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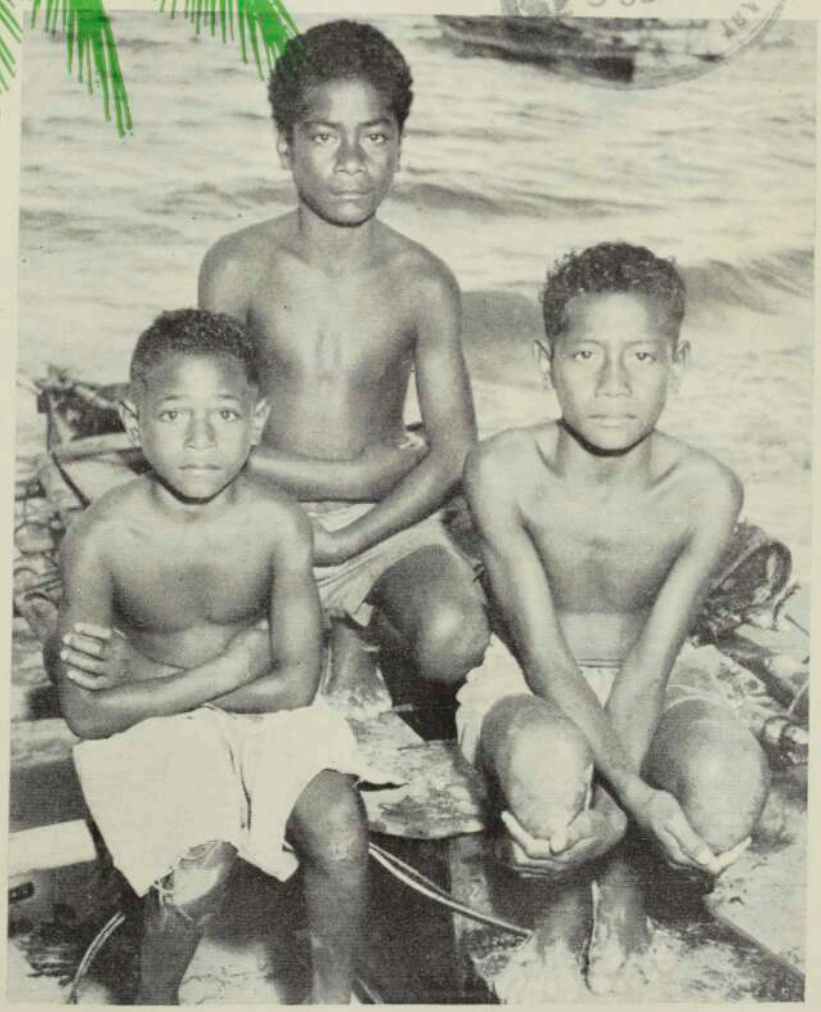
NATIONAL LIBRARY OF AUSTRALIA

SEPTEMBER, 1955 Vol. XXVI. No. 2.

PACIFIC ISLANDS Monthly

5 SEP 1955



Perilous Voyage

These Fijian boys of Moce Island in August sailed a small canoe across 40 miles of stormy sea to hear the Fijian Regimental Band play at Lakeba. They are shown seated on their beached craft soon after arrival. The story of the voyage is told in this issue.

Photo: Rob Wright.

tablished 1930

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

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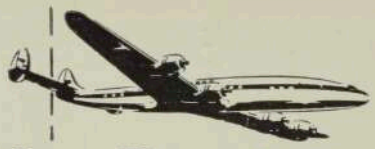
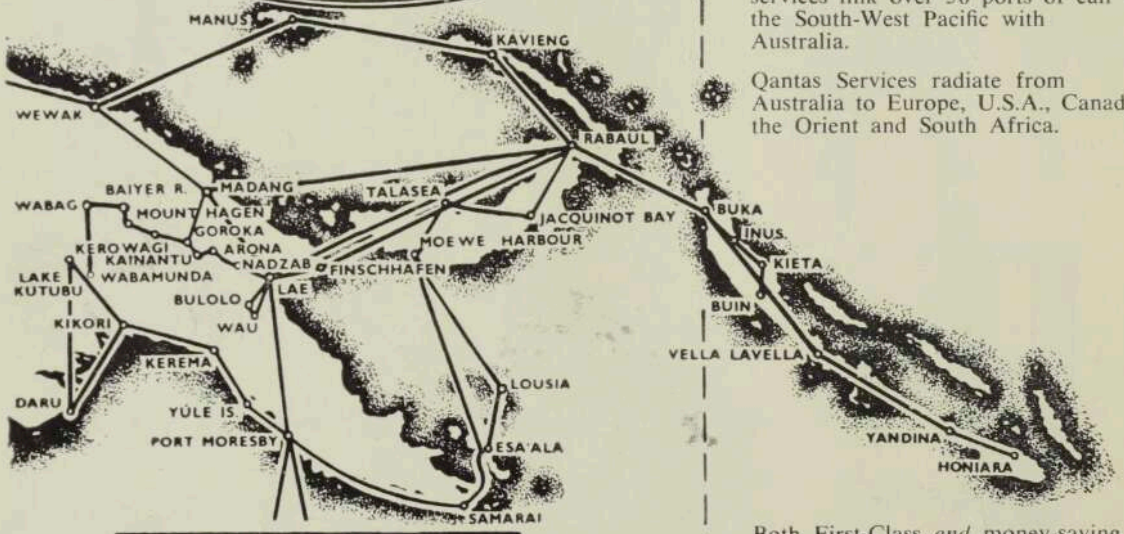
From

Island Services to International Air Routes



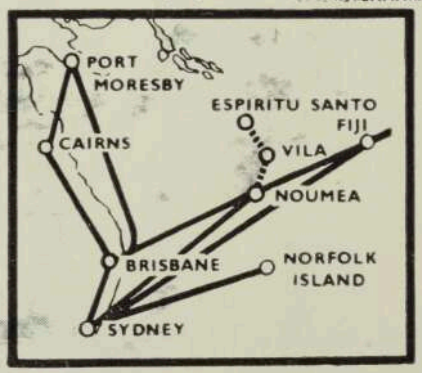


QANTAS Service is Super Service

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

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

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



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

QANTAS

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

AUSTRALIA'S OVERSEAS AIRLINE

P22

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Coleman

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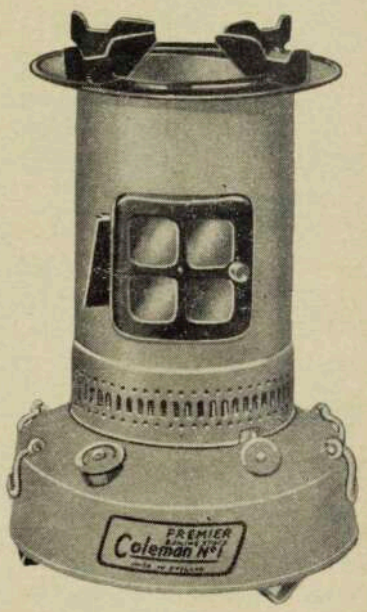
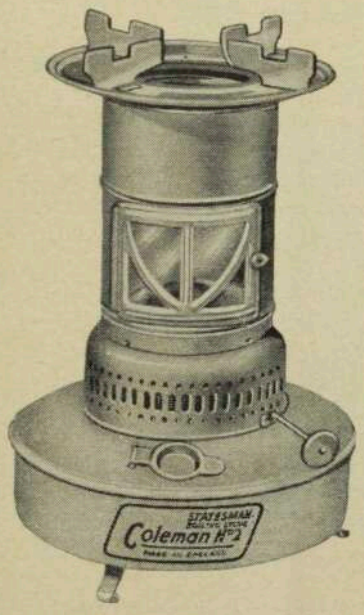
WILL BURN 10 HOURS ON ONE FILLING



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

Coleman – the best of their kind

MADE IN ENGLAND



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

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

Representatives for Pacific Islands

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

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New Guinea Australia Line

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

"SOOCHOW" "SHANSI"

"FUKIEN"

Agents for PAPUA:
STEAMSHIPS TRADING CO. LTD.

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

General Agents:

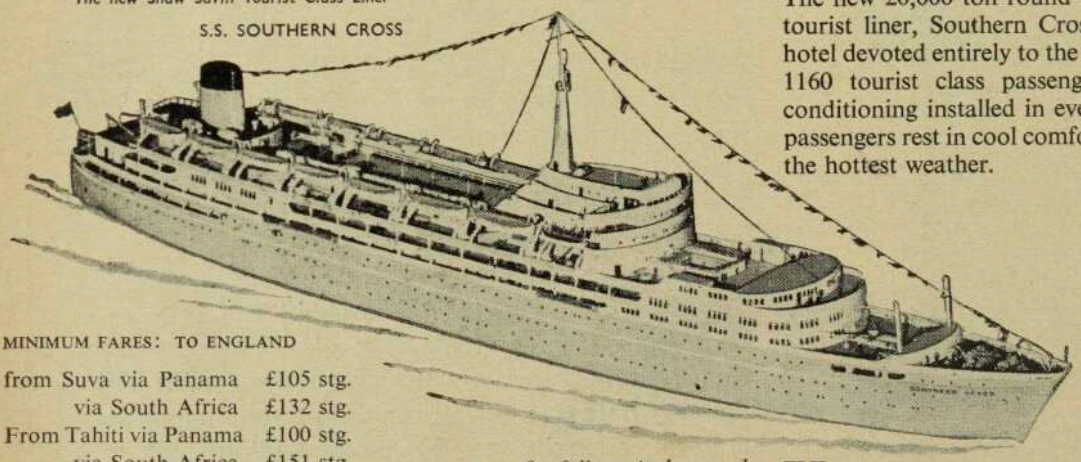
G. S. YUILL & CO. PTY. LTD.

6 BRIDGE ST., SYDNEY

Telephones: BU 1712 BU 6313 (Freight only) **Cable Address: "YUILL"**

Linking the Pacific Islands with { *Europe, West Indies, New Zealand Australia and South Africa*

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



The new 20,000 ton round the world tourist liner, Southern Cross is a floating hotel devoted entirely to the needs of her 1160 tourist class passengers. With air conditioning installed in every cabin, passengers rest in cool comfort even during the hottest weather.

MINIMUM FARES: TO ENGLAND

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

for full particulars apply:

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

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

Travel Shaw Savill

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Shipping Time-Tables

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

Sydney-Papua-N. Guinea

MV Malaita sails from Sydney for Rabaul, Kavieng, Lombrum, Lorengau, Wewak, Alexishafen, Madang, Lae, Sydney. Next sailing late Sept.

MV Malekula sails from Sydney for Samarai, Rabaul, Kavieng, Manus, Wewak, Alexishafen, Madang, Lae, Samarai and return to Sydney. Next sailing Oct. 1.

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

Next sailing late Oct.

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

MV Soochow: Sydney - Brisbane - Port Moresby - Samarai - Sydney. Sailing Sept. 30, Oct. 28.

MV Shansi: Sydney - Brisbane - Port Moresby - Samarai - Sydney. Sailing Oct. 7, Nov. 8.

MV Fukien: Sydney - Brisbane - Port Moresby - Rabaul - Lae - Brisbane - Melbourne. Sailing Oct. 20.

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

Southbound only:
MV Citos: Lae Oct. 10, Rabaul Oct. 13, Brisbane, Sydney, Melbourne.
MV Delos: Rabaul Nov. 2, Lae Nov. 7, Brisbane, Sydney, Melbourne.

MV Aros: N.G. ports late Nov.

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

N. Zealand-Fiji-Samoa-Tonga

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

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

MV Tofua: Nov. 7, Dec. 3.

MV Matua: Oct. 10 does Tofua circuit; Nov. 4 see below; Nov. 28, Auckland, Lautoka, Suva, Lyttleton, Wellington, Auckland.

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

N. Zealand-Cook Is.

The regular passenger vessel Maui Pomare is out of commission indefinitely. The 700-ton freighter Viti is meanwhile operating a cargo service from Auckland and occasional limited passenger facilities are available on trans-Pacific freighters. SS Waihemo will call Rarotonga about mid-Oct., thence Auckland. MV Matua will make a special passenger-and-cargo run from Auckland Nov. 4, Apia Nov. 8-9, Rarotonga Nov. 12, Mangaia Nov. 14, Rarotonga Nov. 15, Auckland Nov. 21.

Full details on application to NZ Government Department of Island Territories in Wellington, or to any office of the Union SS Co. of NZ, Ltd.

Sydney-New Hebrides-BSI-Rabaul, Etc.

MV Tulagi, 10 passengers, leaves Sydney for Norfolk, Vila, Luganville, Honiara,

Australia - New Zealand - Canada - USA

Sailings of Orient Line Passenger Ships, 1954-55.

		ORCADES 1955	ORONSAY 1955	ORSOVA 1956	ORION 1956	ORSOVA 1956	ORONSAY 1956
SYDNEY	depart	7 Oct.	18 Nov.	27 Jan.	2 Apr.	1 June	——
AUCKLAND	arr/dep	10 Oct.	21 Nov.	30 Jan.	6 Apr	4 June	From
SUVA	arr/dep	13 Oct.	24 Nov.	2 Feb.	10 Apr.	7 June	Panama
HONOLULU	arr/dep	18 Oct.	29 Nov.	7 Feb.	16 Apr.	12 June	——
VANCOUVER	arrive	24 Oct.	5 Dec.	13 Feb.	23 Apr.	18 June	——
	depart	25 Oct.	6 Dec.	14 Feb.	24 Apr.	19 June	31 July
SAN FRANCISCO	arr	27 Oct.	8 Dec.	16 Feb.	27 Apr.	21 June	2 Aug.
	depart	28 Oct.	9 Dec.	17 Feb.	28 Apr.	Then	3 Aug.
HONOLULU	arr/dep	1 Nov.	13 Dec.	21 Feb.	3 May	to	7 Aug.
SUVA	arr/dep	8 Nov.	20 Dec.	28 Feb.	11 May	Panama	14 Aug.
AUCKLAND	arr/dep	11 Nov.	23 Dec.	2 Mar.	14 May	——	17 Aug.
SYDNEY	arrive	14 Nov.	26 Dec.	5 Mar.	18 May	——	20 Aug.

AUSTRALIA-WEST PACIFIC LINE

REGULAR MONTHLY SAILINGS

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

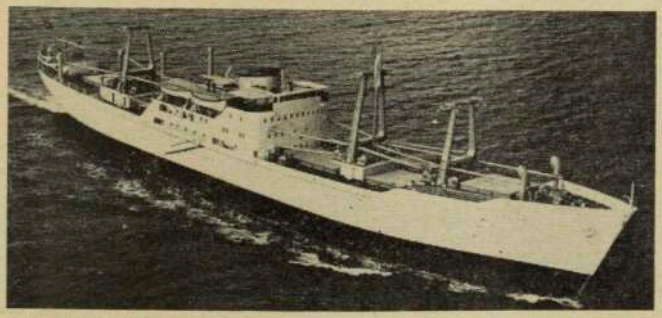
Southbound from JAPAN, HONG KONG and MANILA to MADANG, LAE, RABAUL, HONIARA, VANIKORO thence main AUSTRALIAN PORTS.

AROS - CITOS - DELOS

★

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

★



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

★

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

★

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

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Tenaru, Yandina, Gizo, Bougainville ports, Rabaul, Sydney.

Next sailing Oct. 20.

MV Muliama, 8 passengers, leaves Sydney for British Solomons ports about six-weekly, ports varying with cargoes. Next sailing:: About late Oct.

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

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes Line, coming from Marseilles, via West Indies and Panama, call about every six weeks at Papeete, Vila (New Hebrides), Noumea and Sydney, and return by same route.

From Sydney: Tahitien, Oct. 12; Caledonien, Jan. 6.

From Papeete for Sydney: Caledonien, Dec. 13; Tahitien, Jan. 21; for Noumea only, MV Eridan Nov. 4.

MV Polynesie (Messageries Maritimes) maintains about monthly passenger sailings between Sydney and Noumea and the New Hebrides. Next sailing Oct. 14.

SS Neo Hebridais-II, 1,266 tons, maintains an irregular cargo service between Sydney and Noumea, and four charter trips per annum to Wallis Is. via Suva. Owners: Soc. Miniere et Maritime Hagen, Noumea. Sydney agents: H. C. Sleigh, Ltd., 115 York Street.

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

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

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

N. America-Fiji-Hebrides, etc.

Pacific Islands Transport Line's vessels Thorsisle and Thorshall maintain a regular service from Pacific Coast North American ports, with sailings every 35-40 days to French Oceania, Samoa, Tonga, Fiji, New Caledonia, New Hebrides, and New Guinea. Some ports depend on cargoes offering. Next sailing: Thorsisle: Departs San Francisco Oct. 4, Los Angeles Oct. 7, Papeete Oct. 21, Pago Pago Oct. 27, Apia Oct. 29, Suva Nov. 2, Lautoka Nov. 4, Noumea Nov. 9, Nov 17, arriving San Francisco Dec. Thorshall: Departs Pago Pago Sept Apia Sept. 28, Suva Oct. 4, Lautoka 7, Noumea Oct. 12 for Seattle, due Oct.

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

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

Matson-Oceanic Line of San Franc operates a regular passenger-cargo ser from Los Angeles. Southern terminal p vary with cargoes offering. Vessels cal Papeete, Pago Pago, and Suva, depen on cargoes.

SYDNEY-SUVA-HONOLULU-VANCOUVER

Pacific Shipowners, Ltd., of S (subsidiary of W. R. Carpenter & operate a regular service twice yearly v the 10,000 ton, 98-passenger ve Lakemba along the above route. Acc modation is entirely First Class, two-b cabins. Next sailings from Syd late Jan. and late May, 1956.

Details from American Trading & S ping Co. Pty., Ltd., Sydney.

LONDON - SUVA

FIJI DIRECT SERVICE

VIA

PANAMA

For Sailings and Further Particulars Apply To:—

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

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

PACIFIC ISLANDS TRANSPORT LINE

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

Motor Vessels "Thorsisle" and "Thorshall"

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

and

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

GENERAL STEAMSHIP CORPORATION. LTD.

General Agents

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

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

Airways Time-Tabl

TRANS-PACIFIC SERVICE

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

BY PAN-AMERICAN AIRWAYS
With Strato Clippers, using Sleeperet and Berths*

Tues., Thur., Fri., Sun.: Sydney - Na Canton Is. - Honolulu - San Francis Seattle - Portland.

Mon., Tues., Thur., Sat.: Return s route.

* DC4 from Auckland connects, arri Nadi Tues., Thur., Fri., Sun., depar Nadi Wed., Thur., Sat., Mon.

BY QANTAS EMPIRE AIRWAYS
(Super Constellation Service)

NORTHWARDS

Tues., Thur.* and Sat.* Sydney-Nadi (Fi Canton Is. - Honolulu - San Francis with every Saturday service exten to Vancouver.

SOUTHWARDS

Wed., Fri.,* Sun.* — San Francis Honolulu - Nadi (Fiji) - Sydney. (N Crosses date-line enroute).

TEAL DC6 services between Auckl and Nadi connect at Nadi Tues. and northwards; Wed. and Sun. southwa

BY CANADIAN PACIFIC AIRLINES
(With Super DC-6B Aircraft)*

Every Wednesday—Sydney-Auckland-I (Fiji)-Honolulu-Vancouver-Amsterda

Every Sunday leave Vancouver by s route. (Note: Crosses date-line route).

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

SECTIONAL SERVICES I PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airwa (Skymasters)

NORTHWARDS

Mon., Tues., Sat., & alt. Sun.*

Depart:	Arrive::
Sydney, 8.00 pm	Brisbane, 10.45
Brisbane, 11.45 pm	Moresby, 6.35 (Tues., Wed., S & alt. Mon
Moresby, 8.05 am	Lae, 9.20

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Thurs.

Depart:	Arrive:
Sydney, 8 pm	Brisbane, 10.45 pm
Brisbane, 11.45 pm	Townsville, 3.30 am (Friday)
Townsville, 4.15 am	Cairns, 5.25 am
Cairns, 6.25 am	Port Moresby, 9.15 am
Port Moresby, 10.45 am	Lae, 12.00 am

* Alt. Sun., Oct. 9, etc.

SOUTHWARDS

Tues., Wed., Sun. & alt. Mon.†

Depart:	Arrive:
Lae, 11.20 am	Moresby, 12.35 pm
Moresby, 1.45 am	Brisbane, 8.20 pm
Brisbane, 9.45 pm	Sydney, 12.30 am

* Alt. Mon., Oct. 10, etc.

Sat.

Depart:	Arrive:
Lae, 7.00 am	Moresby, 8.15 am
Moresby, 9.45 am	Cairns, 12.35 pm
Cairns, 3.05 pm	Townsville, 4.15 pm
Townsville, 5.00 pm	Brisbane, 8.45 pm
Brisbane, 9.45 pm	Sydney, 12.30 am

3. N. Guinea Internal Services

Operated by Qantas

LAE—HOLLANDIA (Dutch New Guinea) (DC3)

Alternate Wed. (Oct. 5, etc.).

Departs Lae 10.30 am, calls at Madang and Wewak, and arrives at Hollandia 3.0 pm. Every alternate Thursday (Oct. 6, etc.), depart Hollandia at 9.30 am, and, with calls at Wewak and Madang, arrives Lae at 3.40 pm.

LAE-MANUS (DC3)

Every Wednesday.

Dep. Lae, 10.45 am: Finschhafen, Rabaul, Kavieng, arr. Manus 5.45 pm.

Returns Saturdays (dep. 8 am), via Kavieng, Rabaul and Finschhafen; arr. Lae, 2.55 pm.

MORESBY-DARU (Catalina)

Via Yule Is., Kerema, Kikori, L. Kutubu.—Every alternate Friday returning same day (Sept. 30, etc.).

PORT MORESBY-RABAUL (Catalina)

Alt. Tues. (Oct. 4, etc.) Port Moresby - Samarai-Esa'ala-Losuia-Moewe Harb - Talasea-Jacquinot Bay-Rabaul. Returning via same ports (except Losuia and Esa-ala optional) alt. Thu. (Oct. 6, etc.).

NEW BRITAIN-BOUGAINVILLE (Catalina)

Alt. Wed.—Rabaul - -Buka - Kieta - Buin Oct. 5, etc.). Returning same day.

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

Mon., Thur. Dep. Lae 6.30 am, Madang arr. 7.35 am Wewak, Manus Is., Kavieng, Rabaul arr. 3.40 pm.

Fri. only Dep. Rabaul 8.00 am direct Madang, arr. 10.50 am, Wewak, Madang Lae arr. 4.35 pm.

CENTRAL HIGHLANDS (DC3)

Fridays—Lae (8.30 am) to Wabamunda, calling at any of: Goroka, Nondugl, Banz, Minj, Mt. Hagen, Baiyer R., Wabag, Wabamunda. Return to Lae arriving 6 pm.

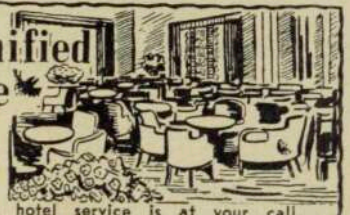
LOWER HIGHLANDS (Beaver)

Fridays.—Lae (7.30 am) to Goroka, calling at any of: Nadzab, Kaiapit, Gusap, Kainantu, Goroka, Arona. Arrival back at Lae depends on stops made.

