2ic.
Lt. S. S. Momoivalu, 10 Pl. Comd.
Lt. L. L. Nasilivata, 11 Pl. Comd.
Lt. S. W. R. Tarte, 12 Pl. Comd.

on returns early next year at the lieutenants will repeat in va, for the entertainment of tual friends, their delightful ments on this Oriental situation.

THE BATTALION'S PRESENT OFFICERS

The following were the officers of the Fiji Battalion in Malaya, when it was visited by the Editor of PIM at the end of May:

BATTALION HEADQUARTERS

Lt.-Col. H. J. G. Low, MC, Commanding Officer.
Maj. P. K. Ganilau, Bn. 2ic.
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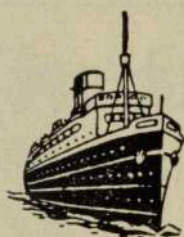
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Lae Back on Direct Sydney Air Route

QANTAS Sydney office announced early in July that DC4 aircraft on the Sydney-New Guinea service would resume the Port Moresby-Lae sector, discontinued last August when pilots held that Lae airport was unfit for aircraft larger than the DC3. Passengers for Lae have since transhipped at Port Moresby to DC3's for that sector, while the Department of Civil Aviation has carried out work on the Lae airstrip.

Following pressure from Samarai residents, Qantas is instituting a better service with Catalinas, and will now make three return flights every four weeks instead of the present fortnightly service. Though the fortnightly service has been adequate for passengers it has meant a slow clearance of mails, with ship cargoes sometimes held in bond awaiting the mailed documents.

Tonga Seeks Loan of Hangman

MURDER is so uncommon in Tonga that the Kingdom has suddenly had to start looking for a hangman.

On June 28, a Suva report stated that the Tongan Government was believed to be looking into the pos-

sibility of appointing a hangman, but in the meantime, with two executions of convicted murderers approaching, Nukualofa had asked about the feasibility of sending the hangman from Suva to Tonga by plane.

Fiji's hangman, incidentally, is a somewhat inaccessible person who lives away from Suva and journeys to town when required—which is seldom.

Tonga's last execution was in 1927.

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TERRITORIES TALK-TALK

By TOLALA, on board MV Bulolo.

the AE 1

Browsing through a June, 1934, M I noticed where the TNG Returned Soldiers had held their annual meeting and had decided to erect a war memorial; the location to be that triangular section bordered by Mango Ave., St. George's and Kamarere Street (opposite the old BP garage). This was a job, unfortunately, never completed though the clock, I believe, arrived from England before War II. The interesting point, however, is the fact that according to the report, the memorial will particularly refer to the crew of the AE 1, which disappeared so mysteriously in 1914."

As far as I remember, there has never been any attempt in TNG or anywhere else for that matter to commemorate that sad fatality, Australia's first naval loss in War I, when the submarine AE 1, commanded by Lieut.-Commander Essant, RN, together with a complement of 35, mysteriously disappeared on September 14, 1914, when bound for a patrol off Cape Hazelle.

Over to the RSL with the suggestion that a suitable memorial could be erected for these "forgotten men."

for the Record

A couple of months ago I made reference in these columns to the non-worshipper, Auguste Englehardt, and some of his disciples. Just to keep the record straight, the date of Englehardt's death was May, 1919. For some years prior to his death he had been the sole adherent of the faith he preached. Others, with the exception of one Bradtke, were sent back to the Vaterland by the German administration.

quor Permits for Natives

There is more than usual interest in Port Moresby over the question of granting "certain" indigenes the right to consume alcoholic liquor. I could find no single individual, whom I questioned on the matter, in favour of the measure; although the very tanned and somewhat puzzled person in the Snake Pit expressed the view that all humans could drink if they wanted to, and the natives were human . . . and on.

I tapped a very fair cross-section of the capital's community. The most naive reply I received was from a Tolai lad—sophisticated to his finger-tips—who remarked to me, in his own vernacular: "To me it is a matter of indifference. If permits are issued I wouldn't receive one, anyway. But I always get a drink when I want one."

I met quite a few Tolai in the capital city and nearly all, on being asked how they liked Port Moresby as compared with Rabaul, wrinkled their noses in the approved discriminating manner and said Port Moresby was no good because there was no food. Nothing but rice every day; no yams, or taro, no good kaukaus.

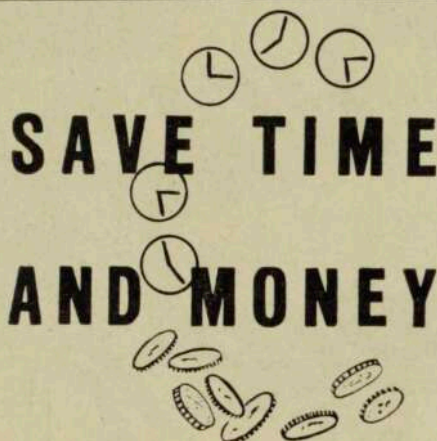
I sympathised with them, but have my doubts as to whether they were being quite truthful in describing the situation. They knew me as hailing

from Rabaul and a native always likes to tell you what he thinks you like to hear.

Samarai's Foreshore

Only last month, I mentioned the Samarai foreshore as I knew it in Days Belong Before, with its row of Specialist Houses that could have been erected by Chic Sale.

Gone are those days without any doubt whatsoever, Samarai's foreshore now—in the vicinity of the wharf, at any rate—is as fresh as paint and as neat as a new pin. The island is so typically tropical and a delight to the eye. Such a contrast to Moresby, which has the



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76 JULY, 1955 — PACIFIC ISLANDS MONTHLY

appearance of a North Queensland
 wn.

Birthday Honour

At least one of the newly-created
 lights in the Birthday Honours

List had an association with T-NG
 for several years during the 'twenties.
 I refer to Sir Edwin McCarthy, who
 since 1949 has been Deputy High
 Commissioner for Australia in Lon-
 don. I mentioned him in a recent

Talk-Talk. He was Officer-in-Charge
 of the Commonwealth Audit in
 Rabaul, taking over that office from
 Colonel Ling, who was in charge
 during part of the Military Occupa-
 tion up there.

The Disappearing Upi

Mention was made a few months



☆
 School sports were held in Lae, NG,
 May 24, the three local schools
 competing. Photos show: Acting
 Williams presenting a trophy;
 group of prize winners and, lower
 right, some of the children who
 competed. (Photos: Wan Jin Wah).
 ☆

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ago in PIM of the *upi* head-gear, worn by some of the Bougainville natives, which appears on the P-NG one-penny stamp.

Before War II, young lads in certain parts of North Bougainville wore the *upi* hat for several years until they had passed through the initiation to manhood. Now, I hear, most of the villages which respected this custom have abolished the practice as a result of modern civilisation and mission pressure.

Only two villages remain which observe the *upi*, and these are hill villages in the Kunua district. The folk there stoutly refuse to abandon their old rites and customs and defy both government and mission influence.

There was a time when Administration policy was to encourage the preservation of native cultures, customs, rites and what-have-you, providing they did not violate or affect peace and good order or the laws of the land. But, apparently, that policy, with many others which are well-deserving, has been put into the discard. If the lads of Kunua want to remain uncivilised, let them do so. Posterity would then be able to see what a genuine Bougainville native is like.

Costumes Reversed

There was a time when most of the native women in and around Port Moresby wore only a grass

skirt, with no covering above the waist.

The *Himalaya* came into port while we were there and it struck me that fashions had been reversed. European female tourists for the most part, had most revealing tops to their sun-suits (or whatever they may be called), while the Moresby

maidens were well covered from neck to knee, some of them even sporting the old-fashioned Mother Hubbards. Likewise with the male species. Europeans walked the streets clad only in shorts and sandals, while native males were fashionably attired in shirts, shorts, ties, long white stockings and shoes.

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NG Legislative Council in Session

More Victories for the Administration Steam Roller

From Gordon Thomas in Port Moresby.

The Administrator of Papua and New Guinea, will have to remain an Administrator (and not a High Commissioner); the question of liquor permits for natives is still undecided; and an appropriation of £5,345,000 will enable the Administration to carry on its business into the new financial year.

THESE—and a number of other matters—concerned the Papua and New Guinea Legislative Council when it met in Moresby June 27.

Mr. Malcolm L. McColm, MHR, was on a visit to the Territory, was present at the opening and was provided with a seat on the floor of the Council.

HIGH COMMISSIONER—OUT

One of the first items of business was a statement made by the President of the Council that the Commonwealth Government "does not propose to make any change in the title of the Head of the Administration."

This statement follows on a motion which was carried at the March session (by a vote of 20 to 1) that the title of the Head of the Administration should be that of High Commissioner entitled to the courtesy, "His Excellency," instead of Administrator, which is away from the list of precedence in a line of heads of other Pacific Islands territories. Mr. E. A. James proposed the change in title originally.

An important measure, more or less a machinery Bill, introduced by Mr. Watkins (Acting Secretary for New Guinea) abolished the Department of Government Secretary and also the Department of District Services and Native Affairs and created the Department of Civil Affairs and the Department of Native Affairs.

The re-organisation comes into effect on July 1, 1955, and affects the fifty Ordinances and many regulations. There was no debate on this Bill.

LIQUOR BILL

Debate on the Native Liquor Bill resumed where it left off at the March 25 meeting. The principal spokesman was Father Dwyer, who was absent from the previous debate.

He supported the Bill, in principle, and urged that permits to drink be limited for six months only, as a probationary measure. He proposed that the Consents Board include a Non-Official Member of the Council

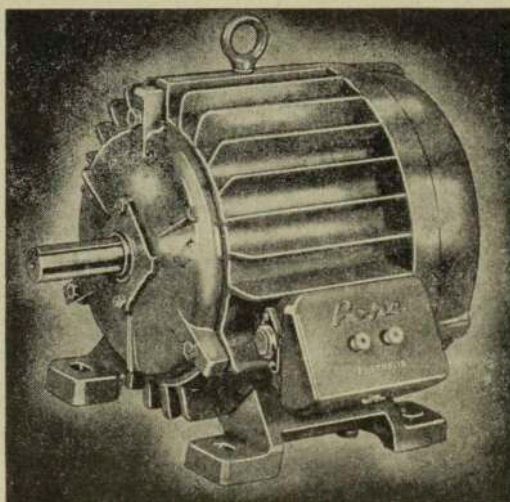
as the chief objectors to the measure were Non-Official Members.

The Rev. D. E. Ure said that the Bill should not be passed by a small majority. It was a difficult problem in that the Council was called upon to legislate for people in the stone-age as well as for natives who have reached a stage where they are entering the Public Service. Mr. Ure moved that a Select Committee be appointed to consider the Bill.

The following members were appointed to the Select Committee: the Rev. D. Ure, the Rev. J. Dwyer, Dr. J. Gunther, Messrs. J. K. McCarthy and T. Grahamslaw.

At the meeting on the following day, Dr. Gunther asked leave to resign from the Committee and Mr. R. Bunting was appointed in his place.

Dr. Gunther, in withdrawing from



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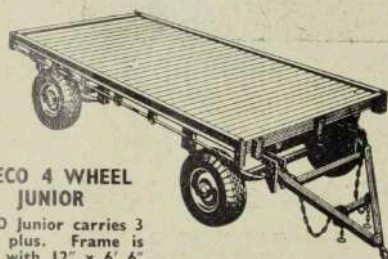
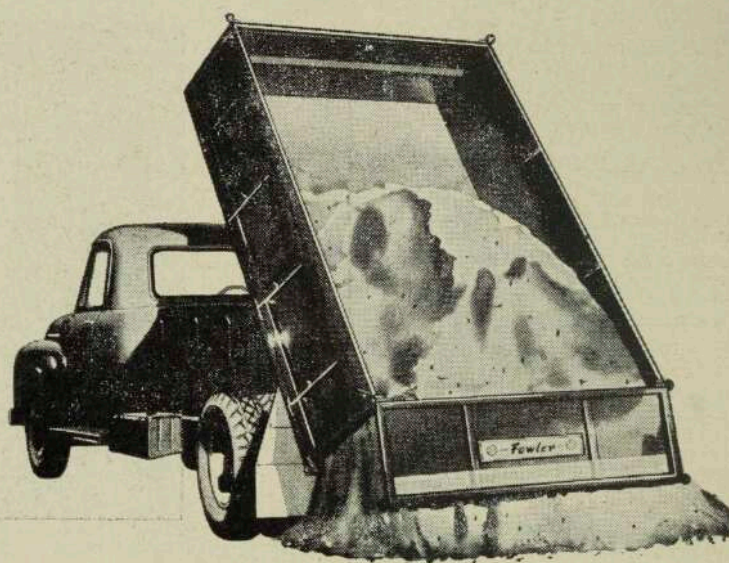


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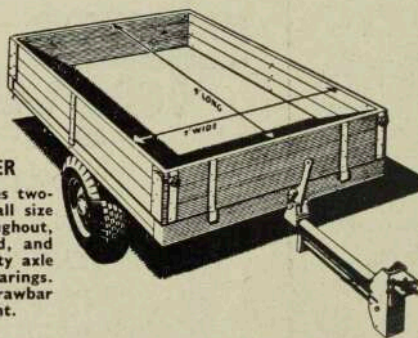
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Committee, said that his views on the subject were well-known (he believes that liquor permits should be issued to approved natives) and that no good purpose would be served by his becoming a member of the Committee. Any professional knowledge he has will be available to the Committee.

FINANCE—"NOT THE FOGGIEST NOTION. . ."
Five other Bills were presented during the session, including the Supply Bill, authorising the Administration to issue out of public revenue a sum totalling £5,345,000 to

enable the Administration to function until the budget is brought down later this year.

There was considerable debate on this bill from private members. Mr. James said that, in his opinion, it was useless for matters of finance to be discussed in the Council. So far as non-official members were concerned, they "hadn't the foggiest notion what is the basis for collection of revenue for the next year . . . nor the basis of expenditure for which this Supply is in part raised."

Mr. James said that the Administration's "three year development

plan" was the most important fact ever considered in the development of the Territory—yet the Council had no knowledge what was to be included in the plan, nor would it have any say in what was to be included until, in fact, the plan was passed and it was quite impossible to alter it.

On the adjournment, Mr. Barrett and Mr. James spoke on matters of public interest affecting privileges for Asiatic people in the Territory and the publication of the Annual Reports of Papua and New Guinea Territories.

On the afternoon of June 28, Council adjourned until the Thursday morning. (On Wednesday morning the tourist ship *Himalaya* arrived in port.)

Brighouse-MacKenzie Wedding at Apia



Photographed at the breakfast at the Catholic Club, Apia, after the marriage of Genevieve, daughter of Mr. and Mrs. Vernon MacKenzie, and Leslie Donald, son of Mrs. and the late T. W. Brighouse, are (left to right) Mrs. Brighouse, Sr., the bridal couple, and Mrs. and Mr. MacKenzie. Miss Alice MacKenzie was bridesmaid, Mr. Robert Wetzell best man and Mr. Alf Keil groomsmen.

—Photo by R. F. Rankin.

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Gigantic Cake for Samoan Wedding

THE linking of the Tamasese and Malietoa families of Samoa by the wedding, on August 6, of Emi Papalii, daughter of Papalii Poumau, heir of Malietoa Taimalelagi, and Tamasese Moegagogo, third son of the late Tamasese Leolofi and brother of the present Fautua, will be one of Western Samoa's biggest occasions of recent years.

More than 1,500 guests from all parts of Samoa have been invited.

The nine-tiered wedding cake will be sent from New Zealand.

Baked by a Wellington firm, the 200-lb cake contains more than 90 eggs and 60 lb of fruit, and is topped with 70 lb of icing-sugar. It will be sent to Auckland for shipment in the *Tofua* on July 20.

In accordance with Samoan custom, the honour of supplying the cake fell to Mr. P. Tufuga, of Wellington, who is paramount chief of one of the six ruling houses of the island of Savaii. Because there are nine sections in the family of Malietoa, he wanted a cake with nine tiers.

Miss Anne Williams, latest of the British Council's guests from Fiji to visit the United Kingdom, left by plane on July 10 to connect with a Sydney-London ship. Every year the British Council selects as Visitor a

Fijian, Indian or European who has consistently given leisure time to community work. Miss Williams is widely known for her work for the Girl Guides and for Methodist Church organisations at Suva.

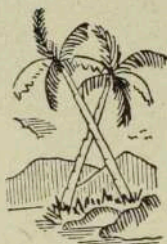
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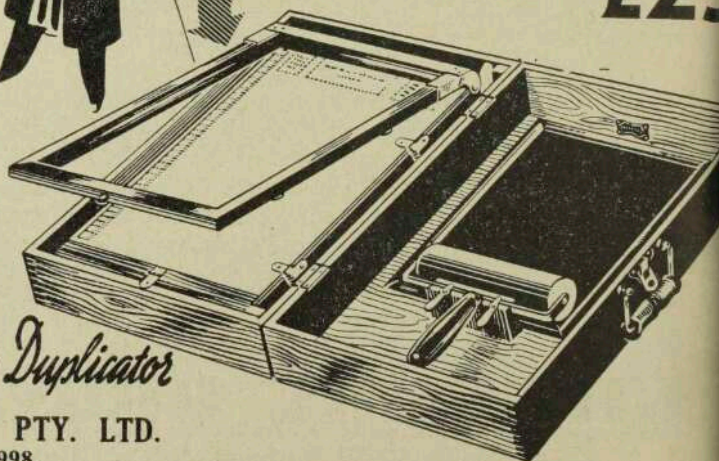
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RESEARCH COUNCIL COVERS BROAD FIELD

The wisdom of the formation of the South Pacific Commission had been demonstrated repeatedly, said the Secretary-General (Dr. Ralph Bedell) when opening the seventh meeting of the Research Council at Noumea on June 20.

Other international co-operative body had at its disposal more valid advice than that provided by the Research Council in its first six sessions, Dr. Bedell said.

The South Pacific Commission is most unique in the world in its vision for and reliance on the outcome of interpretations of scientific endeavours formulated by research scientists," he added.

Eighteen experts from the six member-nations of the Commission attended the 10 days' session. Mr. C. Groves, Director of Education in Papua-New Guinea, was elected chairman.

Observers from three United Nations Specialist organisations (O, UNESCO and WHO) and the Australian National University were welcomed by the Secretary-General. Subjects on the agenda included fisheries, coconut and rice industries of the Pacific; the introduction of plants for improved agriculture; the development of atolls; medical school and dispensary development; control of pests and diseases in agriculture, especially the rhinoceros beetle; assessment and improvement of nutritional standards; control of filariasis and malaria; co-operative societies; promotion of culture for Islands people; and use of visual aids in health and educational work.

The Commission's Executive Officer for Health (Dr. Emile Massal) said at the opening meeting that the Commission was collaborating increasingly with other international health organisations.

The Williams Waterman Fund of Research Corporation, New York, has awarded 8,000 dollars to the Commission to enable vitamin assays to be made on Island samples. (Miss Yvonne Macfarlane, a Zealand biochemist with long experience, is now at Noumea vitamin studies in the Commission's food analysis laboratory).

Dr. Massal said that WHO will provide its health education adviser, Lynford Keyes, to the Islands for a year in connection with the Commission's programme.

The School of Public Health and Tropical Medicine, Sydney, had been the services of Dr. Black, whose malaria research for the Commission was ready for review by the Research Council.

Close collaboration existed between the Commission and the territorial administrations through the results of Commission work would be used.

THE deputy-chairman (Dr. Eric Ojala) said that although some development of industry in all South Pacific territories was desirable and inevitable, most people in the Islands would live for many years in rural societies which must achieve better living standards largely through improved agricultural production.

"Where agricultural resources are good and high-priced cash crops can be introduced, economic progress may be rapid without much diversion of labour to industry," Dr. Ojala said.

"Transport and trade facilities in rural areas are indispensable. Speedier development of commercial agriculture in the village systems will pose social problems of custom, culture-change and fundamental education, as well as nutritional problems.

"The South Pacific Commission and the Research Council have an important role to play in helping administrations to meet these problems."

(Continued on Page 85)

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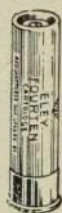


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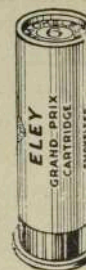
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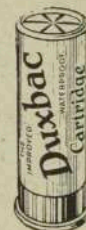
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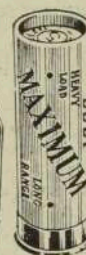
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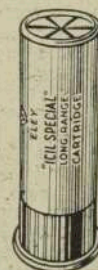
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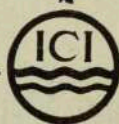
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R. ALEX KROON, Executive Officer for Economic Development, said that the South Pacific provided an almost untapped source of wealth in fish, shells and sea algae. Fish-farming in ponds seems to be a promising development for the islands," he said. "A fishpond in the tropics under native management usually produces more fish than a fishpond in Europe under European management." The Commission's Fisheries Officer, H. van Pel, had visited many islands and found the Islanders very interested in the idea of fish-farming. A fishpond had been established in Rarotonga with a fry from Fiji during Mr. van Pel's visit. During its session the Research Council discussed the report presented to the Commission by the scientists who met at Canberra in 1954 for consultations on plant collection and introduction. The report covered the possible development of a long-term regional introduction programme comprising (1) Evaluation and improvement of indigenous and introduced economic and subsistence plants; (2) Introductions from outside the region; (3) Plant exploration; (4) Inter-territorial movement of plant material.

DELEGATES TO THE SEVENTH MEETING
MEMBERS of the Research Council and observers who attended the session were:
M.—Dr. J. E. Kennedy, Medical

Director, Guam.
NETHERLANDS NEW GUINEA.—Dr. J. Bierdrager, Director of Public Health; Dr. H. Kroeskamp, Director of Cultural Affairs; Dr. A. Perk, Director of Economic Affairs.
PAPUA-NEW GUINEA.—Mr. W. C. Groves, Director of Education; Dr. R. F. R. Scragg, Asst. Director (Hygiene), Department of Public Health.
CANBERRA.—Mr. J. E. Willoughby, Asst. Secretary, Industries and Commerce Division, Department of Territories.
NEW CALEDONIA.—Dr. F. Bugnicourt, Director of the French Oceania Institute; Monsieur J. C. R. Guiart, Ethnologist, French Oceania Institute, Noumea.
FIJI.—Dr. L. G. Poole, Deputy Director of Medical Services; Mr. B. E. V. Parham, Deputy Director of Agriculture; Mr. G. K. Roth, Secretary for Fijian Affairs.
COOK ISLANDS.—Mr. W. N. A. Allison, Director of Education.
WESTERN SAMOA.—Dr. T. C. Lonie, Director of Health; Mr. D. R. A. Eden, General Manager, New Zealand Reparation Estates.
AMERICAN SAMOA.—Mr. John Cool, Samoan Affairs Officer.
FRENCH OCEANIA.—Lieut. - Colonel Boussier, Director of Health Services.
WASHINGTON.—Dr. H. J. Coolidge, Executive Director, Pacific Science Board. Observers at the meeting were: UNESCO, Mr. H. M. Phillips; WHO, Manila, Dr. F. J. Dy, Malaria Adviser; FAO, Bangkok, Dr. Cecil Miles, Regional Fisheries Officer and Secretary of the Indo-Pacific Fisheries Council; Australian National University, Professor O. H. K. Spate, Acting Dean, Research School of Pacific Studies.

Mr. and Mrs. Oscar Rondahl, formerly well known in New Guinea, were bound for Europe aboard the Messageries Maritimes liner *Tahitien* in July.

New Qantas Chief

MR. CEDRIC TURNER has been appointed Chief Executive of Qantas Empire Airways in succession to Sir Hudson Fysh.

Sir Hudson, who has been managing director for 32 years, continues as chairman of the board.

Mr. Turner has been a senior executive for 20 years and was appointed general manager in 1951.

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Passengers New Guinea-bound in June



Passengers bound for New Guinea per "Bulolo" in June included (upper), Mr. Gordon Thomas (PIM's "Tolala") and Mrs. Thomas, who were making the round trip. It was just 50 years since Mrs. Thomas first went to live in New Guinea. Lower: Mr. F. B. Godson of Orchinumu, Papua, returning from a periodic visit south, was farewelled by Dr. Andrew Ungar.



Flight-Lieutenant D. P. G. McCaig, son of Mr. D. F. McCaig, Superintendent of Prisons, Fiji, has been awarded the Air Force Cross. Flight-Lieutenant McCaig served as a RAF fighter pilot in the Second World War. He rejoined several years ago and is now stationed in Cyprus.

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ANNED GRATION

Gilbertese Go to Gizo

THE first wave of a planned migration of 120 Gilbertese to their overcrowded home islands to Gizo, Western Solomons, will take place before the end of this year.

The first wave of 30 adults, mostly women, will establish gardens and temporary houses. Nine months later, 48 settlers will arrive; and 12 months after them the remainder of the 120 to make a planned community of men, women and children."

According to the government statement on the migration, Gizo was selected "after full consideration of all the factors involved." The Government statement continues:

There is ample Crown Land available both for the present settlement and for its extension later. The settlement proves successful. The areas selected are on the same island as the administrative headquarters of the Western District and will be under the close supervision of the District Commissioner and his staff. The village sites have adequate water supplies nearby and are comparatively free from mosquitoes. The settlers, who come from a non-malarial area, will be given prophylactic doses of anti-malarial drugs.

There are sufficient planted coconuts available to meet the immediate requirements of the settlers. New groves will be planted and old ones rehabilitated in order to provide them at a later date with a source of income from copra production. Cultivated land will be sufficient to meet the settlers' needs and fish is plentiful. Casual and regular employment are available to the settlers nearby at Gizo Station."

Gizo is a very tiny island, and the Solomons, this and adjacent islands are reasonably well populated. It seems extraordinary, therefore, that the migrants are to be sent into it when there is so much unused land elsewhere in the group.

On the other hand—the settlement will be under the benevolent supervision of Administration and will consequently have some advantages over a settlement abandoned to the neglect of some of the bigger islands.

Major H. Flaxman, retiring from his post as British Resident Commissioner in the New Hebrides, is to be posted for Europe aboard the passenger liner *Tahiti* late in the year.

INTERNATIONAL MEETING OF NURSES IN FIJI

FORTY-TWO nurses from 20 countries in the western Pacific, New Zealand, Australia and south-east Asia are at Suva for a public health nurses' seminar in session from July 4 to July 28.

Fiji has contributed eight delegates to the seminar, which has been organised by the World Health Organisation.

Nurses from Korea, Japan, Sarawak, Brunei, Hongkong, Singapore, Malaya, Vietnam, Guam, the Philippines, Formosa, Papua-New Guinea and the Caroline Islands linked up with the Australian delegation at Sydney for the flight to Fiji.

A delegate who attended the previous seminar, held in Formosa in 1953, is Miss Nora Conway, a tutor sister at the Singapore General Hospital.

Miss Joyce Jones, of the European Hospital, Port Moresby, is representing Papua-New Guinea.

Subjects for discussion include the basic education of nurses, with particular reference to clinical nursing practice; the relationship of hospital and nursing services administration to educational programmes for nurses; the preparation of nurses, doctors and other post-graduate programmes and the relation of such programmes to the requirements of a health service of a country, and the preparation of auxiliary nurses and midwives.

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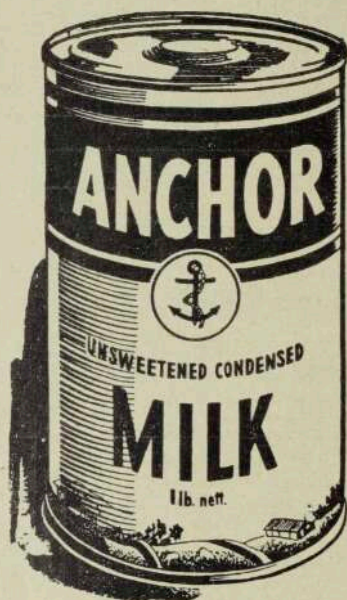


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CARDINAL GILROY MAKES ISLANDS TOUR

CARDINAL Gilroy, Roman Catholic Archbishop of Sydney, arrived at Nadi Airport, Fiji, on June 25 in the course of a visit to Fiji, Tonga, Samoa and Futuna. He was in Fiji until June 25.

Fijian ceremonies of welcome were performed at Lautoka, Suva, Levuka and Taveuni, and Cardinal

Gilroy met Fijian Chiefs at Nausori. A Liturgical Reception at Sacred Heart Cathedral, Suva, was broadcast.

While in western Viti Levu, the Cardinal, at the invitation of the Acting Governor (Mr. A. F. R. Stoddart), stayed at the Governor's Bure, Lautoka, and at Suva he dined at Government House.

From Lautoka Cardinal Gilroy made a private trip to Vatukoula and Ba. He flew from Suva to Levuka and Makogai in an RNZAF

flying-boat.

At Wairiki, Taveuni, Cardinal Gilroy blessed the foundation stone of a new parish hall, and before leaving Suva on June 25 he laid a wreath at the Colonial War



Cardinal Gilroy takes Kava at Nausori Airport, Fiji. (Caines photo).

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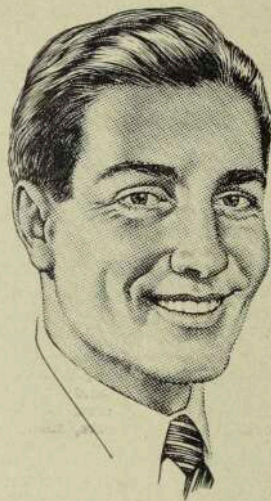


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memorial Hospital.
in Samoa, Cardinal Gilroy was
attend the celebration of the
golden jubilee of the ordination of
Bishop Darnand, former Vicar
Apostolic of Western Samoa.

General de l'Armee Augustin
Gillaume, Inspector of the French
Armed Services and former French
Ambassador in Morocco, visited New
Caledonia and Tahiti in early July
in the course of a tour which in-
cluded New Zealand and Australia.

NEW AWARDS TO MEN OF FIJI'S BATTALION

FURTHER awards to officers and
men serving with the 1st
Battalion, Fiji Infantry Regi-
ment, in Malaya were announced
in June as follows:

Distinguished Service Order,
Lieutenant-Colonel H. J. G. Low,
MC, New Zealand Regiment.

Military Cross, Lieutenant K. M.
Tagivetaua, FIR.

Military Medal, Sergeant Rupeni
Navakasai, FIR.

Mentioned in Despatches, Major
J. George, Major A. Levodua, Cor-
poral Jese Delana, Corporal Semi
Drecala, Corporal Kelepi Dainaki,
all FIR.

Private Varauni Seru has been
awarded a certificate by the Com-
mander of the Far East Land Forces
for devotion to duty and soldierly
example.



Passengers in "Malaita" on her June northbound voyage included (left to right) noted naturalist and author, Mr. Charles Barrett, and Mrs. Barrett, who went north to visit their son in Rabaul. Mr. and Mrs. R. Brook, who went to join the staff of the Melanesian Mission in Ugi, Solomons. Mr. G. W. Speirs, prominent Griffith, NSW, rice grower, who, with Mrs. Speirs, journeyed to New Guinea to visit rice growing areas there.

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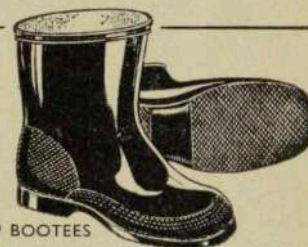
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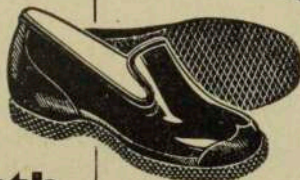
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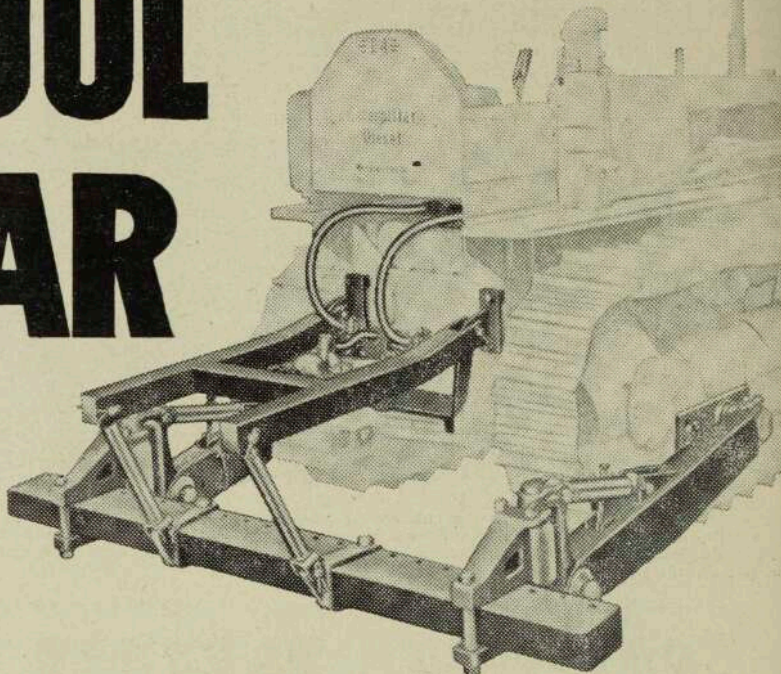


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lolo's" June Passengers

Passengers bound for New Guinea per lolo" in June included, left to right: Mr. Mrs. W. Cottrell-Dormer, who were return- to Samarai after four months leave. Mr. ell-Dormer is Regional Agricultural Officer. The Rev. K. Osbourne, who was fare- d in Sydney by Miss J. Clarke when he to join the Australian Baptist Foreign on's station at Baiyer River, NG. Mr. Mrs. W. H. Wallace, who were on a business to New Guinea. Mr. Wallace is a repre- tive of W. C. Penfold & Co., of Sydney.