LAE-BULOLO-WAU (DC3)

Dep. Lae.—Mon. 7.30 am, Tues. 2 pm,

A homely, dignified atmosphere



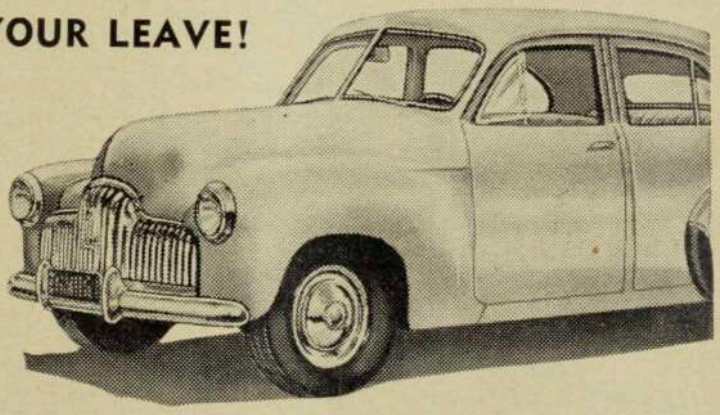
Sydney's most exclusive social rendezvous in the heart of King's Cross and only 4 minutes from the City. Every conceivable hotel service is at your call.
Tariff: 37/6. per person B. and B. Other meals à la carte.
All brands wines, ales and spirits available.

Hotel Hampton Court

In the heart of King's Cross — Sydney.
Cables: HAMPCOR. Telephone: FA 7081.

MAKE THE MOST OF YOUR LEAVE!

Own your OWN CAR!



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

SELECT FROM OVER 100 GUARANTEED USED CARS!

Own your own car to come and go as you please, where you please, when you please. Write and tell us the type of car you'd like and we'll have a good used model lined up for your arrival. Practically all our used cars are covered by a mechanical guarantee and all by an N.R.M.A. Certificate. We can save you £'s! A ¼ deposit is all we ask and we buy back even though the purchase price is not fully paid up. Tell us what you need—we do the rest! It's cheaper than a hire car and you can select the car of your choice—not some high mileage "hack".

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

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

AUSTRALIA'S LARGEST USED CAR ORGANISATION

184-200 Broadway, Sydney, N.S.W., Australia.

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Wed. 11.30 am, Fri. 2.00 pm.
Dep. Wau.—Mon. 9 am, Tues. 3.30 pm, Wed. 1 pm, Fri. 3.30 pm. Bulolo is omitted on these flights which take 35 minutes, Wau-Lae.

MADANG-GOROKA (DC3)

Fridays.—Depart Madang 8.25 am, arrive Goroka 9.00 am, returning same day; depart Goroka 9.30 am, arrive Madang 10.5 am.

NEW GUINEA-NEW BRITAIN (DC3)

Fridays—Depart Lae 12.55 pm, Finschhafen 1.45 pm, arrive Rabaul 3.55 pm.
Saturdays—Depart Rabaul 10 am, Madang 1.25 pm, arrive Lae 2.30 pm.
Sundays—Depart Lae 12 noon, Finschhafen 1 pm, Rabaul 3.10 pm.
Tuesdays—Depart Rabaul 5.45 am, Finschhafen 8.10 am, arrive Lae 8.45 am.

SERVICES BY MANDATED AIRLINES
Scheduled Flights with DC3 Aircraft

Mon.: Depart Lae at 7.30 am for Goroka, Madang, Wewak, Madang, Rabaul — remaining overnight.
Tues.: Depart Rabaul at 6.30 am for Madang, Wewak, Madang, Goroka, Lae. Depart Lae 7.30 am for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.
Thurs.: Depart Lae at 7.30 am for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.
Fri.: Depart Lae at 7 am for Madang, Wewak, Momote, Kavieng, Rabaul — remaining overnight.
Sat.: Depart Rabaul at 7 am for Kavieng Momote, Wewak, Madang, Goroka, Lae.

4. Aust.-Dutch N. Guinea

By KLM Royal Dutch Airlines.

A weekly service with Super-Cons. between Sydney and Amsterdam with a call at Biak, DNG, and Manila, Philippines.

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

5. N. Guinea-Solomons

By Qantas with DC3
(Three flights every four weeks)

Mon. (Oct. 10, 17, 24) Lae (dep. 6 am)—Finschhafen — Rabaul — Buka — Vella-lavella — Yandina — Honiara, BSI arriving 5.25 pm).
Tues. (Oct. 11, 18, 25) Honiara (dep. 7 am) — Yandina — Vellalavella — Buka — Rabaul — Lae (arriving 3.35 pm).

6. Indo-China-Brisbane-N. Caledonia

By Air France, Monthly.

Constellation aircraft depart Saigon Oct. 17 for Darwin - Brisbane - Noumea and return. Depart Noumea, Oct. 20.

7. Sydney-Lord Howe Is.

By Ansett Airways Pty., Ltd., with Sandringham Flying-boats.

Return flight each Tuesday and Saturday.

8. Sydney-Norfolk Is.

By Qantas, with Skymasters

Alternate Thurs. (Oct. 6, etc.) returning same day.

9. Sydney-New Hebrides

By Qantas with Skymasters (Fortnightly)

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

Depart:	Arrive:
Sydney, alt. Wed. (Sept. 28, etc.) 11.30 pm.	Tontouta, alt. Th (Sept. 29, etc.) am.
Tontouta, alt. Thur. (Sept. 29, etc.) 9.30 am.	Sydney, alt. Th (Sept. 29, etc.) 3.20 pm.

10. Sydney-N. Caledonia-F

By Qantas with Skymaster.
(Monthly)
(Sept. 23, Oct. 21, etc.)

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

11. Auckland-Norfolk Is.

No schedule yet. See page 145.

12. Auckland-Sydney

Tasman Empire Airways, with DC6 aircraft.

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

13. Christchurch-Sydney

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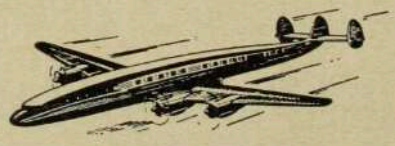

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lon., Thurs.: Dep. Sydney 8.00 am, arr. Christchurch 3.10 pm.

4. Christchurch-Melbourne

Tasman Empire Airways, with DC6 aircraft.

hurs.: Dep. Christchurch 5.00 pm, arr. Melbourne 9.30 pm.

ri.: Dep. Melbourne 7.00 am, arr. Christchurch 3.00 pm.

15. New Zealand-Fiji

Tasman Empire Airways, with DC6 aircraft.

ue., Sat.: Dep. Auckland 1.15 am, arr. Nandi 6.30 pm.

ed., Sun.: Dep. Nandi 11.00 am, arr. Auckland 4.25 pm.

16. Fiji-Tahiti

Tasman Empire Airways, with Solent aircraft.

rvice normally fortnightly, with extra flights during Winter tourist season as required.

eparts Suva Friday 9 am, crosses dateline, arrives Satapuala (W. Samoa) Thur. 2 pm, departs Fri. 2 am, arrives Aitutaki 7.30 am, departs 9.30 am, arrives Papeete 2 pm. Departs Papeete Sun. 7.30 am, arrives Aitutaki 11 am, departs 1 pm, arrives Satapuala 5.30 pm, departs Mon 7 am, crosses dateline, arrives Suva Tues., 9.55 am.

aves Suva Oct. 14, 28, Papeete Oct. 16, 30, etc.

17. Fiji-Tonga

Tasman Empire Airways, with Solent aircraft.

Irregular Service.

p. Suva 6.30 am. Arr. Nukualofa 9.50 am. Dep. Nukualofa 9.50 am. Arr. Suva 4.55 pm.

xt flights Oct. 10, Nov. 21.

18. Fiji Internal Airways

Fiji Airways, Ltd. Drover and Rapide Aircraft.

va-Nadi-Suva: Two flights daily except Mon., Wed.

va-Nadi: Tues., Sun. (additional to the above return flight).

di-Suva: Mon., Wed.

va-Nadi-Labasa-Suva: Fri.

va-Labasa-Suva: Daily except Sun.

va-Labasa-Nadi-Suva: Sat.

va - Labasa - Savusavu - Taveuni - Suva: Mon., Wed.

va-Savusavu-Suva: Mon., Wed., Fri.

va - Taveuni - Savusavu - Labasa - Suva: Tues., Thur.

19. French Oceania Inter-Island Service

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day: Papeete-Huahine-Raiatea-Papeete.

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FROM SYDNEY (Aust. currency) TO—

	Single	Return	Table No.
Moresby	£48 11 0	£83 16 0	2
Lae	55 7 0	99 13 0	2
Rabaul	64 19 0	116 19 0	2, 3
Honiara	80 7 0	146 13 0	5
Noumea	38 15 0	69 15 0	10, 9, 8
Norfolk Is.	27 10 0	49 10 0	8
L. Howe	12 15 0	25 10 0	7
Nadi	58 15 0	105 15 0	1
Suva	73 5 0	131 15 0	10
Auckland	47 5 0	85 1 0	12
Wlngtn.	47 5 0	85 1 0	13
Honolulu	243 6 0	437 19 0	1
S. Fran'co	301 7 0	542 9 0	1
Vancouver	301 7 0	542 9 0	1
Nukualofa	92 9 0	165 19 0	1, 10, 17
Apia	97 7 0	175 3 0	1, 10, 17
Aitutaki	119 8 0	214 19 0	1, 10, 17
Papeete (direct)	139 2 0	250 8 0	1, 18, 16

FROM AUCKLAND (NZ currency) TO—

	Single	Return	Table No.
Suva	44 8 0	80 19 0	1, 15
Apia	52 3 0	94 18 0	16
Aitutaki	72 12 0	141 14 0	16
Papeete	87 11 0	158 12 0	15, 16, 18
Norfolk	19 15 0	35 11 0	11

† The body of Naval Reservist Lelei T. Tuitasi, of Malaeloa, Eastern Samoa, who died of coronary thrombosis in Hawaii on August 8, was flown to Samoa by a US naval aircraft on August 24.

† Pago Pago shipped 38,000 cases of tuna and 2,800 sacks of fish meal in the *Alameda* on August 20. The cannery can now supply cargo for the Norwegian ships *Thorsisle* and *Thorshall* as well as for northbound Matson freighters.

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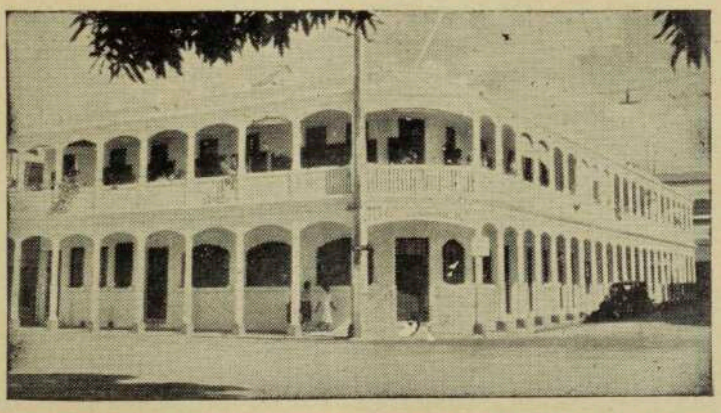

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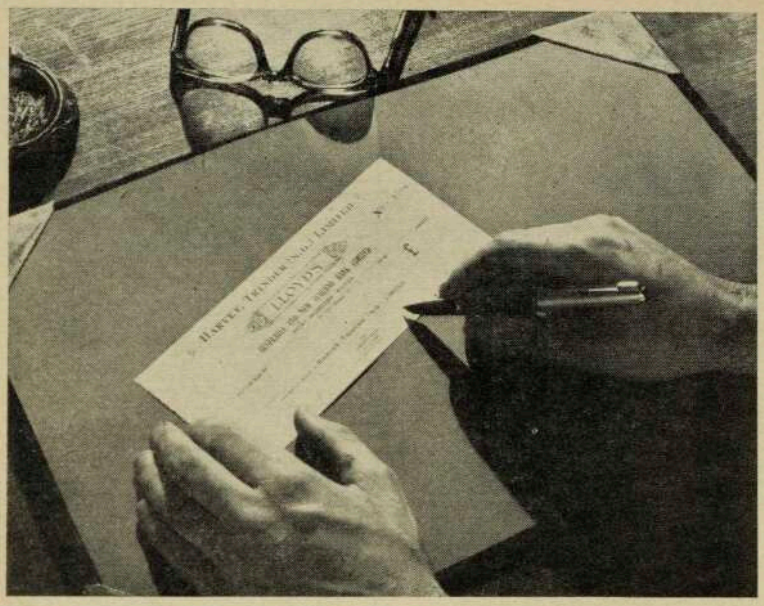

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Bainings Shootings

MANSLAUGHTER CHARGE NOW DROPPED

THE dropping of the charge manslaughter of five Baini villagers against ADO W. A was announced at Port Moresby September 7.

On August 9, the Rabaul coro (Mr. G. Hall) had committed Pat Leader Allen for trial after a th weeks' inquiry into the death five men killed during an upris in June.

On September 7, the Administra (Brigadier D. M. Cleland) said t despite the coroner's finding Crown Law officer (Mr. W. Watki had decided not to proceed w the charge.

He said that Mr. Watkins using his discretionary powers af considering all the evidence he at the inquiry.

A Rabaul report states that ma people had offered to pay the fence costs if the case had gone the Supreme Court.

Cook Islanders Go Home From Makatea

NO more Cook Islands labour be employed at the Maka phosphate workings in Fre Oceania, reports PIM's Raroto correspondent.

The French decision was expec (August PIM, page 120) as it h been reported from Papeete t there was now unemployed labou Tahiti.

The vessel *Oiseau des Iles* arri at Rarotonga on August 16 with Rarotongan and 31 Atiu repatria The Mauke workers were to ret later.

Sydney Polynesian Assn..

THE Sydney Polynesian Asso tion held another of its s cessful social gatherings on S tember 10, this time at the C lipoli Legion Hall, Loftus Stree

There was the usual large gath ing of ex-Island people and frie and guests included Dr. and M Macu Salato, and Dr. and M Aseri Manulevu, all of Fiji, Eastern Samoan wrestler Leilani, now of Honolulu.

Islanders visiting Sydney a cordially invited to communi with the association secretary GPO Box 2232, or telephc FW4661, for details of the time place of the next gathering.

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HOLLANDIA SENTENCES UNCHANGED

REFERRING to an incident in May, 1953, when a number of Indonesian Army personnel were captured near Fak Fak, Netherlands New Guinea, the Netherlands Information Service stated on August 31 that "certain sources" had again published accusations that the Netherlands Government had denied Indonesian defence counsel to the men when they were placed on trial at Hollandia early this year.

The facts, says the statement, are that two Indonesian lawyers and a girl typist were granted permission to represent the men, and were assured full freedom in the exercise of their duties.

However, the Indonesian Government insisted upon the presence of a fourth person, namely, a Secretary of the Indonesian Ministry of Foreign Affairs, and also insisted upon diplomatic and customs immunity.

These terms were unacceptable to the Netherlands authorities, whereupon the Indonesian Government waived defence of its subjects.

The statement shows that this latter case was to be an appeal case against sentences of two to six years' imprisonment which had been imposed by a Netherlands Court last October.

Cocoa Possibilities in NG Stressed

NEW GUINEA could produce 20,000 tons of cocoa beans per annum, according to Mr. J. P. D. Lloyd, chairman of directors of Cadbury, Fry, Pascall Pty. Ltd., of Hobart.

Mr. Lloyd gave this opinion when speaking to the Economic Society at Hobart in August.

The figure is 20 times the present production level.

Mr. Lloyd also said that there is a great risk in advancing money for the establishment of cocoa plantations in New Guinea.

The usual minimum size for a plantation, 150 acres, cost £23,000 to bring to bearing. There might be some return in four years, but there would not be a full crop for six or seven years, he said.

The output then should be about 50 tons of beans, and cost of production would be about £170 a ton.

It took an exceptional man to start such an enterprise, Mr. Lloyd said, and the best way to increase output of cocoa was to encourage native growers.

†The Western Samoan Death Duties Order has been amended to make Samoans liable for death and gift duties on the same basis as Europeans.

¶ His Lordship the Bishop of New Guinea (Bishop Strong) has been appointed to the Legislative Council of Papua and New Guinea in the place of the Rev. F. G. Lewis, who has left the Territory.

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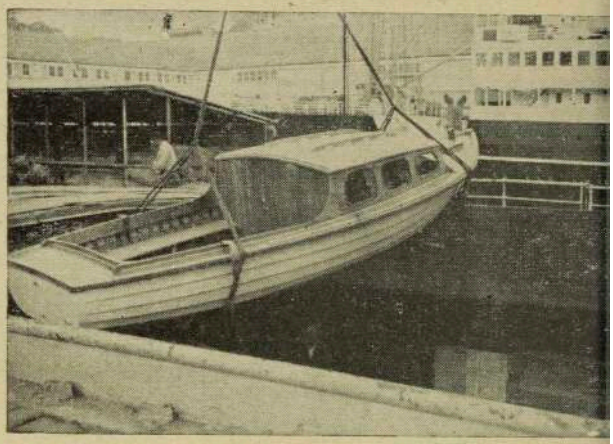

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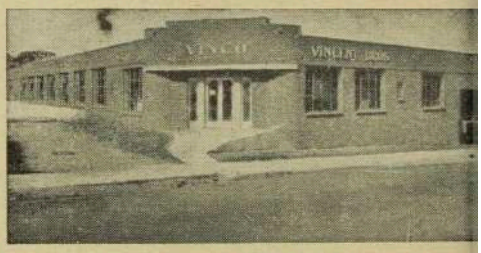

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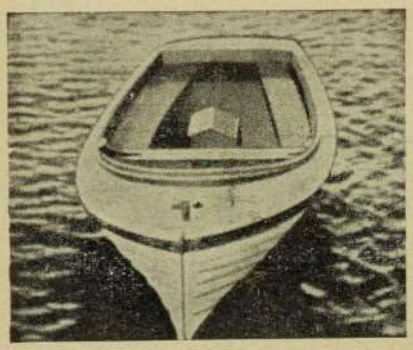

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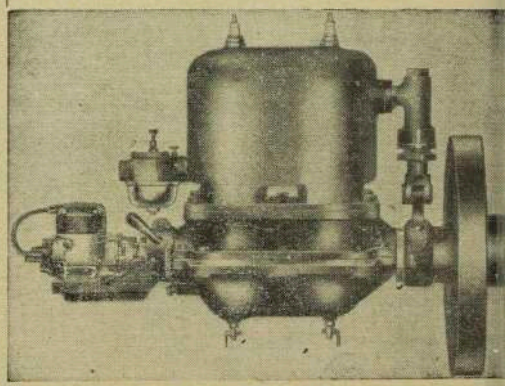

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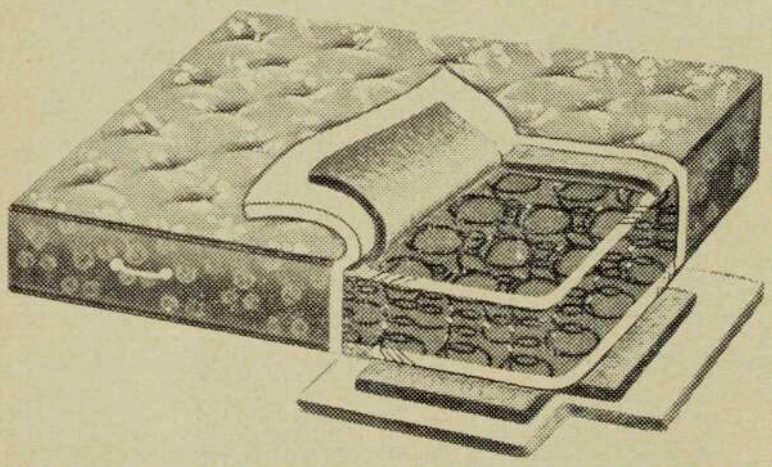

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Editorial . . .

REASSESSMENT OF SOUTH PACIFIC RESPONSIBILITIES NOW DESIRABLE

THE rapidity with which Britain and France are being deprived of their colonial possessions, and the even greater rapidity with which the Asian races—especially China, Japan and India—are getting into a position where they will demand a larger share of the world's comparatively unsettled and undeveloped areas, pose for the South Pacific countries a few problems of increasing urgency.

Under present conditions those countries speak with six voices—the voices of Australia, New Zealand, Britain, France, United States and Holland, to list them in their order of territorial importance. France, to an extraordinary degree, and Britain to a degree that is embarrassing and increasing, are in confusion over a large section of their colonial empires; and both are increasingly surrendering control in Asia and Africa to the indigenous peoples.

France certainly, and Britain to a degree that is increasing, are becoming less and less competent to develop and sustain an intelligent, clear-cut and effective policy for the development and security of their South Pacific possessions—British Fiji, Solomons and Gilbert and Ellice Islands Colony, and French Oceania, New Caledonia and New Hebrides. These are all important territories which, if not properly occupied and made secure for the Europeans, surely will be taken over within the next three or four decades by the Asians.

Holland's only South Pacific interest arises through Western New Guinea which, for strategic and geographic reasons, is in a category of its own.

United States comes into the picture territorially only through Western Samoa and the Micronesian Trust Territory; but, politically and strategically, United States is vitally interested in the future of the South Pacific lands. In that respect, United States lines up with Australia and New Zealand.

The latter two not only hold important territories (Papua, New Guinea, Nauru, Western Samoa, Cook Islands) but their actual existence as nations is bound up with the future control and welfare of the South Pacific Islands as a whole.

Asian possession of any of those lands and territories would be a menace not only to the future of Australia and New Zealand, and of the indigenous Pacific Islanders, but also to the line of Pacific defences with which United States maintains her security against Asia.

WHILE the Asians were under control, and being kept at home in Asia, it was possible to leave the future development and wellbeing of the South Pacific Islands to be a six-nations affair, often idealistic and completely divorced from politics, as expressed for example in that painstaking advisory body of the post-war years, the South Pacific Commission. But now that France, Britain and Holland have abandoned, or are abandoning Southeast Asia to a hotch-potch of races strongly influenced — if not dominated — by Communism, it is vital to the interests of the three other nations concerned—Australia, New Zealand and United States—that there be a new and realistic assessment of strategic and political values in the South Pacific.

Britain and France, of course, will bitterly resent the suggestion that their weakening hands in Southeast Asia represent a grave menace to the South Pacific; but in the light of what has happened already in Indonesia, Burma and Indo-China, and what is happening in Singapore and Malaya, the peoples of the South Pacific should make their own security their first consideration.

Because of defence considerations, Australia since 1950 has disclosed a clear-cut policy in Papua-New Guinea: while native welfare is a most important consideration, the chief thing there is to develop the

Islands Trading, 1955 Version

An admirable example of commercial candour which owes its inspiration to an incident when a tourist ship called at Port Moresby.

nla.obj-318932437
National Library of Australia

country rapidly, so it may be the more easily held against Asia, for the benefit of the South Pacific Europeans and of the indigenous peoples who are in their care.

Why cannot a policy of similar character be framed and extended over the whole of the South Pacific? And why should not Australia and New Zealand, with the active assistance and eventual backing of the United States, be made chiefly responsible for the implementation of such a policy?

Such changes would involve the transfer of administrative control of Fiji, Solomons, New Hebrides, and Gilbert and Ellice to Australia and New Zealand; and of New Caledonia and French Oceania from France to some authority with a keener appreciation than France has shown of the developmental and security obligations involved in the possession of important territories in the South Pacific.

THE British Government probably would display, in this connection, a reasonable and understanding spirit. Britain would be happy to hand on her unprofitable Solomons, Gilbert and Ellice and New Hebrides responsibilities to Australia. She would be reluctant, however, to surrender control of the rich Colony of Fiji, with which she has valuable trade relations.

France, of course, will not voluntarily surrender a square yard of territory, in the South Pacific or anywhere else. That is inherent in the French character. But the French to-day are doing many things under duress concerning which they should have taken action and sought compromise a couple of generations ago.

The grave troubles which have fallen upon the French Colonial Empire in recent decades and now are falling upon the British Colonial Empire, are the direct result of the high-nosed intolerance and arrogance of rigidly-trained bureaucrats, left in command by hopelessly-ignorant politicians. These things should not be forgotten when the time comes—and the time really is now—to consider the future of the the South Pacific Territories.

A MOVE for a re-assessment of the whole territorial situation in the South Pacific should start somewhere; and the logical place is Canberra.

After all, the future security and wellbeing of Australia herself, quite apart from the Islands, are closely bound up now with events in South-east Asia, and with the obvious failure of Britain and France to maintain control over political developments there.

But is there sufficient statesmanship in the Australian Government to see the real implications of SE Asia events since World War II? And is there enough strength there to enable Australia, seeing the danger, to force action of some kind upon the British and French Governments?

It is remarkable—and in other circumstances might be amusing—to see the impatience, if not contempt, with which any Australian representations regarding British and French diplomatic activity in South-East Asia are received in London and Paris. Australian diplomats are put into the same category as American diplomats; and the latter are treated by the British and French as a plain nuisance. It is time that Australia, and New Zealand, as well as the United States, developed a will and an arrogance of their own regarding South Pacific affairs, and made the safety and wellbeing of the Australians, New Zealanders and Islanders a paramount consideration.

THERE should be a Convention, at an early date and at a high Governmental level, of the six South Pacific nations (Australia, Britain, New Zealand, France, United States and Holland) to consider the future administration of all the South Pacific Islands Territories in relation to the problems of defence, as created by recent political developments in Asia generally, and in SE Asia in particular.

Defence, in this connection, necessarily includes such matters as the development of the Islands' natural resources, the care and wellbeing of the indigenous people, and their more rapid preparation for the responsibilities of nationhood—anything, in fact, which will assist in keeping the Asians out, and in preserving the Islands for the indigenous races and Australia and New Zealand for the Europeans.

Futuna Welcomes French High Commissioner

M. Rene Hoffherr, High Commissioner for France in the Pacific, completed a tour of i spection of the Wallis Islands and Futuna in August. The dancers in this picture took part the colourful welcome staged at Futuna.

—Photo by Information Service, Noum

A good start already has bee made in this direction by the estal lishment of the South Pacific Com mission which, if only a researc and advisory body, has at lea created machinery for the co-ordi ation of policy and administrati in relation to native wellbeing.

The next logical step might the creation of some sort of Sou Pacific Federation, to pick up t recommendations on administrati at the points to which they ha been carried by the SP Commissio shape them in accordance with policy of self-defence and self-pr servation, and implement the Britain and France might subscri to some such plan, where they will contemptuously opposed to any su render of their powers to Austral and New Zealand. . .

It does not matter how it is don so long as something is done. A the first move should come fro Australia.—RWR.

New Guinea Patro in Skirmish

FOUR carriers with a New Guin patrol received slight arr wounds and one of the attacki tribesmen was possibly killed in skirmish which occurred a da walk from Tari Station, Southe Highlands, in mid-August.

The incident occurred in a regi where similar local attacks we made on a patrol in August, 19 when a native constable was kille

An Administration statement August 19 said that skirmishes this type occasionally occur when patrol intervenes to stop fighting inter-clan disputes.

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Australia Loosens Purse-Strings With Big Budget Grant to P-NG

By providing £8,750,000 as a grant to Papua-New Guinea, the Australian Federal Budget for 1955-56 has set a record. The previous year's grant was £1,621,711 less, and ten years ago the sum was only £252,740.

WITH rising costs in every avenue of expenditure—salaries, materials, transport and so on—the grant is not abnormal if the present intensive policy in P-NG is to be maintained.

And there seems no likelihood of any change, particularly in view of reported favourable comments made by the all-party Parliamentary members who visited the Territory in July.

The estimated total expenditure for 1955-56 is put down as £11,880,500, and of this, £3,100,000, or 26.3 per cent., is expected to come from revenue within the Territory.

Constructional costs are claimed to be assisted by the "greater use of resources within the Territory" such as more skilled labour amongst native workers, and local timber supplies.

TOTAL expenditure on capital works (building houses, offices, hospitals, schools, roads, wharves, bridges, electric power and water supply) in 1952-53 totalled £1,195,812, and the estimates for 1955-56 put the figure at £3,963,000—a tidy increase in three years.

Biggest increase is the building construction programme, which cost £350,708 in 1952-53 and has jumped to £1,750,000.

If any pruning had to be done it would seem fair enough, with all the talk of the Territory's strategic value, to grant a portion of the Defence Vote for such necessities as roads, bridges and wharves, a suggestion which has already been made in some quarters.

The increased building expenditure is the natural result of increased staff, which in 1955 numbered 1,918 compared with 447 in 1946 and 1,130 in 1949.

It is intended to add a further 300 personnel during the coming period, of whom 113 are professional and technical, 104 administrative and clerical and 83 general staff. This number includes replacements.

Officers are provided now with every amenity imaginable and there should be no difficulty in obtaining recruits for the Service, although in the past, for some reason, it does not appear to have been too popular, despite the absence of income tax.

INDICATIONS of what P-NG is doing economically are shown in the trade figures.

In 1948-49 total trade amounted to £11,700,000, imports £7,500,000 and exports £4,100,000.

In 1953-54 total trade amounted to £26,200,000, imports £15,100,000 and exports £11,100,000.

It was still on the wrong side of the ledger, but nevertheless they are figures with which everyone can be happy and, providing world prices for P-NG products maintain their high level, there does not appear to be much to worry about.

The growth of native co-operatives is remarkable. Total turn-over increased by 55 per cent. in the last year and amounted to £962,603.

Activities in all departments are being stepped up for the "future benefit of all," and there seems no reason to suspect that the present tempo of modernising P-NG will abate, providing generous grants can be obtained from Australia.

That extensive progress has been made in Administration organisations during the post-war period there can be no question.

Whether such expansion within a decade and such financial cost is warranted remains to be seen in future years in the economic and ethical characteristics of the native people themselves.

It is for them, and them virtually alone, that Australia loosens her purse-strings in such a generous manner.

Drought Conditions in Cook Group

AT Mauke, Cook Islands, the island tanks were empty in mid-August.

The people were carting water from the caves and swamps and prayers for rain were being said.

At the same time, fish were plentiful, and surplus catches were being salted and sun-dried.

June and July were unusually dry throughout the Cooks.

Mountainous Rarotonga was more fortunate than the outer islands, and the only Rarotongan complaints were about the dusty roads and an occasional water-failure.

French Oceania Health Staff with Director-General

Doctors, matrons, sisters, nurses and orderlies of the Health Department of French Oceania gathered at Papeete for the recent visit of Medecin-Colonel Robert, Director-General of the French Medical Service. In this picture M. Robert is sixth from the left in the front row. —Photo by A. Sylvain.

Lure of the Band

YOUNG FIJIANS MAKE DARING VOYAGE TO ACHIEVE AMBITION

THE Nelson spirit, or its Fijian equivalent, inspired three young boys of Moce, in the Lau Group, to sail a 12 ft outrigger canoe across 40 miles of stormy sea to Lakeba in the hope of hearing the Fijian Regimental Band.

It all happened in August, when the Band (a prized possession of the Fijian people) was visiting Lau Provincial headquarters.

A village radio in Moce gave the announcement that the Band was to play at Lakeba, and Veikauyaki (aged 10), Titoko (12) and Suka (15), none of whom had ever seen the Band's glittering pageantry, made plans accordingly.

The fact that a storm had just smashed the topmast of the Government schooner *Adi Maopa* and had ripped the mainsails of another vessel in the neighbourhood did nothing to dampen the spirit of adventure.

Secretly the boys prepared a small plaited sail and rigging for their frail craft. Into a small suitcase went, first, a Fijian Bible and then a change of clothes. There was no room for anything else.

At an opportune moment they pushed the canoe into the sea and set sail.

LAKEBA is not visible from low-lying Moce. The boys made for Komo, an island about eight miles away. They skimmed over 8 ft crests and manoeuvred desperately when the canoe was sucked into troughs.

With one handling the sweep, another baling and the third balancing the outrigger, their progress was breathlessly swift—until the flimsy rigging parted, the mast snapped and the sail collapsed.

High winds and current sets carried them past Komo, and it was only after fierce paddling that they were able, by nightfall, to beach the canoe at Olorua, an uninhabited island 16 miles from Moce.

The wind and cold and driving rain forced the voyagers to spend the night crouched in the shelter of pandanus roots, with their sail wrapped about them, but with the first gleam of dawn they pushed into the tangled jungle-growth to find and tear out vines for new canoe-rigging.

But now they could see Lakeba, and, with the storm showing signs of abating, they set out again.

THERE was consternation when the little case containing the Bible and clothing was washed overboard. The canoe was swung round smartly, but a large shark effectively prevented any diving, and the case sank into the depths.

The boys knew there was a reef-passage into the lagoon, but they were too weary and hungry to search for it. They lowered the sail, approached the reef gingerly, set the canoe at a giant comber about to break, and shot into calm water with the verve of surfboard-riders.

Oh, yes—they achieved their ambition.

They saw the Bandsmen in their scarlet tunics and white sulus, and they heard the music.

What was more, after their story had become known, they received the promise of a new Bible and, to end the record, they were permitted to beat the big drum.

(Written by Rob Wright, Suva, whose photograph of the three voyagers and their canoe is reproduced on the cover).

Further Evidence Before P-NG Liquor Inquiry

MEMBERS of the Papua-New Guinea Legislative Council Select Committee on Liquor will compile their report after hearing evidence at Samarai and possibly again at Port Moresby.

In August the committee heard European and native witnesses at Lae, Madang, Manus and Rabaul.

The chairman (Mr. McCarthy) said it was hoped to have the report ready for the Budget session in October.

WESTERN SAMOA REJECTS DEFENCE PLAN

(From Our Own Correspondent)

WITHOUT debate or discussi the Western Samoan Leg lative Assembly in late Aug rejected a Government proposal set up a small local defence fo and coast-watching service as p of a regional plan prepared by New Zealand defence authorit and agreed to by both Fiji a Tonga.

Fifteen members voted agai the proposal and eight (the t official members, with two Samo and one European among elected members) voted for it.

Another Government propo which met with a chilly recept asked for subsidies for airp facilities and their maintenance Faleolo and Satapuala. The qu tion was ultimately referred t Select Committee, which is to port to the October sitting of Assembly.

The New Zealand Governm has asked Western Samoa for a pc contribution towards the c maintenance and operational penses of Western Samoa's airpo

It has been pointed out that I makes very large payments towa the cost of air services, and t both Tahiti and Tonga meet cost of all their airport facilit Tonga even paying operatio losses.

Do You Remember ?

From PIM of 20 Years Ago.

IN September, 1935, the Pacific Islands, like the rest of the world, stood uneasily in the interval between the shattering world depression and the impact of the Second World War.

Here are extracts from that issue 20 years ago:

Dealing with bureaucracy in the Island territories, PIM editorial commented: "The weakness of the system is that if the man on top is not very wise and very strong, there will spring into being, under the shelter of his authority, a gang of officials who are sycophantic in their relationship with the high command, and autocratic and intolerant in their dealings with the people they are supposed to serve".

* * *

For three years there had been ferment over the competition of heavily Government-subsidised American passenger liners with the British Pacific ships. Now a thunderous pronouncement had come from London that, unless some protection were afforded the Union Company (by the British countries concerned), the company's services between Australia and North America would end within a few months. (The Union Royal Mail Line ended in October, 1936. In 1955 the British Orient Line has extended its service across the Pacific from Australia to N America, and Matson, more or less of the South Pacific passenger routes s the war, is planning to return in 19 still Washington-subsidised).

* * *

There was a sharp controversy Rabaul, where the Administration, p ning a new airstrip, had surveyed an which included plantations and f gardens belonging to the people of Ma village, two miles from the town. villagers had strongly protested and, cording to reports published in Austr their protest had considerable Euro support.

* * *

Theme of an address at Melbourne the Rev. L. M. Thompson (who worked for the Methodist Church in for 15 years) was: Have indigenous peo any moral rights to a material share the wealth won from their lands? Thompson urged that a tax should levied on all gold exported from Fiji, revenue to be used solely for the ben of the indigenous Fijians.

* * *

Rarotongan tomato-growers (for New Zealand market) were receiving princely sum of 1/6 a case "in the sh It was alleged that middlemen somewh along the line were making a profit 200 per cent.

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f 20,000 Troops Arrive. . .

NOUMEA DEBATES POSSIBLE MOVE BY FRENCH SOLDIERS

(From Our Own Correspondent)

F 20,000 French troops are moved from Indo-China to New aledonia — a possibility that is ing discussed at Noumea — the fect on New Caledonia's economy ay be disturbing. In fact, it is t putting it too strongly to say at cries of alarm are already going .

First suggestion for the station- g of a large force in the island opped up in the famous Coude du resto report, which was presented the French Senate after Senator ude du Foresto had made a fleet- g fortnight's visit to New ledonia.

The report proposed that a big dministrative and military centre ould be created in the Colony.

And then General de Gaulle, at recent press conference, sug- sted that the French expedi- nary force in Indo-China should moved to New Caledonia.

Rumours current in Noumea allege that the idea of stationing 20,000 troops here was mentioned during the recent brief visit of the Inspector-General of the French Forces (General Guillaume).

After eliminating sensationalism, the facts of the situation are:

- New Caledonia's present population is only 65,000. The arbitrary addition of 20,000 economically unproductive soldiers to the population might well involve major problems.
- Such a development might even involve ultimate devaluation of the Pacific franc, which is now worth 5¼ times the French franc.
- Cost of living and production prices would automatically soar.
- New Caledonia's agricultural and mining products for export might be priced out of the world markets by rising costs.

A Noumea news-sheet has summed up the proposal as "a sword of Damocles hanging over our economy."

IRST ALL-FIJIAN ORMAL BALL TAGED AT SUVA

OUNG Fijian women came into their own when the first formal, uropean-style ball ever organised Fijians was splendidly staged at e Suva Town Hall on August 31.

Full length or ballerina evening esses are well suited to the lissom ace and quiet sophistication of e modern Fijian girl.

There was, for instance, a notably aceful dancer who wore suberbly a wn of gold brocade embroidered h arum lilies, and another with dress of emerald green. Even re outstanding was a gown illus- ting the London and Paris "A- e," with a long, close-fitting dice, very becoming to its slim arer.

Most of the men wore mess- kets or tuxedos. Those who l not looked equally well in white rts, black bow ties and black lus.

There was unmistakable distinc- n about a number of young men of rank who came attended young chiefs, but the standard decorum observed by everybody s an object-lesson to various ple of various races in Suva.

The ball was organised by the ntral Fijian School Committee der the supervision of Major C. V. illips, District Officer, in aid of e funds of the Nabua and Draiba ian Schools.

Samoan Scholarship Winners

The Frederic Duclos Barstow Foundation has made plans, in conjunction with the Government of American Samoa, to send four teachers to Hawaii and the United States each year for intensive teacher-training. Two men teachers left on August 20 to attend General Beadle Teachers' College at Matson, South Dakoka. They are Amani Magalei (top right) and Tuppai Titiali'i (lower left). Two women teachers selected for Kamehameha School, Honolulu, left on August 26. They are Mrs. Annie Jennings (top left) and Miss Iutita Tavai. (Pan American Prints).

World Prices Rise

RUBBER INDUSTRY IN PAPUA AWAITING REPORT

THE report of the findings of the Australian Tariff Board, which investigated the Papua rubber industry last year, had not been published in early September.

Meanwhile the president of the P-NG Planters' Association (Mr. B. E. Fairfax-Ross) says in his annual report that the imposition of an export tax on rubber from the Territory, and an import tax into Australia is "sectional and basically unfair."

Mr. Fairfax-Ross added that while planters did not deny their responsibility to contribute to the cost of government, they felt that such taxation, levied against rubber only, was unfair to rubber producers.

The report shows that members together own 23,400 acres of rubber plantings, 20,500 acres of coconut lands, and almost 1,000 acres of cocoa.

EARLY in August, rubber prices reached their highest point since April, 1951, the spot price in London for No. 1 ribbed smoked sheet reaching 43¼d per lb, and in New York 47⅞ cents.

The causes of the unprecedented rise are given as Russian purchases after an absence of three years from the world market; the recent London shipping strike causing a heavy fall in UK stocks, which had to be built up, and heavy purchases by the United States motor industry, which is enjoying a seasonal prosperity.

As a result, Papuan rubber shares on the Sydney stock exchange have shot up, Koitaki shares rising from 38/6 to 50/- in the last two months.

WORLD production of natural rubber for 1955 is estimated at 1,854,000 long tons, according to the International Rubber Study Group.

Synthetic rubber output would total about 985,000 tons.

World consumption of natural rubber would be about 1,830,000 tons, and synthetic about 955,000. The surplus would be available for Government and commercial stockpiles.

Natural rubber production last year was given as 1,802,500 tons, and of synthetic 716,000.

Estimated production this year will include: Indonesia, 748,000 tons; Malaya 600,000; Siam 113,000; Ceylon 95,000 and Vietnam 60,000.

Synthetic production is: United States 886,000 tons; Canada 93,000; West Germany 6,000.

THE EDITORS' MAILBAG

Edinburgh Echo of Mangaia Debate

When Mr. Ronald Syme initiated a blasting operation to improve a reef passage at Mangaia, Cook Islands, a good deal of controversy ensued, in PIM and elsewhere.

A useless waste of money, said the critics. A useful development, said the CI daily press-sheet.

Now a reader in London sends a cutting of a large advertisement in the *Scotsman*, Edinburgh, which, it is hoped, will not add to the warmth of debate under the Mangaian palms.

The advertisement shows an Island beach scene—"grass" hut, coconut palms, flock of children—and "Mr. Aloysius Smith, Magician," stepping dryshod from a canoe on to Mangaia's coral strand.

The advertisement is for Imperial Chemical Industries, no less, and the legend attached is as follows:

"At the South Sea Island of Mangaia the natives can now bring their boats right up to the land through a deep channel. That channel pierces a coral reef which has, since time immemorial, set a barrier between the open sea and the silver beach. Cunningly placed explosive charges made the channel—and ICI made the explosives and advised the amateur engineer who did the work. Now the natives, vastly impressed, point out other jobs that could be done in like manner—rocks to be split—palms to be removed. . ."

Rightly or wrongly, it appears that Mr. Syme's Public Relations Section is doing quite well.

Pidgin's Champion Speaks

Although back at Cornell University, Professor Robert Hall, who wrote *Hands Off Pidgin English*, is still flying to the defence of that cinderella language, across about 10,000 miles.

Someone signed "IM" reviewed the book in the Melbourne *Age*, and although we have not seen the review, judging by Professor Hall's remarks on same, the reviewer maintains that Pidgin is still a "slave language" nor did he like the literary quality of the poem and other Pidgin texts quoted by Hall in the latter's book.

All of which, says Hall, is pure prejudice.

In the meantime, of course, Pidgin goes merrily on in New Guinea and whether it lasts or ultimately is replaced by straight English is unlikely to be a matter of solemn academic judgment or Government decree from far away Australia: While it is needed, it will live.

The point about Pidgin that is hard to drive home to the uninitiated is the fact that, spoken well and in its native habitat, it sounds sane, sensible and adequate; while taken away from its place and held up as a horrible example by long-haired theorists, it can seem merely ridiculous.

Dr. Hall's championing of it, from a place so far removed from the scene of operations in distance and culture, and at first basing his ideas purely upon theory, is surely the most surprising angle of the whole Pidgin controversy.

Brass Portholes in Island Tomb

The many wrecks that occurred at Malden Island, Central Pacific, during its heyday as a source of guano were mentioned recently in PIM's shipping section.

Mr. G. O. Gatehouse, now chief officer in the New Guinea trader *Viria*, has something to say about one of these wrecks—the *Salamis*—of which we had no detailed information.

Mr. Gatehouse recalls that 30 years ago, when he was serving in Union Steam Ship Co. Island vessels, there was the tomb of a chief in one of the Southern Cook Islands. Set in the coral cement were brass portholes or scuttles from *Salamis*.

He remembers that on looking down through them the mummified body of the chief was visible on a table or platform.

There is no mystery, of course, as to how the relics of the wreck came to be at the island—Mangaia or Mauke, Mr. Gatehouse believes it was—as for years labour for the Malden guano workings was recruited mainly in the Cooks, with some from Samoa.

It would be interesting to know whether the tomb and its relics, nautical and human, have withstood 30 years of the tropics.

Parliamentarians' Tour

"Goroka enjoyed the visit of the Canberra Parliamentarians and would like to see them again," writes "Highlands" from New Guinea.

"It rained the day after they left," the correspondent continues. "Goroka can use rain, and it also needs all the intelligent help which visits like this can give.

"Judging by comments made during and after the visit, this team of politicians was both intelligent and observant. It was a welcome change from the bow-and-arrow collectors of the United Nations party, who seemed to be alarmed at the prospect of travelling by plane and reluctant to leave th hotel. Worse still, some of the T people were not anxious to m the native people in case they (i UN missioners) caught some u specified kind of disease!"

Hotels and Tourists

"I read the other day that a 5 room hotel being built at Honol will also provide 50 'honeymo cottages' in the grounds, each w its own swimming-pool," writes Suva correspondent.

He adds: "In contrast there the diverting fact that Viti L registered saturation point in ho accommodation in July, when, d ing a week-end, available hotel b in the entire island totalled exac two. . . In view of all the nc about a tourist trade, someth doesn't seem to make sense son where."

NEW LIGHTHOUSE A NIAU ATOLL, TUAMOTU, COLLAPSE

BUILT at a cost of 3,000,000 fran a new lighthouse at Niau At Tuamotu, collapsed half hour before it was to be put i operation, states a Papeete dispa dated September 10.

Papeete adds that the extrao inary disaster occurred in July.

The workmen, fortunately, w away from the building when collapsed.

Work had been proceeding many months on the lighthou which was an urgently nee navigational aid.

On August 18, the French Ocea official gazette announced t names of members of an offic commission which would investig the affair and the credentials the Public Works Department offi in charge of construction.

Chequebook Chas in Helicopter

ADVANTAGES in flying a he copter were demonstrated Port Moresby in August Pilot Frank Minjoy, of World W Air Services.

A sudden gust blew his cheq book out of his pocket when he v circling over the Kila area.