Miss H. Parham and Mr. Kirpa Jaggu, Suva members of the John Ambulance Brigade, were ented with Service Medals of Order of St. John of Jerusalem the Acting Governor (Mr. R. Stoddart) after a St. John ch parade at Holy Trinity nedral on June 25.

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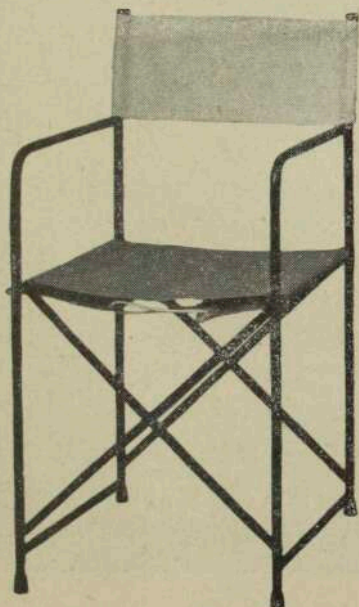
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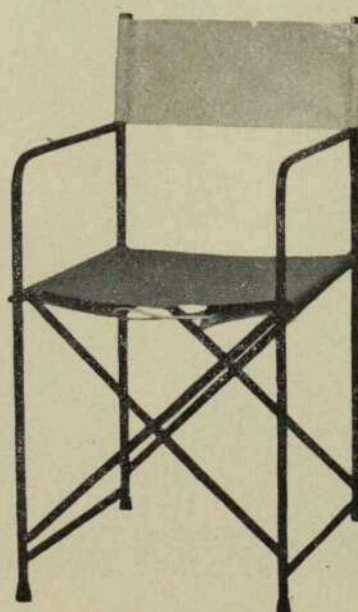
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IT is an interesting coincidence that, as PIM celebrates its 25th birthday, the well-known Australian firm of ship chandlers and hardware merchants, Messrs. W. Kopsen and Co. Pty. Ltd., celebrate their 77th year of business in Australia and the Pacific.

Mr. William Kopsen arrived from Sweden and commenced business in Suva in 1878. He opened a ship-chandlery establishment, and for some years carried on this organisation in both Suva and Levuka.

In company with a friend, he eventually purchased a sailing vessel called *Falls of Garry* and shipped a cargo of copra to England. Ship and cargo were sold in the estuary of London at Gravesend, and Mr. Kopsen then returned to Suva, sold out his interests in Fiji and opened a similar business in Sydney.

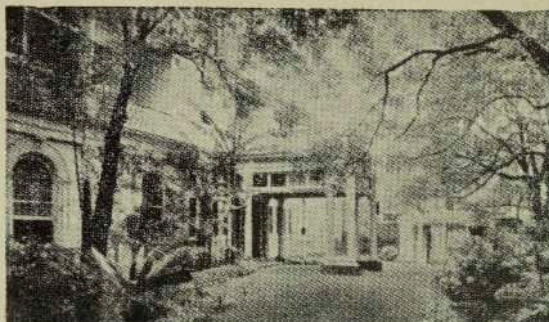
For many years this business carried on, importing ship chandlery from England and Sweden, until he died in 1930. His son, Mr. Kyle Kopsen, has managed the business ever since; and to-day it has grown to a substantial organisation, with

large warehouse and office buildings in Kent Street.

During the last 70 years, Kopsens have supplied very large quantities of goods to traders throughout the Pacific—in fact, the growth of the

Company has been on a parallel with the growth of the business in the Pacific Islands. Scarcely a Islands ship leaves Sydney that does not carry some Kopsen cargo from Sydney for friends in the Terr

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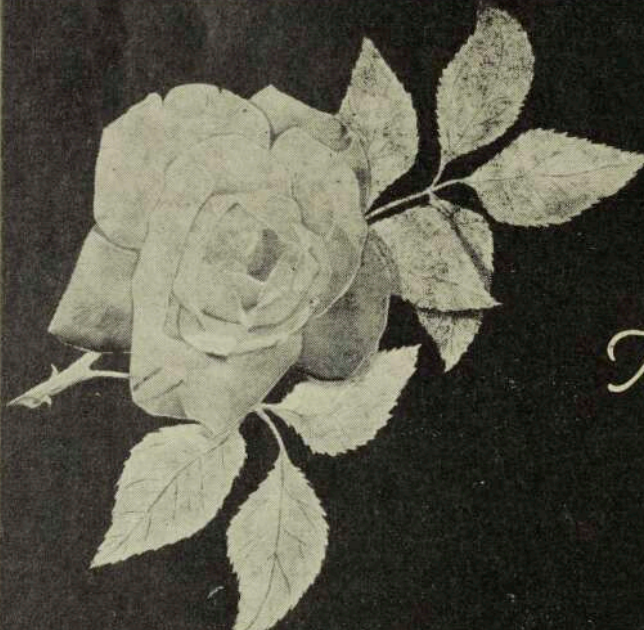


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es. Regular visits now are made representatives of the Company, wherever marine equipment is required the Kopsen name is held in esteem. Times have changed since Mr. William Kopsen founded the business in Sydney 77 years ago. In the days the store would be filled with heavy canvas, tarred rope and stan bars. To-day most of those antiquing things have disappeared, being the only article of that kind which appears still in a modern shop. To-day, high-powered diesel engines, chrome-plated boat fittings and modern life-saving appliances have taken their places. Kopsen's association with PIM has been continuous since the first issue.

THE OF THE QUESTIONS TO

The Sixty-Five Questions

from Gordon Thomas, in Port Moresby

LEADS of Administration departments had a headache on the second day of the June session of the P-NG Legislative Council as they were faced with a list of sixty-five questions from Non-Official Members.

Mr. G. Whittaker, the Member for mainland, had the highest score of 52 questions, most of them the result of a tour he had recently completed and his observations during the tour. Questions dealt with matters as far apart as Mount Hagen and Angoram.

The Assistant Administrator (Mr. Brown), to whom most of the questions were addressed, was more than equal to the occasion and his training in officialdom enabled him to fob off any particularly curly questions. An answer would not be in accord with government policy; it was not intended to do this or that; statistics were not available; expenditure could not be considered at the present as other matters held higher priority.

Many of the questions put forward were deferred until the next session.

Mr. Barrett, who asked a mere 11 questions, was told by the Acting Director of District Services that figures concerning the operation of co-operatives (the question concerned the amount of salaries and allowances paid to employees of the societies in the Gazelle Peninsula) were private business and could not be divulged. He did, however, state that the tonnage of goods passing through the societies in the past year had amounted to 10,000 tons, valued at £67,803. The value of consumer goods, he said, was not available as it would be

a "breach of confidence" to divulge the figures.

One question, asked by Mr. Whittaker, was whether it was a fact there had been 14 different Officers-in-Charge of District Services at Angoram in the past 12 months. The reply, given by Mr. J. K. McCarthy, as Acting Director of District Services, was that there had been only four during that period, and transfers were not effected unless there were good reasons.

Mrs. Booth's one question related to the Wau High School. "In view of past promises," she said, "when is it anticipated that a start will be made on the Wau High School?"

Said Mr. Wilson: "The matter is under consideration but for a variety of reasons it has not been started."

The sixty-five dollar question has not as yet been asked; nor has mention been made in any of the debates: What will happen to the Copra Marketing Board when the MOF contract expires in 1957?

It would seem that the majority of planters desire the present set-up to continue, although there are a few who, on principle, want private enterprise to control the Board. Rumour has it that the Minister supports the minority.

Time will tell.

¶ Mr. Maile Tonga, Private Secretary to Queen Salote, returned to Nukualofa with his wife and daughter on May 31 after vacation leave in New Zealand.

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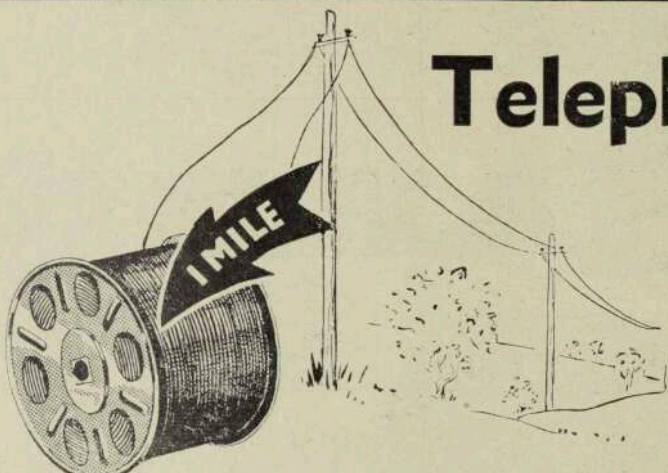
Market changes, June-July

Copra steady. Cocoa, Accra up £Stg. 7½; NG, down £A7½. Coffee, Gold Coast up £Stg.24; NG up 9d-1/- per lb. Rubber, Singapore up 28 cents; London up 7d lb. Vanilla, down 17/- lb on March in Papeete. MOP, Tahiti, £A1,015 per long ton f.o.b. Papeete; Rarotonga, £360 f.o.b. Trochus, down £5 in Sydney; Noumea paying producers £A357 metric ton. Greensnail, down £10 in Sydney.

† When the lights were restored in a Suva wharf shed after a temporary failure, a mysterious gap was observed in a stack of beer cartons. In the early hours of the morning a ship's officer, inspecting a hold not being worked, discovered three wharf workers plus a number of empty beer bottles. Subsequently one of the three was gaoled for nine months, another for three months, and the third—a late-comer to the party—was fined 5/- for receiving a bottle knowing it to have been stolen, and 5/- for drinking without a liquor permit.

† A Progress Association has been formed at Norfolk Island, and it is likely that some of its members will be candidates at the July elections for the Advisory Council.

† Norfolk Island's tourist trade (mainly from New Zealand) was patchy in the early months of the year. There are substantial bookings for the winter, however, and accommodation has been greatly improved. The new Guesthouse Ordinance prevents overcrowding.



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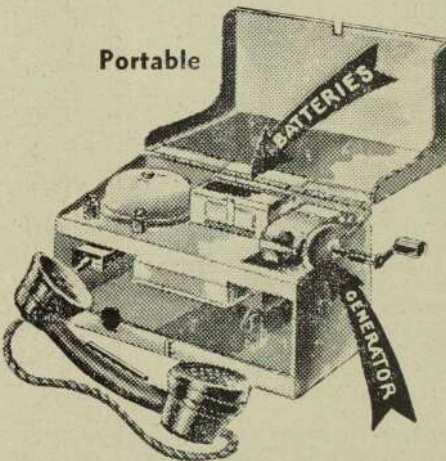
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Among travellers to Papua-New Guinea from Sydney per "Bulolo" in June were (left to right): Mrs. J. M. Graham of Sydney, who was farewelled by members of her family as she left to visit her son, Mr. C. G. Graham of Steamships Trading Co., Samarai. Miss J. Pennefather, of Tokua Plantation, Kokopo, NB, who was seen off by Mr. J. Houston and Mr. J. Swilk. Mr. and Mrs. L. E. Ainsworth, who returned to Lae after leave. Mr. Ainsworth is attached to Department of Works there.

EUROPEANS GIVING UP NC COFFEE INDUSTRY

From Our Noumea Correspondent

MORE Europeans in New Caledonia are giving up their coffee plantations to Javanese native planters.

Javanese get the plantations on a basis of two-thirds of the crop for themselves and one-third for the European landowners.

For the native planters things are not quite so good, the division being 4-50.

In 1954, the value of coffee exports was 10 pc higher than in 1953. This, however, was due to higher prices rather than to increased production.

Nearly half the output came from native producers.

Of the 1850 tons (approximately) produced, 1,336 tons was Robusta and 522 Arabica. The price for Robusta was 70 francs a kilogram and for Arabica 90 francs. These high prices were due mainly to crop failures in other producing countries, notably South America.

Although New Caledonia's coffee had a reputation for high quality, the standard is slipping. Recently the return on an acreage basis has not been good.

PACIFIC ISLANDS AIR PHOTOGRAPHS

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Over the Divide — and into the Highlands

(Continued from page 23)

in the Asaro valley—some in scattered farmhouses or farming hamlets.

After the discovery of each of these Highlands folk, from the Leahys to the "hidden valleys" of 1954, all have been hailed by the world's press as "superior, tall, light-skinned" people. That they are more intelligent than the lowlanders has yet to be proved—in fact, many exasperated employers of Chimbu labour would be pleased to testify to the contrary.

As for the rest—take a Highlander to the coast, dress him in a lap-lap, cut his hair and set him to work cutting copra and he certainly looks no taller, lighter-skinned—or more superior—than his coastal cousin.

However, in his Highlands he can look a very colourful creature, affecting plumes, shells, paint, wigs, flowers and other ornaments as his custom moves him.

At the end of March, 1933, Mick Leahy was joined by his young brother, Dan, and by James Taylor, of the Administration, and Ken Spinks, a surveyor. Together, with their carriers and some police-boys, they started west.

They stayed out until August of

that year, traversed the whole series of valleys and climbed Mt. Hagen. In all these operations they were assisted by planes—the first job at any base camp was to construct a primitive landing ground.

In the end, the Leahys found gold—not an Edie Creek or a dredging proposition but enough for themselves—not far from Danny's present homestead at Kuta, about seven miles from Hagen. In about September of the same year, Taylor opened a patrol-post at Hagen. By October, 1933, the Catholic mission had followed the trail-blazers as far as present Nondugl; by early 1934 they were established at Mt. Hagen with the Lutherans following soon afterwards to establish themselves at Ogelbeng.

When Taylor went on leave in 1934, the patrol-post at Mt. Hagen was abandoned and was not resumed until 1937. The centre for government was established further along the valley to the east, and around Mt. Hagen, the Leahys and the missionaries maintained their own law and order.

Other prospectors followed the Leahys in and one, McGrath, was killed not far from Bena Bena. Some months later, in December of 1934, Fr. C. Morschheuser was

murdered by natives in the Chimbu country and only a few days later, Brother Eugene, another Catholic missionary, was speared in the same country and later died at Salamaua, on the coast.

As a direct consequence of these murders, the whole Highlands areas were sealed off, and with the exception of the Leahy brothers who were permitted to go in to work their claim near Mt. Hagen, some missionaries and the few Administration officers, most of the Highlands saw little or nothing of Europeans until after the War.

BETWEEN March, 1938, and June, 1939, Taylor, together with Patrol Officer J. R. Black, and Medical Assistant C. B. Walsh, undertook a patrol from Mt. Hagen westward—his job primarily concerned with the headwaters country of the great rivers, Sepik and Fly, and in the course of the patrol Telefomin was visited.

This exploration, except in its eastern limits, does not concern the areas now included in the three Highlands Districts. But parts of his report are interesting because in it he maps out what he feels will be the future of the Highlands area, and much of this has already come to pass.

He states: "Much of the area between Mt. Hagen and the headwaters of the Sepik are too mountainous for white settlement,

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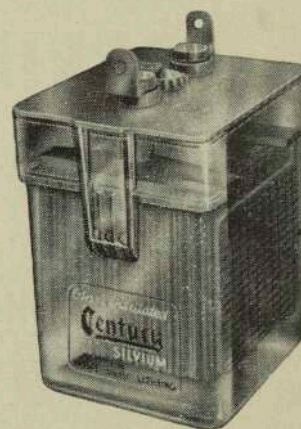
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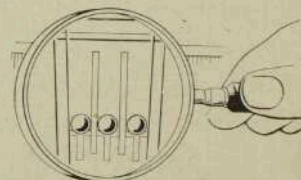
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out there are areas, however, which may be suitable for growing tea and pyrethrum and other products and there is a tremendous reserve of water power which in the future will enable great industrial development. The interior should, however, be considered as a whole—that is, the plateau country from the Markham River to Mt. Hagen and the Dutch border.

"The eastern half is the more suitable for European development—at least in the first instance—and what most likely will happen is that when we establish industries in the eastern area, people will come from the western side to work there and to gain experience. . . . Firstly, there will be native development; secondly, European development. The native will grow in addition to his ordinary foods, quinine, coffee, soya beans, and European vegetables. He will also raise pigs. . . . and work on European plantations and some may work the numerous poor gold-bearing streams for their own benefit.

"Europeans will grow quinine, coffee, tea, pyrethrum and European vegetables to supply the people living on the coast and lowlands. They will raise cattle, not after the Australian and American pattern, but in a smaller way as in the more closely settled European countries. There will also be dairying."

Mr. Taylor, now retired from the Government, is settled on his holding outside Goroka growing coffee and vegetables and putting into reality the dream of 15 years ago.

In his report, Taylor lists also the previous expeditions that had traversed the country of the headwaters of the great rivers—Karius and Champion, the Fox brothers, the Ward Williams mining expedition, the German expedition under Hermann in 1914—all of whom, of course, approached this area of the eastern Highlands boundary, not from within the Highlands but from without.

War had small effect on the Highlands—Australian military patrols went in and out, the Mt. Hagen strip was used by the Americans and they had a rest camp nearby. For a few years after the war, Mt. Hagen was the administrative centre, then came division in the eastern and Western District and the decision to allow European settlement on land surplus to the requirements of the natives.

From that point the Highlands have leaped ahead—they would leap not further and much quicker if any worthy intending settlers were not frustrated and hamstrung by the slow unravelling of the tape that ties up much of the district. . . . but that is another story and has no place here.

In the last 25 years, the Europeans, in relation to the Highlands, have had to learn patience, while the natives have learned peace. Whereas in 1933, none but the most foolhardy—layman or missionary—went unarmed, now

the once treacherous Highlander has laid aside his bow and spears and competes with his European neighbour in growing passionfruit and corn and cabbages.

Circumstances can usually be relied upon to produce the man—and this has certainly been so in New Guinea. Perhaps in Africa there are men like these but not in the rest of the South Seas: Australian bushmen—plus something else.

Men with courage, sense of adventure, an instinct for bush craft; men with ability to plan and think ahead; able to appreciate the odds and counter them. Men with a gift for handling natives.

Circumstances produced these trail-blazers and now are producing

the men to settle into a new concept of tropical living and farming on the roof of New Guinea.

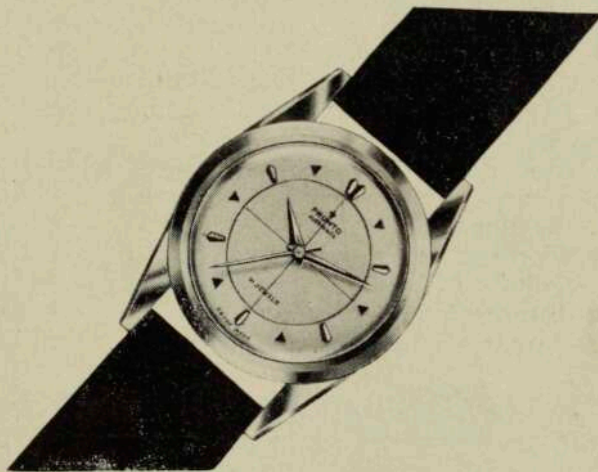
¶ A son was born to Mr. and Mrs. Tony Aldridge, of the Cook Islands, on May 17 last. The child has been christened Roger Peter.

† NZ Reparations Estates, Western Samoa, have bought eight Hereford bulls, eight Poll Hereford bulls and two Aberdeen Angus bulls in the Dominion. Because of restricted cargo space in the Island ships, only three bulls can be shipped by each trip, but all were expected to be in Samoa around about the end of June.

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Current News Items From Our Correspondents In Papua-New Guinea

PORT MORESBY BUSES

The Papua-New Guinea Administration has turned down a suggestion by the Port Moresby Advisory Council that Administration buses should be available to Europeans only.

The Administrator (Brigadier M. Cleland) said in June that the bus service is not restricted to any particular section of the community. All passengers, however, must conform to accepted standards of dress, conduct and cleanliness.

A recently-appointed bus inspector ensuring that all persons travelling in the buses meet the customary requirements.

MALARIA CAMPAIGN STEPPED UP

Fourteen new posts—a Malaria Control Officer and 13 Malaria Control Assistants—have been created in the Papua-New Guinea Health Department, and applications for 11 of the positions were called for in June.

Malaria is the most serious health problem in the Territory. The Director of Health (Dr. John Gunther) has reported that if it were eradicated, infant mortality might be halved and the expectation of life doubled. These changes

could lead to the possible doubling of the population in 15 years.

Education and the awakening of a desire for community control are the basis of anti-malaria policy. There is already a Malaria School at Minj, in the Western Highlands, which provides courses for health officers and native affairs officers.

Recent research suggests that residual spraying, previously thought to be ineffective, will be successful.

Further departmental proposals include the appointment of a medical specialist as Malariologist.

LAND VALUATION IN HIGHLANDS

The Eastern Highlands District Advisory Council, at a meeting at Goroka, on June 3, decided to advise the Administrator that the "introduction of the new land system and attendant publicity has already resulted in misleading overvaluation of land."

Members said that the difficulty of obtaining exactly "adjoining land" for extensions had added to the problems of existing settlers and suggested that "adjoining" should be stretched to mean "within five miles."

It was claimed that "pressure by the Administration to get land

under the new system could become dangerous because there is a vast difference in the native mind between a land inquiry by a private individual and a land inquiry by an Administration officer."

The council "does not consider that many more areas of land can be offered to new settlers until road extensions are financed to reach

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RABAUL



Lieutenant-Colonel Baldwin, of the PIR, Port Moresby, presenting the winning trophy to G. Neil at the Rifle Club dinner at Moresby Hotel on June 13. G. Neil, captain of the Port Moresby Rifle Club, won the championship and the South Pacific Post Trophy after two days' consistent shooting in the first post-war inter-Territory rifle meeting, which was held on the Murray Barracks Rifle Range, Port Moresby. Riflemen from Lae, Madang and Port Moresby competed in six matches for prize money and trophies to the approximate value of £200.

—Photo by Papuan Prints.

those places where land is still available and to enable parallel native economic advancement."

The resolution embodying these views was moved by Mr. G. Greathead. During the council discussion, he said: "We were fighting for a genuine recognition of native land rights, which must extend to the right to choose their European

neighbours. I do not believe the land team purchase system protects native rights sufficiently."

HIGHLANDS ROADS

Because the Eastern Highlands district has no sea approaches and no inland waterways and is consequently dependant on roads, the Advisory Council has asked the

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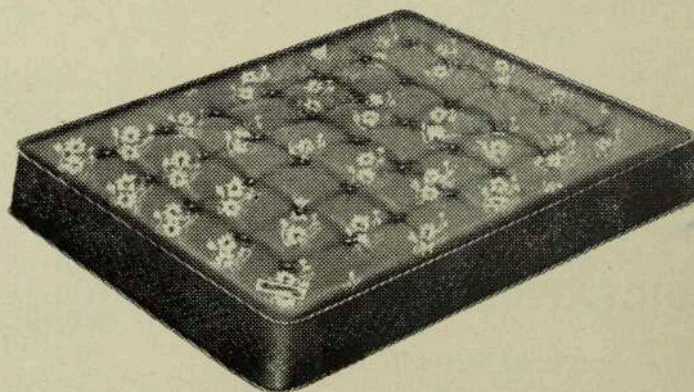
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Administrator for priority in the allocation of road funds.

It is pointed out that although air services are available, they are largely used for imports and exports. The agricultural areas are not served because airfields cannot be constructed on the terrain.

At the council's June meeting at Goroka, Father A. Schaefer said that it was essential to have good roads for the transport of native produce.

The chairman (Mr. I. F. G. Downs) said: "One of the most gratifying sights is the bags of native produce left along the main road to be picked up by Europeans, and it is a graphic illustration of what a road can do for a backward people."

LAND ALIENATION

When the Eastern Highlands Advisory Council was discussing and problems, Mr. G. Greathead



Mr. and Mrs. Robert Cleland returning to Government House, Port Moresby, after their wedding at St. John's Church on June 14. The bride was formerly Miss Julie Kessel, of Norfolk, Tasmania. Mr. Cleland, a Patrol officer in the Eastern Highlands, is the elder son of the Administrator (Brigadier D. M. Cleland) and Mrs. Cleland.

—Photo by Papuan Prints.

questioned statements by the Minister of Territories and the Director of Lands to the effect that plenty of land was available.

"There is certainly not plenty of land," Mr. Greathead said. "We have attacked the principle of alienation of large areas and the prevention of the native owner choosing the settler."

"Unfortunately, we have been included in a Territorial scheme of land alienation which does not fit the dense native population of this particular district."

"I think the statement that there is plenty of land available is misleading and dangerous. . . Any further land that could come within the category of being available for alienation should be reserved for

settlers at present in the area."

Meanwhile, in Port Moresby, the Administration announced that eight blocks would be put up for tender in the Minj and Mount Hagen areas of the Highlands.

The blocks range in size from 131 acres to 273 acres and all are said to be suitable for the cultivation of highland crops.

Applications closed with the Minister of Lands, Port Moresby, on June 25.

GOROKA TELEPHONES

The Eastern Highlands District Advisory Council has proposed that telephone services based on the Goroka exchange "should be extended to those farms within an eight miles' radius of Goroka not

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yet linked, and that the District Commissioner be asked to furnish a plan to support the proposal."

HOMESICK ISLANDERS BACK AT BAM

Since the Bam Islanders were evacuated after a volcanic eruption in November, their physical and psychological condition has steadily deteriorated. They are now to be allowed to go home.

After the eruption, more than 400 islanders were taken from Bam one of the little Schouten Islands between Manus and the New Guinea mainland), and were established in the Bogia area.

In June, however, the Administration stated that "it is clear that as an island people they cannot make a satisfactory readjustment to mainland environment."

Fourteen deaths have occurred since the evacuation, at least some of them being due to changed conditions and weakened resistance induced by homesickness.

Since February the 422 Bam people have twice petitioned the administrator to allow them to return to their island, stating that they were sick and feared that more could die if they had to remain on the mainland.

New arrangements include the permanent posting of a District Services officer at Bam and the provision of sufficient canoes to

Leaving St. John's Church, Port Moresby, on June 4, are Mr. and Mrs. Kaufmann and Miss Joan Brown (bridesmaid). The bride was formerly Miss Valerie Meads, who was nursing at the European Hospital, Port Moresby, and at Manus. Mr. Kaufmann is with the Department of Civil Aviation.

—Photo by Papuan Prints.



evacuate the entire population in the event of a major emergency.

Health and Agricultural Officers will stay at Bam until the community is fully re-established.

On June 3, an explosion in the volcano sent an ash-cloud thousands of feet above the crater, but the activity appeared to be of shallow origin.

INDUSTRIAL LEASES

There has been more agitation in the Territory for an extension of industrial leases from 25 years to 99 years.

At a meeting of the Madang Advisory Council, Mr. N. Grieve suggested that the Administration

should take note of such a proposal.

The main reason for an extension was that considerably more money

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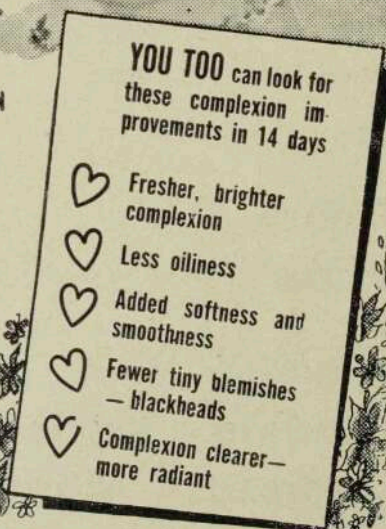
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was invested on industrial leases than on residential leases.

After all, he said, people wanted to know where they stood. If residential leases were granted for 99 years, he saw no reason why industrial leases should not be for the same period.

Mr. Grieve's suggestion is shared by a number of the members of the Port Moresby Town Advisory Council.

BLOOD TRANSFUSIONS

The National Executive of the Australian Red Cross Society has approved the extension of Red Cross services in the Territory in the field of blood transfusion service and the provision of buildings for clinical, convalescent and pre-natal accommodation.

The executive has also approved a grant to assist the Territory division with these services.

The National Headquarters representative in the Territory (Mr. Etheridge) said that the development of a blood bank in the Territory was a major step forward in the lives of all residents of the Territory, both European and native.

It was intended to build an annex to the Red Cross Divisional Headquarters building at Port Moresby and from there to supply the needs of the medical services. Plans for clinical pre-natal and convalescent accommodation included buildings at Boroka and Kavieng.

Mr. Etheridge said that a considerable amount of work and effort would have to be done before the blood bank was ready for use. Most important of all was the registering of blood donors.

Mr. Etheridge appealed for support for the blood bank. He said: "It is always easy to remember that becoming a blood donor and giving blood is not only good citizenship—your own life at some time or other may depend on it."

FLYING-BOAT WRECKAGE

The war-time famous valley of "Shangri-La" came back into the headlines in June with the discovery there of the wreckage of a Dutch flying-boat by New Guinea pilot Laurie Crawley.

The plane, a Short Sealand, operated by the Christian and Mission Alliance in Dutch New Guinea, had been missing for more than a month. A Dutch airline, the Dutch Navy and others had abandoned the search.

Crawley carried out his search on a flight to Sorong and sighted the wreckage on the side of the mountains surrounding Shangri-La.

He said at Lae that the aircraft was about 10,000 feet up on the mountainside and seemed to have disintegrated on contact. The cargo was only about 10 to 15 feet from the wreckage.

Crawley said he had with him as observer a man who was well acquainted with the aircraft and who was able to identify it from its markings and the type of cargo

ying in the vicinity.

It appeared that the pilot had had little chance of survival. Drawley described the area he had searched as the worst he had seen anywhere in New Guinea. The country was extremely rugged and there were several peaks of up to 4,000 feet.

Civil Aviation authorities at Hollandia have sent a search and rescue team to the area.

(A US plane crashed in so-called Shangri-La late in the Pacific war years. Most occupants of the plane were killed; among the few survivors was a girl, a member of the VAC. She and the others were ultimately rescued by gliders which were "dropped" in, and then pulled up on the end of a line towed by plane. The whole incident was world sensation at the time. The Archbold expedition had discovered the valley some time late in the 1930s.)

NATIVE APPRENTICES

Some employers apparently had an impression that the Native Apprenticeship Board would select potential apprentices and allot them to employers, said the executive officer of the board (Mr. Linton) at Port Moresby, on June 20.

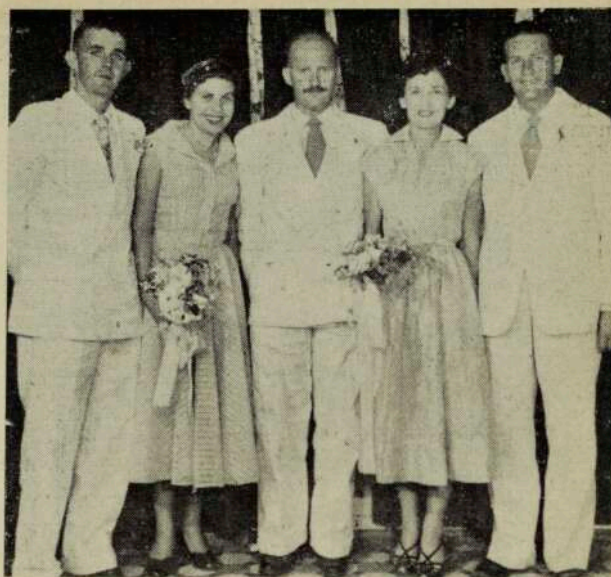
The wedding group photographed after the marriage at the Church of St. Francis Xavier, Rabaul, on June 4, of Miss Dorothy Jean O'Meara and Mr. Robert Henry Moxham. From left to right are Mr. Harry Moxham (best man), Miss Cecilia Berryman (bridesmaid), the bridegroom and bride, and Mr. Barry Flannery, who gave the bride away.

—Photo by C. H. Meen.

This was wrong. Employers must select the persons they wish to apprentice and then apply to the board for their acceptance under the native apprenticeship scheme.

"The initial step is for employers to apply to the board to have their training facilities examined for the purpose of being approved as employers of native apprentices," Mr. Linton continued.

"Inspection will be made by members of the local committees."



In June and July the executive officer visited centres in the Territory to advise employers on the details of the scheme, which is quite different from other native labour arrangements. (Over)

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"Kia-ora" Assorted CORDIALS, 26 oz., Orange, Lemon, 50-50, Fruit Cup, Raspberry, Pineapple	39/- doz.
Cartons of 4 doz.	27/6 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.

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"Continental" Packet Soups—CHICKEN NOODLE or CREAM OF CELERY	16/- doz.
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BIG RUBBER FIRE

An inquiry will start soon into the cause of the destruction of 90,000 lb of rubber at Kanosia this week.