Down went the chequebook a leisurely glide, followed by helicopter.

A minute or two after the bo had landed on the Port More golf course, the pilot stepped fr the helicopter, recovered his pr perty and took off again.

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Philippines Plan A New Organisation

S.E.-ASIA COCONUT CONVENTION

From R. W. ROBSON, in London, August 8

It is expected that representatives of six producing countries, as well as representatives of 12 other countries interested in the export and import of copra, will attend the Southeast Asia Coconut Convention, to be held in Manila between August 26 and 31.

THE Philippines Coconut Administration (which appears to have grown out of the former Philippines Coconut Producers' Union) is responsible for the preliminary organisation of this Convention. It was announced originally, in May, that a conference, in which Philippines, Indonesian and Ceylon producers were primarily interested, would be held in Manila on August

A later announcement said that the conference had been postponed to a date later in the year, and would be held in Colombo; and then late in June, came the further announcement that the function would take place in Manila, August 26-31.

The agenda provides for study and discussion of the following angles of the copra industry:

The standardisation of quality.

The maintenance of the prices of the various products of the coconut-growing industry.

The encouragement of research, so as to extend the use of the industry's various products.

The encouragement of the production of oil, rather than of copra, in the various areas where coconut-growing is a major industry.

It is explained that the Convention has been approved and sponsored by the Philippines Coconut Administration, and that it is hoped that there may be created an international organisation for the help and encouragement of coconut planting, modelled somewhat on the lines of the International Tea Union.

COPRA interests in London seem inclined to be intrigued by this SE Asian conference—they are not sure about its purpose and background. On the face of it, it looks like a sound move to lift the status of the copra industry in the Asian sphere; but there is some suspicion that politics are involved. Europeans do not easily forget the Asia-Africa Convention at Bandoeng, in Indonesia, last April. That finished up in a more or less innocuous conclusion—but it was originally conceived as an anti-European and anti-colonial" demonstration, carrying the Communist blessing.

The three countries chiefly concerned with this Coconut Convention — Philippines, Ceylon and Indonesia—are now almost aggressively nationalist in character, and there is a good deal of anti-Europeanism in their nationalism.

World production of copra in the latest available year, 1953, was as follows:

Philippines	856,000 tons
Indonesia	730,000 ,,
Ceylon	225,000 ,,
India	190,000 ,,
Malaya	152,000 ,,
All others	538,000 ,,
Total	2,691,000 tons

It can be seen that the three countries nominally responsible for the conference idea, with India and Malaya, could control about 80 per cent. of the world's copra production.

The little publicity that the conference plan already has had suggests that the chief purposes behind the convention are the improvement of copra quality, and the encouragement of its greater use as a foodstuff. But there also is a suspicion that the conveners have their eyes upon the world market, and the manner in which that market has been and may be influenced by the operations of the international organisation, Unilever.

A move by copra producers to influence or control the copra market might have been successful three or four decades back, when manufacturers had not many alternatives to copra and coconut oil. But the position to-day is different. The manufacturers to-day can use almost any one of a dozen different oils, vegetable and animal, purified and deodorised, as an alternative to coconut oil.

If the Governments of the self-conscious Asiatic States co-operate with an international organisation of copra-growers, such as is planned, to popularise the consumption of coconut oil and meal by the rapidly-awakening and countless millions of Asia, they may introduce a new and important factor to the world's copra market.

Despite the growing use of alternatives, the world's manufacturers do normally require a great deal of copra and coconut oil; and the development of a new source of demand for those commodities undoubtedly would tend to harden and maintain the world's price.

(No details of the outcome of the conference were available from Canberra as late as September 12, when PIM made inquiries).

Conveners State Objects of Copra Conference

LATE in August an official release on the Southeast Asia Coconut Convention at Manila was made available by the Philippines Legation's Commercial Attache at Sydney.

Under the heading, "Aims and Purposes for Holding the Conference" was, inter alia, the following statement:

- Fluctuations in copra prices create an increasing interest in concerted international action for governmental regulation of trade in copra, coconut oil and other products.
- There is a need for co-ordinating the coconut research programmes of the various countries to save time, effort, and expenditure.
- There are several opportunities for expansion of the coconut market abroad. Propaganda designed to popularise coconut products in Europe and the Middle East will open new markets which can absorb the increasing output of Philippines copra, coconut oil, and desiccated coconut.

THE following countries were invited to send delegates: Australia, Ceylon, India, Indonesia, Malaya, and New Zealand.

Eighteen other countries were invited to send observers. (A member of the staff of the Australian Legation at Manila was representing Australia, Sydney inquiries revealed. He may also have been representing New Zealand).

The conveners suggested that voting on matters under debate should be on a system proportional to the volume of copra exported by the participating countries.

Proposals that might be placed before the conference included a possible multilateral contract somewhat on the lines of the International Wheat Agreement, whereby major exporters would make available specified quantities at a certain "upper price," matched by an agreement by certain importers to buy specified quantities at a certain "lower price."

If the free-market price lies between the upper and lower prices the agreement has no effect on trade that takes place.

If the free market rises above the upper price the exporters yield a part of the advantage which they might have gained by selling at the "upper price."

If the free-market falls below the "lower price" the importers forgo a part of the advantage which they might have gained.

THE agreement would be a guarantee of willingness to supply and to buy, and this certainly has some value apart

(Continued on Page 150)

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VOYAGE IN "BULOLO"

Like Everything Else, Island Ships Have Changed

By GORDON THOMAS

FROM midwinter Sydney the *Bulolo* headed towards tropical sunshine on a voyage that would cover 5,557 miles in 15½ days' sailing time, with as many more spent at Island ports.

In 1938, when the ship was brand-new from the Clyde, with Captain Sandy Campbell as master, I first boarded her at Rabaul. Even then there were whispers about her easy convertibility to an armed merchant-cruiser.

The ship's proud record as HMS *Bulolo* in wartime work that took her to battlefronts round the world between 1939 and the end of the war, is recorded in an inscription in the foyer.

Near the main companion-way to C deck is a replica of the ship's crest, an elaborate heraldic design which is explained by the following wording:

The Ship's Crest

HMS "Bulolo" throughout her career as a Combined Headquarters ship.
The Pennants are those of Admiral, Air Vice-Marshal and General who were attached to the Ship.
The Lion represents Great Britain.
The Kangaroos represent Australia.
The entire shield is representative of the Signals Sections of the Combined Services.
The Scroll means "HENCE-FORWARD."

DESORMAIS.

Bulolo's tonnage is 6,397 gross, 3,319 net. There is accommodation for 212 passengers and she carries a crew of 110.

A SHIP'S Master can make all the difference on an Island voyage. It was due chiefly to Captain Bill Wilding's efforts that passengers never lacked pleasant entertainment.

And he is never more enthusiastic than when attending a meeting of the Bulolo Fidelity Club for certain of the passengers eligible to join. It is an institution he has organised and which has become widely known in every part of New Guinea.

His screening of Island scenes on several occasions during the voyage was a highlight of the trip, equalled only by his running commentary.

Bill was born within the sound of Bow Bells, in London, and he is proud of the fact his father was a Freeman of the City of London. He went to sea in *Triton* in 1919, and six years later joined *Makambo*, his first BP connection.

Four years later he obtained his master's ticket and in 1937 had his first command, *Malaita*. (Well do I remember watching him zig-zagging along the shores of Rabaul Harbour as he brought *Malaita* to port in January, 1942, while Jap planes bombed the top aerodrome at Vunakanau. A few days later came the Jap invasion of Rabaul).

One of his outstanding interests, which has gained him the title of "Sir William of Taronga," is his enthusiasm in "bringing back alive" zoological (especially piscatorial) specimens for the Taronga Zoo.

I noticed this later at Moresby, when G. A. V. Stanley brought him a turtle and some rare fish (and who should know of their rarity better than GAV?) and Jim Palmer, of the Police, passed over to Bill's keeping a 17-ft phython caught in the Moresby suburbs.

Bill is the man responsible for enabling Sydney folk to see many of the brightly-coloured fish swimming about in the Taronga Park aquarium.

SITTING in the smoking lounge, I compared the Island steamers of a few decades ago with this artistically-panelled lounge.

The small, smelly smokerooms of the old *Marsina, Melusa, Mindini* or *Matunga* were a world apart but, withal, there was a certain camaraderie amongst the passengers in those days which seems to be missing now.

There were many round-trippers, and there were planters returning to their coconut or cacoa estates—many of them old-timers. There were public servants returning from leave and wondering where they would be posted for the coming term, and there were also representatives of commercial firms looking for more business with the small private enterprises that are springing up all over the Territory as a result of present-day prosperity.

The smoke lounge is where the destinies of the Territory are moulded nearer to each individual's desire.

Fidelity Club Members in "Bulolo

Members of the "Bulolo" Fidelity Club, No. 22, photographed on board the ship in Organised by Captain W. Wilding, the club is widely known in New Guinea. In this picture back row: Messrs. Rowe, Wagner, Dunster, Gale, Myer, Jupp, Paltridge, Treloar, Degotardi, Hann and Lee. Front row: Messrs. Reis, Rowe, Clammer, Ramsay, Fleet, Wilding, Bac (president), Normoyle, Mitchell and Thomas.

ALWAYS an interesting pers ality was Fred Godson. He co have stepped out of one Somerset Maugham's tropical yar a typical Indian Colonel with bow-tie, ever at a quarter to th and his reminiscences of the from 1908 and of Papua since 1

He was reticent concerning g ernment. Ever since he had arri in the BSI he had heard plan complaining about the Powers-Th Be: native regulations were severe, prices of commodi had been sky-high, produce pr too low and officials had alw favoured the native in two- arguments with the European.

A GOVERNMENT official tol story of a visit by UN Trus ship delegates and of t curiosity concerning conditions Papua, although outside their ju diction. They had "requested" been provided with, all informat And there was a delegate from West Indies republic who protes over the small wages paid to natives as compared with wages his country.

The official later checked up w the bank and found that the h sum mentioned by the delegate "real" money totalled 10/- a mo *less* than the amount received the average NG worker!

It was good to hear from Medical Assistant expressions loyalty towards his chief, Dr. J Gunther The "Doc." was tops, said, and was a man who loo after his staff and fought for th tooth and nail.

† A Tongan combined college Ru team touring Fiji beat Ratu Ka vulevu School, 19-3. Besides pl ing individual school teams, Tongans were to play a Fij secondary schools' representa team at Suva on September 14. touring team is managed by Si M. Fusimalohi, a Training Coll tutor.

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Miss Evelyn Cheeseman.

Kokoda Trail Almost Overgrown After Ten Years

NEW GUINEA's Kokoda Trail, among the most famous of Pacific War scenes, is almost overgrown to-day.

Captain Lionel Oxlade, Quartermaster of the PIR, who recently crossed the trail from Popondetta to Port Moresby, found hard going most of the way. Some areas were clear, but much of the trail had disappeared under ten years' jungle growth.

Captain Oxlade said he saw few wartime relics along the route by which hundreds of Australians moved to meet the invading Japanese. In the four days' trek he noted only the remains of Australian and Japanese boots, two tin-hats and a rusty Bren gun.

Accompanied by a native member of the PIR, Captain Oxlade made the crossing to test the army's new 24-hour ration pack.

He lost about 5 lb in weight.

World-famous Entomologist

MISS EVELYN CHEESEMAN'S NEW HEBRIDES ASSIGNMENT

A DISTINGUISHED Englishwoman, slightly-built and of indomitable spirit, has come out of a mountain fastness in Aneityum, the southernmost island of the New Hebrides, where she lived from November until July, reported PIM's Noumea correspondent in August.

She is Miss Evelyn Cheeseman, OBE, FRES, FZS, one of the foremost entomologists in the world.

The correspondent adds that people who imagine that famous women entomologists are anything like the tiresome American females who chased beetles and birds through the pages of the late Gene Stratton Porter's novels are in for a jolt if they should be privileged to meet Miss Cheeseman.

From 1928 to 1930 this remarkable woman was collecting Pacific Islands insects for the British Museum. Some of her experiences have been published, her writing showing unusual powers of description and a keen sense of humour.

After an expedition in New Guinea, Miss Cheeseman spent 1949-50 at Puebo, in northern New Caledonia, camping in the mountains to pursue her collecting.

MANY things have changed in the New Hebrides since her first visit, Miss Cheeseman said.

Labour is almost unobtainable, but by great good luck she found two of her former helpers still living at Aneityum. With their co-operation, she had a clearing made in the rain-forest 1,200 ft up and about three miles from Anelgauhat. (The name, which is generally misspelt on maps, signifies "safe anchorage for ships").

Here a small house, built of local materials and named Red Crest, was Miss Cheeseman's home for ten months.

Although hampered by the lack of carriers and domestic help, and pestered by a small black fly, *simuleum*, during the daylight hours, Miss Cheeseman's work will greatly extend knowledge of the insects and plants of the New Hebrides.

Her collection of 10,000 insects and 500 plants will help to solve problems concerning the distribution of species, a subject which, besides being of intense interest to scientists, has a close relation to the problem of insect pests.

Many of the specimens have already arrived in London.

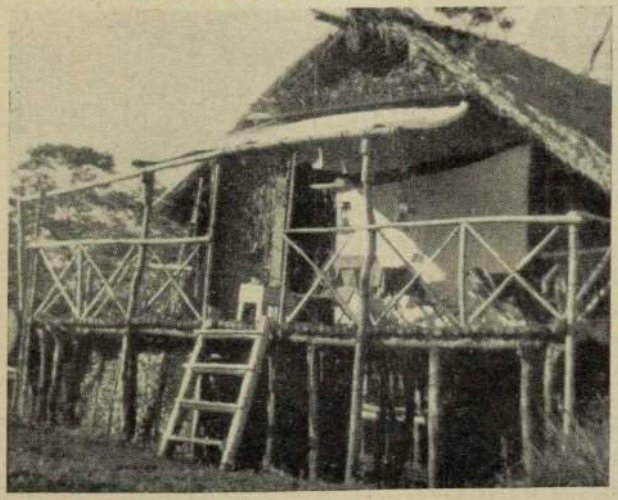
WHEN Miss Cheeseman was asked about her next field of activity, she sighed and said she thought she was "finished"—a very unlikely idea.

"When I first went to the New Hebrides," she said, "the people summed me up as 'Missy old man small bit.' This time they said, 'Missy old man too much.' Could anything be more explicit?"

Her smile was not quite so wistful when she added: "When my last expedition was over I thought I was finished. This time —well, who knows?"

Miss Cheeseman spent several weeks at Noumea, working on notes and sketches, before setting out for London by way of Australia.

† Commercial enterprise in New Caledonia borders, in some respects, on the fantastic. Official statistics show that Noumea is blessed with a shopkeeper for every 12 inhabitants. Outside Noumea the proportion is one for 29.



Mountain Dwelling

For 10 months Miss Cheeseman lived at "Red Crest", a little house built of local materials in a forest-clearing 1,200 ft up in the mountains of Aneityum, New Hebrides. Although labour was almost unobtainable, she had the help of two villagers who had been her assistants during a former expedition. Thousands of the beetle and plant specimens she collected near "Red Crest" have already arrived in London.

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HIP "ELSIE B" OST IN ULF OF PAPUA

HE 65-ft converted trawler *Elsie B*, of Port Moresby, was declared lost with all hands after an extensive five-day sea and air search the Gulf of Papua in late August d early September had resulted in e finding of cargo flotsam.
The Government Marine Superintendent, Captain G. A. Hawley, said at a full marine inquiry would held almost immediately.
Owned by Mr. A. Barton, Mrs. V. Barton, and Captain James rlton, master mariner, who was st with the vessel, *Elsie B* was a charter voyage for Australasian troleum Co. from Port Moresby the Bamu River.
The last radio message at 12.19 n on August 26, advised that aster and crew were abandoning ip in heavy weather.
Further details appear in News of e Small-Ships in this issue.

rivate Enterprise Not Interested" Cook Is. Shipping

EWS that the New Zealand Government's MV *Maui Pomare* was to be recommissioned for a further three years a probable cost of £Stg.200,000 s received as the August issue nt to press and appeared briefly.
The NZ Minister of Island Territories (Mr. T. L. Macdonald), in an icial statement, said that after s recent visit to the Cook Islands was more convinced than ever at the provision of an adequate ipping service was a basic sential to further progress in ose islands.
Inquiries in the last few months d made it clear that private terprise was not prepared to pro- le a ship for the trade, and so e Government had no option but continue to take a direct interest the service.
A Cabinet sub-committee had en set up to consider a new ship, hich would take up to three years deliver, after the order had been ven.
After repairs, the *Maui Pomare* ould be able to carry on for that riod and still have a reasonable arketable value.
The 700-ton "stand-in," Viti, hich broke down in July, was not pected to be back in service on e Auckland-Cooks freight run til mid-September.

A basketball team from Fiji has en invited to visit New Zealand xt year.

PROMISING NEW GOLD SIGNS FOUND ON SOLOMONS FIELD

FURTHER promising gold indications have been discovered on the Gold Ridge field of Guadalcanal Island, BSIP, according to an announcement made by the Senior Geologist, Mr. J. C. Grover, in August.

The new goldbearing ore body was discovered in the south of the field near the 2,000-ft contour on the ridge crest—about 14 miles (as the crow flies) inland from Honiara.

Samples had been taken and assays were awaited. Further exploration was being carried out by the Balasuna Syndicate, which owns the claim.

This is the fourth ore body discovered this year by the Government Geological Survey team working on the field.

Further work on earlier discoveries has shown that the field measures about two miles by one mile.

The Tinomeat lode in the north, and the southernmost lode, have proved of lower grade than expected, on assay. The latter lode has also proved too limited in size to be of immediate interest.

All resources are now being concentrated on proving the new discovery and the lode at Kuper's Creek, in the centre of the field.

THE Kuper's Creek find, thought at first to be only four feet wide, is now proved to be at least 16 feet wide and may be much wider. Neither face of the crosscut has yet emerged from the lode.

Assays from this body from a drive of 20 feet in length and 13 feet in width indicate a possible value of ¾ oz to the long ton. This includes two very low 60-in assays of only 1 dwt and 1.24 dwt.

Other samples assayed as high as 2 oz and 2½ oz to the ton, and the latter were not exceptional, as there are patches in the veins richly studded with gold.

A portable diamond drill unit is on order in Canada and the Geological Survey will carry out a scout drilling programme in all gold bearing areas on the Ridge.

Due to the considerable depth of weathering, surface prospecting is extremely difficult, drilling being the only efficient method of investigating this field.

AS Gold Ridge has been abandoned for many years, it has been necessary to reopen communications with the existing road system on the coastal plain several miles to the north.

A foot track has been cleared from the Tinahula roadhead in the foothills to Gold Ridge. It follows gently rising grassy hills at first, and thereafter jungle-covered ridges. No attempt has yet been made to find a motor road.

Pacific Uranium and Oil Syndicate Ltd., of Sydney, has sent a representative to the Solomons to investigate the field. This syndicate plans to change its name to Pacific Mining Ltd.

Tongan Scouts and Trainers from Fiji

Deodatt Singh and Norman Lee, Scouters from Fiji, directed the first Tongan Scout training course at Nukualofa. In this picture Scouters and trainees are grouped with members of the Boy Scout Committee.
Front row (left to right): Alipate Fakalata; Sione Lepa To'a; Vili Fatai Kole; Tevita Tolu; Viliami Pasi; Sinisa Fakalata; Semisi M. Tonga; Senituli Manu; Tongatoutai Paletu'a; Anitilose Unga. Second row: Norman Lee (Sinilau); Siosifa Vakasiuola; Q. F. Pillings; S. J. Campbell; M. L. Apon; J. E. Cormack; K. R. Bain; R. A. W. Woodgate; A. E. Mackay; T. K. 'Aho; Deodatt Singh (Lepuha). Third row: P. D. Dalton; Simote Langi; Mosese Muti; Mosa'ati Talakai; Sione Langi Kavaliku; Sione 'Olive; Feleniti Taufa; Sione Kami; Paula Hafoka; Setaleki Tonga; Mosese 'Ofamo'oni; Fine Fetu'u'aho; Viliami Feliuaki. Back row: Sione Matu; Siosaia Hakaumotu; Paula Havea; Sione Taufalele; Sami Ma'ake Talia'uli; Langi; Paula Tu'ivailala; Tu'amelie Fusimalohi; Viliate Tu'a'one; Sione Piukala. (Photo by A. Hettig).

Manus Islanders Commended For Heroic Rescue

THREE Manus Islanders were presented with Certificates of Merit of the Royal Humane Society by the District Commissioner (Mr. W. M. English) at Lorengau, the administrative headquarters of the Admiralty Group, in August.

The awards were made for an act of outstanding courage and devotion.

The recipients were Siloa Awat, of Patuam, Petrus Polongo, of Rambutso, and Paulus Salieau, of Rambutso.

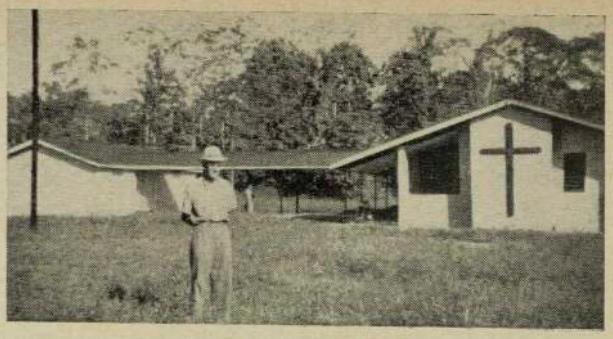
When a seagoing canoe containing 17 persons capsized in a gale and mountainous seas, Petrus, aged 20, and Paulus, aged 16, swam towards Rambutso for help. After a desperate struggle, they landed at Patuam plantation and found the foreman, Siloa.

At great risk to himself, Siloa took the other two in a 16-ft power dinghy and, in two hazardous journeys, rescued all the people clinging to the overturned canoe.

NG-AUSTRALIA SHIP FREIGHTS UNCHANGED

FREIGHT increases of 10 pc have become effective on most Pacific routes recently, but there will be no increase at present on the Australian-New Guinea routes. This was stated by a shipping executive in Sydney late in August.

Freights from the Far East to New Guinea would, however, be subject to the 10 pc rise.



New School at Honia

St. John's Ro Catholic School Honiara was opened cently for children Europeans in the Bri Solomons. With amenities as fluores lighting and mo equipment, the sc can accommodate pupils. The Mar Missionary Sisters vide the staff.

GEIC Broadcasting Service Progresses

THE Gilbert and Ellice Islands Colony's infant broadcasting service, operated largely with donated equipment and labour, has passed another milestone.

A small building has been completed from salvaged materials to be the home of Radio Tarawa's two outlets—VTW on the broadcast band, for very local consumption, and the more powerful VSZ-10 on shortwave for the Colony's distant listeners.

Hours of broadcastings are still limited, due to staffing and programme-material problems.

The broadcast-band station VTW, with a radiated power of only 30 watts, on 844 kc/s comes on the air for one hour from 7.30 pm each Friday. The short-wave station VSZ-10 on 6050 kc/s (49-metre band) with 500 watts output, is on the air each Sunday at 4.30 p.m. for about an hour.

† NZ citrus growers are reported to be worried at the prospect of larger Cook Islands exports.