The rubber, which represents a month's production from Kanosia Estates and the British New Guinea Development Company at Kanosia, was worth £15,000.

It is believed that a native may have started the fire by dropping a lighted cigarette near the rubber. Minutes later, the rubber and the building in which it was housed were ablaze.

The fire was the most serious in the Territory since the Burns Philp store at Port Moresby was destroyed several years ago.

PORT MORESBY TURF CLUB

There is a move afoot in Port Moresby to reorganise the Papua Turf Club.

The club has never been disbanded, although it held its last race meeting 25 years ago on what is now Jackson's Airstrip.

Unknown to most Port Moresby people and even to some of the old-time members of the PTC, the club still has money in the bank and has as its president the Sogeri rubber planter, Mr. P. J. McDonald, of "McDonald's Corner."

The move follows the outstanding success of the Red Cross race meeting at Boroka, Port Moresby, on the Queen's Birthday.

About 2,000 Europeans and 3,000 natives attended the meeting, the first since the war.

Horses were brought to Moresby mainly from the Sogeri district, where they are used on the rubber plantations. Although many of them look as if they are due for retirement, some good times were

clocked down the straight 3 furlong dirt track.

One horse covered 2 furlongs in 27 seconds. Crack Sydney and Melbourne racehorses usually cover the same distance in about 22 seconds.

The Moresby Cup was won by Royal Miss, a 6 to 1 chance.

Before the meeting, 8 horses were auctioned and became the property

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of the top bidder for the day.

Several buyers rode in the last event, the owner-rider race, one of the entrants being the Territory Director of Health, Dr. John Gunther.

During the afternoon Dr. Gunther's talents were required in another direction—he attended two jockeys injured at the meeting.

One, Mr. M. O'Brien, of Sogeri, was kicked shortly before the start of the Port Moresby Cup, and the other, Mr. V. Chlow, was thrown from his mount, Joe, before the last race began.

Sogeri planters are keenly interested in getting racing going again in the Territory. There is a rumour that if the club is re-organised, a track might be laid out at Sogeri.

FILMING UNDER WAY

Work has started on filming Australia's latest movie, "Walk Into Paradise," with Chips Rafferty taking the lead.

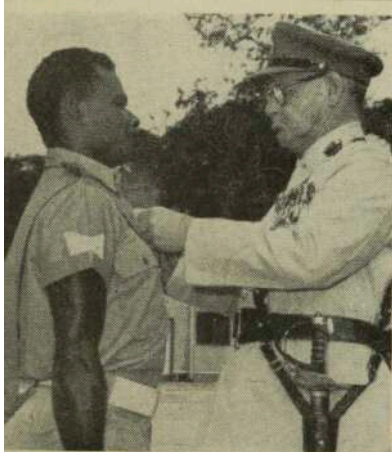
Only a few people saw Rafferty and 16 other members of the film unit pass through Port Moresby on their way to Goroka.

Rafferty brought news that there was a chance that "Walk Into Paradise" would be screened in Papua-New Guinea soon after shooting is completed. However, on this question, much will depend on negotiations yet to be carried out with the distributors.

At Jackson's Airstrip, Rafferty said the film would take about three months to make. Scenes would be shot at Goroka, Madang and Port Moresby.

The full-length film will be in Eastman Colour.

A consignment of nearly 3,000 feet of film left the Territory in late June for Paris, where it will be processed.



Administrator D. M. Cleland, of Papua-New Guinea, looks grim as he has difficulty in pinning the British Empire Medal on the tunic of Sergeant Sina at a special parade in Port Moresby on June 23. Sgt. Sina received the decoration for loyalty and devotion to duty. He served in the PIB during the war and is now a member of the Pacific Islands Regiment.

—Photo by Papuan Prints.

A concert staged by schoolgirl members of the Junior Red Cross at the Xavier Hall, Rabaul, on June 7, ended with the tableau shown here.

—Photo by C. H. Meen.



The consignment was packed in dry ice to keep it at the correct temperature.

JAPANESE AMMUNITION

Australian Army Bomb Disposal personnel working in New Guinea believe it will be many years before the Territory is rid of unexploded

ammunition left by the Japanese.

Although the Pacific War ended 11 years ago, at least 10 tons of

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bombs and ammunition are being destroyed every month in the Rabaul area.

A tunnel discovered recently by foraging natives on Tunnel Hill, Rabaul, yielded 150 large shells. These were taken across the bay and exploded.

Lieutenant B. Florence, of the 1st Australian Bomb Disposals Section, said at Port Moresby that dumps were often covered with 11 years' jungle growth and in many cases were found only by accident.

Recently, 115 shells were found a few yards from where the Government Vulcanologist takes his readings at Rabaul.

The Army Bomb Disposal Section has been in operation in the Territory since 1949, and has had no casualties. The section has two men stationed permanently at Rabaul and four on patrol—two in New Britain and until recently, two in Bougainville.

CONSTRUCTION PROGRAMME

The Commonwealth Department of Works, in June, marked up one good point and one bad point to its construction programme in Papua-New Guinea.

Two days after reports had been received telling of major blunders by the Department in Bougainville, the Director of Works, Mr. Vidgen, announced that the third important bridge within three months would be open to traffic within a fortnight.

The new bridge crosses the Erap River in the Upper Markham valley area. The other two are the Kimidan Bridge, about 100 miles from Kavieng, and the Peracles River Bridge on the Wau-Labu Road.

Meanwhile, reports from Bougainville state that several bridges on the Kieta-Iwi Road passed as sound by the Department of Works, had been washed away or severely damaged in their first wet season. Damage was estimated at about £50,000. One bridge had been left isolated in the middle of a river.

All the Department has said is that "an officer will go to Kieta to investigate the matter."

TIMBER MILL BURNED

Fire destroyed the Laloki River timber mill owned by Mr. Ken Burke, of Port Moresby, in June. Damage is estimated at £5,000.

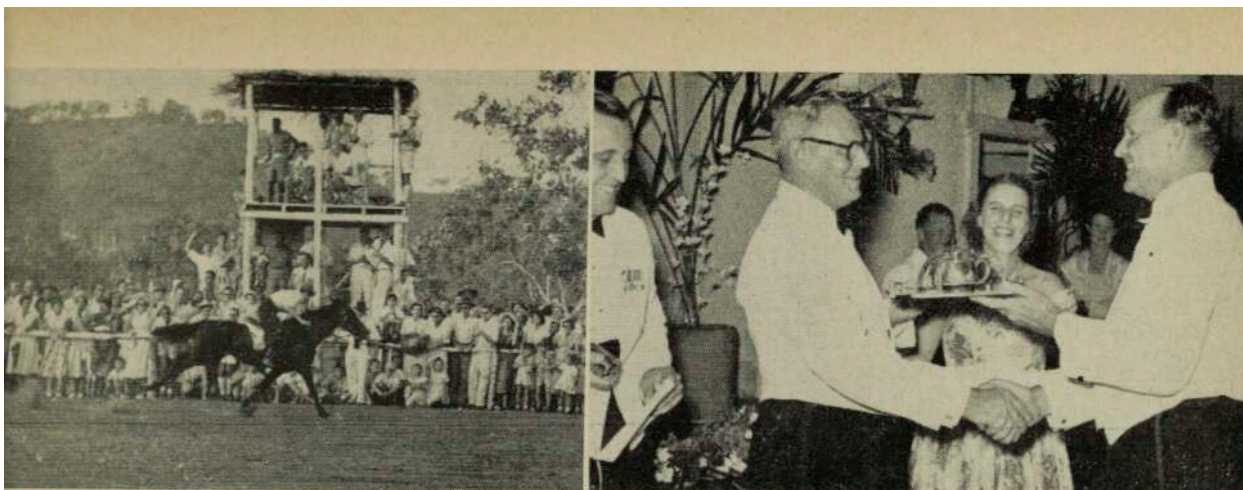
The fire was caused by an explosion in the exhaust of a machine at the mill.

TB IN TERRITORY CATTLE

The P-NG Department of Agriculture has stated that the incidence of TB in cattle is low in the Territory.

Officials believe that further work in this field will result in the complete eradication of TB among cattle in the Territory.

Already tests have been carried out near Port Moresby, Lae, Madang and Wau. At present two officers are testing cattle in the Rabaul area.



Royal Mist, seen here winning the McGregor Ladies' Sprint Race, was the outstanding horse Port Moresby's first post-war race meeting June. Miss Isobel Kelly is the rider in this

instance. Royal Miss (owned by Mr. Mick Lloyd of Sogeri) also won the Port Moresby Cup. At right the Administrator, Brigadier D. M. Cleland, presents the trophy for the

Birthday Plate to Mr. C. Sefton whose horse, Gay Lady, won the race.

—Photos by Papuan Prints.

LIQUOR FOR NATIVES

The controversial matter of liquor for natives came back into the news P-NG when native members of the Seventh Day Adventist Mission Bouvainville expressed strong opposition to the proposal.

PIM's correspondent in Bougainville says that many members of the mission have written to the elected member for the New Guinea Islands, Mr. Don Barrett, asking him to express their views at the coming Legislative Council Meeting.

The decision to oppose liquor for natives was made at the annual general meeting of the native members of the SDA Mission.

"Liquor for Natives" is expected to be the big matter raised at the current P-NG Legislative Council

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meeting, which started on June 27.

Although the elected members, as well as appointed members, have their own views on the subject, no one seems prepared to voice them until the Council meets.

It appears certain that some natives will eventually get permission to drink. When, is another matter.

MORESBY MILK SUPPLY

One of the biggest disgraces in Port Moresby may be rectified by Christmas.

By then, residents should be able to get fresh milk, a commodity now obtainable only at 2/3 a pint.

A Port Moresby taxi proprietor, Mr. Ken Burke, plans to start a dairy farm on his property near the Brown River, near Port Moresby. He hopes to have at least 100 head of dairy cattle in production by Christmas.

The most modern machinery available will be installed, and the milk will be distributed in bottles to retailers. The milk at no stage will be handled by hand.

Mr. Burke's 2,000-acre property is being fenced and cleared in preparation for the arrival of the cattle.

It is understood, however, that no ships are available to bring the cattle to the Territory at present, and the stock Mr. Burke now has at Sydney may have to be sold. But any number of cattle are available, and Mr. Burke says he expects no difficulty.

He hopes to distribute about 400 gallons of milk a day when the dairy is under way.

HELICOPTER SERVICES

There is a chance that Papua and New Guinea may beat Australia in introducing commercial helicopter services.

It was announced at Port Moresby

in June that negotiations were under way for the introduction of commercial helicopters in the Territory.

A conference has already been held between senior Administration officials and the Regional Director of Civil Aviation, Mr. John Arthur, and further talks are planned.

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Mr. Arthur has said that the conference worked out what services helicopters could be applied in the Territory, and what work the Administration would be able to give a commercial operator. The information gathered at the talks would be passed on to an airline company which was considering helicopter operations. He did not name the company. However, he said it was proposed that helicopters would operate to points where fixed-wing aircraft could not go. Sikorsky S.55 helicopters would be used. These aircraft have about the same payload as a Norseman aircraft and carry seven passengers for distances up to 70 miles.

At present, there are four Bell helicopters in the Territory, three under contract to the Australasian Petroleum Company, and one to the New Guinea Resources Prospecting Company. Since their arrival in the Territory in November, 1953, they have flown 6,000 flying hours.

The contract held by Bahamas Helicopters Ltd. has been taken over by a new company, World Wide Services of Papua.

The company is headed by an American living at Port Moresby, Mr. Arni L. Sumaridason, who has operated helicopters in Alaska, Canada and Greenland.

When helicopter operations first started in the Territory 20 months ago, only American personnel were employed, as Australians qualified to fly and maintain the rotor-blade aircraft were not available. Now 80 per cent. of the American staff has been replaced by Australians.

An Australian, Mr. Robert Wilson, of Mullumbimby, is the company's chief pilot, and is also the first Australian licensed as a helicopter pilot in the Commonwealth.

NEW DUTCH AIRLINE

The Australian Embassy at The Hague has been informed that a Dutch airline was to begin operations in Dutch New Guinea on July 1. It is known as Dutch New Guinea Transport Company.

KLM will manage the new service in co-operation with the Dutch Government—the Government providing the finances.

Three DC3 aircraft used by KLM in Dutch New Guinea are to be transferred to the new company and Beaver aircraft will be added.

It is believed that another five DC3 aircraft and several Bell helicopters will be added to the line soon.

PUBLIC SERVICE CONDITIONS

The P-NG Public Service Association has taken steps to improve conditions for its members in the Territory.

Their complaint was poor accommodation, and their method of dealing with the matter was to ask the Territories Minister, Mr. Paul Luck, not to permit any new male appointees to take up duty until

proper accommodation is available for them.

In a telegram to the Minister, the president, Mr. Brennan, said the Association was gravely concerned over the increasing deterioration of accommodation at Port Moresby. Several officers were doubling up in single rooms; three were living in a hostel lounge, and several others were occupying rooms rented by Administration officers at present away from Port Moresby.

Mr. Brennan told the Minister that the association had considerable doubts regarding the Administration's proposed building programme. He asked Mr. Hasluck to call for an urgent report on the matter.

STUDENTS' NEWSPAPER

Native students of Fatima College,

near Banz, in the Western Highlands, have published their own newspaper.

The paper, believed to be the first written in English by native students in New Guinea, tells of the development of the college and its grounds since it was started last year.

A farm attached to the college has more than 200,000 coffee plants in its nursery. There are 5,000 banana trees, 4,000 pineapple plants and five acres of vegetables.

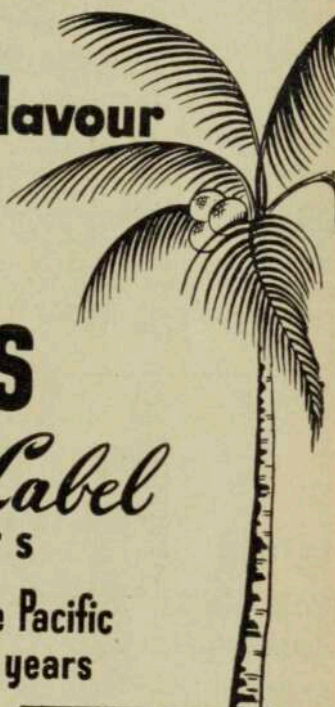
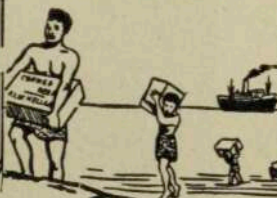
The ten-page paper, named the *Fatima Chronicle*, as well as giving local news, has its own cartoons and advertising section. One advertisement says that newspaper for cigarettes is available at the teacher's house for 3d a sheet or one hour's work on the farm!

For a 6d stamp, payment is one and a half hour's work. (Over)

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The headmaster of the college has pointed out that the production of the paper is especially worthy of note as Highland natives were generally considered less advanced than their coastal brothers. He noted also that the area had had only 22 years of contact with Europeans, and that schools were first opened only nine years ago.

BIG LAND PURCHASE

The New Britain District Commissioner, Mr. Foldi, and the Director of Lands, Mr. McInnis, have completed the purchase of 10,000 acres of native land at Arongoi, near Rabaul.

The land will be open for public application when it has been decided what crop it is best suited for. It is understood, however, that this will not be for several months.

More People In Prosperous Western Samoa

From Our Own Correspondent

WESTERN Samoa's population at the end of 1954 was estimated at 94,128, according to the annual report of the Post and Telegraph Department.

Group totals were:

Samoans.—Males, 45,581 (44,166 in 1953); females, 43,620 (42,173); total, 89,201 (86,339).

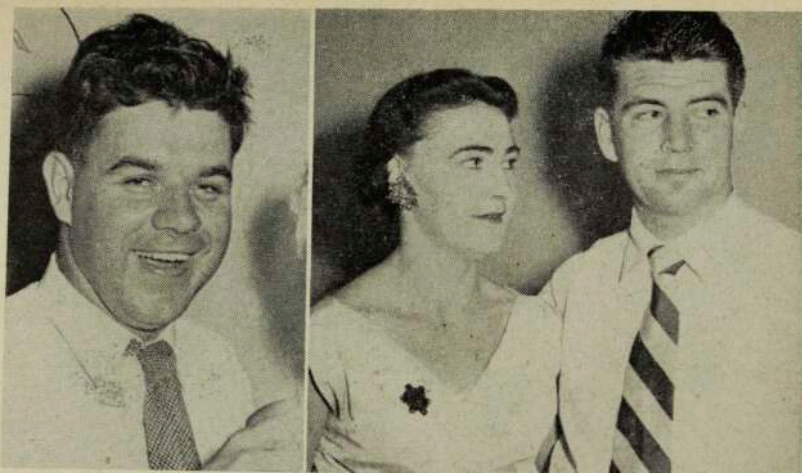
Europeans.—Males, 2,701 (2,578); females, 2,226 (2,126); total, 4,927 (4,704).

National income in 1952 was estimated at £4,010,000, according to A. J. L. Catt, Technical Assistant to the Research Council of the South Pacific Commission, who visited the Territory in 1953.

Private income was estimated at £20,000 (wages and salaries £70,000, village cash incomes £100,000).

National expenditure at £3,500,000 is estimated as follows: Food, £1,000; donations to churches, £10,000; current Government expenditure £500,000; capital works, £10,000; private investment £280,000; clothing and footwear £240,000; housing £70,000; fuel and lighting, £10,000; services £490,000; other items, £10,000.

Mr. F. W. P. Roe, manager for Messrs Philp, at Vavau, Tonga, first joined the BP staff at Vila, New Hebrides, in 1928. In 1931 he went to the Solomons (Tulagi and Honiara) for two years. After a period in Australia in business on his own account, he rejoined at Vila in 1937 and went to Wallis and Futuna, where he was stationed during much of the Pacific War. Later he was posted to Suva and Lautoka,



DEPARTED: Mr. Stuart Inder (left), former ABC regional journalist in Port Moresby. ARRIVED: Mr. and Mrs. Paul Hall (right). Mr. Hall takes over from Mr. Inder, at whose farewell party the photos were taken on June 4.

—Photos by Papuan Prints.

in Fiji, and then to Rotuma. He has now been Vavau manager for seven years. At the end of a holiday in Australia, Mr. Roe left Sydney for Tonga on June 9, travelling by way of New Zealand and Fiji.

¶ Sister B. Shelton, of the Methodist Hansenide Colony at Ubia, Papua,

is visiting Queensland on furlough. Before going to New Guinea, she was on the staff of the Toowoomba Hospital.

¶ Mr. B. A. Doyle, Attorney-General, Fiji, and his family, are in England on four months' vacation leave.

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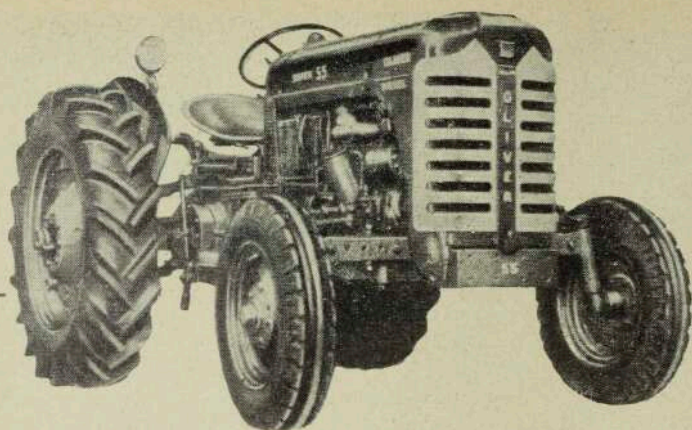
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PACIFIC WAR ECHO

LONG-SOUGHT PLANE FOUND IN SANTO

From Our Noumea Correspondent

WRECKAGE of an American plane lost near Cape Cumberland at the northern tip of Espiritu Santo, New Hebrides, in 1943, has been found by Wong Bouko villagers. In the wreckage were the remains of the pilot and a gold identity plate and chain.

It has been recalled that in 1943 a United States Army listening post at Santo made contact with two American planes which were running out of fuel and asked about landing possibilities near Cape Cumberland. It was night; there were no landing-grounds in the area and the mountain-and-jungle country made landing impossible.

One plane came down in the sea and disappeared without trace. The other flew on and crashed against a mountain.

A few days later, Wong Bouko people found an airman, badly injured and exhausted, who said that when the plane crashed he was flung from his seat. His companion had been killed instantly. The injured man had wandered in the jungle for two days, trying to reach the coast.

Guided to a nearby American camp the survivor gave the approximate position of the wrecked plane, but despite an intensive search, it could not be found.

In 1954, the brother of the lost pilot (whose name was Howie Faltin) travelled to the New Hebrides from America in an attempt to find traces of the plane but his search was also a failure.

At the end of last April the French Resident in the New Hebrides (M. P. Anthonioz) and M. Roux were touring the northern islands in the *Don Quixote*. At Wong Bouko, villagers told them that recently they had found wreckage of a plane and human remains in the mountains a long way from the village.

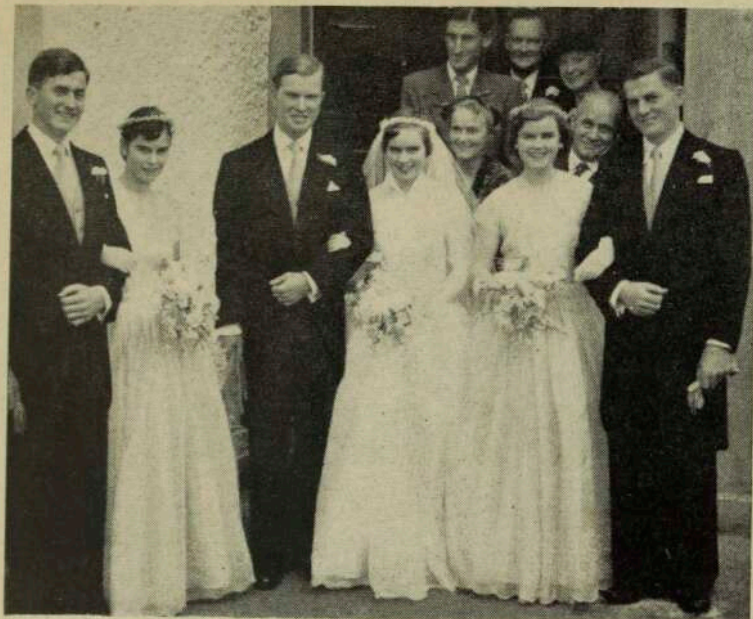
Guided by the villagers, the official party, after hours of hard travelling, found the wreckage on a heavily-wooded mountain top.

Among the bones was a gold plate bearing on one side the name "Howie Faltin, USMC," and on the other a woman's Christian name.

The remains and the identification plate, with its gold chain, were carried to Port Vila, later to be handed over to the United States Consul at Noumea.

¶ Mr. R. P. A. Probert has been elected to the Latuoka Town Council, Fiji, in the place of the late Mr. S. Hollander.

Former Suva Girl Married in NZ



The wedding of Miss Rosemary Jacka and Mr. Aitken McGowan took place at the Mount Pleasant Presbyterian Church, Auckland, on May 14. The bride is the daughter of Mrs. A. A. and the late Mr. A. J. Jacka, formerly of Suva, and granddaughter of the late Mr. and Mrs. R. A. Jacka, of Tailevu, Fiji. Her great-grandfather, W. J. Abbott, was among the early settlers in the Rewa River district. The bridesmaids were Misses Margaret and Elaine Jacka, sisters of the bride.

—Photo by Anthony Henry.

Mr. Ramswami Mutialu, senior laboratory assistant at the Suva Hospital, is the first Indian in Fiji to secure a certificate in medical technology. In 1949, he was the first Indian in the Colony to qualify as a medical laboratory assistant. He is preparing for his final examinations in Australia at the end of 1954.

† Three thousand copies of a new geographical atlas of New Caledonia, costing a total of 730,000 francs, are to be published. Charts will show physical and economic features, population and related subjects. Maps will show New Caledonia's relation to the rest of the Pacific and internal communications.



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Companies

Stonishing Growth After World War I

THE Pacific trading organisation which made the most remarkable growth during the PIM's quarter-century lifetime is Messrs. R. Carpenter & Co. Ltd., of Sydney.

Messrs. Burns Philp & Co. Ltd. had been established for 30 years when World War I began, and ready was known through the South Seas; but the WRC concern had only just been formed when the war came, and was still in its infancy when peace was made in 1918. But after that its progress and expansion were phenomenal.

The founder was the late Walter Carpenter. His father was one of the earliest Burns Philp sea-captains; and young Walter himself, as a youth, was briefly in the BP service. He was only 22 when he began trading on his own account in the Thursday Island area in 1899. Then he had had some years as a commercial manager in Fiji.

The fact that war came just as he registered his own company, with a modest £1,000 as nominal capital, ended a tragedy; but, actually, it

gave the tireless WRC the very chance he wanted. One result of the war was that Australia took over the administration of the former German colony of New Guinea; another was an enormous Islands demand for both capital and consumer goods; and yet another was (for a time) a market for copra such as the world hitherto had never known.

Walter Carpenter, always noted for his vision, saw the opportunity. Aided by two or three old associates, by his brothers and his two sons and by some strong Sydney financial interests who trusted his judgment, he carried the WRC flag into the New Guinea area—and never looked back. New Guinea's new gold industry came to buttress the copra industry; and the WRC men, as traders, planters and transporters, were in the van of all development.

In the 20 years between the Wars the Co.'s achievements were remarkable. It not only established stores and owned and controlled plantations throughout New Guinea—it also expanded into Solomons, Gilbert and Ellice, and Fiji; it entered the shipping business with some wooden ships built in New South Wales, which enterprise it slowly and steadily expanded into an important overseas shipping line; it entered the air transport business with some small planes for goldfields transport, but which in due course grew into a very large

concern, providing air service between Sydney and New Guinea; it began processing copra at Pondo, in New Britain—from which small beginnings came bigger and bigger milling establishments at Suva (Fiji) and Rabaul (New Guinea); it established a new Insurance Company.

By the end of its second decade it was, next to Burns Philp and Co. Ltd., one of the most important institutions in the Pacific Islands, with a subscribed capital of £775,000. News articles spread through 25 years of the PIM describe each step of expansion and progress. (Researchers will find the full story of the Carpenter achievement in the 1950 edition of the *Pacific Islands Year Book*.)

Even before World War II came, Sir Walter (he was knighted in the Thirties) and his Directors were altering the character of the business. Wherever possible, the assets and responsibility for operations were transferred to associated Carpenter companies, registered in

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or near the scene of their operations; so that, by 1949, the character of the Sydney Company had changed. It now was mainly a holding company and, in September, 1949, half the subscribed capital was returned to shareholders.

After World War II, Sir Walter Carpenter relinquished most of his activities (although he had a leading part in the establishment of copra-crushing mills in Canada) and main responsibility for management and direction was taken over by his sons, Messrs. R. B. and C. H. Carpenter, who had been his closest associates for 20 years. Sir Walter died in February, 1954, aged 76, and Mr. R. B. Carpenter became head of the Sydney company, with oversight over the operations of numerous associated organisations.

New Guinea Goldfields

New Guinea Goldfields, Ltd.'s, operating report for May is as follows:

Golden Ridges Mill—Treated: 3,066 tons ore, 439 tons tailings; assaying: .41 oz to the ton and .31 oz respectively; production, 1,215 oz fine gold and 1,549 oz fine silver.

Golden Ridges Alluvials produced 9 oz gold, Koranga 279 oz and Tributes 81 oz. Timber produced totalled 262,975 sup. ft.

Papuan Oil Search

Australian Petroleum Co. Pty., Ltd., and Island Exploration Co. Pty., Ltd., reported on June 14 that at Omati No. 2 the hole

has been deepened 515 ft. to 10,246 ft. and at Aramia the hole has been deepened 2,642 ft. to 3,770 ft.

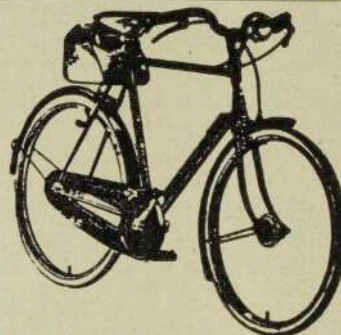
Early Start Likely on NC's Big Dam

SANCTIONED by the Conseil-General, the Yate River dam for New Caledonia's expanded

hydro-electricity project will probably be started before the end of the year.

The Colony has an 18 pc share in the company financing the £10,000,000 dam.

A vote of 3,000,000 francs has been passed for widening and strengthening the Noumea-Yate road in preparation for heavy traffic.—*Noumea Correspondent.*



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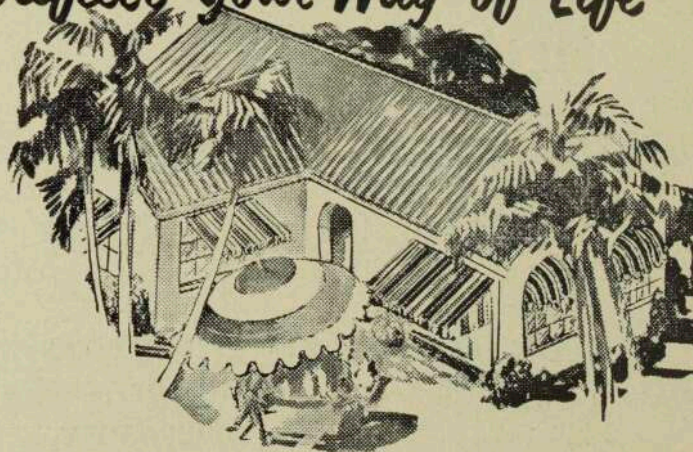
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NEW ZEALAND EXPERT'S PLAN

Fiji Could Be Hub of Islands Airways

AFTER visiting Fiji to prepare air navigation regulations for the Colony, the Advisory Officer (Technical) of the New Zealand Civil Aviation Administration (Mr. T. Young) has made a report in which many aspects of Fiji's future internal aviation are discussed.

Dealing with re-equipment questions, Mr. Young suggests that most routes in Fiji, 10-passenger aircraft would meet requirements, but he points out that very few such aircraft are being built today. A possible answer is the expansion of the Colony's internal service to other territories.

The report states that there appears to be no reason why an airline in Fiji should not provide airplane services to Tonga, Western and Eastern Samoa, the Cook Islands, and, when airfields are available, New Caledonia and Tahiti.

"If suitable aircraft are employed and the operations co-ordinated with domestic services, relatively high aircraft utilisation rates could be achieved," says Mr. Young.

He recommends that Fiji Airways (or its successor) and any officer appointed to administer civil aviation in Fiji should jointly prepare long-range plans for the development of domestic air services and possible future regional extensions.

In the course of the report published as a Legislative Council paper, the unlain ghost of the Suva Point airport scheme reappears.

The scheme for constructing an international airport near the tip of Suva Peninsula was knocked on its head years ago, mainly on the grounds of the tremendous expenditure involved. At intervals, however, the suggestion of an airport for local services has bobbed up. Its supporters alleging that the sense would be justified by the elimination of the 12-miles gap between Suva and the Nausori airport at Luvuvuvu.

In Mr. Young's opinion, engineering problems or obstructions would eliminate the development of an airport at Suva Point with ways long enough to meet immediate needs. He suggests that funds would be spent more wisely improving Nausori.

"It would appear desirable," the report adds "to stabilise and seal off at least a portion of the runway at an area adjacent to the existing hard-standing if operations

are not to be restricted during the wet season."

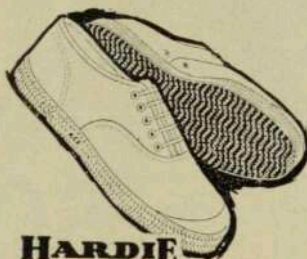
DEALING with the administration of the air navigation regulations, Mr. Young recommends that the duties at present carried out by the Assistant Colonial Secretary (Development) be extended to include civil aviation and that an officer be appointed to his staff to administer the regulations. This officer, the report adds, should have a good background in the administration of civil aviation and preferably a general knowledge of the technical facilities and services employed in civil aviation.

If the growth of Fiji's civil aviation justified it, the appointment of a Director of Civil Aviation might be considered.

While highly praising the work done by the Acting Controller of Customs (Mr. T. W. Davis) as Registrar of Aircraft, and his deputy (Mr. A. N. Brown) the report states that it is unfair to burden with these duties officers whose primary functions are not related to civil aviation.

Editorial Note

Mr. Young appears to have covered everything — and said little. One may read into his



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report what one likes and, no doubt, plenty of people in Fiji will. In the summary we have received of his remarks, Mr. Young does not say anything specifically against the present air services provided in Fiji, but the implication appears to be that internal airways in the Colony should be run by some big air company in conjunction with its overseas operations. The only big air companies in the South Pacific who could conceivably combine those operations are Qantas or TEAL. It is scarcely likely that TEAL is anxious to add internal airways in Fiji to its other headaches on the Coral Route, although it is possible that a "big" private company might be induced to take over TEAL's Coral Route and run the Fiji end as well. Any company that attempted such a set-up would be faced with the old problems of inadequate airfields and long hauls over areas of low-passenger density. It is probable that a plane of the capacity of a DC3 would be warranted on the Nadi-Nausori section of Fiji Airways' present routes—at times, anyway. But out of the other parts of the FANetwork, where a much more valuable contribution is made by providing out-port communications to the Colony? Does the Fiji Government want the expense of building and maintaining airstrips capable of taking larger planes than those at present in use in the out-ports? And does the air traffic to those places warrant it? Mr. Young's premise seems to be that these places should be serviced by larger planes than at present, even though the operating company would have to run services outside the Colony in order to pay for them. Any suggestion that Fiji should have a full-time Director of Civil Aviation (presumably with a salary to match the title) can be considered, at the present time, as a piece of bureaucratic nonsense—and we are relieved to find that Mr. Young tentatively agrees.

Two Young Tongans to Die For Murder

THE sentencing to death of two young Tongans for the murder of another young man is the culmination of a series of crimes of violence in the Kingdom, writes a Nukualofa correspondent. The men are Kelekolio Funaki and Uikilifu Nau, of Folaha village, the victim was a fellow-villager, a Pahulu. The last execution in Tonga took place at Vavau in 1927, when a young man was hanged for murdering a girl. It is a general opinion, the correspondent adds, that the crime-wave in Tonga is mainly due to increased consumption of alcoholic drink by the young Tongans.

Fiji Citizen's Work for Ex-Servicemen Recognised



In mid-April, at Reay Hall, Suva, Sir Hugh Ragg was presented with a Tabua by the Fijian Seamen Ex-Servicemen, in appreciation of the services rendered by Sir Hugh as chairman of the Rehabilitation Board, 1945-55. Some of the ex-servicemen seamen are shown in the above photograph. Seated in the front row are

(left to right): Akuila (Sir Hugh's Matanivanua or spokesman). Lady Ragg, Lieut.-Colonel D. McCaig, ED, Mrs. J. Mullins, Sir Hugh Ragg, Mrs. D. McCaig, Major S. H. Elliott, Captain Mullins, Leoni Batigai. Seated in front of Sir Hugh is Luke R. Vukivuki, hon. secretary, Seamen's Institute.

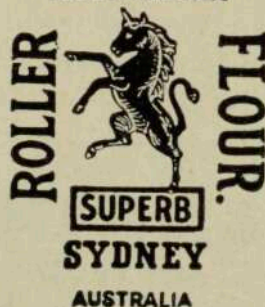
† The official programme of Tahiti's annual Bastille Day celebrations shows a full roster of events from July 13 through to July 24 this year. All associated with the tourist and entertainment industries are said to be satisfied with the plans. Earlier a

suggestion by the city fathers that the programme be reduced in the interests of the pockets of the majority had been given the thumbs-down sign by the "commercants."

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Adastra too, has 25th Birthday

A LONG with PIM, a 25th anniversary is being celebrated this year by an aviation company which has close ties with the Islands. This is Adastra Airways Pty. Ltd., of Mascot, Sydney, a company headed by Mr. H. T. ("Bunny") Hammond.

Adastra was founded in 1930 by Mr. Hammond and the late Mr. Frank Follett. They established an aviation school and a passenger service from Mascot to Bega, NSW, then when the Depression came, Mr. Hammond went north to New Guinea to work as a pilot with Holden Air Transport and help keep the pot boiling financially while Frank Follett carried on alone as the active partner operating Adastra.

In 1935, the company took up aerial photographic survey work and has since then become the leading aerial survey organisation in this part of the world, with a staff of 60.

Mr. Hammond served with the RAAF during the war but Adastra continued operations, mainly in military-mapping work in Australia.

In 1953, Adastra commenced a very big job, which may take years to complete, for the Federal Government in New Guinea. They have also done special mapping jobs for Papuan Aipinaipi and APC there, and this June they despatched an aircraft to Woodlark Island to make a magnetic geophysical survey for Broken Hill Proprietary, which is interested in iron deposits there.

Adastra appeared in Fiji also, in 1954, to complete a Government job which had been commenced the previous year by Hunting Airways of England. Late last year, these two companies amalgamated to form a subsidiary, Adastra Hunting Geophysics Pty. Ltd., which handles the magnetic survey side of operations. It is this subsidiary which is operating at Woodlark, and that aircraft will later go to Horn Island and the Gulf of Carpentaria.

The work being carried out by Adastra in New Guinea is of great importance to the development of that Territory, reducing by years the old and painfully slow ground-survey methods.

† The new discharged patients' hostel built by the Fiji Lepers' Trust Board at Korovou, Suva, was opened by the Acting Governor (Mr. A. F. R. Stoddart) on June 3. Funds for the modern, concrete building came from a generous allocation made by the New Zealand Lepers' Trust Board. The chairman of the Fiji board (Sir Henry Scott) handed the building over to the Director of Medical Services.

TRIBUTE TO PIM FROM "HOST" HOLBROOK

Letter from David Stewart, Sales Director)

HOLBROOKS (Australasia) Pty. Limited congratulate the PIM and wish the Staff and, in particular, Mr. R. W. Robson, many happy returns of their 25th Birthday.

In this particular issue—their Quarter Century Issue—it might fitting to quote Rudyard Kipling—

will interest them to hunt amongst the files,

There unvisited and cold

lie the crowded years of old,

that Kensal-Green of greatness called the files.

PIM no doubt will be delving into the past to reveal countless data which have whirled them into the hazy oceans of the Pacific; by their propaganda and from them they have retained the will of their advertisers and others over the years. The attention of the discriminating reader friend or foe—was courted by a full copy and by a standard which attracted national interest.

From a small beginning, the enterprise, faith in the future of the Pacific Islands, and the fighting spirit of Mr. R. W. Robson, have come into a very keen friendship and appreciation by all his friends at home and in the Islands.

The House of Holbrook, since 1798, also laboured and built up a great and vital business and, since

1919 (when the Company decided to commence operations in Sydney, NSW) has supplied its own products to the discerning consuming public in the Pacific Islands.

Regular visits, over the years, by the Company's representative, have resulted in a steady, increasing business and this personal contact, including the publicity created through advertising in the PIM, has had its reward.

We wish the Pacific Islands Monthly long life and continued prosperity in the future.

Costello-Rae Wedding



The marriage of Miss Jessie Rae, younger daughter of Mr. Alec Rae and the late Mrs. Rae, of Ba, Fiji, and Mr. Daniel Costello, youngest son of Mrs. Costello and the late Mr. D. B. Costello, of Tavua, took place at the Church of Our Lady of Perpetual Succour, Lautoka, Fiji, on April 23. Miss Liebling Hoeflich, of Suva, was bridesmaid and Mr. P. Kaye, of Lautoka, was best man.

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

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

CANNED FRUITS

- 16-oz. Grapes.
- 30-oz. Peaches.
- 30-oz. Pears.
- 30-oz. Apricots.
- 16-oz. Raspberries.
- 30-oz. Raspberries.
- 16-oz. Loganberries.
- 30-oz. Loganberries.
- 16-oz. Gooseberries.
- 30-oz. Gooseberries.
- 16-oz. Cherries.
- 16-oz. Fruit Cocktail.

COLD MEATS

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

- 12-oz. Meatreat.
- 12-oz. Hampe.
- 12-oz. Camp Pie.
- 12-oz. Corned Beef W/C.
- 12-oz. Taper Corned Beef.
- 6-lb. Taper Corned Beef W/C.
- 6-lb. Taper Corned Beef.
- 12-oz. Taper Corned Beef W/C.

SAUSAGES

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

TONGUES

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

CONDENSED MILK

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

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- 37-lb. Tins Dripping.

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- 56-lb. boxes Cake Margarine.
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"RIVERMEDE" BUTTER

- 56-lb. boxes Bulk Butter.
- 16-oz. pats Butter.
- ½-lb. pats Butter.
- 12-oz. tins Butter.
- 16-oz. tins Butter.

CANNED JAMS

- 12-oz. & 24-oz. Fig.
- 12-oz. & 24-oz. Plum.
- 12-oz. & 24-oz. Raspberry.
- 12-oz. & 24-oz. Quince.
- 12-oz. & 24-oz. Marmalade.
- 12-oz. & 24-oz. Apricot.
- 12-oz. & 24-oz. Peach.
- 12-oz. & 24-oz. Melon & Ginger.
- 12-oz. & 24-oz. Melon & Lemon.
- 12-oz. & 24-oz. Melon & Pineapple.

CHIEF ENGINEER V CHART ROOM

The Strange Case of the MV Tulagi

WHEN Burns Philp & Co.'s MV *Tulagi* arrived in Sydney recently at the end of her maiden voyage from a British shipyard, it immediately became known in the port that "something was cooking" aboard. There were many comings and goings of men with snapped hats and up-turned collars the days following her arrival, and it soon was apparent that a no-flight matter of "protocol" was involved.

It is well known that ever since engineers were allowed aboard ships an event which occurred when it had to be conceded that fickle winds did not bring dividends—there has been an inherent tension between engine and engine-room. Sometimes the feeling has been tense, in other cases almost—though not quite—absent. So long as the two tribes are reasonably segregated and not thrown into too close or lengthy contact all is usually well.

Tulagi, however, seems to have been made the object of a rather drastic experiment—drastic in the sense that one might have thought that the ship designers would have

been well aware that what they had designed would be unacceptable on the Australian coast, or probably anywhere else.

The sin of the designers was in placing the accommodation for Master and Chief Engineer not only side by side on the same deck, but also with the Chief Engineer's accommodation opening into the sacred chart room! The full import of that can perhaps be appreciated only by a seaman.

Needless to say the arrangement was not acceptable to the deck officers' Guild, nor was certain other officers' accommodation acceptable. An arbitrator was appointed. He

found in favour of the complainants—and as a result some very nice passenger accommodation has been taken over for the ship's personnel, and the passengers have moved down a step.

A suitable state of segregation has been re-established, the accepted protocol of the British Merchant Service upheld, and a state of normalcy again exists aboard *Tulagi*.

† Assistant Superintendent R. B. Winthrop, who left Fiji in June for vacation leave in England, also plans to take a course at the Police College, Hendon.

BSIP Residents in Sydney



Mrs. V. Hart, formerly of Honiara, and Mrs. N. Calvert on leave from the Solomons, are photographed here on M.V. "Malaita" on the day she departed from Sydney in June. They were farewelling a friend. At right, centre, is Miss Avon Richardson whose father is with Burns Philp's Honiara Branch Office. She was farewelled when she sailed in "Malaita" by Mr. Robert Lee (left) and Mr. Ross Doherty.

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ETC., ETC.



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NC's Nickel Industry Not All French

From Our Noumea Correspondent

NOUMEA commentators have pointed out that when there is so much talk about safeguarding the French nickel industry in New Caledonia to enable it to survive on the world market, it is interesting to note how far the French-registered Societe Nickel is strictly French.

Its vice-president is M. Dewez, of the Societe Generale de Belgique, which controls nearly all mining activity in the Belgian Congo.

On the board is M. Pierari, of the Miraboud group, which indicates that the Swiss bankers are interested in the nickel company.

And then the company is controlled by the Rothschild Bank.

One way and another, it is far from being an all-French set-up.

† A New Testament in the Hula language, spoken by about 3,000 people in the Hood Peninsula of Papua, has been published by the British and Foreign Bible Society in an edition of 2,000 copies. The translation—by Mrs. L. Short, of the London Missionary Society—was difficult because the Hula language has no abstract nouns, no relative pronouns and no passive voice.

Child Killed When Big Wave Hit Tongan Ship

ALL passengers on deck were flung overboard and a three-years-old girl was drowned when a giant wave struck the Tongan

Government vessel *Hifofua* during voyage from Vavau to Nukualofa in May.

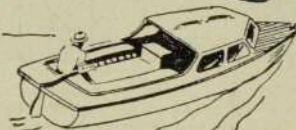
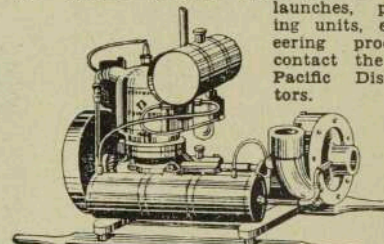
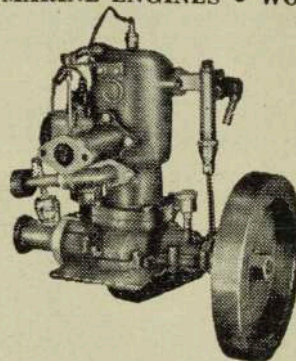
The ship was ten miles from Nukualofa when she was thrown on her beam ends. She righted herself and all the passengers except the little girl were picked up safely.

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NEW CALEDONIA'S CREDIT SYSTEM ASSAILED

From Our Noumea Correspondent

NEW CALEDONIA'S all-embracing system of "credit" provides one of the most interesting passages in Senator Coude du Foresto's famous report on the Colony.

Credit, states the report, is offered for everything from postcards to motor cars. The main objective of credit accounts is to make sure of the client's "commercial property."

When articles are scarce, the cash customer is often rebuffed, the goods being reserved for credit clients.

Young Government employees arriving from France are offered all house-furnishings on credit, as well as motor cars—and a Government servant without a car is likely to be deconsidered."

When he returns to France, the Government servant cannot take his possessions with him because of excessive freight charges, and so he sells his goods—often to the original vendors—at a heavy loss. Usually the articles are refurbished and resold to start a new profitable cycle.

Admittedly the system gives service to the purchaser, but it places him in marked subordination to the vendor. This would not matter in, say, Paris, where commerce, politics and administration are in separate compartments, but it is a very different matter in a small town where the three groups are jammed together.

Again, the man who wants to go to the land finds it easy to obtain goods on credit. If he fails in his attempts, an arrangement is made whereby the debtor abandons land and materials to the creditor and usually works his former property as a foreman. This system explains the accumulation of huge areas of land given over exclusively to cattle, and the same formula accounts for the large mining domain of the big port-export firms.

This at least is the situation as seen by the Senator.

It is possibly significant that in a recent session of the Assembly a move was made to curb the credit system as far as possible. The motion was introduced by a member who happens to be head of the Government workers' union, and it is repulsed with great energy by members connected with commercial interests.

M. Marc Biros, who has completed five years as Secretary-General in the New Caledonian Administration, returned to France. He has been promoted to the rank of Governor of the Colonies, but it is not yet known where he will be posted.

Fiji's Import Flood Continues

FIJI'S January-February imports totalled more than £2,500,000, according to figures released in June.

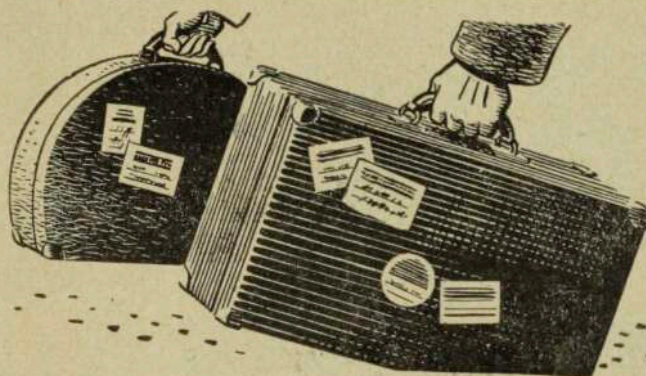
Main item was manufactured goods (£750,000), followed by foodstuffs (£617,000) and machinery and transport equipment (£500,000).

Exports and re-exports totalled £1,366,500, with re-exports at slightly under £185,000.

Imports from the United Kingdom totalled £1,000,000 and from Australia nearly £750,000.

Of the exports, Canada took more than £500,000, almost entirely in raw sugar. The United Kingdom took more than £250,000.

In 1954, the Colony had an adverse trade balance of £402,816. The year's imports totalled £11,642,801—an increase of 9.64 pc over 1953.



Going places?

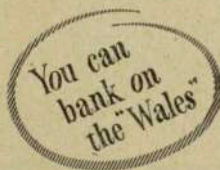
Your trip will be much happier if you know that every detail has been settled in advance — but there is no need to do it yourself. Much time and trouble can be saved by letting the Bank of New South Wales Travel Department assist you.

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The modern way to carry money safely is by Bank of New South Wales Travellers' Cheques, which are readily accepted by all banks and by principal tourist bureaux, transport offices, hotels, restaurants, and stores.



These services are available through all branches of the

BANK OF NEW SOUTH WALES

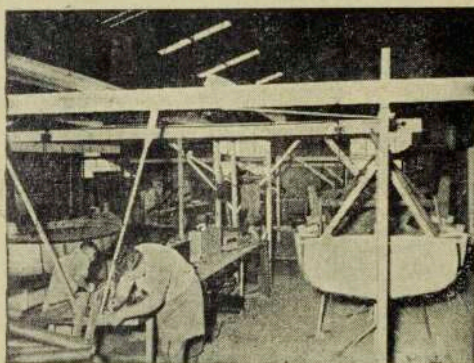
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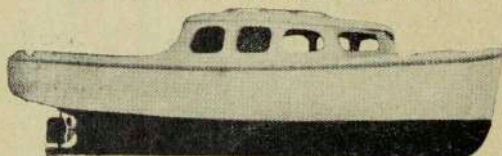
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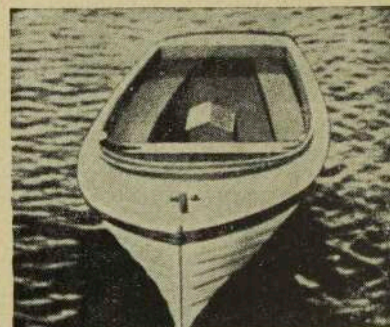
Vinco Launches and Workboats

Standard models (all types) or built to detail, any size 14 ft. to 24 ft.

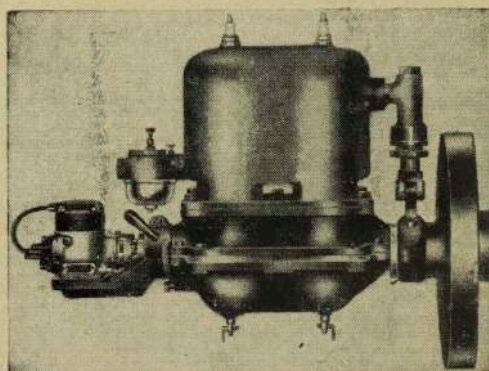
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Inspection of work by your Sydney representative invited.

Literature with prices, illustrations and particulars by return airmail.



16 ft. open type (coamed and decked) standard model.



Vinco 8-10 H.P. Twin Cylinder Model.

NEWS OF THE SMALL-SHIPS

IT HAPPENED IN JULY:—It is not always appreciated that the whalers, mainly American, of last century which contributed so much to the discovery of the Pacific, were vessels rarely over 350 gross tons. Typical was the *Swift*, 321 tons, captained by Francis F. Worth, wrecked at Rarotonga, July 15, 1863. Old records show that her owner, Thomas S. Rathaway, despatched her from New Bedford, Mass., the previous October 12. Between then and her loss she had shipped home barrels of sperm oil by another vessel. Exact point of the wreck and fate of her crew are not stated. She was merely one of scores that met their fate on some Pacific reef. Two other wrecks, details unknown, occurred in this month in 1846, the 20-ton frigate *La Seine* being lost near Noumea and the whaling brig *Breeze* near Apia.

RADIO WATCHES IMPROVED:—There is official word from Pago Pago and Papeete this month of developments of great interest to masters, owners, and insurance companies associated with small vessels plying in Polynesia waters. Communications Chief Caldwell, Tutuila Radio, Pago Pago, Western Samoa, advises that his station is now maintaining 24-hour watch on the international radio-ephony distress and calling

frequency of 2182 kc/s. Replies are made on 2845 kc/s. Tutuila Radio thus becomes the first and only Islands station to provide such a safety service. Centrally situated as Pago Pago is, an efficient distress watch there will serve craft over a wide circle of Island waters.

At the same time, Post & Telegraphs Chief Lemoine, of French Oceania, advises that Mahina Radio, Tahiti, has also established a 2182 kc/s distress and communications watch, thus further reducing the confusion of frequencies adopted by the various Pacific administrations. Watches are: Monday to Saturday inclusive, 0000-0030, 0400-0430, 0500-0530, 0700-0800, 1700-1800, 2000-2100 GMT. Sunday, 0400-0530, 1700-1800 GMT. Mahina also maintains R/T watches with the French Oceania small-ships fleet, ships on 8226.2 kc/s, and Mahina replying on 8776 kc/s, commencing at the following times: 0030, 0230, 0610, 1615, 1800, 2100 GMT. Watches end when traffic has been cleared from vessels calling.

Uturoa and Taiohae do not normally communicate directly with R/T-equipped vessels, but they do maintain 500 kc/s distress watch at the following times and can alert Mahina when necessary: Uturoa, 0400-0500, 1700-1800 GMT; Taiohae, 0400-0530, 1630-1800 GMT. They do

not maintain watch on Sundays, local date.

Weather bulletins by R/T (in French, of course), are broadcast from Papeete Meteo Centre at 0025 and 1825 GMT on 7500 kc/s, from Radio Tahiti broadcast station at 0515 and 2205 GMT on 7125 kc/s, and from Mahina Radio at

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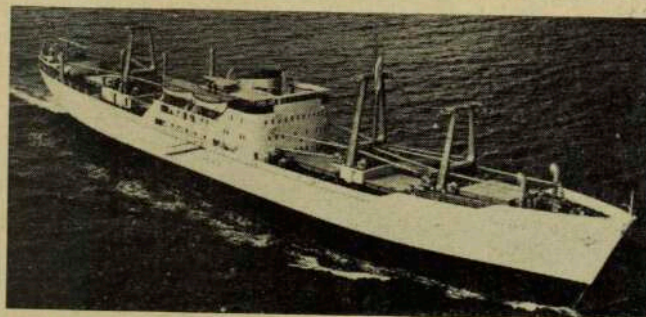
REGULAR MONTHLY SAILINGS

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, RABAU, HONIARA, VANIKORO thence main AUSTRALIAN PORTS.

A R O S - C I T O S - D E L O S

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



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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.

0610 GMT on 8776 kc/s. For those who can copy morse and need a while to digest their French into English there is also a transmission on 432 kc/s at 0500 GMT by Mahina.

With Nukualofa also maintaining a 2182 kc/s watch, as reported in May PIM, there is increasing inducement for small-ship owners—and radio equipment manufacturers—to provide equipment with this 2182 kc/s channel, which will undoubtedly become standard eventually, plus an alternative 6-8 mc/s working frequency for the longer distances.

ANOTHER SURGICAL JOB:— Off on her second voyage following extensive and expensive repairs, the 183-ton Papeete vessel *Hiro* crashed onto a reef as she approached Taunua Pass early on June 5. Fortunately she was in sheltered water—Taunua Pass is the shallower eastern exit from Papeete—and was able to get clear and make her way to a repair yard after passengers and cargo had been unloaded.

Considerable damage was done to her forefoot. Pending the marine inquiry (Captain John Mervin, experienced local master mariner was in command), the Papeete waterfront bars have an interesting theory. Following the death of Mr. Louis Hirshon some time ago, the

vessel passed into Chinese ownership, and it is said that Hirshon would never have approved such a sale. The waterfront was quick to note that disaster occurred right off the beach of the late owner's home. In Polynesia such things do not happen without reason!

BY FIRE AND WATER:—*Hiro* will sail again—but *Vahine Tahiti* will not. This 49-ton auxiliary schooner took the count at 1 am on June 9 just 4 miles west of Makemo atoll, Tuamotu. There was plenty of water below in this case—but still not enough to put the fire out.

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Ocean-Going

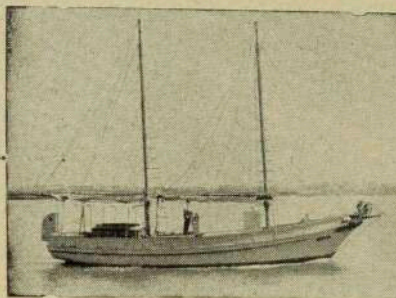
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25 ton gross.

60 H.P. Diesel.

Speed 8½
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770 cu. ft. in
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SKANDIA

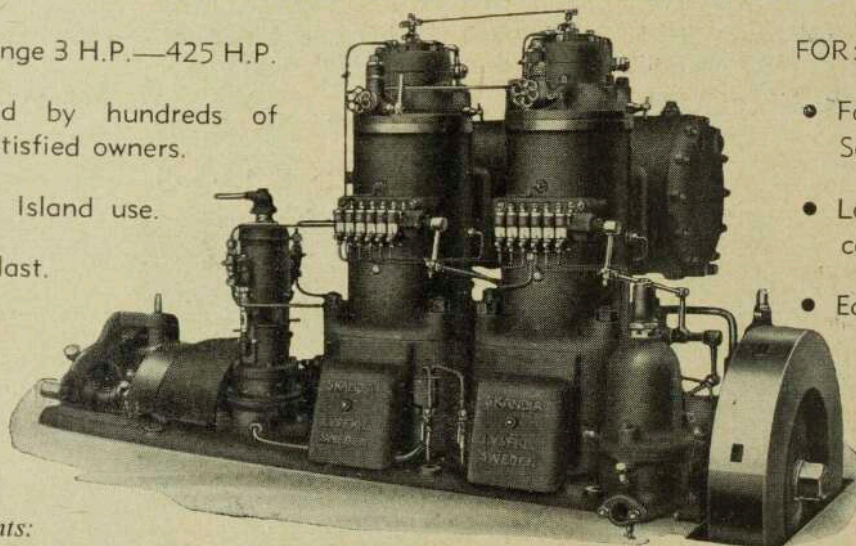
DIESEL MARINE AND STATIONARY ENGINES

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Cables: "IVAN", SYDNEY.

The 49-year-old Papeete-built vessel was burnt to the waterline after being abandoned without casualty; cause of fire not stated; all cargo lost.

Vahine Tahiti was built by Charles Brown Petersen—who survives her—for Monsieur Grand. She changed hands seven times through the years and finally in 1949 was acquired by Chas. A. Palmer. Captain Maxim Pihatarioe officiated at the last rites.

Vahine Tahiti is the latest of several French Oceania vessels to have been burnt at sea in recent years.

CONTRACTS LET:—After lengthy delays the New Zealand Lepers' Trust Board has awarded a contract to build three 55 ft x 16 ft medical patrol ketches to the old-established Auckland yard of Charles Bailey Ltd. The contract price for each is £Stg19,800. The first must be delivered within 13 months, and the other two at 4-month intervals thereafter.

Originally there were to be four of these craft, to be handed over respectively to the Anglican, Methodist, Catholic, and Presbyterian missions in the Solomons-

New Hebrides area. The latter mission, however, decided that the funds could more profitably be applied to a cottage hospital.

The wooden craft will be used primarily in an anti-leprosy campaign, but will also be employed in general medical work. They will be well equipped with refrigerators, radio telephone sets, and powered with 90-hp diesels, and will carry a small sail area.

NO LUCK WITH THREE:—For the copra planter, and those venturesome souls who sail the tropic seas in small ships, life can be very much a game of chance. This is amply revealed in the life history of the late Mr. George Barratt, of Suva, who died at Levuka on April

8. Of the 23 cutters he owned, he lost every third one at sea.

His first venture, when trading at Natewa Bay, Vanua Levu, was to take a half share with his brother-in-law, Sidney Smith, in the *Adi Maca*. Embarking on his own he acquired the *Ruve Cissie* and *Tadraku*, and other cutters which some of the older Fiji residents will remember well. Later, with another brother-in-law, Harry Smith, he traded along the coasts in the cutters *Variance* and *Adi Maca*. On his own account he later bought the *Tui Savu Savu*.

In 1933, he moved into Suva, opened an office in Pier Street, and entered the shipping business there. He commenced with the *Tui Savu Savu*, later purchasing the *Ono-i-*

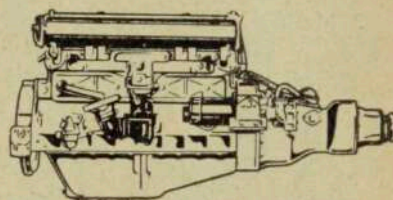
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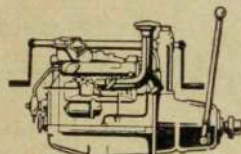
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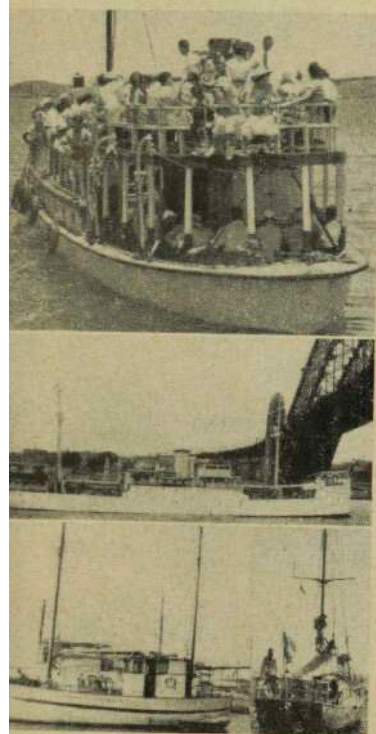
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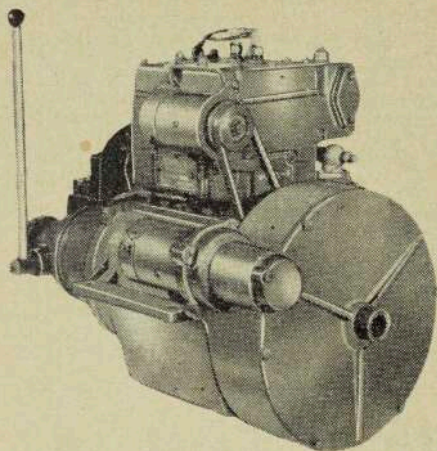


uper: "Mollis Pas III", well-known Noumea el which becomes a holiday vessel when big cruise liners are in port.

ntre: "Polynesian" made her last voyage he Noumea-Sydney-Vila run in July. She ere shown leaving Sydney.

wer, left: Norwegian yacht "Jenco"; and , Dutch yacht "Seven Seas", taken at ete recently.

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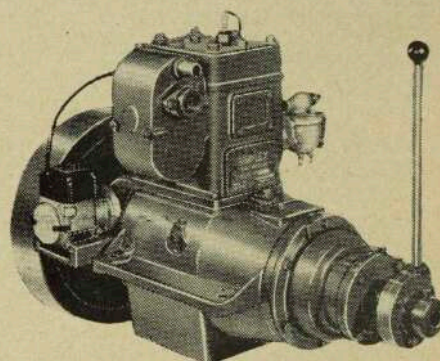
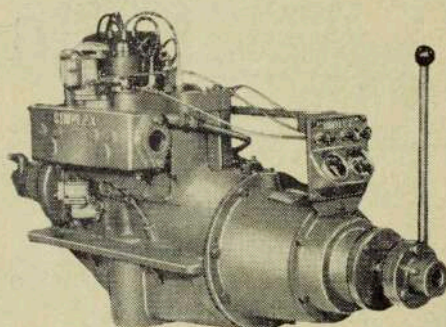
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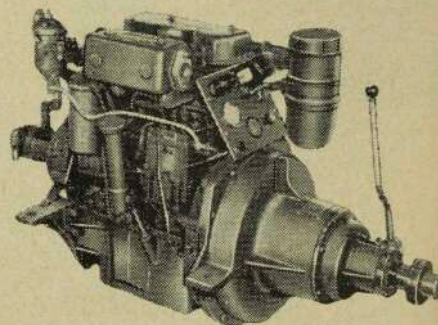
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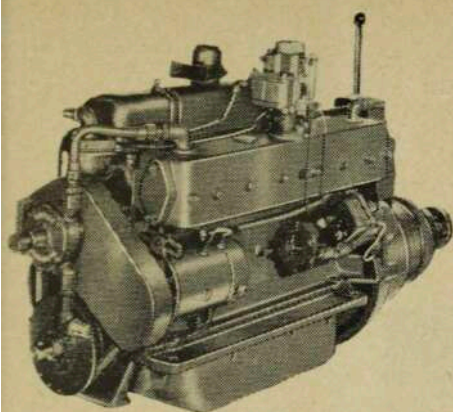
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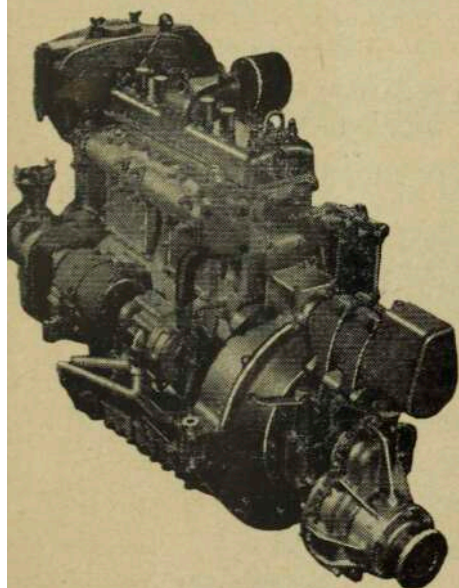
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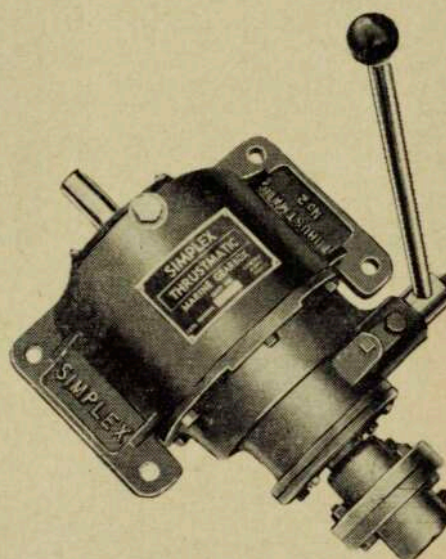
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Lau; also going into partnership once more in the *Adi Maca*, later owning her.