Salary Incentives in Eastern Samo

SAMOAN career employees Eastern Samoan Governm service are to receive salary centives to higher educational tainment.

Governor Lowe announced Pago Pago recently that Samo employees who reach an educatio level "at least to Bachelor standa will receive a 25 pc salary d ferential. Samoans attaining D or PhD degrees will receive a pc increase.

The increases are designed encourage Samoans studying in United States to return home positions available in Easte Samoa Government service.

Eventful Flight Had Exciting Finish

IN August, PIM reported th TRANSPAC's first de Havilla Rapide aircraft had arriv safely at Noumea from Engla under its own power, after bei held up at Port Moresby by t civil aviation authorities, who sisted that extra fuel tankage installed for the last sector.

The aircraft, under command Captain Peter Palmer, caused so excitement before it finally reach Noumea via Kukum Airfie Honiara, and Luganville Airfie Santo.

Captain Palmer arrived at Honia on August 4, and left again August 6. When 2½ hours out reported that one motor had o out. It was then not practica to return to Kukum.

When radio communication wi the aircraft was lost, the Sear and Rescue organisation was alert and a Lincoln bomber was readi at Townsville to take off after reasonable interval.

However, Captain Palmer land the de Havilland safely at Luga ville on one motor.

† Gamma rays, an atomic fissi product, are being used in t Hawaiian sugar industry.

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IOP Divers Banned

MANIHIKI LAGOON TO BE CLOSED THROUGHOUT 1956

AFTER a warning by the Resident Commissioner of the Cook Islands about the fishing f undersized mother-of-pearl shell n Manihiki lagoon, it was announced on August 12 that the rich agoon will be closed to divers for he calendar year of 1956—and for nger if it is thought necessary— allow the beds to recover.

Divers will have to transfer their ctivities to the deeper, weedy, orm-infested, open Penrhyn agoon, which has been little fished nce World War II.

With a prolific harvest of shell vailable at Manihiki and all divers, ncluding all the best Penrhyn vers, employed there, Penrhyn has en idle.

Some of the divers at present erating at Manihiki will not be le to operate in the Penrhyn deep ctions where the best shell often s.

It is probable, too, that much orm-infested old shell will be und in Penrhyn lagoon, so that en if the quantity of shell is aintained, the quality is likely to lower until the old shell is fished t.

THE Resident Commissioner indicated that Suwarrow, which was test-dived in 1953 with omising results, may be opened to co-operative group next year.

This open lagoon has a reputaon for man-eating sharks, but the vers there in 1953 were not thered by sharks, though the ar, long-established, persists, and en are reluctant to work this goon.

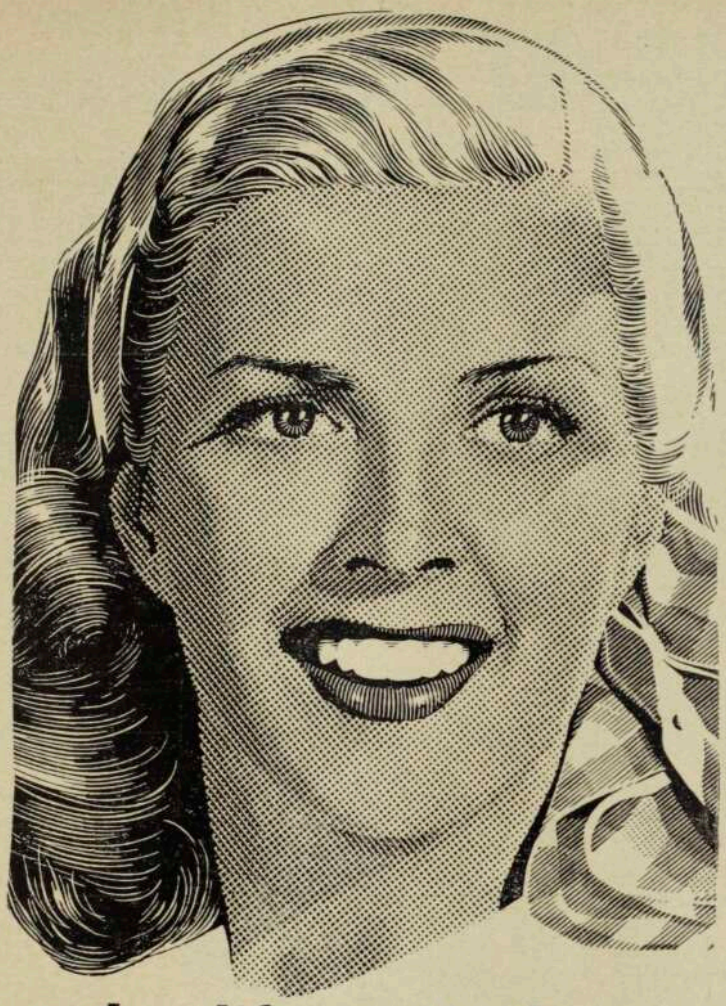
any Earth Tremors In Papua's Islands

A SERIES of frequent and pronounced earth tremors occurred in the islands of the Milne Bay strict of Papua in the early part August.

The last shake reported at Esa'ala, rmanby, was on August 11 and e last at Woodlark Island on gust 14.

A tremor was reported in the een River area of the Sepik Dist on August 22, and Sohano and eta reported a tremor on gust 16.

On August 16, the Government lcanologist at Rabaul, after inecting the Esa'ala area, said that art from landslides which resulted m the first tremors, and cracks of the ground associated with e landslides, Oiau crater showed change.



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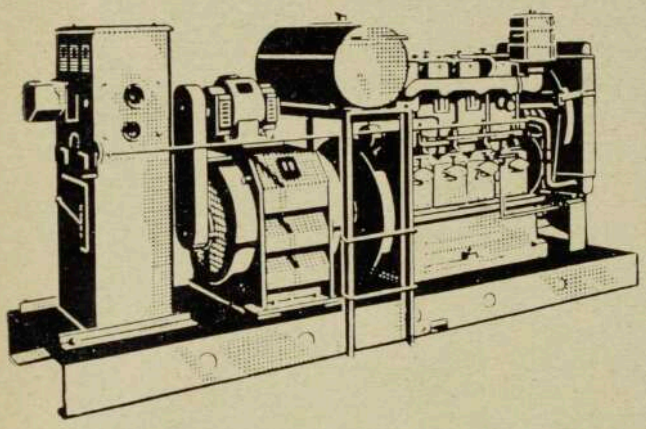

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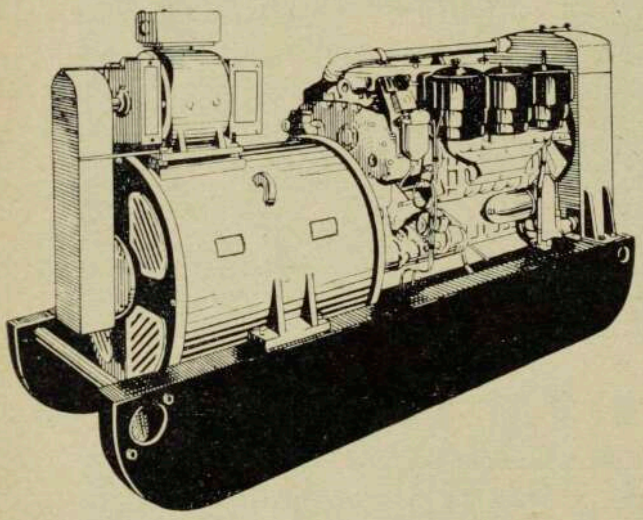

100 K.V.A. G.M./H.L.D.

(Centre)

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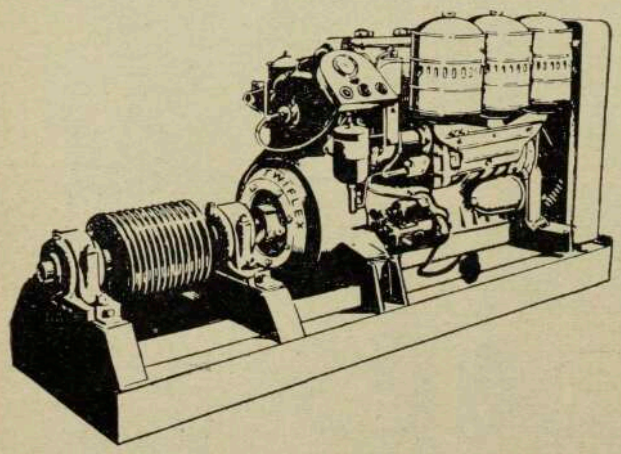

G.M. INDUSTRIAL POWER UNIT

(Below)

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TERRITORIES TALK-TALK

By Tolala

Charity Begins at Home

Senator Douglas Clive Hannaford, who was the leader of the Parliamentary party visiting P-NG in July, made the headlines for a day when he suggested that the £30,000,000 Australia is spending on the Colombo Plan should be diverted, in part at least, to P-NG, adding the old adage about "charity begins at home."

Such a controversial (although most practical) suggestion received little publicity in Australia. Anything that might have a bearing on South-East Asian relations is dynamite when everyone is bending over backwards to placate the peoples encircling Australia. P-NG is peanuts in the general scheme and must, of course, not interfere with Asian countries supplying coffee, tea, hemp and all those commodities which P-NG could easily provide, lest it interfere with trade treaties and the like.

A dip into the £30,000,000 Colombo Plan for P-NG is a sensible suggestion, as was also the Senator's idea that a portion of Australia's £200,000,000 Defence Vote should be spent on roads in P-NG.

My own opinion—and that of many other non-political blokes—is that this "greasing" process, which is going on as a buffer to Communist influence in Asian countries, could easily be love's labour lost by the scratch of any fanatical pen at any time.

The Senator, by the way, is a practical land man, interested in wheat, wool and fiat lambs; so he should have some idea of the needs for primary production.

New Guinea-Bound By Qantas

Travellers to New Guinea by Qantas aircraft in August included, top to bottom: (1) Mr. and Mrs. C. Cavalieri, Carl, Chiarina, and Anita, returning to the Highlands after vacation. Mr. Cavalieri is on the staff of Bulolo Gold Dredging Co. (2) Mr. J. L. Alston (left) and Mr. E. K. Counsell (right) joining the staff of Australasian Petroleum Co., and (centre) Mr. N. J. Barber joining the J. Harber Construction Co. staff. (3) Miss Margaret Lau (centre), returning home to Rabaul, was welcomed in Sydney by school-mates Jane Fletcher (left) and Yvonne Ward.

Native Economics

At the Planters' Conference at Rabaul last month the unanimous opinion was expressed that where native co-operatives were well established the salaries of Administration officials "directing the affairs of the societies should be paid for by the societies." And what could be fairer than that?

The continued practice of showering largesse upon native economic ventures is surely a waste of public funds and gives the native himself a false idea of Western economics altogether.

The native is a natural-born trader and is as astute as his Western opposite when it comes to striking a bargain or closing a deal; his purse has been filled by a benevolent Administration with war damage—without question; Island produce has risen to undreamed-of heights since the War, and he is obtaining the highest prices for his copra and cacao.

With these changed conditions he should realise the responsibilities he must carry when entering world commerce, which he has done by the formation of his co-operatives. He, and he alone, must bear the expenses concomitant with such an undertaking.

The period of wet-nursing has passed in most of these co-operative societies; they must stand on their own, or declare the system a failure.

Copra Marketing

It was interesting to study the remarks of Editor Robson on the copra industry in last month's PIM, and all the more so as it was *apropos* of the planter's plebiscite in

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Papua, favouring the retention of the present board—semi-governmental control though it may be.

It would seem, however, that there is a general feeling amongst P-NG planters that it is better to have the devil you know than he whom you don't know, and past experience has not been detrimental to planters' interests.

From my observations recently in the Territory, the existing board is not one of those top-heavy bureaucratic concerns that defy the interested parties. Providing there is adequate representation of planter interests, it is a body that could well function for a further period.

New Guinea and the World

ABC regional journalist, Stuart Inder, recently stationed at Moresby, expressed some good solid ideas about public relations duties in P-NG (PIM, Aug., p. 69), and deserves a pat on the back for his lucid summing up of the publicity situation in the Territory.

The Territory has a poor press in Australia, and there is little continuity in the stories that make the daily papers (other, of course, than special articles by itinerant journalists).

Of late years, stories about P-NG in southern papers have consisted almost solely of the discoveries of various "Shangri-las," patrol fights and tribal brawls.

Perhaps southern news editors think these are the only topics of interest to the Australian public. If so, then that may explain the over-all apathy and ignorance of Australians over New Guinea.

As Stuart Inder says: There is something wrong with the P-NG public relations organisation. But the fault is probably not so much with the personnel as with a top-level censorship, which undoubtedly appears to be imposed.

Renewing Old Clubs

I was glad to note recently that steps are being taken to discuss the revival of the old Rabaul Amateur Turf Club, a most popular organisation in its heyday, when ra meetings were held mainly on t Lakunai course, where the prese golf course now lies.

There are at least three old su porters who come to my mind a who are still up there: Vic Penn father, "Mick" Thomas and Ja Allen, and many a time the t last-named have ridden mounts victory.

Another club well worthy of r suscitating is the old Automob Club of New Guinea. There a still a few of the old members abo and there is at least one car bad still in existence.

D. N. O'Connor told me that M McCowan, at Moresby, has o which is only right, for it was h husband who designed it for t club. And a very good job it w

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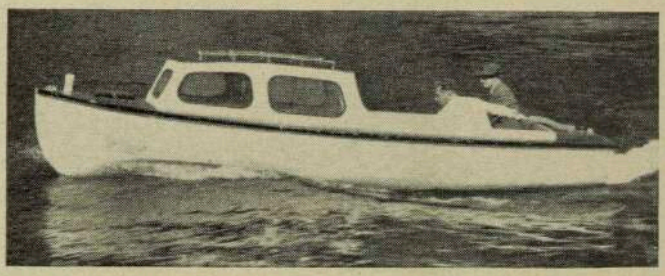

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There were a few chips in the ank when the kite went up in '42. oc. "Squizzy" Watch was pre- dent, Jock Bennie was Treasurer both passed on—and I was secre- ary.

ly Nom de Plume

The veil of my anonymity hav- g been officially torn asunder PIM, June), I was somewhat in- igued to read in the pidgin paper, abaul *News* (June 25) that the eaning of "Tolala" in the Tolai lk was "Masta bilong putim antem ol toktok or Mr. Editor, ng tok English."

I do not question the accuracy the translation. My knowledge the Blanche Bay dialect is be- ming rusty.

But the Tolai meaning is quite incidental. I adopted the name om the Buka word meaning "white an."

It was derived from an excited xclamation uttered by the first uka man to sight a sailing ship pproaching the island. Thinking e ship was an island coming up ut of the sea, he cried: "A tol a na myen!" (An island is coming ere). From a portion of that hrase came the word Tolala—a hite man. Interesting for philolog- ts, if for no one else.

An interesting collection would e the different P-NG native words, nd their derivation, for a "white an." I had such a collection pre- ar, but it went up in smoke when e Japs came.

adets Wanted

Southern newspapers at the be- inning of last month advertised acancies for 100 cadetships in the -NG Public Service which would rovide: "Sound training. Excellent alaries. Interesting Work. Scope or Initiative. Opportunities for dvancement."

Forty-two cadet patrol officers, 20 ield Medical Assistants, 16 Educa- ion Officers (male), 12 female; 6 gricultural Officers, 2 Veterinary nd 2 Forest are required.

Territorial officials claim they ave difficulty in obtaining suitable pplicants for the posts and com- lain of increasing staff shortages.

Old-timers agree and raise an ccasional eyebrow, but shrug it ff when they realise that the Terri- ory does not pay for the modern fficial. That's the Australian tax- ayers' baby. Or is it?

hangri-las?

As a result of the somewhat fre- uent discoveries of new tribes and eferences to "Shangri-la" as pplied to hidden valleys in P-NG ighlands, I rather suspect that outhern newspapers keep the Shangri-la" headings "standing" to se on almost any patrol story that s released by Moresby for world onsumption.

I would not like to think the P-NG Public Relations Officer is responsible for this oft-quoted phrase about hidden valleys.

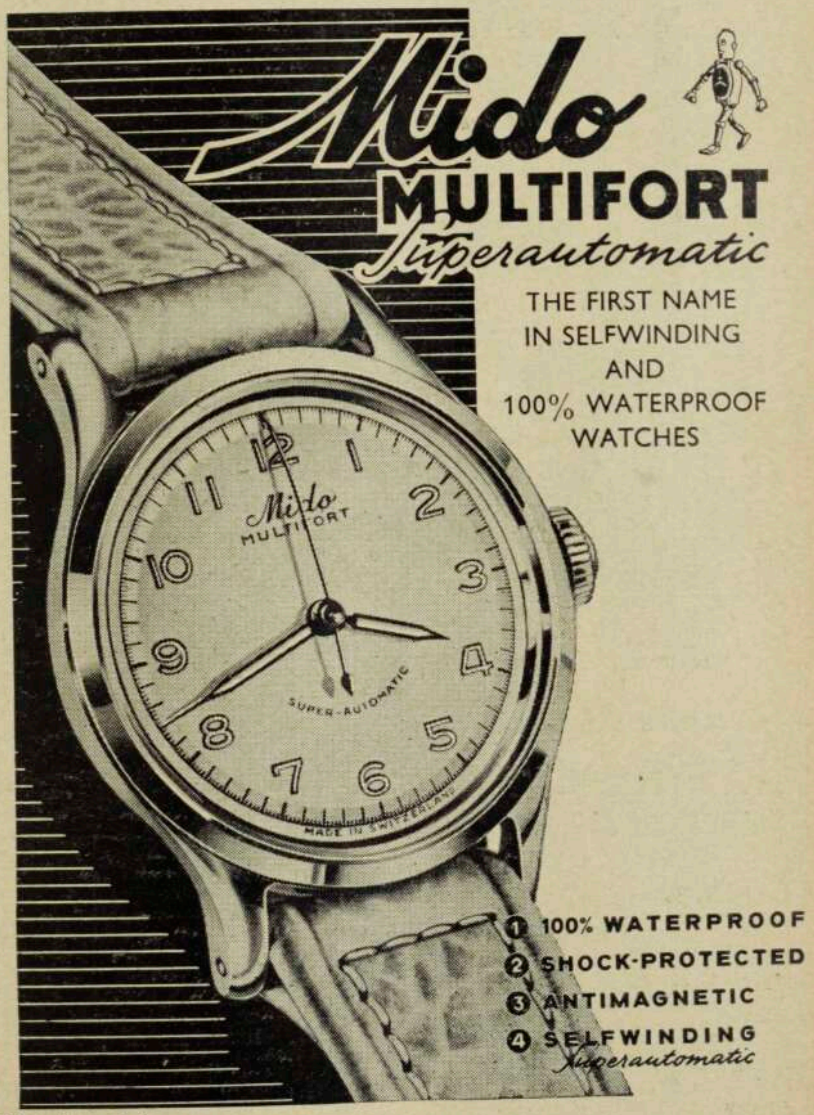
I notice that Ivan Champion—a man of unquestioned integrity and experience—writing from Brisbane to a local weekly at Port Moresby, refers to the discovery of 100,000 natives in the Tari headwaters about a year ago.

"The descriptions seemed vaguely familiar," he writes, "and on looking up my own reports and those of my colleagues and contemporaries, I discovered that most of the 'new' areas had been described some 14 to 16 years before."

Which all goes to show that past history is almost an unknown quantity in the Territory amongst the post-war folk, many of whom think that the discovery of P-NG dates from the days of the Kokoda Trail.

An instance of this ignorance was exemplified in a recent newspaper paragraph which referred to a report by the ABC at Moresby that "Brigadier McNicoll was in the Territory and that he was the son of a former Administrator, Captain McNicoll." Comment is unnecessary on such a "blue."

Captain McNicoll, by the way, was skipper of HMAS *Sydney*, with a wonderful war record (including the GM), and is now in Europe



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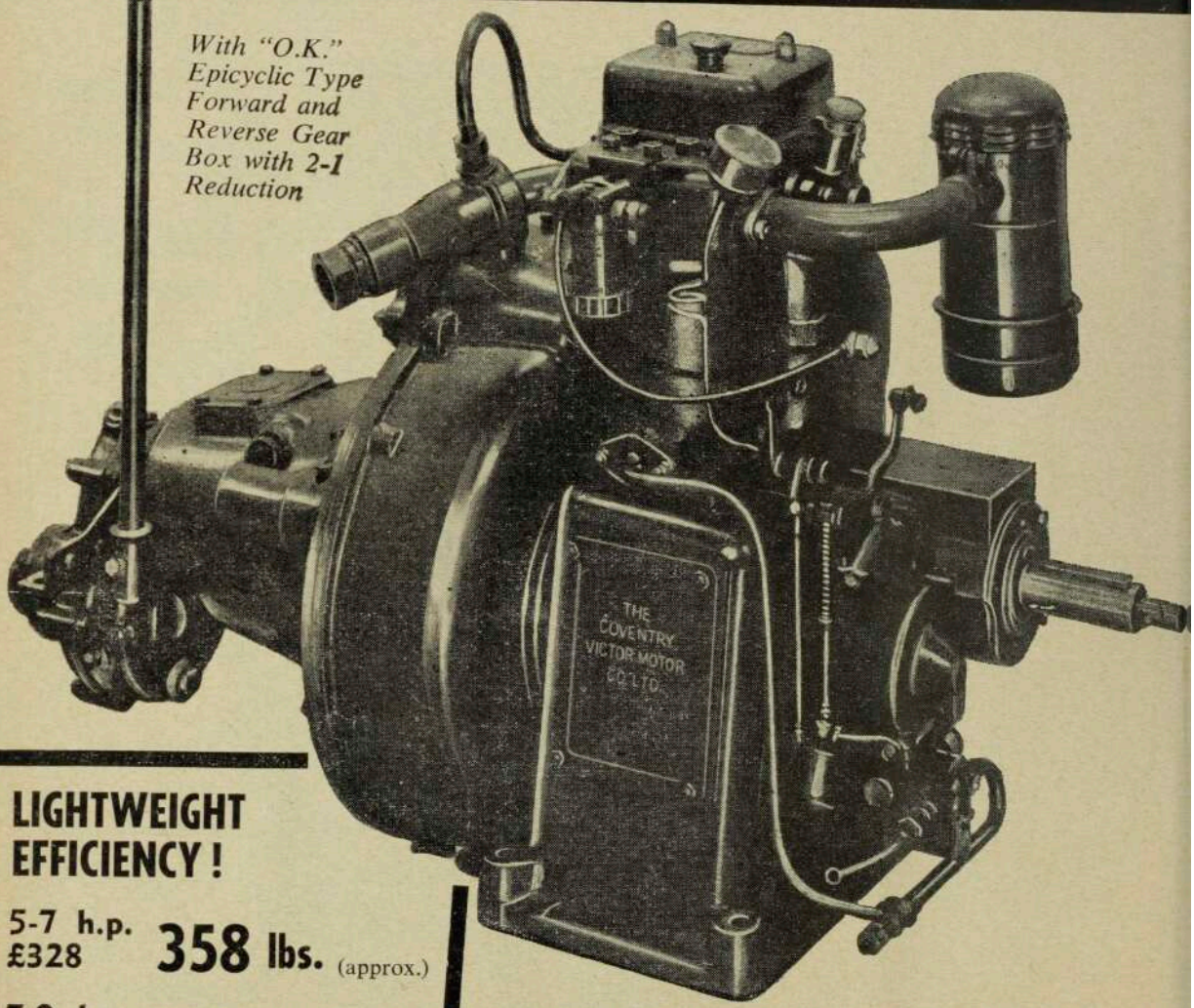

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Travellers to New Guinea

Passengers for New Guinea from Sydney in August by Qantas aircraft included, top to bottom: (1) Mr. J. P. Fitzgerald, joining the staff of Commonwealth New Guinea Timbers Ltd., seen off by Mrs. Fitzgerald, who will follow later. (2) Mr. S. Heath (right) took up an appointment as workshop foreman for Port Moresby Freezer Ltd., and his son, Allan Heath, following the passing of a special amendment to the law at Canberra to accommodate his and possible future similar cases, transferred his apprenticeship from a Sydney workshop to the P.M. Freezer workshop. He thus becomes the first European apprentice in Papua-N. Guinea. (3) Mr. D. W. Sharp, of the Technical Education Department, Rabaul, and Mrs. Sharp, returning home after six months leave in the south. Norman Turney (right), joining the staff of Bulolo Gold Dredging Co., farewelled in Sydney by Mr. "Buddy" McMahon.

adding to his already vast knowledge of navy matters.