But it was destined that he should never own three vessels. *Tui Savu* was lost at sea with all hands, leaving him with *One-i-Lau* and *Adi Maca*. He tried his luck once more purchasing *Tui Vasa Vasa*, owned by a Mrs. Vine in which she sailed over from Australia. But he was not long with three boats, for *Tui Vasa Vasa* was lost on a reef at the back of Ovalau.

Again he increased his fleet to three, purchasing the *Island Queen* from Mr. C. W. Baker, of Nairai Island. Fate again intervened. *Adi Maca* collided with *Tui Kauvara* off Suva passage, sinking instantly.

He purchased the *Loma Loma*. She was lost on a reef in the Lau Group.

Once again he went into partnership with Mr. Baker, who built the *Fijian Princess*, still trading to-day. But before she was put in the water he took the precaution of selling the *Oni-i-Lau*.

He continued trading with *Island Queen* and *Island Princess*, later selling the former to BP's—and she was lost on the first voyage. At the time of his death he owned the *Fijian Princess* and had recently acquired the *Kadavu Levu*.

But he once bought for scrap a 10,000-ton Liberty ship, *Augustus*

Thomas, and the tug *USS Grebe*, wrecked on Vatoa reef during the war. With his usual humour George said he was then the largest ship-owner in Fiji.

George Barratt was a big man with a heart to match his size. Wherever men sail cutters in Fiji waters he will be remembered. (FIR).

SITTING CLOUD:—The HDML *Flying Cloud*, of Lord Howe, mentioned last month as still undergoing refit in the inner basin there, was blown ashore in a heavy blow late March, according to later advice. A rudder was lost but no other damage done, and the launch was to be refloated late June.

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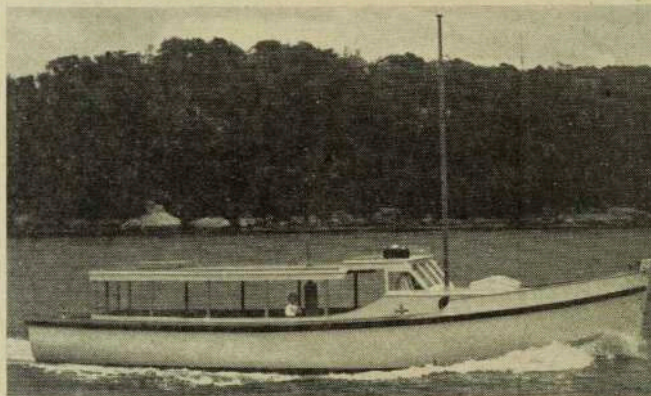


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PAY CHANGES FOR SKIPPERS:—Islands ship masters whose salary is based on Australian rates are in for a windfall. The Federal Arbitration Court increased marginal awards in June. At the same time, however, the pilotage allowance which came in two years ago was abolished and skippers who benefited from it will protest, as it was worth more than the increased margin.

Masters of small craft now receive as follows: Cargo vessels, below 60 GT, £79/8/6; 60-125 GT, £87/2/-; 125-250 GT, £90/8/6; 250-500 GT, £97/4/6. For passenger vessels, below 60 GT, £90/8/6; 125-250 GT, £93/3/6; 250-500 GT, £99/14/6.

The increases are retrospective to March 1. Other deck officers' rates will increase proportionately.

RAFT BLACKOUT:—Though the PIM made inquiries of the Port Captain, Callao, as to whether the 55 Pacific raft drift had commenced and whether or not radio was to be carried, no reply had been received to late June. It is assumed that the raft and its two Peruvian crew did not sail.

TO REPLACE "POM POM":—The New Zealand Government seems at last to have discovered what Cook and travellers have known for years—that not in all the oceans there another vessel like *Maui Mare*.

However, our interpretation of this news item from New Zealand may be different from what is intended.

Island Territories Department, it appears, has so far not found any existing vessel for sale anywhere which they consider a suitable replacement for the now laid-up *Maui Mare*. It is believed that they have abandoned any idea of spending a probable £100,000 now called to give the "Pom Pom" a few further years of life. The vessel is in Auckland's "refit row" alongside the Western Viaduct, awaiting its fate.

Meanwhile the 700-ton refrigerated freighter *Viti* maintains cargo intact, and passengers travel by boat to Aitutaki.

DECOMMISSIONING?:—There have been rumours for some time about the well-known 288-ton *Kurimarau*, formerly of the western Pacific High Commissioner's fleet and laid up in Ballina, NSW, under her ownership now, might change hands. Late May it was known that the men of the *Vila Star*, then a NSW port, transferred to *Kurimarau* as though to ready her for a new life, but the owners of *Vila* would not comment, though it seems likely that *Kurimarau* may go to sea again, either for her present Sydney owner, Mr. Sverre, or for someone else.

ASU DECOMMISSIONED:—The *Asu*, still unsold, was called back

to Auckland from her Polynesian wanderings early June and decommissioned, all hands being paid off and the Fiji members repatriated to Suva by air.

There was a possibility of a sale at Auckland. The 300-tonner is part of the assets of the now bankrupt Tasman Steamships Co. and its subsidiaries, owners also of *Viti*. A possible sale of *Vasu* to Apia reported in May PIM, did not eventuate.

STILL FISHING:—Captain Johnny Hill, well known in Fiji, who came to Australia with the tuna clipper *Senibua* several years ago after the Fiji tuna venture had failed, bought a vessel called *Metal*

Monster in partnership with Mr. Mick Reid recently and she is now being re-equipped as a tuna pole-fishing craft. Captain Hill has been fishing in various craft all round Australia in recent years. It is assumed that *Metal Monster* might be given a happier name before entering service.

CHARTING CONTINUED:—The long, slow task of improving Islands navigation charts received a further contribution this Autumn when HMNZS *Lachlan* carried out soundings at Alofi (Niue), and in Apolima Strait between Savaii and Upolu, and at the approaches to Apia. Another naval party worked in Suva Harbour.

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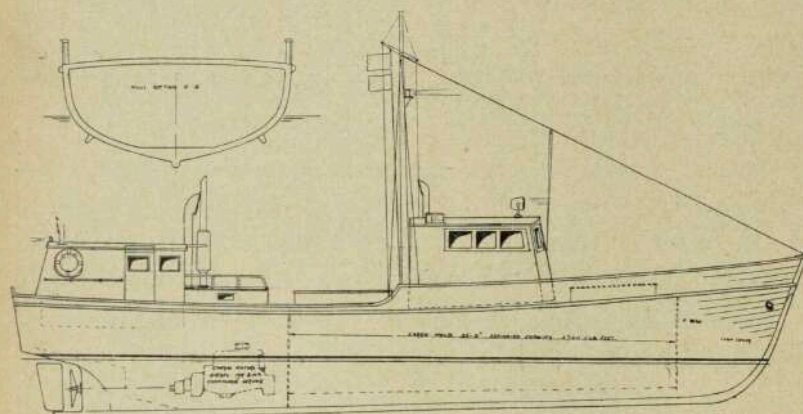
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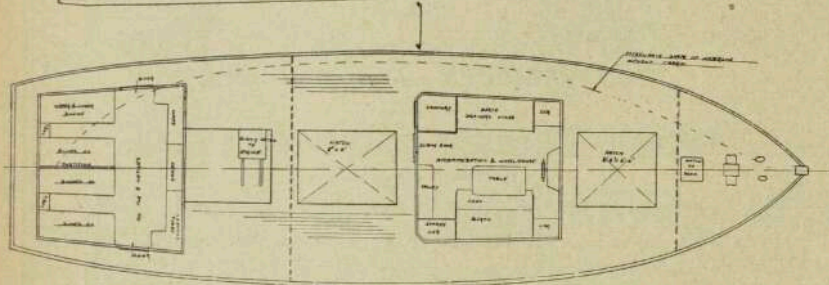
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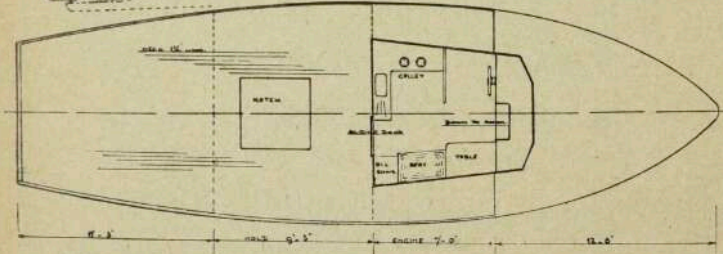
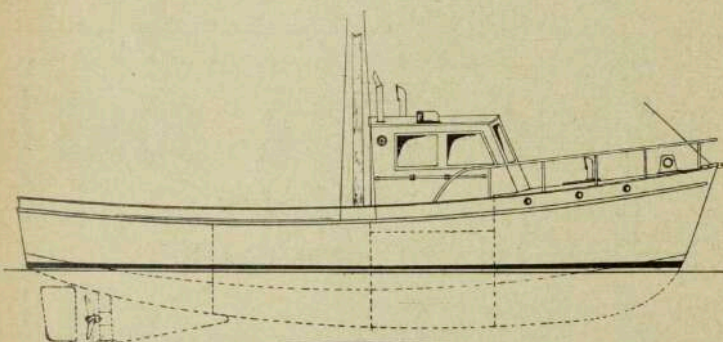
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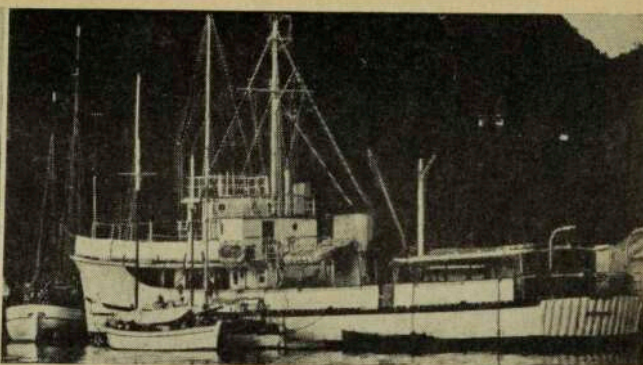
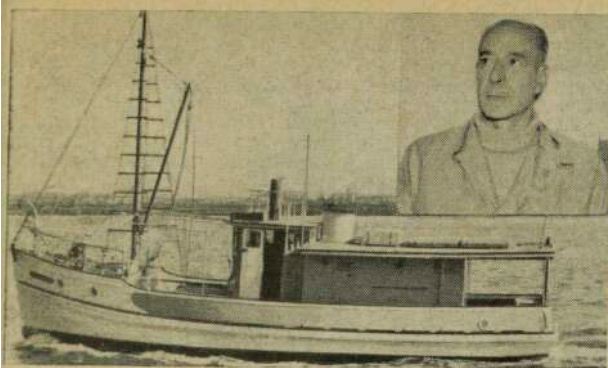
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Left: "Rocinante", New Hebrides Condominium Government's new patrol craft from the yard of Wynne S. Breden, Newcastle. (Photo: Wynne S. Breden). Inset: Captain George O'Brien, who delivered the craft. Right: Wandering yachtsmen met in Pago Pago Harbour in June. Left is "Swains", now owned by the Jennings family of Swains Island but better known under her former name of "Alsirat". Next is Jean Gau's "Atom" from New York; then comes Bob Grant's "Korrigan", American flag but formerly French, purchased at Papeete. They lie alongside the Eastern Samoa Government's patrol vessel "Manu'a Tele". (Photo: Pan American Prints).

SHIVER M'TIMBERS!—There is good news from England for owners of metal hulled vessels operating in waters where fouling is bad. An 8-months' test on the 17,000-ton liner *Union Castle* and a 5-months' test on a vessel operating in the Far East have demonstrated the effectiveness of an electrical device which transmits a continuous high-pitched vibration through the hull, rendering it intolerable for barnacles and other marine life. The device is not expected to be very expensive on small vessels. The inventor is an English bio-chemist, M. H. M. Arnold.

ROCINANTE DESPATCHED:—The New Hebrides Condominium Government's new patrol craft *Rocinante* was despatched from the yard of Wynne S. Breden Pty. Ltd., Newcastle, NSW, in June, under command of skipper George O'Brien.

As mentioned in April, *Rocinante*, 48 ft x 15½ ft x 5½ ft, will have the distinction of sailing under two flags—French and British—flown simultaneously from twin staffs. She will be commanded by a French skipper, Captain Yvonn Guined, lately of the New Caledonia coastal

trade, who was to be picked up in Noumea en route to Port Vila.

Captain O'Brien, now British Superintendent of Works in Vila, is very well known throughout the

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South West Pacific, having delivered some 40 island vessels to various points from southern shipyards since 1945.

With him as engineer was Mr. Jack Barley, who has for some time been British skipper of the Condominium's other charge, the 70-ft *Don Quijote*, who is also very well known in WPHC shipping. (See Brett Hilder's sketch, April PIM, p. 53).

Don Quijote, a twin-screw craft, was built in Brisbane about 5 years ago and is employed as a patrol craft for the two Resident Commissioners. *Rocinante* will transport the various District Agents round their areas. She has a small hold forward which will carry 3 to 4 tons of cargo. There is a 4-berth fo'c's'le for crew, a settee bunk in the wheelhouse for the skipper, and two bunks in the saloon.

A 5LW Gardner drives her at about 8 knots. The vessel was designed by marine architect Arthur Swinfield, of Sydney, who is now specialising in craft for Island work.

Aboard on the delivery voyage via Noumea were the wives of skipper and engineer respectively, and two other persons to be taken aboard in Noumea in addition to the French skipper.

Rocinante is the 71st ocean-going craft to be despatched from the Breden Phoenix Shipyard.

POLYNESIE COMING:—The new Messageries Maritimes vessel

Polynesie for the Sydney-Noumea-Vila service cleared France, June 11, on her delivery voyage to Noumea, where she was due July 17 to take up the running from the *Polynesian*, as mentioned last month.

INTERESTING NEWCOMER:—When this appears an interesting addition to the New Hebrides inter-island fleet should be entering the service of Mr. Georges Rolland, of Emae Island. Named *Anaconda*, this 48 ft x 18 ft x 3½ ft diagonal-planked craft was being redesigned

at the yard of Drummoyne Marine Services, Sydney, in June.

She had been built in England for the Royal Navy as an aircraft carrier tender, designed to ferry unserviceable aircraft between carrier and shore, two at a time. She came to Australia in an aircraft carrier and was decommissioned here.

When purchased by the Sydney shipyard some months ago she carried the Navy registration number B-21 and was given her present name by Mr. Rolland. Originally a powered deck-lighter,

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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.
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From Tahiti via Panama	£100 stg.
via South Africa	£151 stg.

she is now given a hold with a capacity of about 15 tons, and is powered with two 48-hp Lister diesels. She has twin rudders. She was expected to clear Sydney early July.

NEW SLIPWAY:—An important development in New Guinea waters is the completion of Madang Slipways Ltd.'s new slipway, capable of handling the largest vessels at present in the inter-island trade. Previously vessels larger than the 300-tonners could not be handled locally.

COSTLY WELCOME:—For racing alongside the Jap tuna mother-ship *Tenyo Maru* as she berthed for bunkers in Suva in June, and loudly acclaiming, with the aid of some alcoholic stimulus, that Fijians and Japanese were after all, all the same colour, Latia Kaunawana, found guilty of being drunk and disorderly, was fined £3 in a Suva court.

SIX-MONTHS BABY:—Launched prematurely last March when a flood kept down the Mary River, but none the worse for the experience she was gently returned to the cradle as the flood subsided—the 6-ton *Magi* was completed and dispatched to New Guinea in June by Capricorn Charters of Maryborough. *Magi* was the eighth of her type to come from the Capricorn Yard, and was for use by the Institute of Economic Services, running copra from Abau to Port Moresby.

Captain G. A. Wyeth, who has "born a groove" between Maryborough and the Islands delivering vessels, cleared for north on June 10, with Mr. Don Dewar as Mate and two Papuan crew-men, plus P-N-G Administration passage-ranker. The vessel measures 45 ft 14 in x 4½ ft and a Gardner 6LW diesel drives her at 9½ knots.

MOBILE HOSPITAL:—The medical patrol vessel *Heduru* was handed over to the P-N-G Medical Service by the Sydney yard of Jarne Halvorsen Ltd. late June, for use in the Delta Division of Papua. *Heduru's* hull is the popular Bjarne Halvorsen copra scow—56 x 16 ft 5 in extreme draught—but the deck structures and hold are to suit service intended. A 6LW Gardner diesel provides the motive power. She will carry a European doctor, 7 native crew, and 7 medical personnel, including 4 native nurses. Port Moresby the hold, which has accommodation for 8 patients, will be equipped as an operating theatre.

Heduru brings the Medical Service fleet up to 3 vessels—the others are the converted 66 ft trawlers *Arawae* and *Hekhaha*. Her shallow draught (she will only draw 4 ft) make her ideally suited to Delta waters. She will operate 500 miles stream to Lake Murray and also the various tributaries. Surgical cases will be taken aboard and, if necessary a surgeon then flown

from Port Moresby to a suitable point, so that individual patients will not normally have to be brought all the way to Port Moresby. *Hekhaha* serves all coastal areas east of Port Moresby and Madang, and *Arawae*, based on Rabaul, serves all other areas. All vessels are, of course, equipped with radio telephone sets.

Captain F. G. Squire, normally master of the Administration patrol vessel *Thetis*, took over for the delivery voyage. Present also during harbour trials were Mr. D. E. Watkins, Superintendent of Stores and Supply, P-N-G; Mr. L. Goodridge representing Department of Territories; Mr. W. D. Brown, Procurement Officer, Department of

Territories, who checked technical performance; and Mr. H. S. Wynne, of APC, observing the new vessel as a matter of interest to his Company which has large oil-search interests in the Delta Division of Papua.

A photo will appear next month.

DOWN TO THE SEA WITH OLIVER:—The well-known Oliver Corporation, whose tractors and other farming equipment are well known in Australasia and the Islands, has recently entered the marine business with a 5½-hp outboard motor called the Oliver Challenger.

The designers apparently had the comfort of fishermen in view—it has

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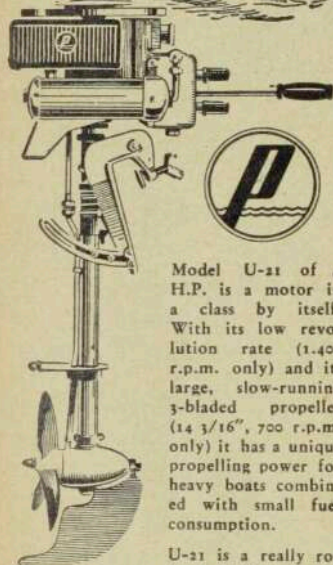
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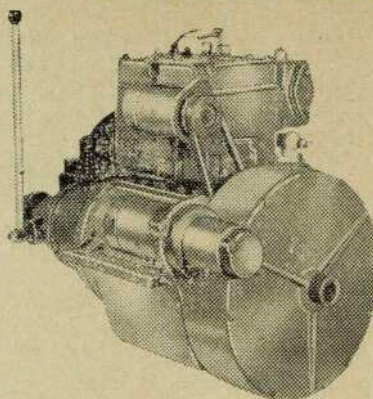
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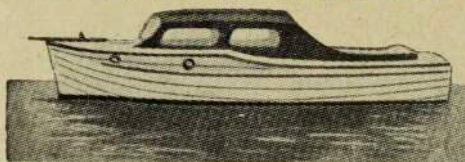
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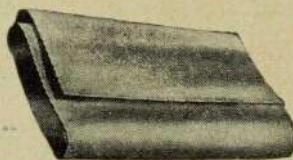
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News of Cruising Yachts

● **Rarotonga Sailing Club**, whose activities vary with the number of yachting enthusiasts stationed at the island, has just concluded a rather active season. The Club's 1954-1955 fleet consisted of 18 ft. outrigger sailing canoes (with correctly tailored European-type sails), and three Moth skimmers. Five trophies were raced for. The Club hopes to have more Moths in the water for the next season.

● **HAPPY RETURNS** cleared an English port in mid-June with owner Tom Ackland, described as a Christchurch, NZ, engineer and a fisherman, and four other crew members aboard. The 45 ft. ex-lifeboat bound for NZ via Panama so should appear in Polynesian waters next Winter. All goes well. Ackland plans to use the vessel for fishing.

● **JELLICOE**, probably to be renamed **DOWN BEAR**, a 20-footer of the famous **VO ESPERO** type, is also being readied for Plymouth, England, for a cruise to New Zealand. Owner Lieutenant-Commander R. M. Bailes, RN, who appears to have had some naval service in New Zealand waters, has been inflated with prospective cruising commissions. Bailes, 31, plans to select one crew, and hopes to sail August 1. She will be the shortest waterline craft ever to make the distance if she reaches NZ. ● **CHIKUITA**, 35 ft. Auckland reverse-er cutter which cruised through eastern

Polynesia late in 1952, and has since been cruising both U.S. coasts in search of a buyer, was finally sold by owner Jack Campbell at Boston early this June.

● **NAITAMBA** was in the news again late in May, when a court action developed in Wellington, NZ. American owner Richard K. Smith, now resident in Wellington, had advertised for two men to help him sail **NAITAMBA** down from Los Angeles. John R. Dobson, a NZ radio announcer, one of the men selected, brought action against Smith for £488 for alleged breach of contract, but the court found in favour of Smith. The two selected men had been ordered off the yacht before sailing, when they had complained about dirty conditions aboard. Other assistance was obtained by Smith and the two men had to find their own way back to NZ.

● **SKOAL**, 30 footer out of Miami, Fla., cleared Balboa April 20 for Brisbane via French Oceania, the Cooks, Samoa, and Fiji. With P. A. Linvill and J. A. Shakely aboard, **SKOAL** left Miami in May, 1953, arriving there two months later. Linvill then took employment for two years at an ice cream plant and his companion returned home, both to earn more funds to continue the cruise into the Pacific. **SKOAL** is a Tahiti ketch.

● **TAHITI**, another Tahiti ketch, which came down to Papeete from Honolulu last Winter, is back again. With Lorrin A. Smith and Phillip Schroder aboard, the little 4-tonner reported in on June 5 direct from Hilo, Hawaii. **TAHITI** will soon head on for New Zealand.

● **MOANA**, French 36 footer, reported

in May PIM, cleared Talohae May 30 for Uapou, the Tuamotu, and Papeete, having called at the Galapagos since clearing Balboa March 15.

● **SEVEN SEAS** of Holland (May PIM) arrived Papeete direct from Panama on June 4, having sailed March 14. Next stop said to be NZ en-route to Australia, where the voyage will end. Lonehander Andreas Bounmeester is captain and crew.

● **JENCO**, Norwegian 49 footer (May PIM) cleared Papeete June 6 for Napier,

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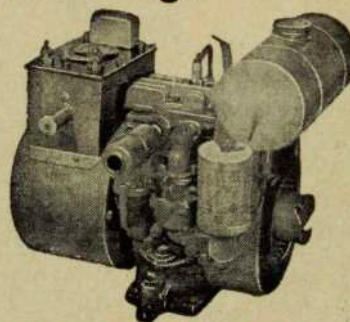
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NZ, direct, arriving safely July 1. There the Jenssen family plan to settle.

● **SEA WANDERER**, with author-yachtsman Edward Allcard lonehanding, is preparing to sail from Plymouth later this year. A circumnavigation is planned for the 36 footer.

● **YANKEE**, Irving Johnson's 96 ft. brig, was due home at Gloucester, Mass., on May 1 and presumably got there on time. She was reported at St. Thomas, Virgin Is., late March.

● Joseph Albrecht, ex-Luftwaffe pilot, with wife, two small sons, and five friends, had reached Santa Lucia, Venice, in his 53 ft. ketch **HERCA** in June. This yacht, said to be slowly heading for the Pacific and Australia, was reported in PIM last August as having left Genoa some time earlier—so progress is slow indeed.

● **TE ATA**, which cleared Auckland April 30 for Fiji, put back with Lloyd Taylor ill. The cruise is cancelled until next year.

● **GESTURE**, another Auckland yacht which was preparing to head for the Islands, has also been held up with clearance difficulties and is not expected to sail.

● **WAKAYA**, which cleared Auckland early June, arrived Nukualofa June 19, 17 days out on the first leg of a reported voyage to the US where an attempt will be made to sell the yacht. With owner Ted Hayes is his wife, of Tonga, and Peter Bird.

● **SPRINGBOK**, little 26 ft. Seabird-type yacht which came down through

Polynesia from San Francisco to Auckland in 1948, is brought to mind again in a news item from New Zealand. **SPRINGBOK** was manned by South African A. T. Hanson and Seychelles Islander Philip Hoareau. The yacht was sold in Auckland and renamed **FORERUNNER**, and as such she cruised, under new ownership, to Fiji about three years ago.

Hoareau got a job in New Zealand. He

is now planning to cross the Tasman Sea from Milford Sound to "some Australian port" in a 16 ft. dinghy late this year. He will ride to a sea-anchor at nights and reckons to make 25 miles per day. The trip has been carefully planned and he will be well equipped within the limitations of the craft's size. The authorities admit that they have no power to prevent him making the attempt.

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War Came to the South Pacific

(Continued from page 16)

and found that Dr. Steenson was the senior official in the little settlement. He was forthwith taken aboard for interrogation. He was at the grill for some hours and then, to his own surprise, was permitted to return to the beach, rowing himself the six miles there. He had one quaint experience. A bitter wind was blowing when he reached the destroyer, and to curb his rivers the Japs handed him three large Union Jacks in which to drape himself. He was still wearing this somewhat original costume—to the amazement of his friends—when he came ashore. So much for the Japs' alleged lack of humour.

Late in the afternoon, the questioning, looting and boat-bashing complete, the Japanese took their departure, taking with them the *Helena* and her native crew and as many stores as they could put into her. They towed her Butaritari behind a destroyer, at about 15 knots, and it was learned later that that junketing had almost led the bows out of her.

BACK on Tarawa the Europeans began to take stock. The Japs were gone, for the moment at least. They were alive, and free, if only confined to Tarawa could be led freedom. At first glance there seemed little chance of escape by boat—the Japs had made a pretty thorough job of putting these of action.

They settled down into an uneasy net, broken on December 25 when they were visited briefly by another Japanese warship, and on January 1 by a large sea-plane, which alighted on the harbour and disgorged another party of officials. They came ashore for a couple of hours to look the Tarawa community over. The only noteworthy incident of this visit seems to have been out of the Japs' desire to have a refrigerator for their Commandant. They looked over all those available and then settled for that Dr. Steenson's bungalow. They tried it painstakingly over the night to the jetty only to find that it would not go into their little rubber dinghy. It was earmarked for collection at some future date. By now six weeks had passed since the Japs' first visitation—but without a certain amount of liveliness on the part of some of the Europeans. It was inconceivable that they would allow them the of Tarawa indefinitely and that the Japs would not, in time, come to some decision as to their fate. It seemed imperative to the drier souls that they should do good the breathing space and try to escape. Their resolve was strengthened by the discovery, after the first visit by the Japs, that one of Burns Philp's launches was not irretriev-

ably damaged and the further discovery of a new diesel engine in Burns Philp's store.

But there were others who, over-cautious, were prepared to wait in the hope that the initiative would be taken out of their hands and that Authority—now a somewhat nebulous affair in far, far, off Suva—would send a ship or a plane to the rescue.

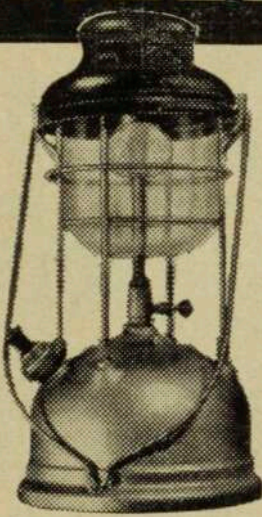
Nine days after the first Jap visit, Captain Stead, *Nimanoa's* Chief Officer, who had already shown himself a man of decisive action,

was hard at work on the least-damaged launch, installing, with the help of the ships' engineers, the new diesel engine. A certain amount of understandable agitation was felt by the amateur boat-builders when the Japs paid their second visit on Christmas Day, but the boat escaped their attention and a few days later was pronounced ready for sea.

The small community met together to discuss the venture but now the majority of them were struck by the immensity of the task—the large expanse of unconcealing ocean, the frequency of Jap air reconnaissance, the great distance between them and safety in Suva. One by one they backed out, leav-

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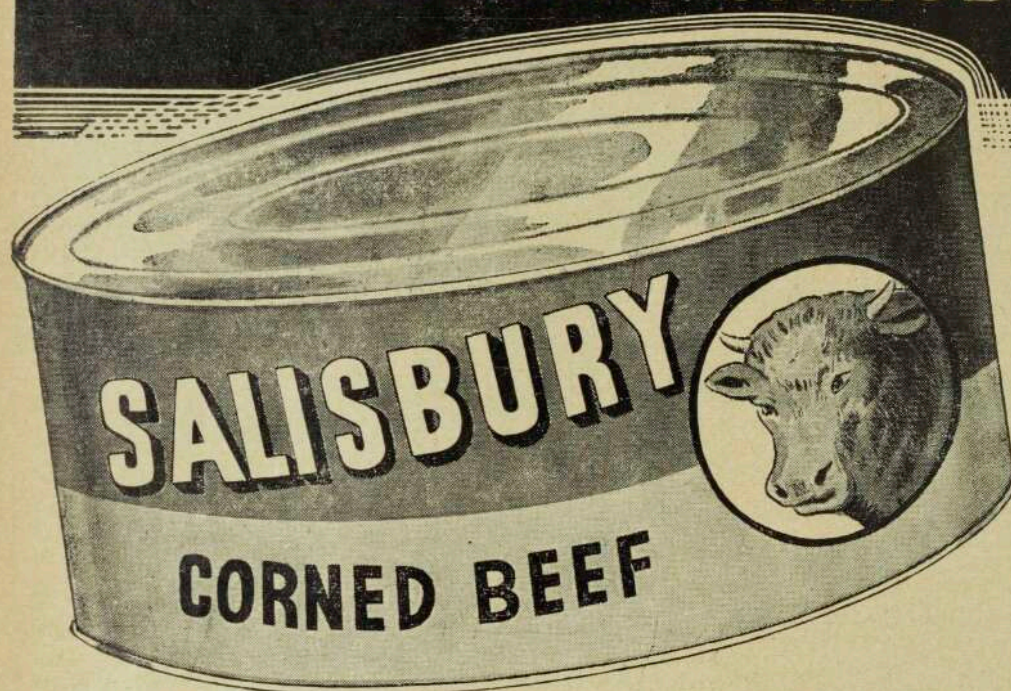
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Stead baffled, fuming with frustration. Captain Harness said that he was of the opinion that the launch, towing a life-boat, could not get through the Jap reconnaissance; he proposed to put off the venture until the next full moon to give the up vigilance a chance to slacken.

"I will go in a sailing boat if someone will volunteer to come with me!" said Stead.

There was no response.

Another month went by and all was made ready again. Another inference was called. Still the same reluctance to take to the sea. Captain Harness said that he still considered the reconnaissance too close and that he would not take the responsibility of trying to get the launch and life-boat of evacuees rough to safety. He resigned the leadership. Dr. Steenson and Hunt, second engineer of the *Nimanoa*, refused to go without Captain Harness. Stead took on the job of leadership.

That night, however, as they loaded the last of the stores into the launch, Sinclair, chief-engineer of the *Nimanoa*, suddenly pulled out. Left thus without an engineer, Stead decided to abandon the trip—in the launch, anyway.

We can imagine with what baffled Stead called off his cherished escape plan for the second time. He reiterated what he had said after the first failure—that he would go

alone if he must. This brought one response.

A young Chinese-Gilbertese, Yee-On, who had been a sailor in the *Nimanoa* for a month or so but who was then acting as a house-boy, approached Stead. "I will go with you," he said, "even if you go in a canoe."

After the reluctance of the Europeans this was encouragement indeed, and Stead therefore began to look for a suitable boat without loss of time.

Two German-Marshallese, Fritz and Henry Reiher, had repaired a sailing boat for their own use in the lagoon, and, to use his own words, Stead "fixed his eye upon it."

None of those who properly could be said to constitute Authority upon the atoll were encouraging, either when Stead showed signs of wanting to commandeer this boat, or in suggesting other boats. The little community, out on the end of a limb, ripe fruit for Jap plucking, were strangely bound by Governmental red tape as to what could, or could not be done. There was even some argument as to what the Government, now almost ungetatable in Suva, would pay for.

Captain Harness wished to keep the *Nimanoa's* life-boat to tow behind the launch when he considered it safe for a large party to go, so Stead did not ask for that; but when Murray Chambers, one of the survivors from the torpedoed *Donnerail*, signified that he was

willing to leave with him, the two men approached Henry Reiher and told him that they were forced to take the boat that he and his brother had repaired but that they would pay £10 for it. Both the Reiher refused to take anything for the boat; on the contrary, they were co-operative and wished the voyagers luck.

THE morning of February 9 was spent loading stores and making ready for sea and when all was complete, Mr. Jenner appeared and announced that he, too, would go along. The members of the party, now four in number, left the jetty at 2.30 pm. As they sailed down the lagoon a Japanese plane passed overhead but took little notice of them.

The boat was double-ended, rather narrow of beam and carvel built. She was 24-ft long and carried a mainsail and staysail. In moderate winds and smooth water she sailed well but she was so low amidships

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that she was not safe to sail in a strong breeze or a sea way.

Stead had been told by the Islanders that she wanted plenty of live ballast—at least ten men. However, not having the ten men, Stead loaded her with 600 pounds of iron ballast, plus the stores and water he carried, and as an extra precaution, he lashed four empty 44-gallon drums in her in case she filled.

Stead's idea was to get to Nonouti, in the Southern Gilberts, by way of Maiana and Abemama. That was the first objective—Nonouti; but if necessary he was prepared to go on still further—somewhere, so long as it offered reasonable means of escape from the Japanese.

A two hours' sail took the small party to Bairiki, where F. L. G. Holland and R. G. Morgan made them welcome and provided them with an excellent dinner before they went on their way again.

By 10.30 pm, Stead calculated that there was sufficient water in the passage between Betio and Bairiki to let them through to the open sea. To make matters more difficult it was a period of neap tides but after a few minor bumps and shipping a few gallons of water they got through and were on their way in deep water. The Government

station at Maiana was reached at 9.30 am next day.

Here they were made welcome and here also they found another boat, smaller than their Tarawa boat but more seaworthy. Here, also they

were held up for almost ten days by bad weather, during which they painted their new boat, transferred sails, stores ballast and the oil-drums and waited, as patiently as possible, for the weather to moderate

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efficiently for them to leave theagoon.

At 6.45, on February 20, theyally made the choppy sea andgan the long beat round the northint of Maiana until they could seta small boat on her course foremama. By mid-morning on thelowing day they had sightedemama and a little after noonthey had reached the governmenttion.

They were again welcomed by thetive officials and by two of thew Zealand soldiers who had taken coast-watching posts on theall (and who subsequently wereordered by the Japanese).

Captain Stead records that he didhave a pair of parallel rulersand that a Private Howe made himreally fine pair.

Here at Abemama, Jenner andalmers left the party, havingde a deal with a Euronesian toe them to Nonouti in a cutterer extensive repairs had beende. Both had had enough ofn boats and anything with a k looked good to them.

Stead, however, elected to carryand get to Nonouti as soon asible and Yee-On carried on witha. The weather again held themfor a few days but on Februaryit had moderated sufficiently tove. But once outside they foundt the wind had again freshenedt that there was a heavy sea run-g. Soon the second reef had totaken in the sails and the boatlively, shipping much water, forwhole of the passage. Yee-Onsea-sick, but always willing tohis share.

After 16 hours at the tiller, Cap-Stead was in over the passageinto the quiet waters of Nonoutimon, and journey's end was init.

At Nonouti, the RSC *Degei*,er the command of CaptainJ. Webster, was expected withinweek. In the early hours ofch 9, Captain Stead went outmeet her. After three monthsalarms, doubts and excursions,tain Webster, he said, looked afigure of a man to him, theei "as substantial as a battle-."

EANTIME, back on Tarawa, allhope of relief by plane hadgone. There was now only twonatives, escape by the routeady taken by Stead and hisy, to connect up with the reliefwhich they now knew couldthem off from the still com-atively safe Southern Gilberts;n indefinite stay on Tarawa.

On February 27, two days afterad had already arrived atouti, they left Tarawa in thech which towed two life-boatsparty of 24 in all. Apart frommissionaries and the New Zea-coast-watchers, there wereleft in the northern Gilberts five Europeans—R. G. Morgan,L. Sadd, A. M. McArthur, B.

Cleary and J. R. Handley. Theirfate, together with that of the 17New Zealanders, has been recordedin PIM.

The launch with its two life-boats in tow and with the inevitable delays caused by the chancy weather of those latitudes, plus one alarm when a Japanese plane passed overhead, reached Nonouti on March 9 by way of Maiana and Kuria.

They made rendezvous with Webster outside the reef as he was steaming north to search for them. They transferred immediately, joining Stead and the three original members of his party and 11 survivors of the USS *Prusa*, who had, in late January, 1942, been cast up on Nikunau, in the Southern

Gilberts, after being at sea in an open boat for 31 days.

The party of 40 landed at Suva on March 18, 1942.

But Many Did Not Escape

MANY, of course, did not escape. And concerning these, the most disgraceful episode was the sacrificing of about 300 men civilians at Rabaul (all women and children had been evacuated from the Territory in December, 1941).

The defence of Rabaul was in the hands of the 2/22nd Battalion, AIF, which had been garrisoned there for a couple of years before the Japanese invasion of January, 1942. There was also some attempt at



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defence instruction. But the Japanese invasion was well organised and overwhelming and the defence put up by the Rabaul of the New Guinea Volunteer Force, the 2/22nd, and the men of the RAAF in their half-dozen out-fitted Wirraway planes, lasted a matter of hours, and then the final order was, "Every man for himself."

In the weeks following January 1942, hundreds of soldiers were picked up by the Japs (hundreds of others were helped to escape by the Coast Watchers) and so were about 300 Rabaul civilians. These men were eventually shipped to Japan in the *Montevideo*, which was bombed about 1942, near the Philippines. All aboard were lost.

News was received of these all through the war, but their families and relatives assumed—or, perhaps, hoped—that they were still alive somewhere, probably in Japan.

Our issue of September, 1945—first after the Japanese surrender—we described how the Department of Territories had set up a Prisoners' Welfare Section in Sydney to deal with and take care of released civilian internees.

But "unhappily, there is little for the Section to do. . . There is one explanation of circumstances for which relatives of missing men must be prepared. It definitely is a possibility that the great majority of the civilians were placed aboard a ship in Rabaul about June, 1942, and that that ship was lost. . ."

In August, the New Guinea organisations which had flourished in Sydney during the War had held a celebration in the Paddington Town Hall. By September hope was beginning to fade for the civilian internees. By October, almost 200 New Guinea women knew that after waiting for 3½ years for their men, for three years they had been widows.

The men who were lost were the cream of the old New Guinea population. Heads of Government departments, leading public servants, planters, merchants—the great majority of them veterans of the First World War—had gone.

The tragedy was, of course, that they should have been alive.

In early January, 1942, there arrived in Rabaul the motor-vessel *Herstein*, to load copra. By this time those in authority could already see the writing on the wall and the Government Secretary, Mr.

H. H. Page, who was acting Administrator at the time, radioed Canberra on at least two occasions asking permission for the *Herstein* to be utilised to carry the civilian

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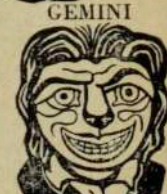
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population away to safety in Australia. Permission was refused.

During the invasion of Rabaul, on January 23, *Herstein* was bombed by the Japs, set on fire and subsequently sank. A picture of her propeller salvaged from Rabaul harbour in 1954, appeared on a PIM cover last year.

No one will ever know why the civilians of Rabaul were denied help; or why their lives and the *Herstein* were wantonly thrown away. Canberra and the guilty men who are responsible have maintained a stubborn silence for 13 years.

COULD IT BE?

Plenty of Berths in Ship from Suva to NZ

GRIM memories of sea travel between the Islands and New Zealand in the war-time and post-war years were revived for many people in Fiji when, in June, the Union Steam Ship Co. advertised several times at Suva that "plenty of berths" were available in a ship bound from Suva to Lyttelton and Wellington. It may, of course, have been merely a flash in the pan.

"Plenty of berths" ... Shades of the *Matua's* "Jungle" and "Imperial Suite"!

For years, women passengers willingly, or otherwise, endured the rigours of the Jungle—jam-packed accommodation in what had been the charming pre-war music room, and men retired to the Imperial Suite—sardine-plan mattresses on a 'tween-decks hatch top. Full fares were paid.

In recent years the general public have found that *Matua* and *Tofua* berths between Fiji and New Zealand are normally anything but plentiful. And people who before the war delighted in the Islands Round Trip from Auckland look upon it nowadays as wishful thinking, except for the fortunate few.

There are signs that competition is coming back to the Pacific passenger routes, but whether old-time sea travel among the tropical islands will ever return is very doubtful.

Meanwhile, consider a report in a Sydney newspaper in December, 1905:

Captain Menmuir has just berthed Lever Brothers' 1141-ton *Upolu* at Balmain. Aboard were nine passengers. *Upolu* had left Sydney on September 10, thereafter calling at Suva, Niue, Suvarrow, Manihiki, Rakahanga, Penrhyn, Flint, Christmas, Fanning, Apia, Swains, the Tokelau and Phoenix Groups, Pago Pago, Apia, most of the Ellice Islands, Gavutu, and then back to Sydney.

Trips like that were constantly available for the price of the Suva-Auckland fare of to-day.

Diminishing Distance in the Air-Minded Pacific

(Continued from page 33)

at was being used in Sweden and inland. At the end of 1927, a separate company, Guinea Airways, was formed with a capital of £10,000, and Mustar went to Europe to see the Junkers for himself.

By April, 1928, the first Junkers W34, a low-winged monoplane of corrugated duralumin, with one engine, was in service for Guinea Airways in New Guinea, and by 1929 three other W34s had joined it.

WHEN Placer Development took over the option on the Bulolo valley leases from Guinea Gold, the feasibility of the venture hinged on whether or not any aircraft existed that was capable of transporting the largest single piece of dredging machinery that would be necessary—a tumbler-shaft that weighed 6,950 pounds. This was far beyond the capacity of a single-engine Junkers, but after much investigation, it was shown that a Junkers G31, a three-engined interpart of the W34, could do the job—with about 150 lb. to spare. The transportation of dredging machinery from the coast to Bulolo began in April, 1931, and in the next 12 months 2,500 short tons of heavy machinery had been safely landed at Bulolo. The first dredge,

assembled on the spot, went into operation there in March, 1932.

In the years after 1927, many air-freighting companies and many pilots followed the pioneers. It was calculated that in the first seven years, over 50 types of aircraft were used on the goldfields. By the early thirties residents of New Guinea had become the most air-minded

people in the world. They took a plane with less thought than the suburban dweller takes a bus.

By the middle thirties, the various air transport companies were flying to 35 aerodromes in Papua and New Guinea—and more were being added each month. Prospectors and Administration officials pushed out into unknown country, set up a base camp and built a landing strip. Within days, there would be a plane landing on it.

With competition, fares and

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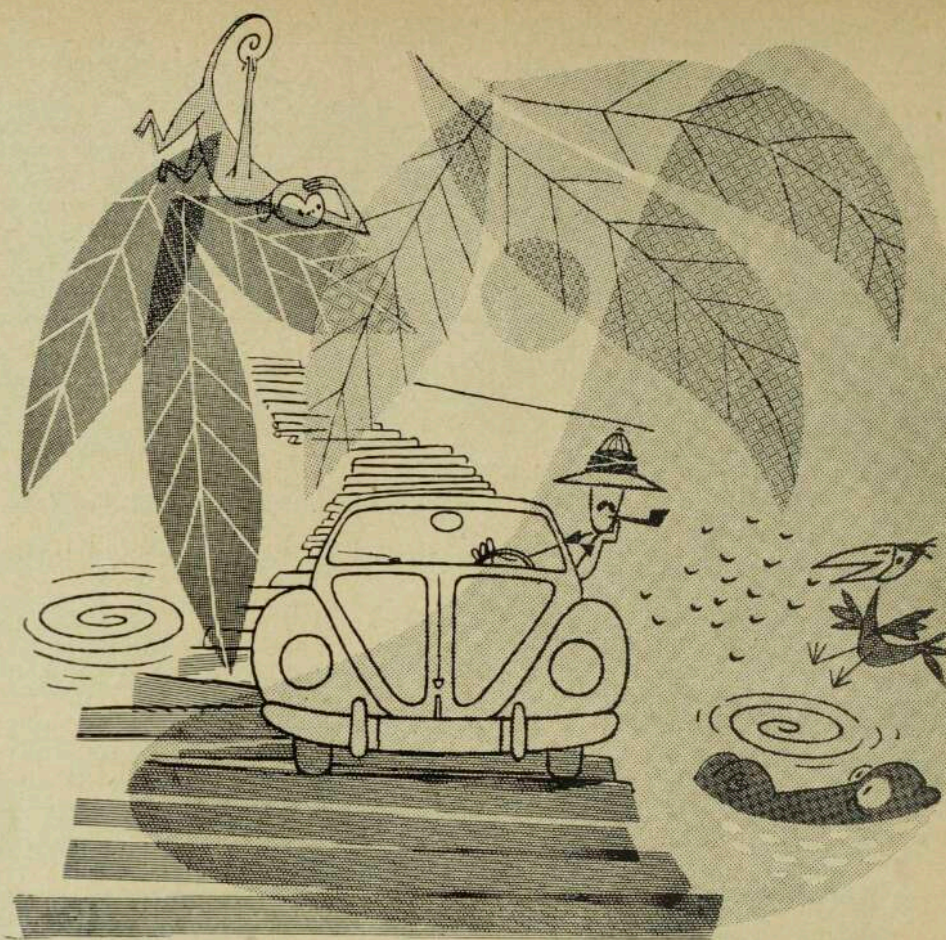
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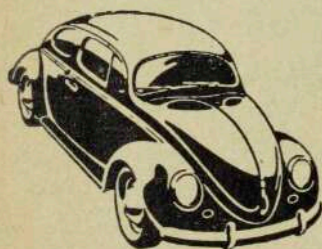
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Flight rates came down. In 1927, when passengers were actively discouraged, the fare from Lae to Wau was as much as £33; later it was reduced to £25 in and £15 out; in the next few years it fell to £5 in, £30/- out. Freight rates that started at 1/6 per pound in 1927 were down to 3d in 1935.

By the time the first PIM appeared, Ray Parer had pioneered the first service from Salamaua and on to Port Moresby. As a photograph (page 27) shows, he used the peer airman's usual landing ground—the beach. In a PIM of July 1931, our notes from Papua mentioned a landing strip that was doing some use at Kila Kila but, said, "Parer prefers to use a salt pan at Galley Reach, west of Port Moresby."

Services Bridge

Oceans

On May 30, 1938, after much delay, the Sydney-Rabaul air service was inaugurated. The contract was gone to WRC Airlines, who had a de Havilland 10-seater biplane of metal construction and four engines. The service was bi-weekly, later increased to twice a week. Leaving Sydney at 7 am on Tuesday, the aircraft reached Salamaua at 4 p.m. the following day, on the Thursday, went on to Rabaul.

About the same time, Pan American Airways became interested in a San Francisco-Auckland (NZ) service with giant flying-boats, but following a fire which destroyed the "Samoa Clipper" at Pago Pago on January 11, plans had to be reorganised.

This was a period of great expansion along international air-routes. As a logical continuation of the Sydney-UK flying-boat route, British Imperial Airways was planning a Sydney-Auckland link, later expected to extend to Suva, Fiji. The Tasman link was forged in 1940, but the war put an end to the Suva extension.

Meanwhile, PAA had laid down bases at Canton Island and Noumea and by the end of 1939, unscheduled flights were taking place. There was considerable speculation as to whether PAA would obtain from Australia permission to extend its service to Sydney—but this was not forthcoming.

Although both BIA (its Tasman link was called Tasman Empire Airways, and Imperial Airways, Qantas and Union Airways were all financially interested) and PAA were ready to operate their chosen services, many months of delay ensued and in April, 1940, PIM said they were "still at the mercy of politicians and bureaucrats" and that the whole position was becoming farcical. TEAL did not get the all-clear signal until April, 1940.

Pan American finally got started in July of the same year, the route from America being via Honolulu, Canton Island and Noumea to Auckland.

In November, 1941, after further delay, Suva was included in the route—but the following month came Pearl Harbour and the end

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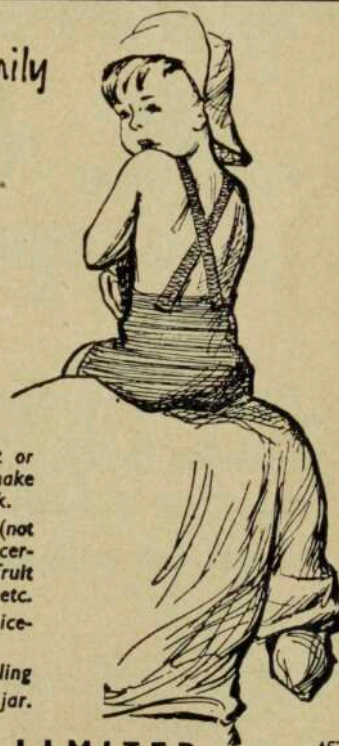


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of that particular phase of commercial aviation across the Pacific. TEAL's Tasman service was continued throughout the war, for "priority" passengers.

The War Was

Not All Loss

AIR transportation received a great stimulus from war-time development in aircraft construction, and the fact that during the war, aerodromes had been built on Pacific islands which never before warranted expenditure of that sort. These factors set the stage for a giant leap forward when hostilities ceased.

The end of the war brought with it in British countries, a mad splurge of nationalisation—and airways were high on the priority list of power-hungry "new world" socialists. British airlines were nationalised right and left, and no international airline was permitted to exist that did not belong to a government. NZ nationalised her internal airlines as well and Australia attempted to do likewise, but failed.

Australian National Airways, which pioneered the trans-Pacific route from San Francisco to Sydney with landplanes (DC4s), was soon superseded by British Commonwealth Pacific Airlines, owned by the Governments of New Zealand,

Australia, and the United Kingdom. Imperial Airways was nationalised and BOAC resulted.

Qantas was first partly, and then wholly, taken over by the Australian Government. New Zealand National Airways Corporation took over the services which had been established during the war by the RNZAF and

provided services between New Zealand and Fiji, Western Samoa, Cook Islands and Tonga.

WRC Airlines did not re-enter the Sydney-New Guinea service and this was run by Qantas, and later extended through Bougainville and the Solomons to Honiara.

Pan American Airways resume

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s trans-Pacific service—this time with Sydney as southern terminal—1947, about the same time as NA began flying the route. Some time later the American and Australian operators were followed in the Pacific by Canada, with Canadian Pacific Airlines Ltd. All three airlines used land planes—at first DC4's, to be followed by DC6's, and now Boeing Stratocruisers and Super-Constellations.

The entry of governments into the international airways scene did something that private enterprise could not—it established services in areas that, in the commercial sense, were unprofitable and thus brought formerly isolated islands into close communication with the outside world.

In the light of bitter experience, each year's deficit piled upon the last, these Governments no doubt wished that they had not been such enthusiastic showers of the bag—but once an air service was established it was withdrawn only after bitter argument.

During a complete reorganisation of all New Zealand, Australian and British airline interests in the South Pacific in 1954, Qantas took over BCPA's operations. At the same time, TEAL, which had added NAC's Islands' routes to its operations some years before, and inaugurated the Coral Route from Auckland to Tahiti, changed over from flying-boats to land planes on all but its Fiji-Samoa-Cook Islands-Tahiti service.

In mid-1955, Qantas was in process of changing from flying-boats to landplanes on its New Hebrides-New Caledonia-Fiji route. Although passengers generally lament the loss of the big flying-boats, on these routes of low passenger density and long hauls they have proved uneconomic.

Papua and New Guinea are still cross-crossed by air routes as in the past, the services being supplied by Qantas, Mandated Airlines or by charter flights by a number of smaller companies.

After an abortive attempt to start internal airlines in Fiji in the early 30's, a company called Fiji Airways, owned by Mr. Harold Gatty, who negotiated Pan American Airways' agreement with the New Zealand Government in 1937, became firmly established in 1951.

Please Return

In recent months the US Fish & Wildlife Service's Pacific Ocean Fishery Investigation at Honolulu has tagged and released nearly 700 small striped skip-jack tuna in the course of a study of the migratory habits of this economically important surface-feeding fish.

The tag consists of a conspicuous loop of white plastic tubing inserted through the back muscles just behind the dorsal fin.

Each bears a number and address. Pacific fishermen are requested to return same should any be recovered south of the Line.

The Commonwealth is Above Law in NG

From Our Rabaul Correspondent

A RESIDENT of the Territory of New Guinea cannot bring an action against the Commonwealth of Australia either in the Territory or in Australia.

This legal anomaly was brought to light in a recent hearing in the High Court of Australia when the firm of J. L. Chipper and Co. Ltd., of Rabaul, sued the Commonwealth in respect of a power plant loaned to the Commonwealth Department of Works by the Company some years ago.

After a delay of approximately

two years and considerable expense entailed by both parties the case came on for hearing in Sydney.

At the outset, the Commonwealth objected to the action on the grounds that the Court had no jurisdiction in respect of a suit brought by a resident of the Territory against the Commonwealth. The matter was argued at length but was not decided by the judge.

However, as the witnesses had travelled to Sydney from New Guinea, the Judge reserved the point and heard the evidence.

Later, both parties reached a settlement—Chipper and Co. agreed to accept less than half the amount originally claimed.

The position is a frightening one for Territory residents.

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MORRIS HEDSTROM CONSIDERS BONUS ISSUE

MORRIS HEDSTROM, LTD., will have to consider either a bonus issue or increased ordinary dividend, said the chairman (Mr. H. E. Snell) in June.

The directors proposed to defer the issue till more progress is made with the bidding programme and possibly until trading prospects are clearer.

The chairman said that the margin between real earnings and the portion paid to shareholders was very wide.

The company, planter and merchant in Tonga and Samoa, shows net profit of £124,625, an increase of £14,297 (13 per cent.), for the year ended on March 31.

This profit is shown after larger provisions—tax £178,403 (up £38,829) and depreciation £119,042 (up £50,217).

Ordinary dividend, raised from 11½ to 12 per cent., amounts to £65,050, and preference to £13,152.

Total charge of £78,202 is £46,423 less on the profit, and carry-forward is added to £436,834.

Earning rate is 21.4 per cent. on ordinary capital, after allowing for preference dividend.

The directors state that trading figures for 1955-56 may be smaller.

Some of the reasons given for a bonus issue are:

The book value of investments in subsidiaries is "far below actual value".

There is probably "a very large hidden reserve" in the book valuation of properties.

The value of stock in the books "is understated by the quite large amount which has accumulated during the last 20 years".

ALLOCATIONS FOR LEPEPS TOTAL £30,000

THE Lepers' Trust Board, New Zealand, has announced allocations totalling £30,000 for medical and leprosy work in the South Pacific. They are:

Central Leprosy Hospital, Makogai, Fiji, £2,000; Melanesian (Anglican) Mission, British South Solomons, £3,500; Marist (Catholic) Mission, British South Solomons, £3,500; Methodist Mission, British South Solomons, £3,500; Seventh-day Adventist Mission, British South Solomons, £1,000; Leprosy Hospital, Tahiti, £500.

Special fund for leprosy relief vessels: Melanesian (Anglican) Mission, British South Solomons, £4,000; Marist (Catholic) Mission, British South Solomons, £4,000; Methodist Mission, British South Solomons, £4,000.

For Cottage Hospital for Presbyterian Mission, New Hebrides, £4,000.

† Naboro, an area of 1,700 acres on the Queen's Road, about 12 miles west of Suva, has been proclaimed a forest reserve.

Extra Payment for 1954

Copra in P-NG

FINAL prices for copra delivered to Papua-New Guinea Marketing Board during 1954 are £1/10/- a ton higher than the tentative prices paid on delivery of the copra.

Good trading results, including special profits from the sale, sanctioned by the British Food Ministry, of a shipment of copra to Sweden at a price higher than that of the British contract, have provided the additional distribution to producers.

The Pacific Islands Society

(Founded 1937)

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

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

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Matson Plans Pacific Hotels and Shipping

THE French Oceania Government has given its approval to Matson-Oceanic Co. of San Francisco to build a tourist hotel in Tahiti.

It is assumed that Matson will want the hotel to be available by the time they reopen their trans-Pacific passenger shipping service with two new 14,000-ton, 347-passenger vessels late in 1956.

Revival of the shipping service now appears certain. Sailings are to be at 23-day intervals from San Francisco to Los Angeles and Honolulu.

There at Honolulu the route will divide into a loop, the eastern leg through Papeete and Wellington to Sydney, and the western leg through Pago Pago, Suva and Auckland to Sydney. One sailing will be south by the west leg and back by the east, and the next sailing in the reverse direction, thus giving American tourists an interesting circuit of ports south of Honolulu.

Alternatively, passengers may drop off along the route and pick up a sailing by the outbound route if they prefer.

His Excellency Monsignor Paul Maze, Vicar Apostolic of Tahiti, is at present on a visit to Rome.

Tahitians for New Caledonia

OUR Tahiti correspondent reports that numbers of Tahitians are departing by every west-bound sailing of the Messageries liners to

seek lucrative employment in New Caledonia and the New Hebrides. A number have already married there and settled. Their departure from Tahiti, says the correspondent, leaves further openings for the Chinese in Tahiti.



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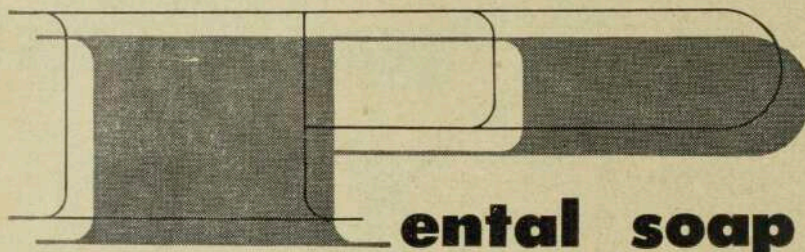
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he Burns Philp Story:

GROWTH OF A HUGE ORGANISATION

FROM Dutch New Guinea eastward to the Samoas, from Norfolk northward to the Marshalls and Carolines, there is not a Pacific island where a Burns Philp trader has not landed—scarcely a square mile of blue water that a BP ship has not sailed across.

The "Big Firm" was established in Queensland as a little firm 80 years ago; spread its operations very vigorously across the South Pacific in the pre-World War I period; engaged everywhere in developmental activities—usually with the cooperation and goodwill of the various Administrations; and to-day it is strongly established as merchants, bankers, traders and shipowners in every Territory south of the Line, between New Guinea and Eastern Samoa, as well as in Australia.

The Big Firm itself had a profound effect upon European settlement in the South Pacific Islands. The founder of the Company, James Burns, similarly influenced Australian affairs, as a planner and a public-spirited man—he was awarded the high honour of KCMG in acknowledgement of his achievements as a philanthropist.

Because the PIM, in its 25 years' life, has seen so much of BP activities in the Islands, we invited the Big Firm to provide us with some facts and figures about the late Sir James Burns and the early story of the huge organisation he established; and the following was kindly sent to us by one of the chief executives.

THE business of James Burns in Thursday Island, Normanton, and Cooktown was amalgamated with that of Sir Robert Philp in Townsville in 1877; and later a service was started from Cooktown with two schooners, the *Myrtle* and the *Ivanhoe*, to British New Guinea. This was the first Island service, which afterwards expanded to the Comons, Gilberts, Marshalls, Ellice, Fanning and Washington, Lord Howe, Norfolk Island and the New Hebrides, and other small Islands, such as the Phoenix and Banks Islands.

On many of these Islands there is no regular service, so it may be said that Burns Philp & Co. inaugurated the Australian connection with most of the Islands of Western Pacific, except Fiji, Samoa and Tonga, to which the Union Steamship Company and the old ASN Company originally plied; and this, with branches or subsidiaries over the Pacific, has, during the last 75 years, been a very large factor in the development of this area.

When the *Myrtle* and *Ivanhoe*

visited Port Moresby in the first place, there was only one resident, a trader called Goldie, who ran a small store, besides the Government residents further round the Bay. This store was afterwards purchased by BP & Co.

The main trade in those days was to the Islands Goldfields out of Samarai, carrying miners with their stores to Sudest, St. Aignan, and other Islands off the north-east coast, and returning with gold dust, and very large quantities of pearls from the Trobriand Islands.

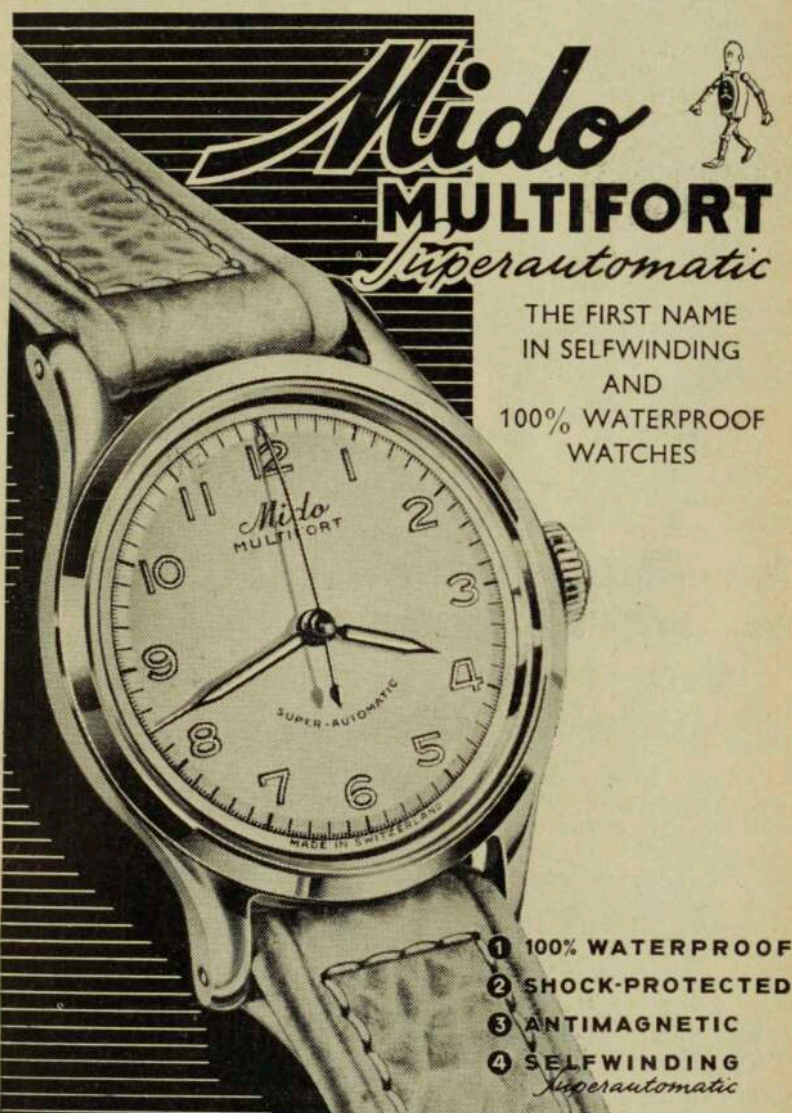
The trade also included skins and feathers of birds-of-paradise, from

Port Moresby to UK and the Continent, and sandalwood from Hall Sound, via Cooktown to China.

DURING the 1914-18 war, Burns Philp lost one of their new modern ships, the *Matunga*, which was taken and sunk by a German raider near Rabaul.

During last war, the Company lost six motor ships—and very nearly lost another, the *Malaita*, which was torpedoed forward of the bridge, but reached port safely.

The heaviest loss was the *Motau*, with 150 lives. Also more heavy loss of life occurred on the *Neptuna* at Darwin, the *Macdhui* at



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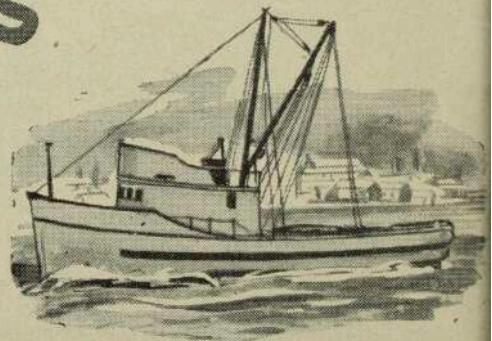
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Port Moresby, and the *Tulagi*, south of Colombo.

From the latter vessel, only 14 men got away on two rafts, out of a total crew of about 70. These men floated for 53 days on the two rafts lashed together, when they broke adrift separately. One raft, after 61 days (on which was the present Chief Engineer of the *Bulolo*, Mr. Ward) was washed ashore on an island in the Seychelles; but the other raft was never heard of again.

The whole of the BP Branches in the Solomons were destroyed, and about 1,000 tons of copra stored at Gizo were burnt under instructions from the Government of the Western Pacific. No compensation was ever paid, as in New Guinea, and the total loss of buildings, plantations, stocks and book debts amounted to over £250,000. Also, the cost of replacing some of those ships which were lost ran into well over £2 million; but the war insurance at cost of construction or purchase was about £500,000.