A New Montoro

A news item from London tells of the ordering of a 3,700-ton vessel by BP from a Norwegian shipyard, and this is claimed to be the first Australian contract secured by that country. It is to be completed by the end of 1956.

The new ship will probably be put on the P-NG run and will be named *Montoro*.

It is good to see a reversion to the old-time names of seven letters, starting with "M," which in the past, characterised the BP ships in the Pacific.

The first vessels to break the sequence (so far as I remember) were the *Neptun* and *Merkur*, bought from the NDL when that company was contemplating competing with the Old Firm in the Eastern trade after War I.

They slapped an "A" on the *Neptun* but the *Merkur* remained unaltered and was on the Singapore run.

Papuans All?

I notice that the general practice of referring to natives in both Territories as Papuans, adopted for a while by a local newspaper, has ceased, which rather confirms my original idea that it was a "try-out" by officialdom to see how it would react on the people, and was further agitated for by Padre Ure in the Legislative Council.

Officials with their fingers on the pulse of public opinion (and there are still quite a number there) should realise that the move is unpopular.

In my opinion, when newspapers report court cases, it would be an excellent idea to stipulate the area from which the offender comes: So and So from Mekeo, or Hanuabada, Sepik or Rabaul, as the case may be.

It would, more or less, pinpoint the home town or district and the crime would thus become a district matter which would reflect not only on the individual but on his relatives and the whole district and could be an embarrassment to the criminal.

Incidentally, the long view of the Government is ultimately to grant independence to the present underprivileged peoples of New Guinea—if United Nations principles are to be observed.

Can the Government not realise that in years to come there would be considerable dissatisfaction amongst the New Guinea natives if they were labelled "Papuans"? It would be one of the first problems to be faced by an irate majority.

New Guinea Coffee

Some of the New Guinea planters are producing a coffee equal to the best overseas grades, said a Sydney coffee merchant recently, and added that NG coffee was selling at about 9/6 lb.—about 2/- less than some coffee imported from overseas.

Such a statement makes one wonder how much longer P-NG is to be made a sacrifice on the altar of international trade.

Science for the South Seas

I see that Dr. Bedell (Secretary-General of the South Pacific Commission) is very satisfied with the "successful work of the Commission" amongst the 3,000,000 Pacific Islanders who are already

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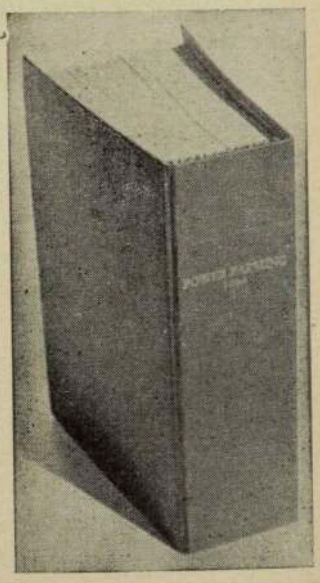

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"feeling the benefit of the Commission's work."

Sometimes I wonder where all this "streamlining" is going to end —and what would happen if a rather apathetic Australian taxpayer took exception to pouring money into P-NG.

It seems somewhat top-heavy to be teaching natives how to plant coconuts or changing their methods of fishing.

No doubt scientific methods will result in growing two coconuts where one grew before, and catching more fish. I can't remember native communities being short of either coconuts or fish in ordinary circumstances, and increased production may mean over-production (which in many cases does not mean that more people are going to receive the benefit of such surplus).

It will certainly conflict with many old tribal rites, customs and ceremonial dear to the heart of the native, and I feel most keenly that our regimentation of the native's life is interfering far too much already with old cultural practices.

But we seem determined to force him into our own trouble-making, worry-creating mould to become a working unit in our dubious economic system and a target for our commercialised high-pressured sales talk, to share the very doubtful "freedoms" of which we talk so much and know less and less.

To me there is no comparison between the dignified, well-poised native, clothed in a clean lava-lava, and his self-conscious counterpart, rigged out in Western clothing, boots and all.

Bits and Pieces

Cost of running the United Nations next year is estimated at £20,600,000.

Gone West: H. H. Kilby, a captain of Lancers in War I, ADC to the Prince of Wales during his Australian tour in 1920 and to G-G Munro-Ferguson. A well-known identity in the Exproboard in T-NG during the early twenties. In War II he was a Wing Commander in charge of the RAAF Training School at Victor Harbour, SA. . . F. J. Bannigan at Woy Woy, lat Dept. of Works at Lae. . . B. Faithorn, of Wamberai, formerly ARM in the Papuan Service.

† Nukualofa's electricity supply interrupted by a major breakd in the generating plant in Aug New parts were due by plane August 12.

¶ Captain Floyd Duffey, manage Transocean Airlines' Micrones Division since 1953, has died o heart attack, according to ad from Guam. Captain Duffey, h of the only air organisation ope ing through Micronesia, was 4

† During the war, when DDT heralded with a fanfare of public it was tipped as the weapon t would deal the death-blow to malaria-carrying mosquito. But n it appears, the mosquitoes, af some early casualties, have adjus themselves in most areas wh DDT has been heavily employ and it has ceased to take effe However, other insecticides h been developed to carry on wh DDT left off.

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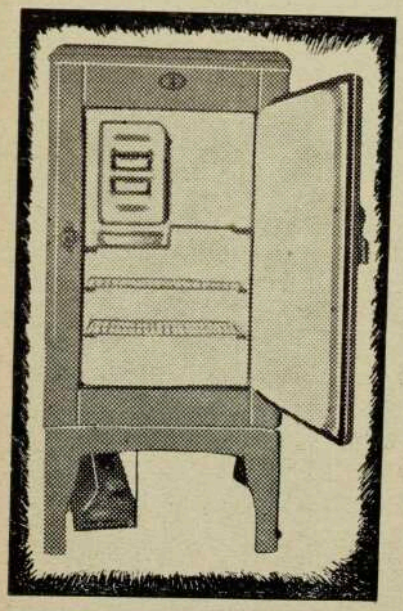

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NDONESIAN OPEN SEASON FOR NEW GUINEA

INDONESIAN snipers' new open season for Netherlands New Guinea was in effect declared open by President Soekarno at Jakarta on August 18.

Addressing the nation on the 10th anniversary of Indonesian independence, the President said: "Let us mobilise all our fighting potential to gain control of West New Guinea."

Soekarno declared that Indonesia must not allow "colonialism" to be the fate of the people of West New Guinea.

"The United Nations is not the only front," he said. "We must free West New Guinea with the Indonesian nation's own strength."

ON August 9, the Afro-Asian nations decided to ask the United Nations General Assembly to consider the ownership of West New Guinea.

The United States Assistant Secretary of State (Mr. W. S. Robertson) then announced that the United States would maintain the "strictest neutrality" in the dispute.

Mr. Robertson said that the people of West New Guinea were not of the same racial stock as the Indonesians. "The question can be raised as to which kind of colonialism the West New Guinea inhabitants want—Dutch or Indonesian," he added.

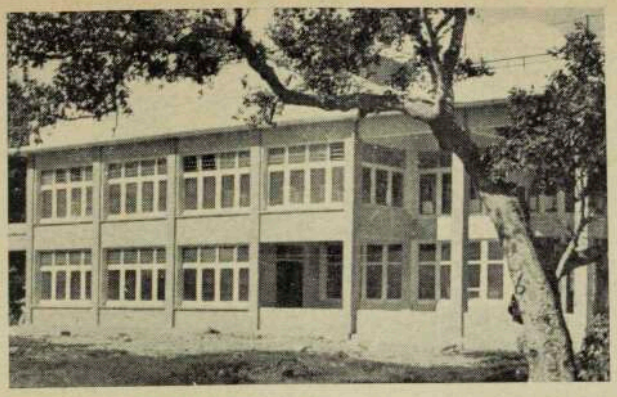
At Canberra, on August 15, the Indonesian Charge d'Affaires (Mr. S. A. Ubani) said that Indonesia would urge Australia to arrange international "summit" talks on Indonesia's claim to West NG.

Betio Is. Capital of GEIC

ALTHOUGH the office of the Resident Commissioner of the Gilbert and Ellice Islands Colony is still at Bairiki islet, Tarawa, the plan to re-establish Betio islet, four miles from Bairiki, as the Colony's capital, is now almost completed.

Betio was the main centre until the Japanese invasion. After the war, due partly to the devastation at Betio and to the miliary buildings and facilities that existed on other islets of the Tarawa atoll, the settlement was widely dispersed, to the great inconvenience of everybody.

To-day Betio is the site of the District Administration, the Radio Communications Station, the Meteorological Office, the Head Office of the Wholesale Society, the headquarters of the Co-operative Societies Officer and the headquarters of the Tangitang Co-operative Union.



Noumea Club Changeover

Opened last December, the Miramar night-club near Noumea has not proved a financial success, despite its accommodation for about 200 diners, dancing floor and terrace roof. The almost-new building has been sold to a private club, Le Cercle.

—Photo by F. E. Dunn.

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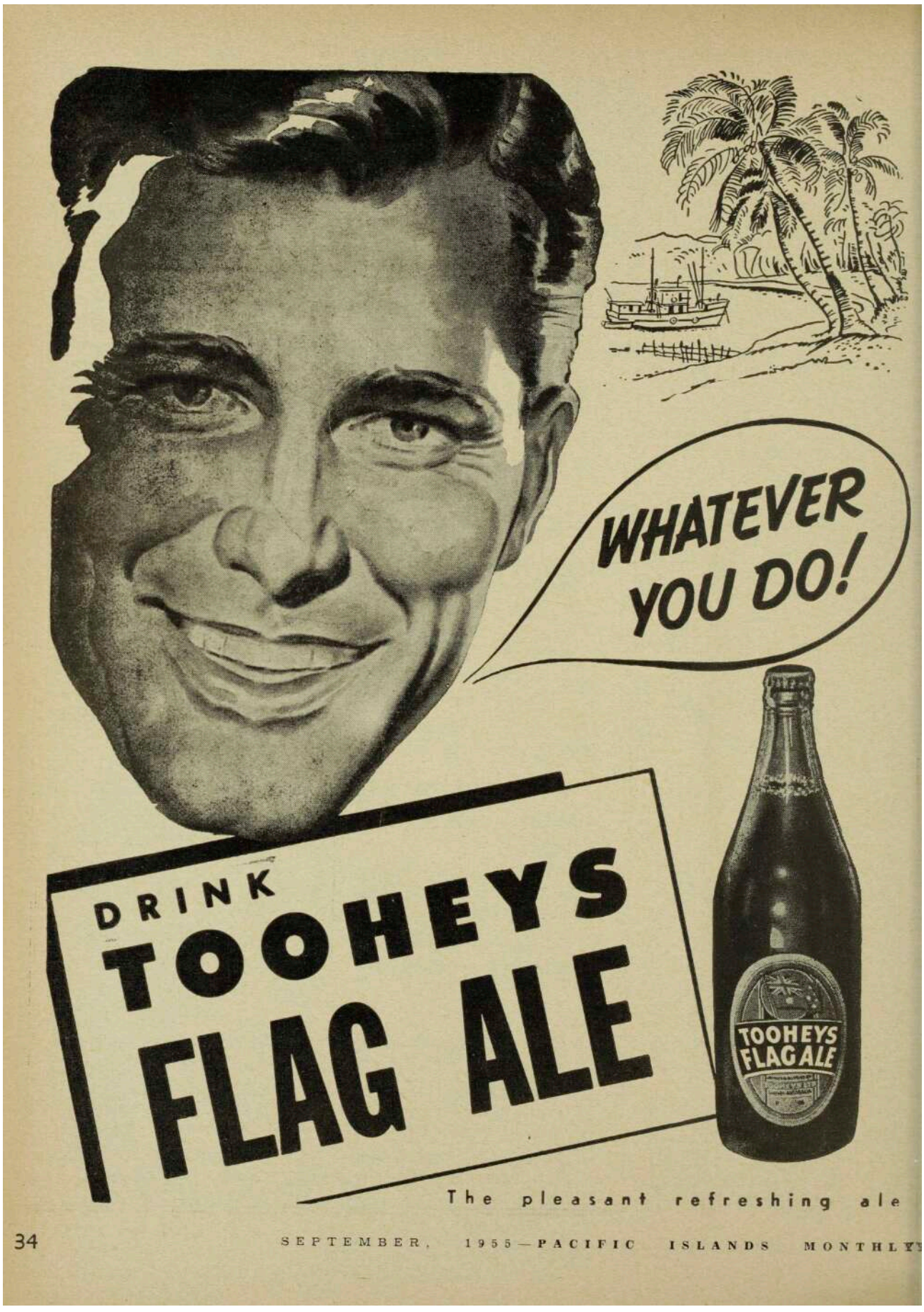
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CAPTAIN HUGHES REBUFFED

GEIC Resident Commissioner Denies Allegations by Critic

Allegations made by Captain W. H. Hughes that the "British way of life" was being forced on the Gilbert and Ellice Islanders and that the indigenous people of the Colony were still "living in the Stone Age" were emphatically denied by the Resident Commissioner (Mr. M. L. Bernacchi) when he arrived at New Plymouth, New Zealand, on August 15.

MR. BERNACCHI, en route to the United Kingdom on leave, travelled to New Zealand from Ocean Island in the Norwegian phosphate ship *Arna*.

Captain Hughes's allegations, made in June, when he was also en route to Britain, were widely publicised in New Zealand and quoted in PIM.

They had caused the greatest resentment among the Islanders, said Mr. Bernacchi, and he had received many requests from New Zealand for a denial.

The Gilbert and Ellice Islanders, he added, were among the most loyal of the Queen's subjects in the British Commonwealth.

Captain Hughes, Mr. Bernacchi continued, had been described in some reports as a missionary. He was not. He was an employee of the London Missionary Society, and his work had been primarily to look after the teacher-training of the mission pastors, who were schoolteachers in the villages.

The pastors, at the request of the Government, were given a year's teacher-training during their three years' training. (The UK Colonial Development and Welfare Fund had aided the sending of two missionary students to Christchurch, NZ, for teacher-training. Both students had objected strongly to what Captain Hughes had said).

Mr. Bernacchi said he had never before heard of the title "Director of Missionary Education and the Teachers' Training College." Full-time teacher-training was undertaken by the GEIC Government.

Captain Hughes also looked after other educational matters in which the mission was interested, but, other than having a Government grant towards his salary, he was not connected with the Government.

WHEN making a statement to the NZ Press Association, Mr. Bernacchi produced a telegram from the London Missionary Society's foreign secretary in London which stated: "Regret press reports purporting carry statements of Hughes. Dissociate ourselves entirely from views there expressed. Letter following". The telgram was signed by the Rev. C. S. Craig.

The Gilbert and Ellice Islanders were exceptionally intelligent and were not, as Captain Hughes had said, thousands of years behind the times, Mr. Bernacchi continued.

At the moment the percentage of fully literate Gibertese was 89 and of Ellice Islanders 97, in their own languages.

The Civil Service, clerical administration, teaching and professional positions were manned entirely by indigenous Islanders, except for some key positions.

CAPTAIN HUGHES had said that until five years ago the Islanders were happy under the rule of "a couple of Englishmen and a native clerk."

The Resident Commissioner replied that in 1950 there were 45 European officers and 58 native clerks in the Colony. Now, five years later, there were 41 European officers and 56 native clerks.

The policy was to replace European officers with natives as the Islanders were brought to a sufficient education standard.

Even the principles of British justice were applied by natives and in native courts.

Lastly, Mr. Bernacchi denied Captain Hughes's statement that the GEIC people were taxed more heavily than those of any other British Colony. He said that there was no tax on basic foodstuffs imported into the Colony, and the indigenous people did not pay rates. All tax revenue was returned to the islands in services.

RHS Awards to Ellice Islanders

TWO Ellice Islanders, Lipine and Tanielu, were recently awarded the medals of the Royal Humane Society for saving the life of another Ellice Islander off Nauru Island on December 9, 1953.

The men, employees of British Phosphate Commission, were in the surf endeavouring to salvage a valuable mooring buoy which had broken adrift in heavy weather, when a man named Matiava was swept out to sea.

Lipine, a constable of the Nauru Police Force, received the Society's Silver Medal, and Tanielu the Bronze Medal.

† New Caledonia's three soap factories together produced 317 tons of soap in 1954, according to figures just published. The industry is totally protected by import barriers.

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FIFTEEN NATIONS ATTEND TB CONFERENCE

WHILE the war against tuberculosis in Australia and New Zealand is being won, the disease remains a frightening menace to the well-being of whole communities in the Pacific Islands and elsewhere.

This fact lent special interests to the Asian-Pacific Tuberculosis Conference held at Sydney in August.

Opening the conference, which was attended by 200 delegates from 15 countries, the Australian Federal Minister for Health (Sir Earle Page) said that Australia's neighbours might well reduce tuberculosis deaths by using Australian anti-TB methods. These methods had reduced the TB deathrate by 50 per cent. in the last five years.

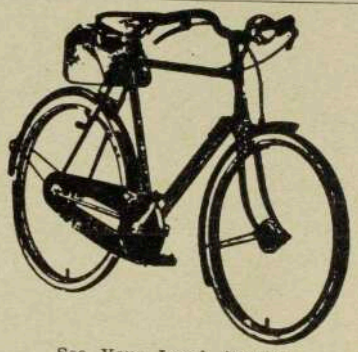
The object of the conference was to stimulate knowledge of and interest in TB in countries where the disease presents alarming problems.

In some Pacific territories, such as New Guinea, an all-out effort is being made to bring the scourge under control. In others, the effort, although needed with equal urgency, is less apparent.

Fiji's delegate to the conference was AMP Macu Salato, who has had a notable career in the Colony's medical service and in the Solomons. Since the conference he has been joined by his family from Fiji and plans to spend eight months' vacation leave in Australia.

Although an anti-TB campaign was started as a war memorial in Fiji in 1949, the disease is still the greatest health problem of the Colony, and particularly of the indigenous Fijians.

¶ Mr. L. J. Wright, of Auckla has been appointed Officer Charge, Nauru Radio, in success to Mr. G. Davies, of Sydney, w has resigned. Mr. Wright was cently radio officer in the tra Tasman freighter *Ken Waihi* a earlier was radio officer in *Matua* on the Auckland-Islar service.



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Changes Recommended

METHODS OF FIJI POLICE REVIEWED

(From Our Own Correspondent)

THAT an experienced police officer be obtained from overseas to train members of the Fiji Police in modern crime-investigation methods is one of the most important recommendations made in the report of the Commission of Inquiry set up by the Government.

In regard to the investigation into the murder of an Indian, Gopal Reddy (in which allegations of violence used while taking statements from the two Indians accused were the basis of successful appeals against death sentences), the Commission states that it was satisfied that no violence was used. At the same time, the report criticises an officer who has since resigned.

The 17-page report recommends the setting up of a Forensic Science Laboratory.

Other recommendations are that, to enable senior officers to take a greater part in crime-investigation, some increase in the fixed establishment of officers should be considered, and that senior officers should be relieved of the prosecution of minor cases in magistrates' courts, such cases to be prosecuted by sub-inspectors or sergeants. The issue of licences and collection of revenue by police officers should be discontinued.

The report discusses in detail the present methods of interrogation by the police and impresses on all ranks the importance of making immediate notes of all information obtained at the scene of a crime.

It is recommended that as far as possible all interrogation of witnesses or prospective witnesses should be done at their homes and not at police stations.

THE vexed question of the admissibility in evidence of statements made to the police by accused persons is dealt with at length. The desirability of not allowing such statements to be used at trials had been stressed by a former Chief Justice and an Attorney-General, and the Crown Counsel, Mr. H. R. J. Lewis, told the Commission that the police rather regarded confessions as the "be-all and end-all" of a prosecution.

The Court of Appeal, in its judgment in the appeal brought by the two men sentenced for the murder of Gopal Reddy, stated that it was abundantly satisfied that violence had been used by police in order to obtain statements, following which the Criminal Procedure Code was amended to the effect that no confession made to a police officer below the rank of assistant superintendent shall be proved against a person accused of any crime.

The Commission recommends that this should be repealed.

Sharp Increase in W. Samoa's Sex Crimes

From Our Own Correspondent

WHEN sentencing a Samoan to seven years' imprisonment for rape, Chief Judge C. C. Marsack commented in August on an alarming increase in the number of sexual offences in Western Samoa, and said that heavy sentences would be imposed.

Official figures show that in the first seven months of 1955 eight persons were convicted, in the High Court at Apia, on charges of rape, and six were convicted on charges of indecent assault.

There were other cases of assault on women, as well as charges of unlawful entry to premises by night, which often come in the same category.

Western Samoa's figures compare very unfavourably with those of New Zealand. Convictions for sex offences in the Dominion represent less than one to every 10,000 of the population. The Samoan figures are approximately three times as great.

¶ Miss Mary Edwell-Burke, widely known in the Islands as Miss Mary Edwards, held an exhibition of her paintings at Sydney from September 5 to September 14. The selection included a great variety of subjects painted in New Guinea, Fiji, Samoa, Java, New Zealand and Australia.