The most outstanding vessel of the Company's fleet in World War II was the *Bulolo*: her activities during the war, when she carried at different times the flags of five Admirals, are well-known.

SIR ROBERT PHILP, after the amalgamation of the businesses in the early 'Eighties, became interested in politics, and was Premier of Queensland for many years and later knighted. He was interested mostly in mining and pastoral pursuits in that State.

Mr. James Burns, in the early 1890's, took a great interest in the Australian Light Horse. He became Colonel of the NSW Lancers and Brigadier of the Light Horse Regiments in Australia. He was a member of the Upper House, and afterwards was made KCMG.

Colonel Burns, with the aid of a few friends, sent 100 men to Alderhot for six months' training, during which period the Boer War broke out, and the detachment volunteered to go to Africa, where they distinguished themselves.

Later in life, Sir James took a great interest in Children's Homes, and started the Burnside Homes for Orphan Children, adjoining his residence on the Pennant Hills Road, Parramatta.

At the beginning of World War II, there were over 500 children in the Orphanage—mostly 25 in each home, with a Mother and Assistant Mother. There were a fine hospital, swimming pool, gymnasium, cricket grounds, tennis courts, farm, dairy, steam laundry and vegetable garden, central administrative offices, and a large hall. All the buildings were of stone or brick, with indoor playing accommodation, and were built in park-like spaces in about 300 acres of land.

When Sir James Burns died, he left "Gowan Brae," a large stone residence adjoining the Homes, to

the Presbyterian Church for the use of the Burnside Homes.

During the last war the Australian Government asked the Church for the loan of "Gowan Brae" and the Homes for Headquarters of the Second Australian Army. The Church agreed, on the understanding that some temporary accommodation should be found for the children, and the Homes and "Gowan Brae" be returned in the same order and condition as when taken over by the Army. No charge was made for about 40 fine stone buildings; so the Church did a good deal to help Australia during this very critical period.

When the Duke and Duchess of Gloucester were in Australia the Duke unveiled a plaque in the billiard room at "Gowan Brae" to commemorate the occupation during the war.

Last year the Burnside Homes were presented with a very fine seaside home to enable all the children to spend a certain period of each year by the sea.

"Gowan Brae" has recently been sold for £125,000 to the King's School, and it is anticipated the school will gradually transfer there. The old home is the first school building, and it is to be called "Burns House."

IN addition to the Islands business, Burns, Philp & Co. has branches throughout Australia, New Zealand and London (also a Company in America called Burns-Philp Co.

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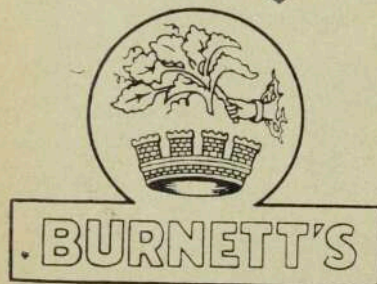
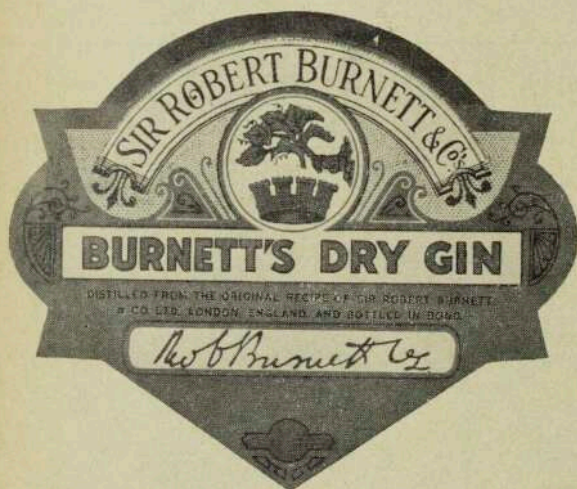
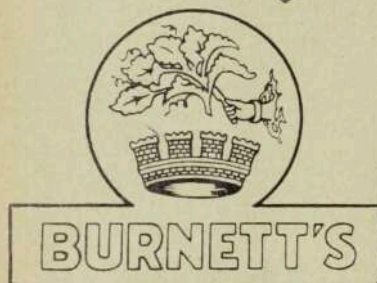
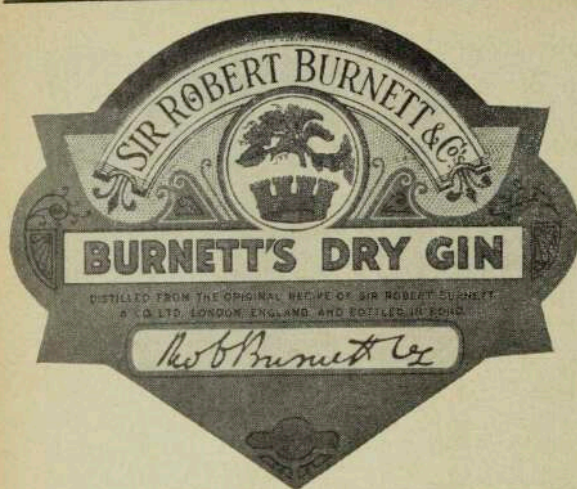


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of San Francisco); and has had a branch in Pago Pago for many years.

Apart from merchandise, the Company is heavily interested in plantations in Papua and New Guinea and Fanning and Washington Islands. All the plantations in the Solomons were so badly damaged that they had to be abandoned after World War II.

The Company is also interested in chain-stores in Queensland, under the name of Penneys Limited, and in many old, well-established country stores in New South Wales.

DRASTIC CHANGE IN SAMOA WILL NOT BE RUSHED

From Our Own Correspondent

REPLYING to the recommendations made by the Western Samoan Constitutional Convention last year, the New Zealand Minister of Island Territories (Mr. T. I. Macdonald) has expressed satisfaction, on behalf of the Dominion Government, that the Convention apparently saw no compelling reason to depart substantially from the general pattern of political organisation outlined in the Prime Minister's statement in March, 1953.

The official statement is in the main non-committal and gives no encouragement to those Samoans who expected an early transfer of political power and were impatient of any delay in obtaining the political concessions and changes envisaged in the 1954 White Paper.

The Acting High Commissioner called a joint meeting of Legislative Assembly members and the Fono of Faipule for June 29 and 30 to discuss the NZ Government's reply and to prepare for a discussion with the Minister, who was scheduled to arrive at Apia on July 1.

With regard to the suffrage question, on which the Convention recommended that in the Samoan constituencies only *matai* (chiefly heads of family groups) should have the right to vote or to be nominated as election candidates, the official reply states:

"As this recommendation reflects the present wish of an overwhelming majority of the Samoan people, the NZ Government agrees. . . . At the same time it points out that it does not share the misgivings of the Convention that a widening of the formal basis of political representation would necessarily have harmful effects.

"On the contrary, it is of the opinion that Samoan custom, which, in the past, has shown itself capable of adjustment to the needs of a changing society, might thereby be strengthened and rendered more capable of meeting the challenge

which will inevitably face the emerging State."

The NZ Government agrees that ultimately a Premier and Cabinet of Ministers, all of whom should be members of the Legislature, will constitute the Executive Branch of the Government.

It states, however, that it will be in the best interests of Samoa if, before introducing Cabinet Government, additional time is taken by the political representatives of the Territory to acquire greater knowledge and understanding of the problems of executive government before full government responsibility is assumed.

During the reorganisation period the High Commissioner should continue to act as Chief Executive.

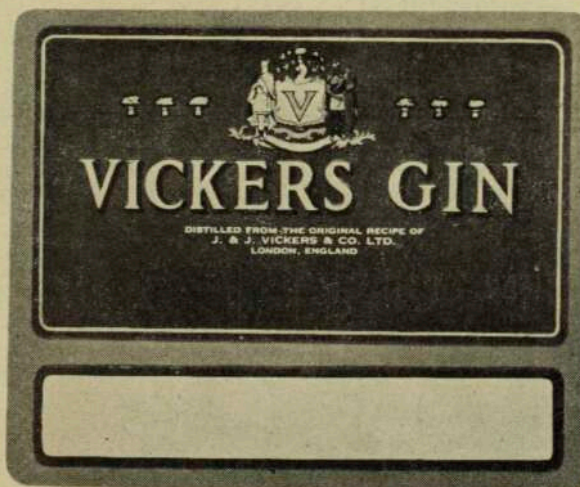
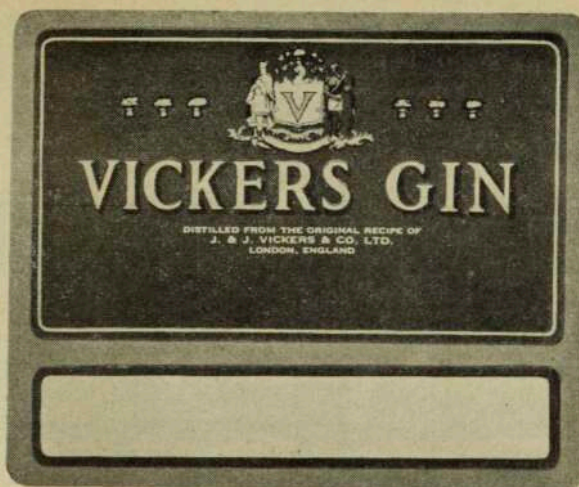
Meanwhile the possibility of amending the legislation to give the Western Samoan Government a more direct voice in public service policy matters is being examined.

The French naval patrol vessel *Areare*, a popular visitor at Suva, sailed on July 18 en route from Noumea to Wallis Island. The ship is due back at Suva at the end of July for her annual careening and the slip.

New NC Senator



M. Armand Ohlen was elected by the Council-General of New Caledonia, on June 19, to be a Senator in the French Parliament. He is the Council M. Ohlen is secretary of the "Government Workers' Union. He was elected by the Union Caledonienne, which includes most of the native members of the Council-General, and beat the former Senator Henri Lafleur) by 14 votes to 10. Lafleur was supported by what is generally known as the "import-export-nickel group" (see p. 10 by F. Dunne).



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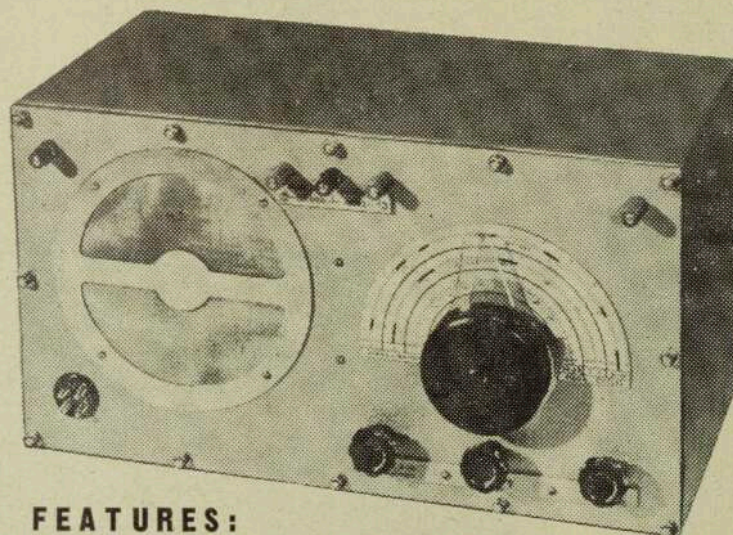
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There were several letters from the outposts this month, the first from Phil, VR3C, on Fanning, back from six months and six days exile on Washington Island. "Bleating a bit on 20 m. now and again, but a lot of the old enthusiasm has departed," he says. "Spent a million bucks on a posh Hallicrafter the other day, but even IT won't sort coveyable speech out of the mess left by Kilowatt Row in W6-and!"

Phil says that Otto, KP6AK, over on Palmyra appears on 3.8 mc/s and 14.218 mc/s at times, but is having a lot of trouble with his power supplies in the 90-inch climate. Incidentally, QSL's for KP6AK go via KH6OR, 1449 Meyers St., Honolulu. Phil expects to come to Sydney about the end of the year for attention to his eyes.

Next was a note from Ray, KS6AB, at Pago Pago. Pressure of work administering the Government Communications Department there has kept him off the air in recent months—but if and when the work eases there is a KW on tap. Meanwhile S6 is going to be a rare call.

Allan, VR2AP, reporting from Suva, says that he, 2AM, and 2CZ, are all very active on 20 m., with VR2CT from his new QTH also appearing on 20 m. at times, though mainly on 80 m. He has squashed rhombic and a revamped receiver, both of which are performing well.

Allan says that the 2AM/CZ shack, shared, is the only one in Fiji with a linkler system installed. "It's located in a shower recess—and if you ever work of them, ask about the mike; you'll be surprised!"

The new Suva Radio Club is off to a good start with a keen membership, Allan reports.

Though the Tokelaus with their ZM6 prefix are probably no longer of DX interest, we gathered from Allan's letter at VR2AB was expecting to be in the new of the RNZAF Sunderland on its early June flight from Suva to the Tokelaus, and would probably have been in the air briefly.

Though Barri Hogg, VR2BZ, has quit the RNZAF he is now attached to Nadi radio staff and should soon appear on the Ham bands again from the new QTH across the island.

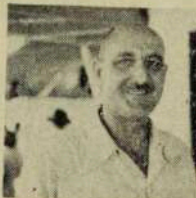
May "QST", just to hand in Sydney, has an interesting report on W6MHB, in R. Beck's February Cocos Island expedition. The means of getting there is provided by a treasure-seeking party, who accepted John on account of his use as a means of communication with home. The party cleared Los Angeles January in the ex-sub-chaser "Isle of Capri", living at Puntarenas, Costa Rica, final permits were arranged with the Costa Rican authorities, owners of Cocos, through good offices of TI-2-DLM of the Radio Club of Costa Rica. The voyage out was eventful and the station—TI-9-MHB—set up and ready to operate by sunset February 9, with a 900 ft. wire extending across a narrow bay about 10 ft. above the water.

call on 7003 kc/s CW raised W-1-DDF

—first of the many. The Chatham Bay location was open only to the north-east, and all Pacific sigs were very weak. Later, a 40 m. ground-plane was erected, and also a 20 m. one later still. These were right on the stony beach, only open ground, and were in water at high tide. Another 80 m. antenna, 40 ft. off the ground, was also erected and gave good results.

First man contacted on 160 m. was W-O-NWX of last year's Clipperton Expedition. A great deal of personal traffic was handled from expedition members to folks at home. TI-9-MHB closed down and sailed on the evening of February 22—with a score of 2,024 stations worked. For John it had clearly been a busy fortnight. From time of leaving Puntarenas to returning there he lost 50 lb in weight!

Gear used was a Viking NC-183 transmitter, HQ-120 receiver, and sundry other items. Northern California DX Club, Elmar Electronics Corp. (owned by W6TT and W6DBB), W6DIP, W6KEK, and a few others aided in the project in various ways. The



One half of the Fanning Island Ham population — Phil Palmer, VR3C.

original target had been for CW/phone operation on all bands from 10 m. to 160 m. and a grand total of 10,000 QSO's, but more time was required. Needless to say, the only treasure that resulted from this expedition was the hoard of QSL's which went out to the lucky stations worked.

According to "QST", VR6AC was expected to have shown up on 14,352 kc/s

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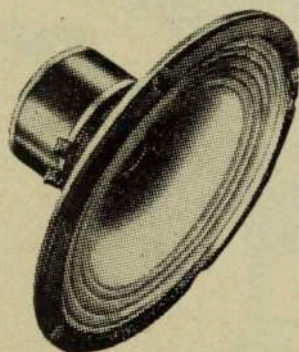
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phone around 0100Z in March-April. We've seen no reports of it happening.

Doug Cunnold, ZK-1-AB, RI in the Cook Islands, left Rarotonga late May by air for hospital treatment in New Zealand.

We regret to report the HC2JR, formerly active from the Galapagos, died earlier this year.

"Amateur Radio" for July reports an English Ham, call unknown, named Danny Well, now on a yacht cruise round the world, and planning to operate ashore for brief periods from ZC2, ZC3, VU5, CR-10, VQ9, VQ7, Commoro Island, VR6, ZM6, Phoenix, and Nauru, assuming licences are granted. The yacht is "Yasme", 37 ft. x 10½ ft. x 4 ft., home port Poole. There is no indication of where the yacht now is, but we assume she has probably only recently left England.

Other items: VK5WO says that VR6AC on Pitcairn was indeed active on 14,140 kc/s in May. In New Guinea plans are afoot for the first New Guinea Ham Convention, probably to be held at Lae, with some southern Ham visitors already expected to attend. In the New Hebrides YJ-1-DL (ex-ZC3AB) reports that he and two FUS's are reasonably active. Another, FUSAC, is currently on vacation in France.

† Heaviest rainfall for years was recorded at Norfolk Island in May and early June. Creeks and wells were full, household tanks were overflowing and vegetables and other garden crops were flourishing.

† Cases of a swift, severe encephalitis among Europeans and natives have been treated in New Guinea in recent years, all of them occurring among people who had been in or near the recently opened-up Kuku-Kuku area. Blood specimens sent to the Elija Hall Institute, Melbourne, for testing, have proved the discovery of an entirely new virus, according to Australian Press reports.

¶ As a result of the death of Mrs. Devenish in England in May, Mr. Frederick Devenish, British Consul in Papeete, departed for Marseilles hurriedly aboard the British freighter *Garvel Park*, having obtained permission from the owners to sign on as a supernumerary for the voyage. He is expected back in November. The Consulate is meanwhile in charge of Vice-Consul J. W. Asmus.

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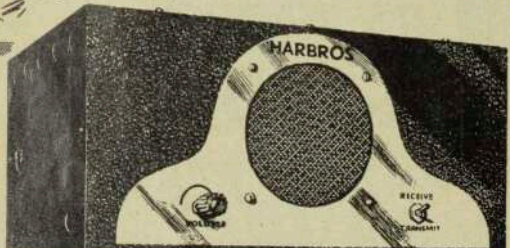
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What Inspection of 25 Years'
Advertisements Has Shown

WHERE HONESTY IS THE BEST POLICY

A GLANCE over PIM advertisements, covering 25 years, discloses some interesting features. One is the way in which Australian food producers have consistently held their market in the widely-spread Territories of the South Pacific.

For example, Messrs. McIlraith (leading Sydney distributors of groceries), Arnotts (Sydney manufacturers of some famous lines of biscuits), and Wills—manufacturers of something which Islands people regard as being as important as foodstuffs—namely, cigarettes—have advertised their lines regularly for 25 years.

That means that, despite tough competition from overseas, these big companies hold their market. They are under a marked exchange disadvantage, inasmuch as Australia does not buy from the Islands, in money terms, one tithe of what she sells.

The explanation seems to lie in a phrase made hackneyed by repetitive use, but still expressing the fundamental of sound trading—namely, quality and service. Famous firms like those named above—and there are many others—built their names around the quality of their goods and the honesty of their trading. They go to remarkable lengths in seeing that the goods dispatched are of the quality the Islands customer expected when he wrote the order; and they almost all over backwards in their readiness to remedy service or replace goods complained of. They have been robbed, in this way, many times, but they accept that as a normal risk. The proof of their policy is seen in the fact that, after many years' trading, they are increasingly in the Islands business, and accepted as public institutions.

The foundation stone of the Teacher and Vocational Training College near Honiara, BSIP, was laid by the retiring High Commissioner for the Western Pacific (Sir Robert Stanley) on June 22. The capital cost of the building and equipment is being met from UK Colonial Development and Welfare funds.

Aleki of Mapusaga, spear fishing at Nu'uuli village, Eastern Samoa, was swept to sea and drowned lately. A government launch unsuccessfully searched the area. The deceased was a native of Niue and.



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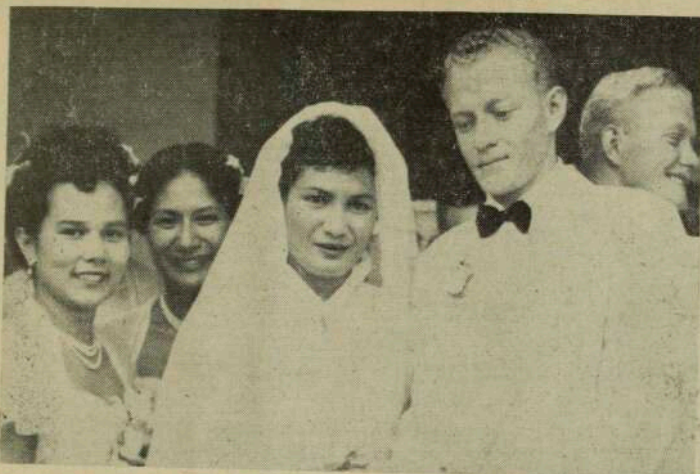
**DRINK
TOOHEYS
FLAG ALE**

The pleasant refreshing ale

170

JULY, 1955 - PACIFIC ISLANDS MONTHLY

Wetzell-Godinet Wedding



The wedding of Cynthia, fourth daughter of Mr. and Mrs. J. T. Godinet, and Frederick William, son of the late Mr. and Mrs. Robert Wetzell, took place at the Apia Roman Catholic Cathedral. In this group are (left to right) Miss Myra Helg (bridesmaid), Miss Fialaula Tamasese (maid of honour), the bridal couple, and Mr. Robert Wetzell (best man and twin brother of the bridegroom). —Photo by R. F. Rankin,

Mr. Vayda, an American anthropologist travelling under a Full-time Scholarship, visited Tahiti, the Cook Islands and Samoa in June-July in connection with a study of ancient methods of Polynesian warfare.

† Practical encouragement to hard-working farmers in New Caledonia was given by the Conseil-General when it decided to finance annual visits by 12 farmers to the Sydney Royal Show. The farmers will be chosen by the drawing of lots.

† 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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- SAVES LABOUR & PAINT
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422-428 Collins Street, Melbourne,
Australia.

Deaths of Islands People

MR. DOUGLAS LIGHTBODY

Mr. Douglas Lightbody, of the
Papua-New Guinea Department of
Education, collapsed and died dur-
ing the Queen's Birthday Red Cross
Ball at Port Moresby.

Mr. Lightbody was in charge of
the administration of native schools
in the Territory.

The Acting Director of Education
(Mr. Roscoe) described his death as
a most serious loss to the Depart-
ment.

THE MOST REVEREND JOHN BAPTIST DIETER, SM

The Most Reverend John Baptist
Dieter, Vicar Apostolic of Navigators
Islands, died in Auckland on June
28 after a comparatively short ill-
ness.

Bishop Dieter was consecrated
only in May, 1954, the first Catholic
Bishop ever to be consecrated
in the Islands. Most of Samoa's
22,000 Catholics took part in the
week-long ceremonies and celebra-
tions.

The Bishop went to Samoa in
1937 from Germany. He was an
accomplished orator in the Samoan
language and was greatly respected
by the Samoan people.

He succeeded the Most Reverend
Joseph Darnand, SM, who retired
through old age but who is still
living in Western Samoa, in retire-
ment.

MADAME LOUISE GOUPIL

Madame Louise Goupil died at
Papeete in May, aged 76 years.
Madame Goupil was a member of
one of Tahiti's best known families.
Formerly wife of the late Dr.
Fernand Cassiau, from whom she
was later separated, Madame Goupil
was the mother of Dr. Pierre
Cassiau, MD, Privy Councillor and
head of the Health Service of
French Oceania.

Her former husband was a one-
time mayor of Papeete and her
father was a leading Papeete at-
torney.

MR. CHARLES O'CONNOR

The death occurred recently of
Mr. Charles O'Connor, at Vallejo,
California. As a partner of the old-
established firm of O'Connor, Harri-
son & Co. who operated the vessel
Beulah down through the Eastern
Pacific Islands earlier this century,
Mr. O'Connor was well known in
Polynesian ports.

MRS. KATHLEEN CHALMERS

At the age of 92, Mrs. Kathleen
Esther Chalmers died in June at
Auckland, where she had lived for
15 years.

Mrs. Chalmers went to Fiji at
the age of 13 with her brother, Mr.
Rex de Cairns Rego, who was a

bank clerk at Levuka. When she was 18 she married Mr. C. A. Chalmers and lived at the Penang sugar-mill, Rakiraki, which he, with his father and uncle, had established. Subsequently they lived at Fort Carnarvon, Savusavu, Ba and Levuka.

MR. M. K. NAIDU

Mr. M. K. Naidu, sub-accountant and postmaster at Ba, Fiji, died on board the liner *Orion* shortly before the ship arrived at Colombo in June. Mr. Naidu, with his wife, was on his way to India on eight months' vacation leave.

MR. C. S. ST JULIAN

Mr. Charles Swann St Julian, who died at Suva on June 28, was born in Fiji in 1889. His father was Colonial Postmaster for many years, and his grandfather was Chief Justice under the Cakobau Government before Cession.

Mr. St. Julian, who was educated at Levuka and Suva, became a clerk in the Government service in 1929. In 1941, he was a Collector of Customs and in 1943 Assistant Controller of Customs. From 1946 until he retired in 1948 he acted as Controller. After retirement he became secretary of the Fiji Copra Board. He received the Imperial Service Order in 1949.

Mr. St Julian is survived by his wife (formerly Miss E. R. Webster, of Auckland) and a son, Mr. J. W. St. Julian, of Suva.

M. FREDERICK GADIOT

M. Frederick Gadiot, Chief of the District of Pirae, Tahiti, died on June 4, aged 69 years, following a short illness.

M. JEAN LECAIL

M. Jean Lecail, one of Tahiti's best known shipbuilders, died here on June 5 after a long illness. He underwent an operation in Australia last year. He was aged 64.

Second Death Follows NC Jeep Smash

INJURED in a jeep smash after the dedication ceremony at the New Zealand war cemetery at Bourail, New Caledonia, on May 8, Mr. J. H. Ensor, a radio technician, died at Noumea in mid-June.

Mr. E. V. Spencer, a radio commentator, was killed at the time of the smash (June PIM, p. 127).

Fiji's sugar industry has received a second gift from the UK Government of exchange gains made on sugar sold to Canada. The £F94,106 has been distributed by the Fiji Government in the proportions of 0.3 per cent. to the growers and 0.7 to the millers.

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'CAUSE THEY'RE RICH IN GLUCOSE AND BUTTER!

Enjoy their goodness —often!

ANYTIME-enjoy COLUMBINE —the tastiest caramel of all

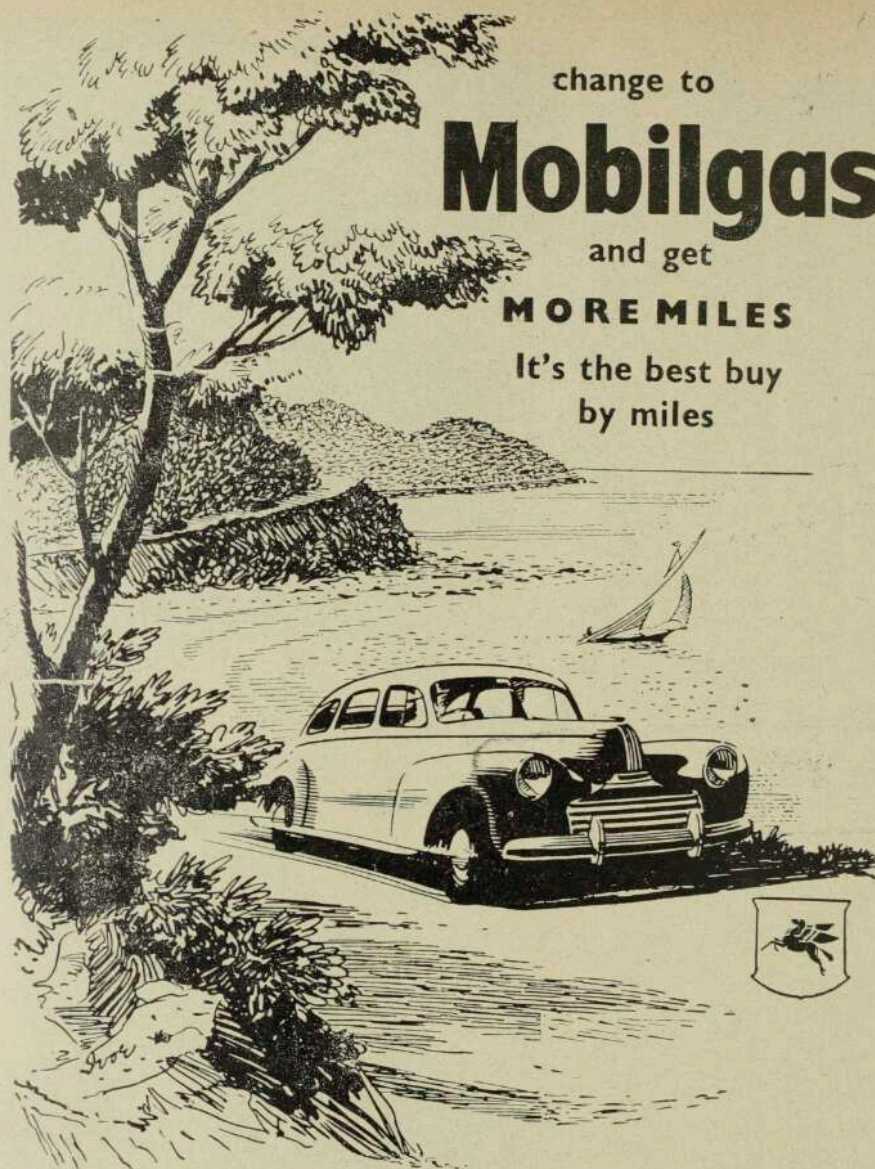
"COLUMBINE" CARAMELS

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The Great Name in Confectionery.

RICH IN -
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•BUTTER
•FLAVOUR!

STEP BY STEP COLUMBINE



change to
Mobilgas

and get

MORE MILES

It's the best buy
by miles

For trouble-free motoring fill up with

DOUBLE POWERED

Mobilgas

at the sign of the FLYING RED HORSE

G 551

CALL OF THE ISLANDS

NZ Ministers Go North

WITH winter's biting southerlies whipping Wellington's Houses of Parliament, thoughts there, in June, were turning to the isles to the north.

First to succumb to the call and slip quietly away was a party headed by Civil Aviation Minister Shand, with Secretary Kemp, Aviation Director Gibson, and Secretary Rae in close support. Also there were Mesdames Shand and Kemp. It was a Ministerial "inspection" tour of aviation facilities along the Coral Route which only by chance coincided with the annual fete at Papeete!

The Minister's technical staff might have handled all the inspection necessary, though there were grounds for some doubt on that score in Western Samoa.

There, without prior warning, all air connection with the outside world was suddenly withdrawn on April 5 due to a "deterioration" of radio navigational facilities.

A minor short-term breakdown would have been understandable, but inquiries in mid-June indicated that repairs and replacements were still proceeding at Satapuala-Faleolo Airport and that the Civil Aviation Department's facilities "might" be ready by July 1, three months after the "deterioration."

What it has cost TEAL—or the New Zealand taxpayer—will not be known until the end of the 1955-56 financial year. What is known is that it has seriously cut down TEAL'S payload, right at the height of the Tahiti tourist season, as the flying-boats are forced to take on much additional gasoline at Suva for the long hop directly to Aitutaki.

As Aitutaki's radio facilities are of about the same vintage as Samoa's, a similar "deterioration" there would not be surprising. No doubt there will be some chilling questions to counter the warmth of the Coral Route at the next session of Parliament in Wellington!

A MORE extensive tour was planned by New Zealand's current Territories Minister Mr. Macdonald. He departed three days after Mr. Shand's party on June 21, with Islands Secretary J. B. Wright, on a "familiarisation" tour of all New Zealand's tropical territories—Samoa, Niue, the Tokelau Islands, the various outer Cook Islands, some of which have not seen a Minister except with reversed collar for the past 30 years.

First leg of this excursion was by *Tofua* from Auckland. The RNZAF, TEAL, and sundry shipping was to provide the remaining transport of the month-long tour.

Like all other Ministers preceding him, he will undoubtedly return greatly impressed with everything.

Australian MP's Also Hunt the Heat

NEW ZEALAND Parliamentarians are not alone in hankering for the warmth of the South Sea Islands. Six Commonwealth Government Members will spend two weeks in Papua and New Guinea in July-August.

Among them will be Mr. Arthur Calwell, Deputy-Leader of the Federal Opposition.

The five other members are Senator D. C. Hannaford (Liberal, South Australia), Mr. W. M. Jack (Liberal, NSW), Mr. L. T. Failes (Country Party, NSW), Mr. W. G. Bryson (ALP Anti-Communist, Victoria), and Senator W. E. Aylett (Labour, Tasmania).

An extensive tour has been arranged for the members, and will include an inspection of APC's drilling areas in Western Papua.

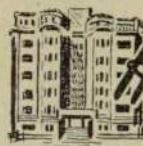
Matua Voyage to Cook Is.

THE Union Steam Ship Co.'s *Matua*, normally on the New Zealand-Fiji-Samoa run, will make another special voyage to the Cook Islands in November—she made one earlier in the year as stand-in for the pensioned *Maui Pomare*. She will leave Auckland on November 4, arrive Rarotonga November 8-9, Mangaia 10, Rarotonga 11, and arrive back at Auckland November 17. The voyage will ensure necessary supplies for the hurricane season and clear an accumulation of passengers.

The 700-ton freighter *Viti*, currently maintaining the cargo service from Auckland, put back to that port with engine trouble late June while bound for Rarotonga, but was expected to sail again early July.

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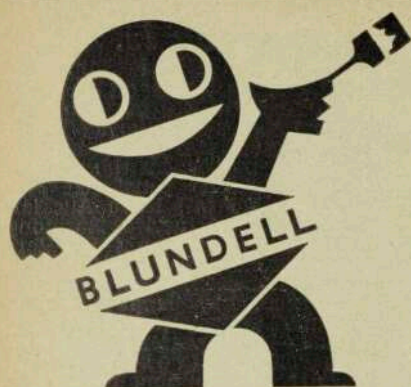
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From New York to Timbuctoo—
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Smart people shine daily
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Kiwi puts a gleam on your
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humidity



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BLUNDELL
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Empire's Sugar Exporters Still Protected

THE United Kingdom Government, although bent on ending the State-trading system, will preserve the provisions under which Empire sugar exporters are given market and price stability in Britain.

This London statement was made on June 10, after the Queen had referred in the Speech from the Throne to proposed legislation concerning the Commonwealth Sugar Agreement.

Under the long-term agreement signed in December, 1951, the British Government agreed to buy sugar from export organisations in Australia, Fiji, the British West Indies, Mauritius and South Africa, and it was indicated that some other territories could join later.

The agreement was to run until 1958, but it has been extended at yearly intervals to run until 1962.

The Food Ministry is Britain's sole sugar importer for domestic consumption, but the Conservative Government, whose declared policy is to end State trading in food, has determined to stop Food Ministry sugar-trading "as soon as practicable."

IT was announced early in June that Brazil had joined Indonesia and Peru in remaining outside the International Sugar Agreement, to which most of the major sugar exporting and importing countries subscribe.

A London report on June 7 stated that Brazil's continued absence from the international agreement might push refined sugar prices down towards the end of the year. At that time world market price was about 3.4 cents per lb, compared with about 3.2 cents in the first three months of the year.

Noumea Ship Aground

WITH 39 passengers aboard, plus crew, the 205-ton Noumea vessel *Havannah* (ex *Colorado del Mar*, ex *Hokitika*, well known in New Zealand waters) went ashore on a reef in the dangerous Havannah Pass through the reefs east of Noumea late in June. The mishap occurred at night, but the sea was calm and the stranding was in sheltered waters. The ship was inbound from the Loyalty Islands.

The French naval sloop *Tiare* and a Noumea tug took off the passengers, and the vessel was towed clear and arrived at Noumea on July 11 with apparently little damage.



The Fijian team before the first test in Apia. (R. F. Rankin photo).

FIJI'S RUGBY MEN AND HOCKEY WOMEN DO WELL

FIJI'S representative teams overseas — Rugby Union in Western Samoa and women's hockey in New Zealand — have produced notable lists of successes.

The Fijian Rugby men, whose Samoan visit was planned mainly to encourage Samoan Rugby, started at Apia with a 6-3 win over Pirates Club.

In the first test Samoa had the best of things in the first spell, but in the second spell the Fijians scored a string of tries to win the match 18-11.

In the second test Samoa led 6-0 at half-time, but the Fijians again rallied brilliantly to win the match 14-6, thus clinching the rubber for Fiji.

The third test, on June 18, resulted in another substantial Fijian win, 26-3.

Plans to send the Australian Rugby team to Fiji after its New Zealand tour this season were knocked on the head on July 5, when the secretary of the NSW Rugby Union (Mr. J. O'Neill) announced that the Fiji Rugby Union had cancelled the visit. He added:

"No reasons are given, but I presume at the cost of about £1,500 for the visit to Fiji for only two matches might be too much."

Fiji's women's hockey team (pictured in the PIM) won 10 of the first 12 matches of its New Zealand tour, mostly against country teams in the North Island. The one loss was to Auckland, 3-6, and the match against Combined Country (Auckland Province) resulted in a 1-1 draw. Good wins were scored against Hauraki, 10-0; Rodney, 5-0; Northern Wairoa, 9-1; Central Bay of Plenty, 9-1; and Rotorua, 10-0.

Prince Tungi, of Tonga, homeward bound from a business trip to Europe and the United States, here he discussed trade matters, as expected to call at Papeete aboard the Messageries Maritimes liner *Eridan* late June.

Pacific Islands Society

AT the June gathering members and guests of the Sydney Pacific Islands Society heard an interesting lecture, illustrated with coloured slides, presented by Professor A. Grove Day, MA, Ph.D, Professor of English at the University of Hawaii and one of the 46 American Fullbright Scholars at present studying in Australia.

Professor Day spoke about Hawaii in general—its geography, economy, and its unique position as a successful racial melting pot.

¶ Miss Rachel Burgess, who was matron at the Norfolk Island Hospital for 3½ years and left there only recently, is now at the Maternity Unit of Shannon House Hospital, Yass, NSW.

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of course!

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Margarine

"Meadow-Lea"

Confiserie McIntosh,
chocolat "Caley"

Refrigerateurs

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MONTRES: "Itra," "Sieura," "Samba."



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Land Planes on the Coral Route?

Several recent events suggest that a change over to land 'planes on the TEAL Coral Route to Tahiti may have advanced a stage. TEAL are believed eager to change to the more profitable DC6's. Airfields are the only obstacle.

THE Cook Islands are keenly awaiting the change-over, as it will place Rarotonga back on the air routes. But first the airstrips here and at Faleolo (W. Samoa) will have to be lengthened. Provision was made for this in the original layouts, but the work would take some time.

A NZ Civil Aviation Department aircraft was doing some photographic work along the route in June, probably in connection with such plans.

There remains the problem of the Coral Route's eastern terminus, Tahiti, where an airfield exists. According to a circular recently issued jointly by the Tahiti Tourist Bureau and the Chamber of Commerce, setting out the desirability of an International Airport at Tahiti, TEAL, and a French Government consultant, Colonel Gastex, have both rejected the possibility of using Bora Bora's war-time built strip. Firstly, it is too short for large aircraft and cannot be lengthened—each end finishes at deep ocean; and secondly, because of its isolation from Papeete.

The Tahiti Territorial Assembly voted unanimously on June 17 in favour of building an International Airport and ship bunkering facilities near Papeete, but it is not clear where the estimated £A21½ million that it would cost would come from, as the circular says that the French Union Assembly in Paris last March rejected a move to finance the project by 81 votes to 1. Clearly on Tahiti's normal budget allowance, such a job must be spread over years.

It will be interesting to see what value, if any, to TEAL, or to New Zealand, will be the extension of the air route beyond Tahiti. When South Pacific Airlines' Honolulu-Papeete weekly service commences it is obviously going to have an important effect on TEAL's Coral Route profit-and-loss account. But what effect?

Will the American millionaires, heading south for a change from Honolulu's attractions, travel both ways by SPA—and thus cheat TEAL of their carriage by the present route via Fiji? Or will they come north to Tahiti by SPA and take a longer but more interesting road home via the Cooks, Samoa, and Fiji? Good publicity may be the deciding factor in this matter. SPA would mean better business for TEAL or it could mean much less business. Seemingly, the Tahiti businessman in a hurry to reach France will now travel SPA—that is, if and when SPA gets started.

late in June it was reported that

both Solent Mk. III aircraft are now in Oakland, California, undergoing modifications. Some feel that they may not be put into service before next Tahiti tourist season—say, April-May, 1956.

It is possible that, in the absence of a Tahiti airfield, SPA could connect with TEAL at Aitutaki, where both land and sea dromes exist—

with mutual advantage to both airlines and thus permitting TEAL to make an earlier change-over to DC6's, even if later TEAL should fly them on to Tahiti when an airfield is built there.

No doubt all these matters are currently under discussion in New Zealand.

† First of two Dragon Rapide aircraft purchased by the recently formed TARNSPAC Airways of Noumea, was expected there in July. It was being flown out from London. The company's chief pilot, Jean Lafargue, was expected as a passenger aboard the new *Polynésie*.

TRUCK MOUNTED CRANES

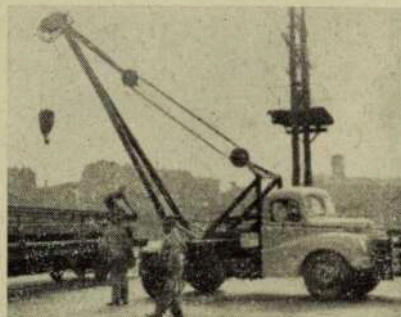
3 & 5 Ton Capacity

★

Jib Lengths 15 ft.-50 ft.

★

Versatile



Ready to Mount on Your Chassis

★

Over 100 in Use

★

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FULL INQUIRY INTO APIA PWD URGED

From Our Apia Correspondent

AFTER the announcement that large quantities of Public Works stores—chiefly timber, roofing iron and cement—had been stolen and that some of the missing materials had been recovered by the police in Upolu and Savaii, the Legislative Assembly of Western Samoa asked the Government to appoint a Commission of Inquiry to investigate all activities of the Public Works Department.

At the Budget session in March, £10,000 was voted for the completion of the new road from Vaigafa to Lotofaga and Lepa connecting the northern and southern coasts of Upolu. It is now alleged that £22,000 has already been spent on the road without the Assembly's authority.

It has been reported that on the night of May 25 pay envelopes containing some £2,000 in cash for wages and salaries of PWD employees were stolen from the PWD office.

The police found the money, minus £76, under the office floor.

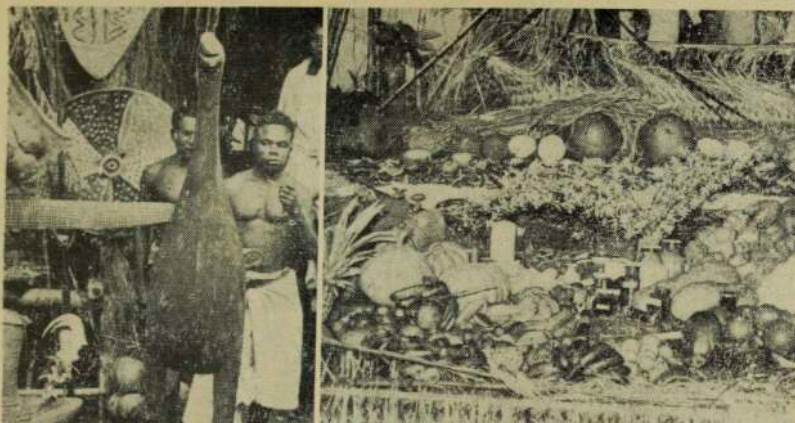
Death of Well-Known Ex-Fiji Identity



The late Mr. E. L. Baker, whose death occurred at Manly, NSW, on May 30, and was reported in June PIM. This picture was taken in Fiji many years ago with Adi Maopa, who was the mother of Ratu Sir Lala Sukuna.

Mr. Baker went to Fiji from Sydney about 1901 and joined the Government service. For many years he was a District Commissioner in various parts of Fiji, and when he retired was Senior District Commissioner. He took a great interest in sport, and particularly tennis and golf. In 1909 he, in partnership with Mr. H. C. Monckton, won the lawn tennis doubles championship of Fiji. Since then in Fiji and after he retired he has been a keen and good golfer, for the last 10 years as a member of the Manly Golf Club.

Successful Show Held in Madang, NG



Madang, New Guinea, held its third annual Show on June 4 and 5; a dance and presentation of trophies on the night of the 4th for the European community and a sing-sing at the showground for the natives. A barbeque supper was served at the European dance.

All sections of the community were enthusiastic entrants in Show exhibits and ring events. Native Group exhibits with their carvings, handicrafts and basketry, as well as produce such as rice, vegetables and fruit were, as usual, some of the most attractive. This year's winner was Pau Village, the Lulvai

of which received a tri-coloured, gold-fringed sash on behalf of the village which also has the honour of holding the Donald Shield for one year.

The photographs show (left) one of the native exhibits; and (right), Madang Plantation Syndicate's winning Group Exhibition. In conjunction with the show, the Agricultural and Horticultural Society also conducts a garden competition which this year was won by Mr. R. Donald (for gardens under two years old); and by Mrs. O. Cameron (gardens over two years old).

—Photos by R. Schumacher.

¶ Mr. Siosaia P. Vaea, Clerk to the Tongan Legislative Assembly and Cabinet, returned on May 31 after vacation leave in New Zealand.

¶ Mr. H. M. Galt, the new PWD Mechanical Engineer in Tonga, arrived with his wife and daughter at Nukualofa on May 31.

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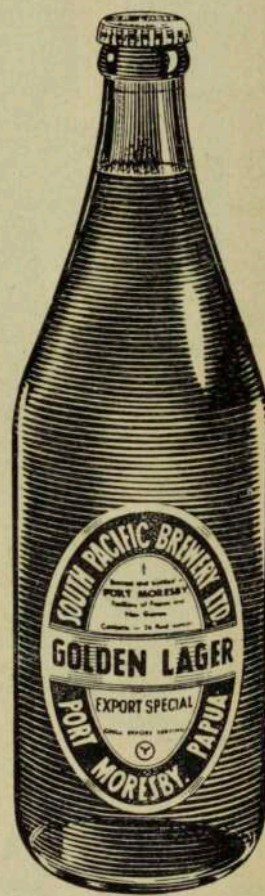
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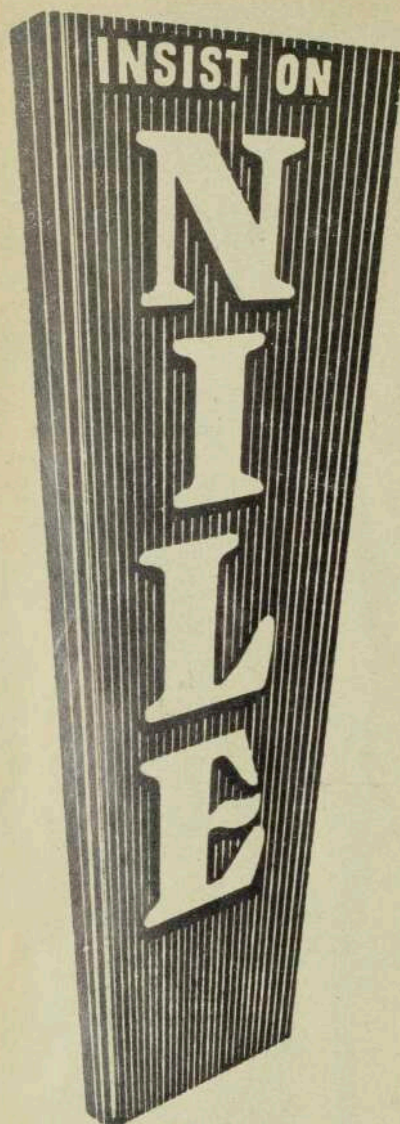
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PACIFIC ISLANDS MONTHLY—JULY, 1955

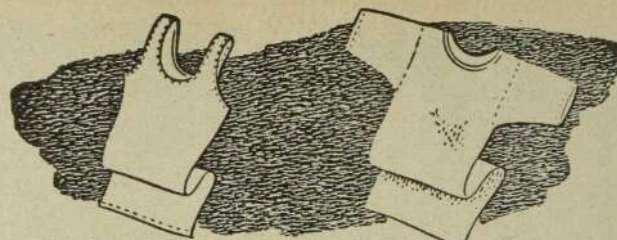
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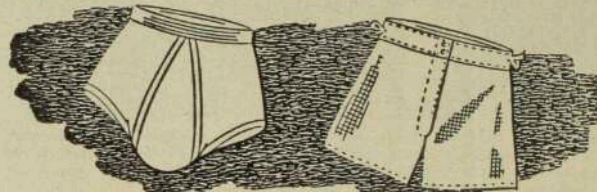


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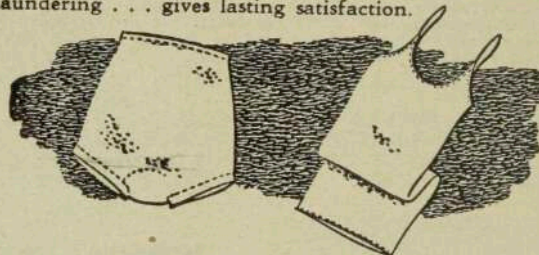
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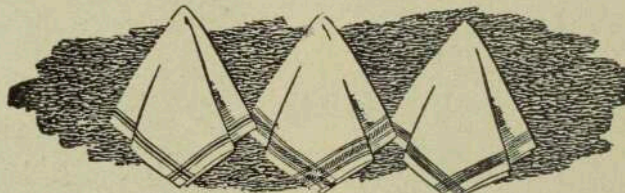
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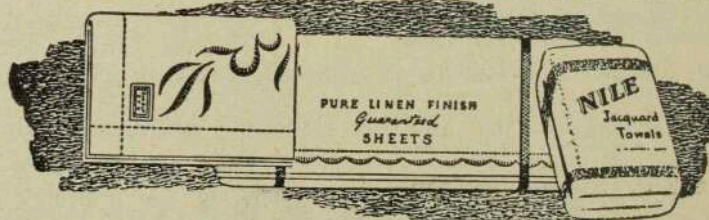
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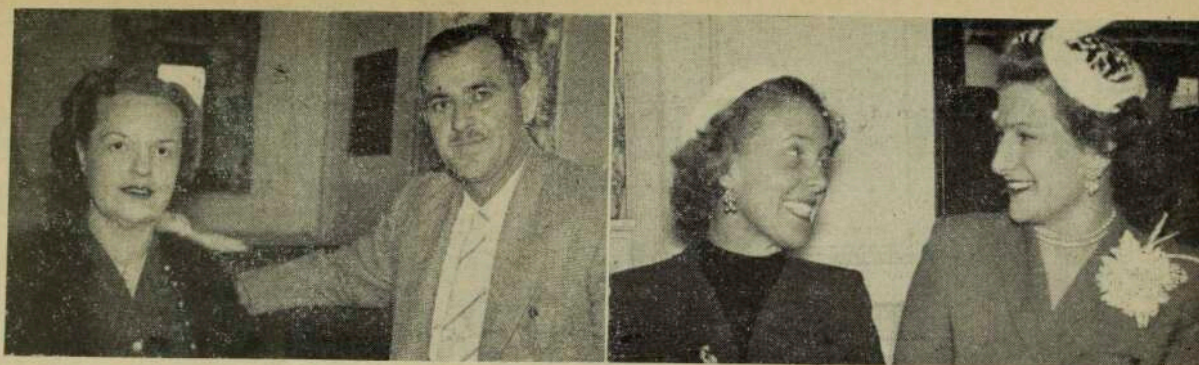
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NILE SHEETS, PILLOW CASES AND TOWELS

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June travellers by "Malaita"

Travellers in "Malaita" in June included (left to right): Mr. and Mrs. H. R. Horsburgh, who returned to Vila after furlough in Sydney. Mr. Horsburgh is attached to Burns Philp's Vila Branch Office. Miss O. Y. Reeve, of BSIP Government staff, who was returning to Honiara after vacation in Sydney, was farewelled by Mrs. K. C. Jackson, who is well known in the Solomons.

TEACHER'S ATTACK

"Pompous Rule" Alleged in G and E Colony

A CHANGE in the system of government in the Gilbert and Ellice Islands Colony is to be sought in London by Captain W. H. Hughes, director of missionary education and of the teachers' training college in the colony.

Captain Hughes, who was sent to the islands by the London Missionary Society, told the *New Zealand Herald*, Auckland, that the Gilbert and Ellice Islanders are the most highly taxed people of any British colony.

He said that if a man owns land he is taxed on his land. If he grows coconuts—which are the basic product in the Islands' economy—he is taxed on what he picks. His £1 is worth about 6/-.

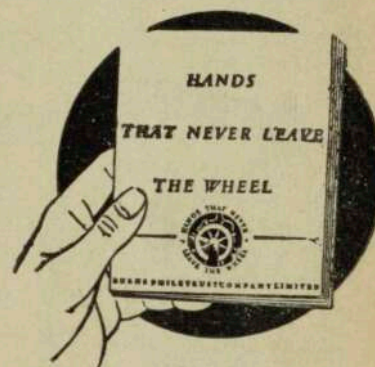
"We have no right to force the British way of life on the Islanders," said Captain Hughes. "Our duty is to help them, not impose on them."

"Until five years ago they were very happy under the rule of a couple of Englishmen and a native clerk. Now the Solomons, the New Hebrides and the Gilbert and Ellice Islands are under the pompous rule of a High Commissioner."

Captain Hughes said that under the new set-up there were more officials than he could count, and each official had "one or more secretaries."

Captain Hughes left Auckland for England on July 7. His wife, a doctor, had gone previously.

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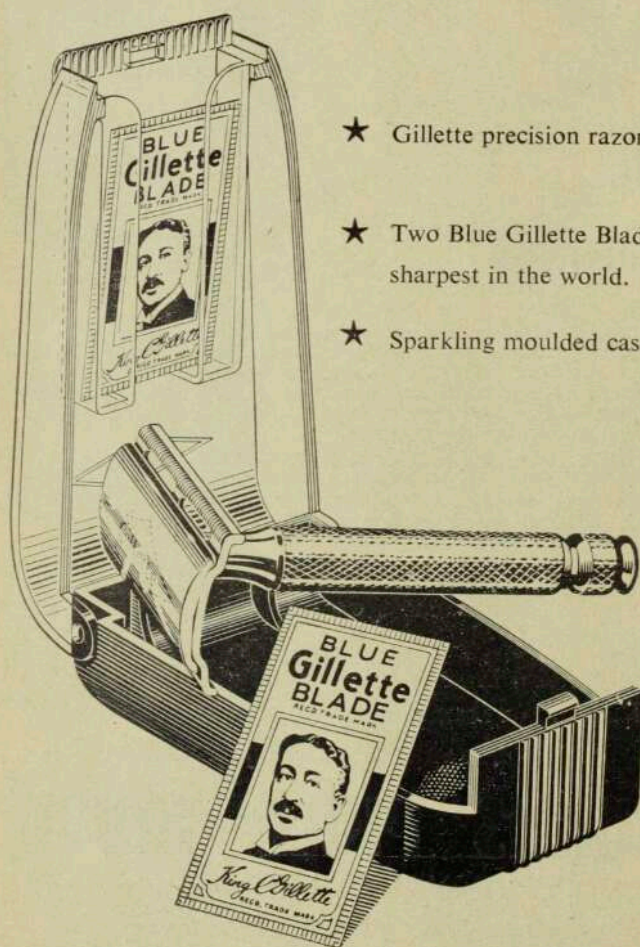
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CRUISE SHIP IN MORESBY

Souvenirs for Visitors, Profits for Traders

PORT Moresby, in late June, gave a tumultuous welcome to the eleven hundred passengers on board the P and O Liner, *Himalaya*. The vessel dropped anchor in the Harbour shortly after seven o'clock in the morning and first passengers came ashore about an hour later.

They, and about twenty later boatloads, were welcomed on to Papuan soil by the Police and PIR bands.

Many people missed transport arranged for them whilst listening to the bands, especially the PIR Pipe Band, but got seats in later buses and taxis.

By ten o'clock the landing area on the waterfront was deserted, but the shopping area of Port Moresby was crowded with hundreds of gaily-dressed souvenir hunters.

Most shops reported record business during the ten hours *Himalaya* was in port.

About 50 of the passengers, soon after landing, were taken to the War Cemetery at Bomana to see the graves of relatives and friends.

One woman with a son buried at Bomana told a PIM correspondent that she had applied to have his body removed to Australia. After seeing Bomana cemetery, she decided against this. "It would be a pity to move my son from such a beautiful spot," she said.

Those visitors who did not take one of the many conducted tours of Port Moresby spent the morning shopping and the afternoon watching a "Sing-Sing" at Ela Beach Oval.

Storekeepers in Port Moresby selling films reported the best business for years. About four out of every five of the tourists carried a movie or still camera. The native traffic constable on duty in Musgrave Street was the most photographed man in Moresby that day. At times, scores of people were standing near him, or on the footpaths with their cameras trained on him.

Before calling at Moresby, *Himalaya* visited Noumea and Suva. She carried 1,163 passengers, plus her crew of 630.

† Four Tongan Government scholars at the Auckland Grammar School have passed the NZ School Certificate examination. They are Karl Tu'inukuafu, Edgar Max Tu'inukuafu, Teuene Tupou and Aisake Folau.

† A Pago Pago barber's shop was broken into and robbed, and the Goat Island Club liquor store looted on the following night late in May.

No Cordiality for Jap Sailors On Visit to Suva

From Our Own Correspondent.

NO red carpet, brass bands or potted palms were out when the Japanese ship *Tenyo Maru*, in June, brought the Rising Sun flag back to Suva for the second time since the Pacific War. (The first Japanese call, in 1954, was merely to land two sailors for hospital treatment).

Normally anything unusual at the King's Wharf creates lively interest, but there was a marked lack of cordiality in the expressions of the Fijians and others who casually looked the ship (11,224 tons gross) over. The Japanese crew stared back impassively.

Not quite so impassive was a Japanese who was charged at the Magistrate's Court with non-payment of duty on a wristlet watch. (He had taken the watch ashore and, for obvious reasons, had not taken it back to the ship). He was fined £25.

Some of the habits of some of the Japanese—more particularly those involving extremely public breaches of sanitary regulations—were tartling.

"You're in Fiji—not Japan!" shouted a Fijian woman with unfijian contempt when, while sweeping in a block of flats, she spotted Japanese sailors making very unhygienic use of the main entrance. Whether or not the aliens understood the lady's forceful English,

there was no mistaking the threat of the brandished broom, and they decamped with all speed.

Tenyo Maru is the mother-ship of the American-controlled, Japanese-operated tuna fleet based at Pago Pago. She came to Suva to load 950 tons of fuel oil.

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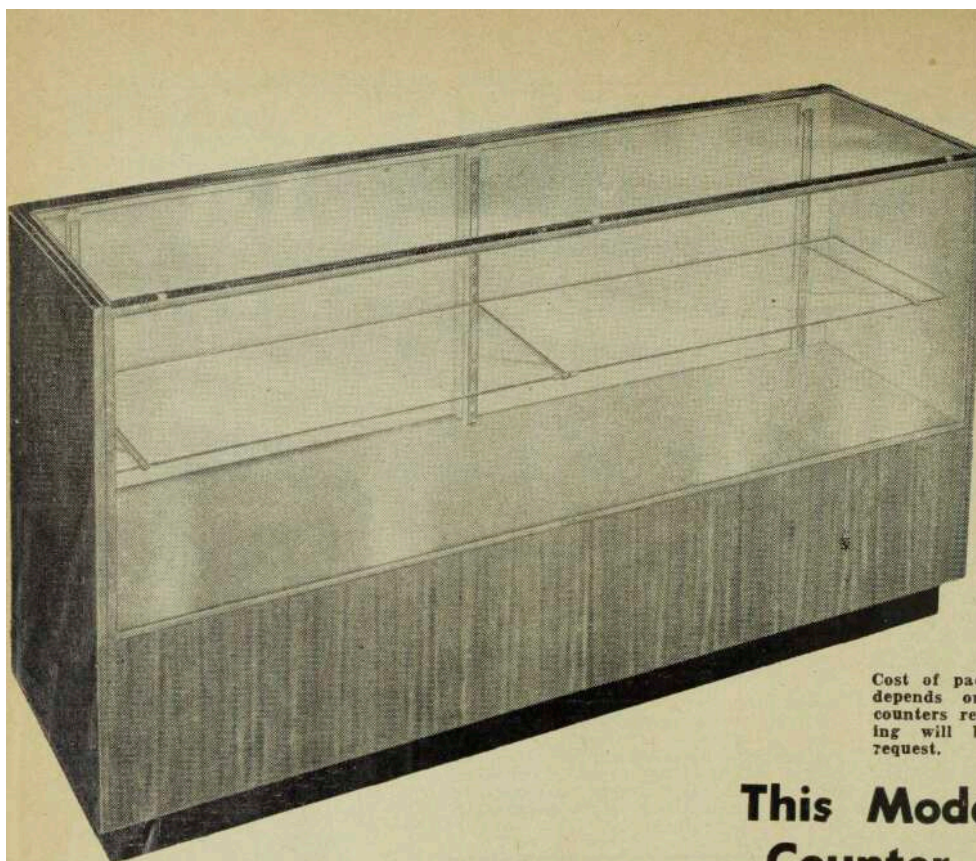
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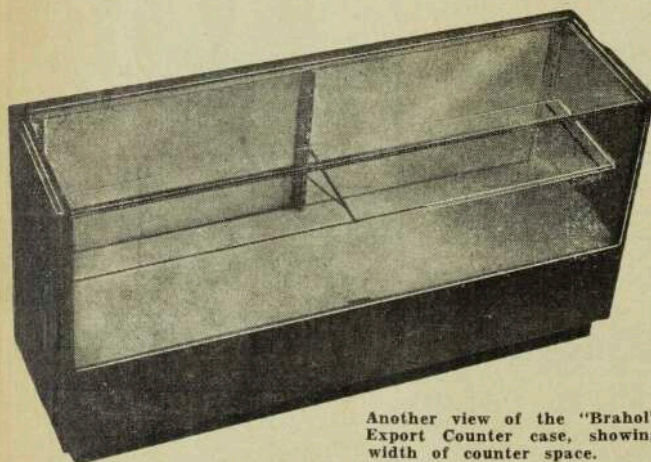
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Another view of the "Brahol" Export Counter case, showing width of counter space.

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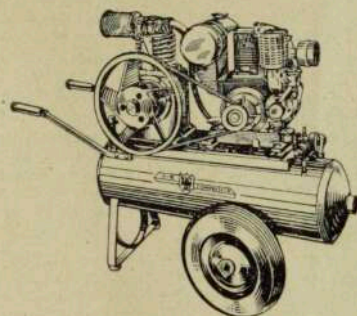
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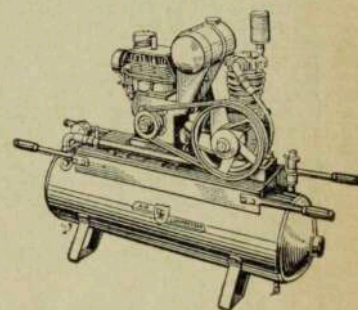
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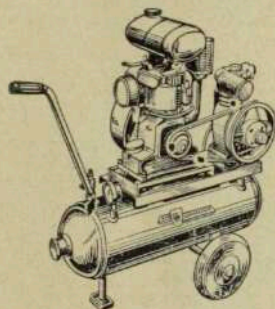
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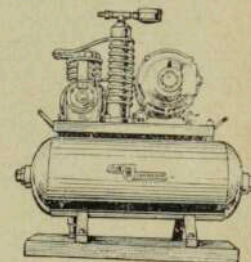
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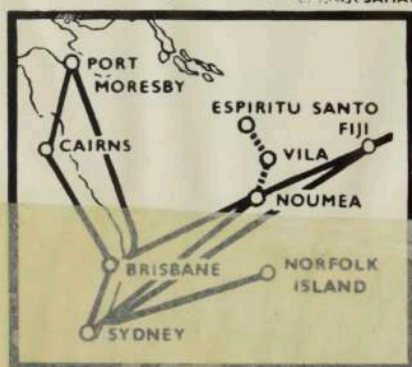
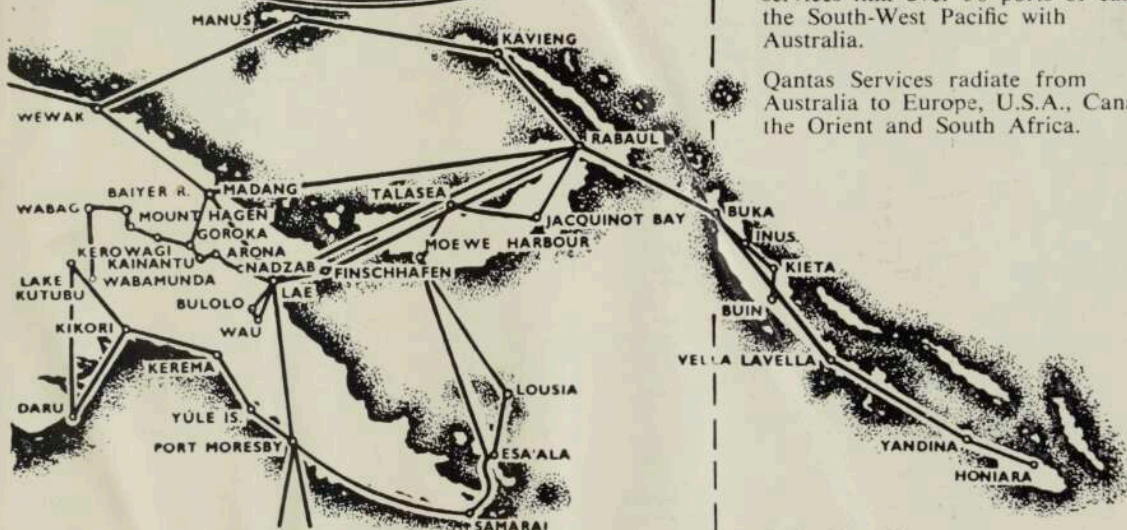


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