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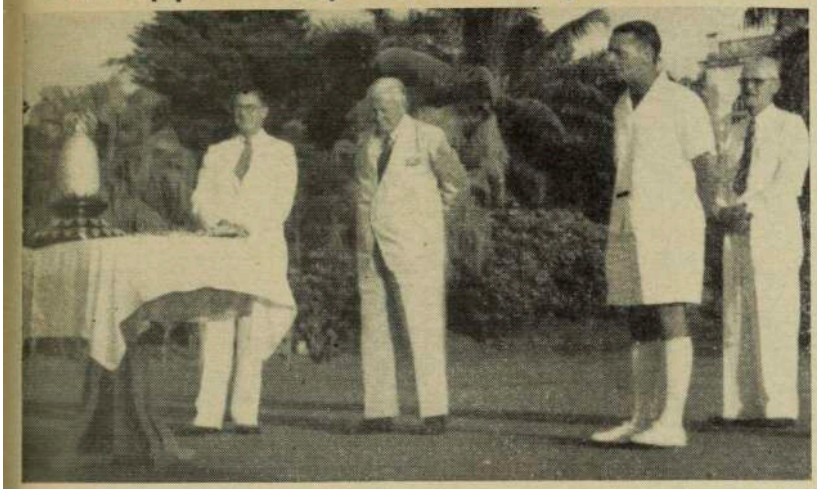
Pineapple Cup Ceremony at Suva



Fiji's major inter-club bowling trophy, given by the Pacific Biscuit Co., Suva, for singles championship competition, has been won for the second year in succession by A. Gardner (Rewa). Runner-up was C. Fabier (Vatukoula). In this picture of the cup-presentation, the Acting Governor of Fiji (Mr. A. F. R. Stoddart) is standing near the trophy with the president of the Suva Bowling Club (Mr. W. F. Stevenson), the winner, and the Suva Club secretary (Mr. G. de C. Montague).
—Photo by Caines.

† The South Pacific Commission's latest Quarterly Bulletin, Vol. 5, No. 3, is of particular value to all interested in Pacific fishery prospects and problems. It contains a series of extremely interesting articles on almost every phase of the subject. Most are reports by Mr. H. van Pel, the Commission's Fisheries Officer.

Matson Freighter Calls at Rarotonga

From Our Own Correspondent

WHEN *Viti*, the Cook Islands' stand-in shipping link with New Zealand, went out of commission with engine trouble, efforts to have the Matson freighter *Ventura* call on her way from Papeete to Auckland were successful.

On August 13, the ship loaded 7,293 cases of Rarotongan tomatoes, 58 tons of copra and a small quantity of vegetables for the NZ market.

¶ William (Seven Little Sisters) Willis, who drifted lone-handed across the south-eastern Pacific last year, has published his story in fuller form in *The Gods Were Kind*. Publishers are E. P. Dutton and Co. Inc., of New York.

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PRAY FOR A BRAVE HEART, by **Helen MacInnes.** — a thrilling story of espionage and international robbery, set in Bern and the mountainous Swiss countryside around it, by the author of **Assignment in Brittany. 15/6** (post 9d).

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Double Mercy Flight By RNZAF for Young Niue Islander

WHEN a 21-year-old Niue Islander named Fatahetoa suffered severe facial and eye inquries through an explosion, in mid-August, the RNZAF's No. 5 Flying Boat Squadron, based in Fiji, was called to provide urgent transport to hospital.

A Sunderland commanded by Flight-Lieutenant H. H. Torgersen managed to alight safely on the open sea in the lee of Niue and take off again with the patient half an hour later. A rough flight was experienced.

This is believed to be only the second occasion on which an aircraft has visited the island. The first visit was by a Catalina during the war.

At Suva that evening it was found that the patient would have to be sent to Auckland for an operation and a second Sunderland was despatched under the command of Flying Officer Dwyer.

This aircraft met very severe weather, with thunderstorms and icing conditions. All aboard were exhausted when they reached Auckland next morning. An engine threatened to cut out at one stage of the flight.

The patient was rushed to hospital and was later reported to be in fair condition.

Governor-Fisherman at Pago Pago

Governor Richard B. Lowe, of East (American) Samoa, caught these sailfish (105 lb and the other 95 lb) within half hour while fishing in Tutuila waters. Not l ago the Governor landed a 107 lb sailfish, wh has been mounted.

—Photo by Pan American Pri

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Current News Items From Our Correspondents In Papua-New Guinea

BOAT VOYAGERS SHOULD NOTIFY POLICE

People who go to sea in small boats and do not inform the authorities where they are going or when they should get back are taking unnecessary risks, said the Superintendent of Police at Port Moresby, Inspector J. Palmer.

His statement followed the experience of eight Moresby people who spent a night at Fisherman's Island in August and no one knew about it until they did not report for work the following morning.

The group of people started out through moderately rough seas for a boating trip, but at Fishermen's Island they decided the seas were too rough to start the return trip. The result was that they spent the night at the island.

At 10 o'clock the following morning somebody notified the police, who sent a launch out.

Said Inspector Palmer afterwards: "It would be a big help if people dropped into the Police Station and told us where they were going and what time they expected to get back. Then, if they don't turn up, we can do something about it."

POPULAR OFFICIAL IS TRANSFERRED

One of the best-known personalities in the Department of Civil Aviation in P-NG, Mr. Tom Drury, has been transferred to the Department's head office at Melbourne. He will leave for Australia in the *Bulolo*, accompanied by his wife and two of three young sons. The third son is at school in Australia.

Mr. Drury arrived in the Territory in 1947, and worked for Guinea Air Traders, Mandated Air Lines and Qantas before joining the Department of Civil Aviation in July, 1949. He was airport manager at Lae before being transferred to Port Moresby as Examiner of Airmen and Airway Surveyor.

For the last two years, Mr. Drury has been Acting Supt. of Flying Operations in Papua and New Guinea.

NATIVE STEWARDS

Qantas Empire Airways were commended by the P-NG Administrator, Brigadier Cleland, when he learned that the airline was training natives as flight-stewards for regular Catalina passenger services in the Territory.

"It is another step forward in the useful employment of natives in the Territory," said the Administrator.

Natives have previously assisted flight-stewards on Catalina flights, but for the first time in August, on the services to Daru, New Britain and Bougainville, the European steward was left behind and a native filled the job.

A PIM correspondent who travelled by the Bougainville service reported later: "Our native steward was immaculately dressed in khaki shorts and shirt and performed his duties admirably."

Captain Phil Oakley said that the native stewards are still being "tried-out." At present, four are receiving instruction.

FATAL KOKOPO CRASH

A young European boy was killed and two other children were injured when a jeep and a three-ton lorry collided at Kokopo. The children were returning to Rabaul in the lorry after attending a Red Cross picnic on August 14.

The boy killed was John Crawford, aged 7, of Rabaul. Those injured were Gordon McDonald, aged 9, who was flown to Australia several days after the accident, and a young Chinese girl.

At Port Moresby a native died in mid-August from injuries received in an accident three days previously.

SHARK LASSOOED

A monster shark was lassooed at Lae in August.

(Continued on Page 43)

Pope

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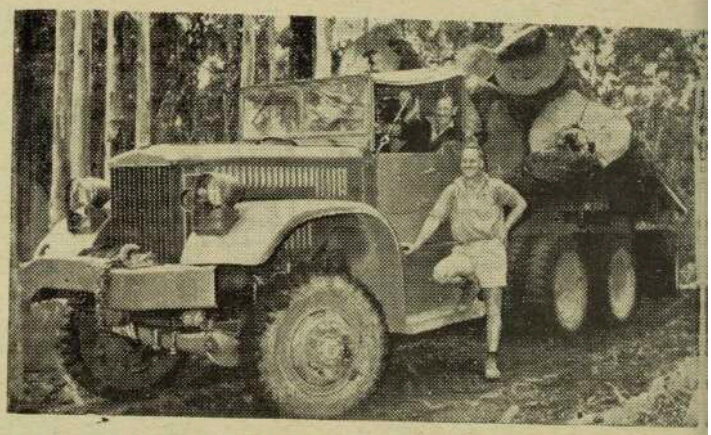
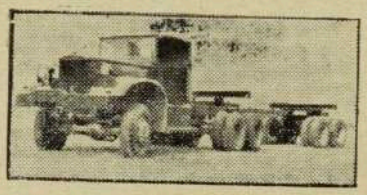


Reports of the oustanding performances of the Diamond 'T' 6 x 6 (ex U.S. Navy Type Vehicles) are being received daily at our office. We quote one of these below—



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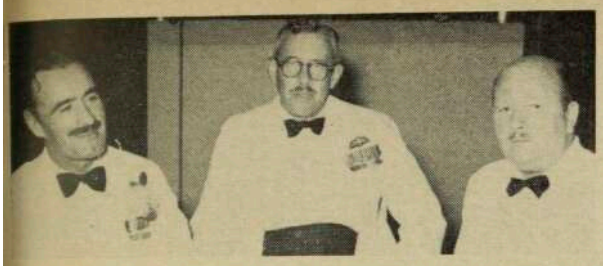

Infantrymen of both World Wars held a Minden Day dinner at Port Moresby on August 6. Guests at the official table included (left to right): Sub-Inspector H. S. Thomas, Col. R. K. Wilson (president) and Mr. F. C. Townsend. (Papuan Prints).

It was swimming up and down alongside the ship *Delos* and for reasons best known to itself, made two complete jumps out of the water.

The third time, the chief boatswain, Lee Wan, somehow managed to lassoo its tail. After a fight the shark gave in, and with the aid of the *Delos*' winches, it was hauled on board.

It weighed well over a ton and measured 18 ft.

PAPUA'S PRAWNS

A preliminary survey of the fishing resources of Papua shows that certain of its waters abound with prawns.

The Fisheries Division of the Department of Agriculture has prepared samples with the idea of getting an expert opinion on their commercial possibilities.

The Chief of the Division, Mr. Rapson, writing in a journal published by the South Pacific Commission, says that no fewer than six species of prawns have been found in the Western Gulf of Papua. There was reason to believe that good stocks would also be found in the Eastern Gulf.

The fisheries survey of Papua is being made with the aid of a 60-ft vessel chartered from Mackay, Queensland.

Referring to the Division's long-range plans for developing the Territory's fishing grounds, Mr. Rapson says it is hoped to introduce new methods among native fishermen to encourage them to organise their activities in local waters.

DROUGHT AT RABAUL

A drought at Rabaul in August brought water prices in the town to an all-time high.

Chinese water-carriers were do-

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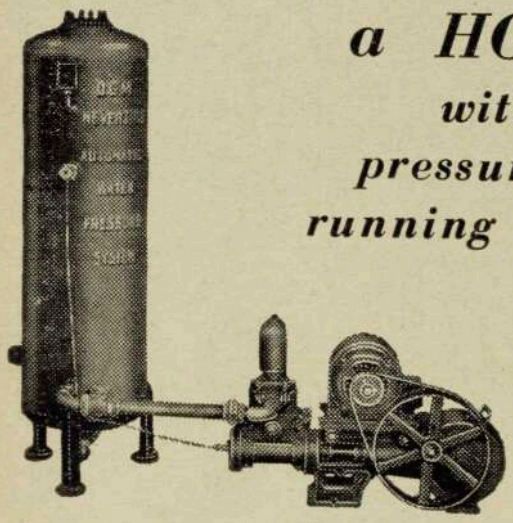

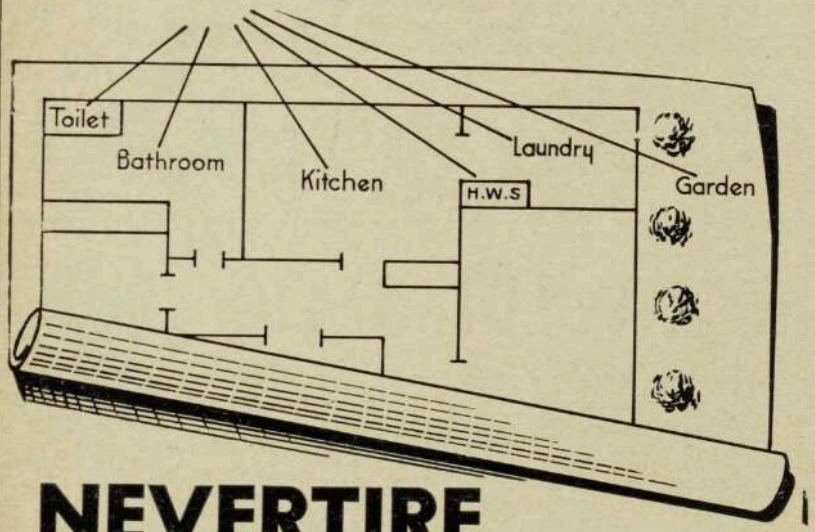

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BRIDGE-BUILDING RECORD

A record number of bridges w built by the Commonwealth D partment of Works in P-NG duri the 1954-55 financial year.

In that time, just on 3,000 ft bridging was opened to traffic. bridges were constructed of ste concrete and durable hardwo and, according to the Director the Department, Mr. Vidgen, cou be classed as semi-permanent.

Mr. Vidgen said that the most i portant of the bridges erected we over the Markham River, the Er River, and the Pericles River on t Wau-Labu road, together with t bridges at Kiamadan, Belik a Kolonoboi, in New Ireland.

He pointed out that during t last five years, only 150 ft of sem permanent bridging had been d stroyed in the Territory, and th was only after exceptional floodin

Many of the streams in the Ter tory were unstable and there we seldom any flood-records a drought-records to predict riv heights.

Bridging engineers had to deci in many cases whether to build bridge that would withstand all u known factors or to build a relative economical bridge which might damaged or destroyed in exception circumstances.

Mr. Vidgen said that in mo cases it was considered mo economical to build a lightly-co structed bridge and rebuild it necessary than to build a cost bridge which had only a reasonab certainty of being permanent.

UPPER TAURI PATROL

A Native Affairs Patrol whi went from Port Moresby to th Upper Tauri area has made peacef contact with the Kukukuku in th district.

The patrol is accompanying a Ne Guinea Resources Survey tea which had been harassed by th tribesmen.

The patrol will remain in th area until it is recalled.

ACCOMMODATION QUERY

The P-NG Public Service Associa tion is annoyed by the rejection the appeal to check the flow of th new officers to the Territory unt adequate accommodation is avai able for them.

The Secretary for Territories, M Lambert, told the association tha the situation had to be regarde not simply as an occasion for clos ing down on recruiting, but also a challenge to greater effort in th Territory to overcome the accom modation shortage.

Several of the members of the Federal Parliament who toured the Territory were "grabbed" by association officials and shown the accommodation in which some Administration officers have to live.

TWINS AT CHIMBU.

Another "first" was recorded in the New Guinea Highlands in August.

It was the arrival of the first set of European twins in the district. They are the twin sons of ADO and Mrs. Bill Kelly, of Chimbu.

The babies were born at the Goroka Hospital.

LAE WHARF QUESTION

A detailed reply to criticism by the Lae Town Advisory Council about proposed lengthening of the Lae wharf has been made by the Administrator, Brigadier Cleland.

At the meeting in question, members said that the proposed 100 ft extension to the wharf would be "practically useless."

It was stated that the extension would be carried out in the first year of the Three-Year Plan of development, and further extensions would be added until the wharf reached 800 ft.

Papuan League Team Beats New Guinea

Port Moresby's largest football crowd to date saw the Papuan Rugby League Firsts (pictured) beat New Guinea on July 31.

—Photo by Papuan Prints.

On this point, the Administrator said the Council's understanding of plans for the future was "not correct." There was no proposal to continue progressive extensions to 800 ft. When potential development warranted it, consideration would be given to construction of a second wharf of 400 ft.

(Continued overleaf)

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NEW SEASON'S CHOICE SULTANAS,	2/- lb.
NEW SEASON'S SEEDED RAISINS, 12 oz. Pkts.	23/- doz.
"McILRATH'S" S. R. FLOUR, 2 lb. Ctns., 18/6 doz.; 25 lb. bags	17/6 ea.
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"BIG SISTER" FRUIT MINCE, 14½ oz. tins	33/- doz.
"McILRATH'S" SPECIAL BRANDY SULTANA CAKE, 3 lb. Round Utility tins	12/6 ea.
"KIA-ORA" ASSORT. CORDIALS (Fruit Cup, Lemon, Orange, 50-50, Raspberry and Pineapple	39/- doz.
"PINEAPPLE EXPORT QUALITY SEEDED HAMS	6/9 lb.
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"TOOHEY'S" EXPORT PILSENER AND FLAG ALE	19/6 doz.

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Brigadier Cleland pointed out that the proposed 100 ft extension to the present wharf would mean that overseas vessels could work all hatches to full capacity. This was therefore not a "useless" development.

He mentioned that only two overseas ships and three Territory vessels were delayed through awaiting a berth at Lae during the four months April to July, inclusive.

Regarding the Council's suggestion of congestion at the wharf, the Administrator referred to the findings of a special committee of shipping representatives called in May.

The committee established, among other things, that the Customs Department was in no way to blame for congestions, and that congestion was caused to a large extent by the failure of shipping agents to take prompt delivery of cargo.

"AUSTRALIAN RULES"

There is hope yet for the devotees of Australian Rules football who have to listen to the argument: "It will be a good game when it's played overseas, like League."

In August, with all the appropriate fanfare, the first organised competition of Australian Rules outside Australia opened at Port Moresby.

To mark the occasion, the P-NG Administrator bounced the ball to open the Papuan National Football League's first match.

Two native teams played the curtain-raiser.

ANNUAL PILGRIMAGE

A Roman Catholic nun, the sole survivor of a massacre in the Baining Mountain area of New Britain 51 years ago, took her place in August among a group of pilgrims to the scene of the murders.

As a young missionary, the nun had been the companion of two Catholic priests, three Brothers and five nuns who lie buried near the foundations of what was to have been a mission church.

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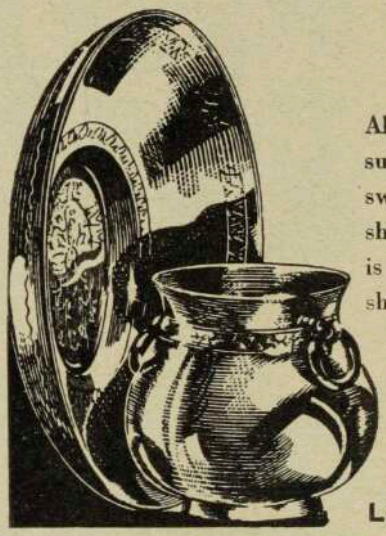

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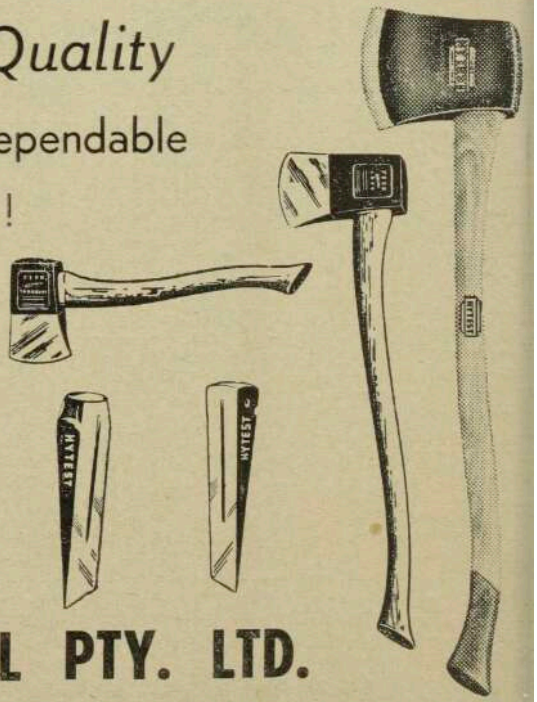

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On the day of the massacre, the nun was sent by her Mother Superior to the coast at Vunamarita for a supply of salt water.

The massacre occurred on August 13, 1904, when a native, forbidden to marry another man's wife, led a revolt against the missionaries.

The pilgrimage to the small graveyard is now an annual event.

An application has been made to the Vatican for the missionaires to be beatified..

MAL's NEW DAKOTA

Two Mandated Airlines pilots, Messrs. J. K. Perry and G. Withers, left Lae in August for Hongkong, where they will take delivery of a Dakota aircraft for the company.

At present, MAL's chief engineer is at Hongkong checking the plane and carrying out modifications for the tropics.

ANOTHER PYTHON

Another python may soon be in residence at Taronga Park Zoo, Sydney.

The python, which is at present at Goroka, is about 12 ft long and should grow to about 20 ft.

The P-NG Administration has telegraphed the chairman of the Taronga Park Zoo Trust, Sir Edward Hallstrom, asking if he wants it.

A 25-ft black python, caught near Bomana Gaol, Port Moresby, was delivered to the zoo a month ago. It travelled in the *Bulolo*, and, according to a reptile-keeper at the zoo, it was the first seasick python he had seen.

ADMITTED TO THE BAR

A former president of the Law Council of Australia, Mr. Edward Reynolds of Melbourne, was admitted as a barrister and solicitor of the Supreme Court of P-NG at Port Moresby in August.

Mr. Reynolds is a leading Australian Queen's Counsel.

SCHOONER'S NEW ROLE

A well-known Sydney schooner which once roamed the China Seas with machine-guns and depth charges, will soon leave Sydney for work as a plantation vessel in New Guinea.

The schooner, the 66-ft *Amohine*, was built more than 20 years ago and was used as a pleasure craft until the war. The Navy took her over and commissioned her in 1943. Machine-guns were installed on her wooden decks and she was later fitted with depth charges.

The *Amohine* then served two years in the China Sea and the Milne Bay area as a patrol-boat.

After the war she was converted to a pleasure craft, and has been bought by a New Guinea planter, Mr. J. A. Thurston. *Amohine* left Sydney for Rabaul on August 31.

★

New Guinea Team

The New Guinea Rugby League Firsts team lost to Papua in the final match played at Port Moresby on July 31.

—Photo by Papuan Prints.

★

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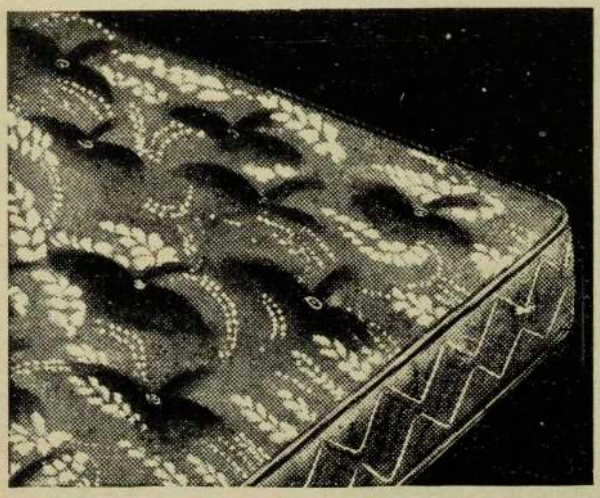

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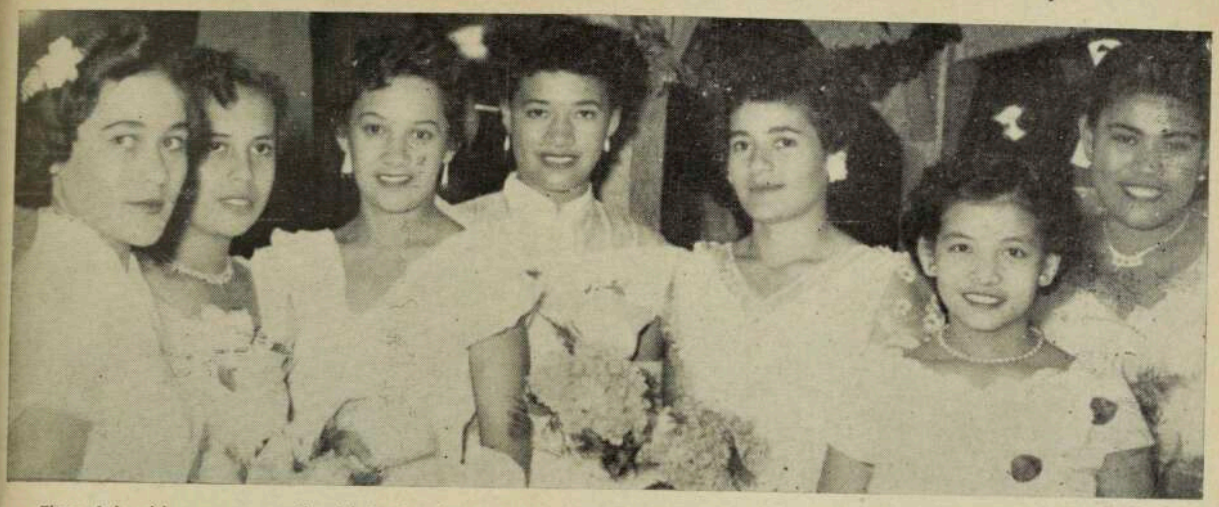
Seven Apia Debutantes Who Were Presented to Cardinal Gilroy



These Apia girls were among the debutantes who were presented to Cardinal Gilroy at a ball held during the Cardinal's recent visit to Samoa. They are (left to right): Misses Christina Swanney, Marie Kruse, Mary Betham, Bertha Adams, Emma Krause, Teresa Ah Soon, Roina Ropati.
—Photo by R. F. Rankin.

About 300 boats were engaged in the trochus fisheries of the north and west coasts of New Caledonia last year. The export value of the shell was about 40,000 Pacific francs a metric ton, with quantities sold to Japan at up to 55,000 francs (£A385 a long ton approximately). Production rose from 578 to 880 metric tons, worth 33,000,000 Pacific francs.

† New Caledonia imported 2,231 tons of rice last year, 742 tons from Australia, at a total of 26,700,000 Pacific francs (£A365,000). Local rice production totalled only 43½ tons in spite of a subsidy of about 6 francs a kilo to make production costs competitive with the imported product.

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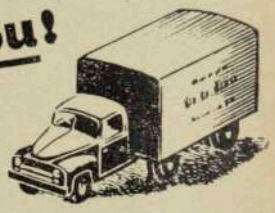

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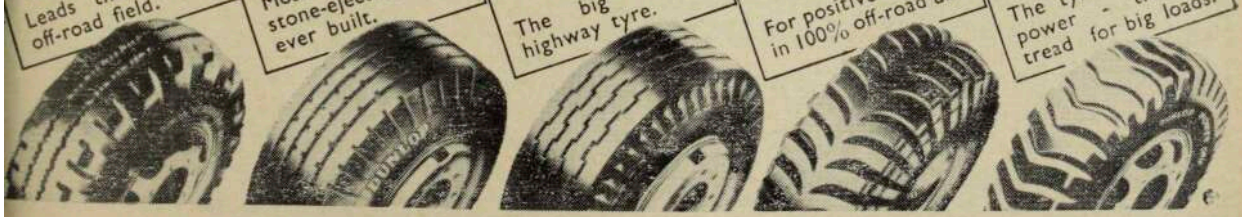

FIJIAN INQUIRY

Samoan Bananas Win First Place

From Our Own Correspondent

TIME was when Fiji's bananas were regarded in New Zealand as being of higher quality than Samoa's, but when a group of agriculturists from Fiji visited Western Samoa for a week in August, the Samoan banana industry was one of the subjects for study.

New Zealand has recently complained about the drop in the quality of Fijian bananas, and consumers in the Dominion have been asking for the Samoan fruit—a development which presumably inspired the August visit.

The party from Suva comprised Ratu Edward Cakobau, four agricultural and administration officers, and a private planter.

Besides bananas, the Samoan cocoa and cattle industries were studied.

Despite the implied compliment of the Fijian mission, the Western Samoan banana industry also has its worries.

July shipments to NZ were 18,800 cases in the *Navua* and 12,000 in the *Tofua*. These shipments fell short of the quotas fixed by 1,200 and 5,000 cases respectively.

Exporters say that the shortage was mainly due to the erratic timing of the shipping, which caused the bananas to be either overmature or too green to be loaded.

With normal spacing of shipments at intervals of about a fortnight, quotas could easily be filled. Banana production in Upolu and Savaii is increasing rapidly.

¶ Miss Nga Tariau, of Rarotong has qualified at St. Helens Hospit Auckland, for midwifery nursi certificate. She had earlier qualifi for the general and materni certificates at Thames Public Hc pital, NZ. Miss Tariau is the fi full-Rarotongan girl to reach th nursing standard.

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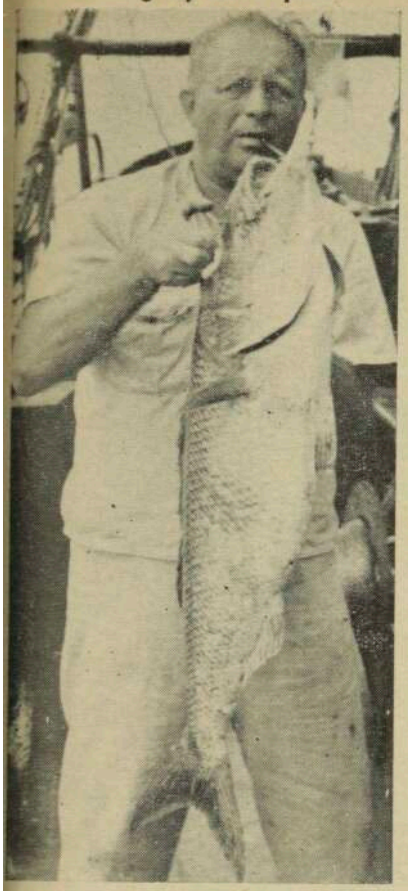


Mr. Hubertus van Pel, Fisheries Officer of the South Pacific Commission, displays a fish caught during depth-trolling operations off Tonga. His current research assignment—at the US Administration's invitation, is at Guam.

SOLOMON IS. NURSES IN WAR ON LEPROSY

NATIVE nurses who are in training at the Anglican Mission Hospital at Fauabu, Malaita, in the British Solomon Islands, take turns in helping at the weekly dispensary at the St. Francis Leper Colony and visit the colony as part of their training.

When they return to their villages these nurses do a great deal to encourage the early treatment of leprosy.

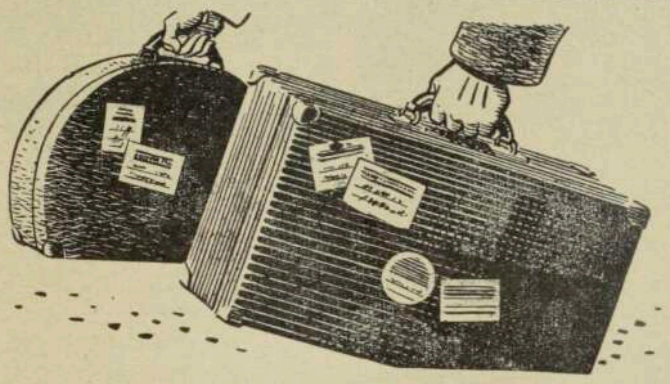
They also care for the babies of leprous mothers. These babies usually return to village life at one year old and are placed under the care of foster-mothers. By that time they are eating the usual native foods.

Sister A. J. Adams, in a letter to the Lepers' Trust Board, says that it is better for them to return to the village life, which is important to a child, than to be always living under the care of Europeans.

¶ Mr. L. S. Wood, principal of the Fulton Seventh Day Adventist Missionary Training College, Tailevu, Fiji, has gone to Auckland for post-graduate study in education. At the end of the year he will move to NSW to become director of teacher-training at the Australasian Missionary College. Mr. A. W. Martin, the SDA Mission's Central Pacific educational secretary, is acting as principal at Fulton.

¶ Miss Ethel M. Nordman, daughter of Mr. and Mrs. Oscar G. Nordman, of Papeete, was married to Mr. Noel Harrison Bourke, of Sydney, NSW, at Papeete recently.

¶ M. Marcel Isy-Swartz, noted French spear-fisherman and under-sea photographer, who visited Fiji, the Gilbert and Ellice Islands in recent months, was to leave Tahiti for France in August.



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12-oz. & 24-oz. Apricot.
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END OF AN ILLUSION

Cook Is. Citrus Trade not Essential to NZ

COOK Islands citrus fruit exports, commonly believed by many people in New Zealand and the Islands to be the Dominion's main supply source, especially of oranges, are nothing of the sort.

Figures covering New Zealand's citrus imports in recent years are by no means easy to obtain and for that reason have received little publicity.

To reach some kind of an assessment of New Zealand market requirements, PIM recently had a search made of the Customs Department's import records at Wellington.

These show that since 1945 oranges have been imported from the following countries: Australia, British West Indies, South Africa, Fiji, Cyprus, Pitcairn, Algeria, Tonga, the United States and the Cook Islands, with Australia, British West Indies (Jamaica), South Africa, and the Cooks being the only important regular sources since 1952, and Cyprus, Algeria, and the US supplying single shipments in one year only, during the period 1945-54.

IMPORTATIONS are seasonal, Jamaica supplying from January to March, the Cooks April to June, South Africa June to September, and Australia June to January.

Australia has supplied by far the greatest proportion of total imports during the 1945-54 period.

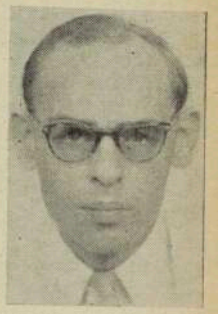
Here are actual orange import figures for the year, ending on March 31, 1955: Australia, 20,700,000 lb; Jamaica, 4,700,000; South Africa, 4,200,000; Cook Islands, 3,500,000; Cyprus, 29,700; Algeria, 29,400.

The figure for the Cooks is an estimate as the published data combined oranges and other citrus, case-sizes for which are different.

Total number of cases of all citrus from the Cooks was 55,018. Oranges are in approximately 70 lb cases, from which the above estimate has been reached.

It is quite clear, from a perusal of the seasonal imports of oranges, that the Cook Islands could safely increase its output ten times and still find a ready market, at 1955 prices, in New Zealand during the months April-June, which is the only time of the year that South Pacific citrus bears in any quantity.

Accident Ends P-NG Redex Bid



BAD luck put Papua - New Guinea's entrant (Car No. 160) out of the Australian Redex Trial at the end of August. Entered and driven by a Port Moresby businessman, Mr. Ernie Kriewaldt (pictured), with Mr. Mick Scott as navigator, the car lost two doors and a mudguard in a collision with a tree at a time when it was the only entrant ahead of time on the Sarina-Marlborough "horror stretch" in Queensland. Mr. Scott, who was slightly injured, was in hospital for 24 hours. The crash meant the loss of several hundred points. No replacements were permitted, and Mr. Kriewaldt had to withdraw. He planned, however, to take the car back to Port Moresby to show how much punishment a Peugeot can take and still move.

—Photo by Papuan Prints.

†The average export price of French Oceania's 215,700 metric tons of copra shipped in 1954 was about £A88 a long ton. Production was up by 26 per cent. on 1953. Coconut oil brought an average of about £A123 a long ton, and the output increased by 50 per cent. to 6,300 metric tons.

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Flies in the Ointment Of Prosperity In Papua-New Guinea

DISTURBING features of the "general air of prosperity" over Papua-New Guinea were stressed by Dr. J. Andrews (Sydney University) when addressing the geography section of the Australia and New Zealand Science Congress at Sydney in August.

Pointing out that this prosperity rested largely on the price level of copra and expenditure by exploratory oil companies, Dr. Andrews urged the establishment of native plantations with Government assistance.

A European managerial service could be set up to provide plantation managers, who would train natives to take over, he said.

Land titles could be invested in the native community, under safeguards, and plantation profits would go to the natives after provision of money to repay the capital outlay.

Dr. Andrews described a successful native plantation area in the Gazelle Peninsula for which the money had been raised by five native councils.

He said that the shortage of native labour in the Territory was unlikely to improve as the natives turned to more interesting work.

Goldmining appeared to be declining.

Expansion of coffee and other quick-maturing crops was probable but would be limited by lack of labour and land.

† The New Guinea Club president's report for the year ended on June 30 shows a successful year, with membership increasing by 27 to 45. Plans are in hand for the establishment of living accommodation for country members, and other improvements are being made to the club building.

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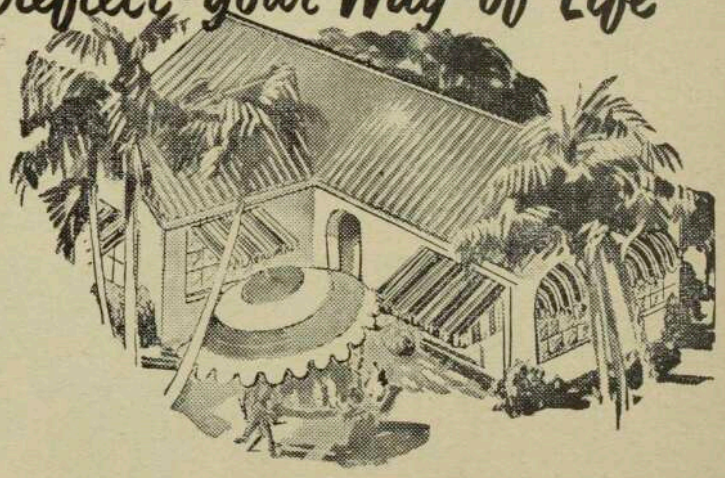

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Former Suva Girl Married

Miss Jocelyn Exon, younger daughter of Mr. and Mrs. F. C. Exon, formerly of Suva and now of Warrawee, Sydney, was married at Wahroonga, Sydney, on July 30, to Mr. Neil Gow, only son of Mr. and Mrs. Stuart Gow, Brisbane. Former Fiji people among the guests included Mr. and Mrs. D. Junor and their daughter, Mr. and Mrs. A. Rutledge, Mr. and Mrs. A. H. Phillips, Mr. and Mrs. B. Dowling, and Mesdames W. Warden, E. Potts, and H. Griffiths.

Polygamy Question In Trobriands

MRS. AMY LUMLEY, of the Trobriands, during a recent visit to Australia was publicised as the champion of Mitakata, paramount chief of the Trobriands, whose establishment of 23 wives is said to have incurred mission disapproval.

Mrs. Lumley had been quoted as saying that to reduce Mitakata to a single wife would be to lower his prestige among his people to that of any commoner. What is wrong for Europeans is not necessarily wrong for Islanders, she maintains, adding that there are also economic factors to consider.

Mrs. Lumley first arrived in Papua in 1900, when she was a girl of 16. Today, an influential trader, she has many villagers carving for her in the Trobriands. Recently she has been sending wood-carvings to the United States.

Her third husband died several years ago, and she has turned most of her business affairs over to two of her sons, Messrs. Ralph and Percy Lumley.

New Hebrides Now Too Isolated

A NOUMEA correspondent reports that New Hebrides people are not enjoying the isolation that has settled on the Group since Qantas discontinued its flying-boat service.

The medical service is feeling the absence of air-freighted medical supplies.

Noumea estimated that the New Hebrides airstrips should be ready for service by the DC6's about the end of September—but some New Hebrides people are much less optimistic, estimating late 1956 on present indications.

W. R. CARPENTER'S PROFIT INCREASES

NET profit of W. R. Carpenter and Co., Ltd., Islands merchants, is an increase of £A47,840 at £193,889 for the year ended June 30.

Dividend is again 15 per cent., including 5 per cent. bonus. It absorbs £127,590.

Provision for tax contingencies at £17,596 is sufficient to cover any assessments at existing rates, directors say.

Stocks are £12,297 lower at £13,473. Cash jumps by £201,244 to £377,150. Investments have risen from £1,490,000 to £2,210,000.

† M. Martial Iorss and Mr. L. Lagarde, of Tahiti, represented French Oceania in Paris at the Fall of the Bastille Celebrations last July.

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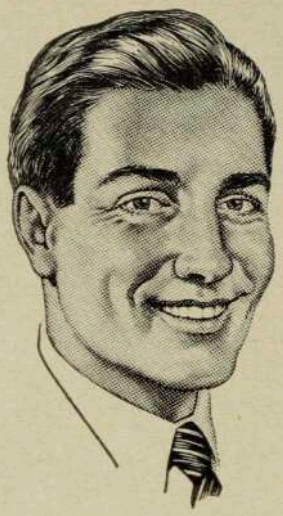

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Cole-Stubbs Wedding at Suva

Miss Jacquelin Winifred Stubbs, only daughter of Mr. and Mrs. John Stubbs, and Mr. Rodney Cole, only son of Mr. and Mrs. Vaughan Cole, were married at Suva in August. The bride's father is Suva manager of Cable and Wireless, Ltd., and the bridegroom's father is Director of Lands in Fiji. The bridesmaids were Misses June Hedstrom (on bridegroom's right in this picture) and Sheneagh Rennie, and Mr. John Parham was best man. (Photo by Caines).

¶ Sir Robert and Lady Stanley and Miss Stanley were to leave Fremantle for England on September 2. Sir Robert, who recently retired from the post of Western Pacific High Commissioner, had been visiting friends at Nedlands, WA, before returning to England.

† New Caledonia can produce almost anything—at a cost. Last year, 1,860 tons of potatoes were consumed in the territory, but only 600 tons of them were home grown. Potatoes imported from France and Australia could be retailed at 6 to 8 francs a kilo, while the local product had to be retailed at 14 francs to cover costs. Even then the profits to the farmer were low.

PACIFIC ISLANDS AIR PHOTOGRAPHS

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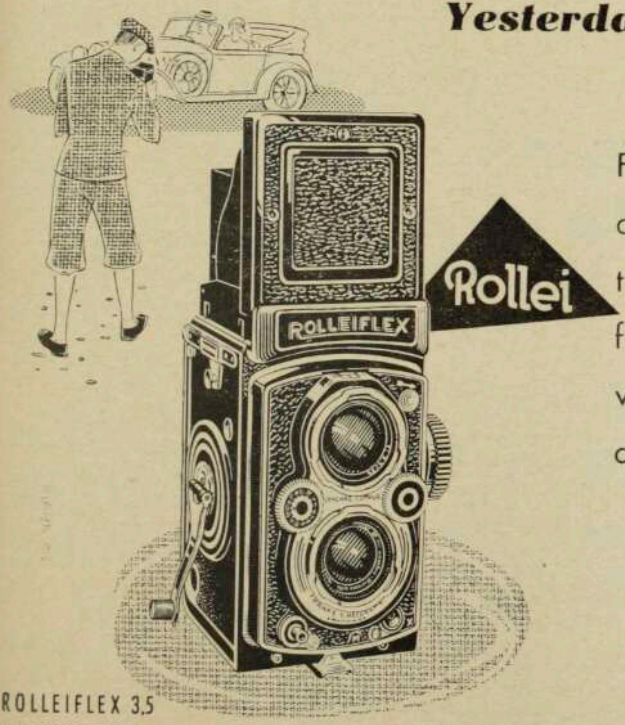

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Three-Year Pandanus Study Under Way in the Islands

THERE are 440 known species of the pandanus, but so far nobody has made an exhaustive study of the plant, and many new species may be discovered in the next three years.

Dr. Harold St. John, professor of botany at the University of Hawaii, is planning such a study with the aid of a 12,000 dollars' grant from the National Science Foundation at Washington.

His assistant, Mr. Benjamin C. Stone, will spend much of the period in the Pacific islands gathering specimens.

Both men are at present in the US Trust Territory islands.

"Some species of pandanus have delicious edible fruit, and there are spineless varieties which are greatly superior to anything we have in Hawaii for weaving," says Dr. St John. "The plant, which grows in virtually all the tropical Pacific islands, is of great scientific interest."

In a letter to PIM, Dr. John seeks the co-operation of readers who may be in a position to send to him (at the Univedsity of Hawaii, Honolulu) specimens of pandanus with a record of origin, nature of the tree, its native name and uses.

For a female tree, a photograph is desired, but the minimum specimen would be a leaf and three or four dry sections of the fruiting head, plus a statement of the size and shape of this head. The male trees are separate, and from these a leaf or flower cluster is wanted.

Dr. St. John's request is made particularly to readers living in remote islands.

† A fast, modern, well-equipped Japanese fishing vessel, *Iwate Maru*, put in to Tarawa for medical attention to a crew member during July.

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Full-Scale PWD Inquiry Starts at Apia

(From Our Own Correspondent)

PUBLIC servants who take advantage of their post to enrich themselves at the expense of the Government betrayed their trust and compromised the efforts to demonstrate Samoa's ability to govern itself, said the Acting High Commissioner for Western Samoa (Mr. T. R. Smith) in the course of his address at the opening of the Legislative Assembly at Apia on August 16.

The increase in offences of this kind showed a lack of responsibility and discipline, said Mr. Smith, adding that no country could remain great unless the moral fibre and restraint of the people were maintained.

The Acting High Commissioner referred to the Commission of Inquiry into the working of the Public Works Department, which began its sittings on August 19.

The Commission comprises Mr. Justice Archer and Mr. H. I. Hume, Assistant Engineer-in-Chief of the New Zealand Ministry of Works, who both arrived from the Dominion the day before the sittings began.

After hearing evidence for a fortnight, the Commission will compile its report and recommendations.

The whole range of Public Works activities and organisation will be surveyed, and the witnessess include heads of Government Departments, PWD officers and two members of the Legislative Assembly (the Hons. P. Plowman and A. M. Gurau).

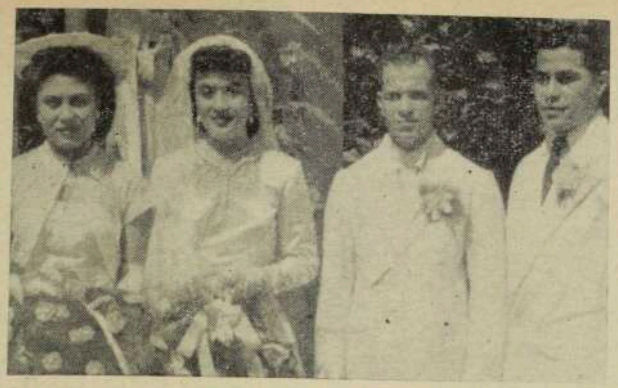
Counsel for the Commission is Mr. E. C. R. Winkel, legal officer of the N.Z. Public Works Commission.

Meanwhile more allegations of defalcations and other irregularities, including over-expenditure of voted allocations, have been made at Apia.

Work on the Poutasi-Salani south coast road has been suspended pending investigation.

(Further report on page 155)

† Figures just published at Papeete show that although the number of vessels calling at French Oceania from overseas was the same in 1954 as in the previous year, 78, the cargo handled was substantially higher in 1954. Of the 307,868 tons handled in 1954 (253,130 tons in 1953), only 44,463 tons consisted of imports. The export tonnage was mainly phosphate from Makatea—229,000 tons of it. Tasman Empire Airways carried 29 tons of cargo to Tahiti, including mail, and departed with 27 tons during 1954, 29 calls being made at Papeete.



Wedding in Samoa

Mr. Eddie Oldehaver, of Apia, Western Samoa, journeyed to Eastern Samoa to marry Taupou Leafaitulagi T. Tuitele at Leone village in August. On the left of this group is the bridesmaid, Miss Katalina Ameperosa, and on the right is the best man, Mr. Loli Crichton.

—Photo by Pan American Prints.

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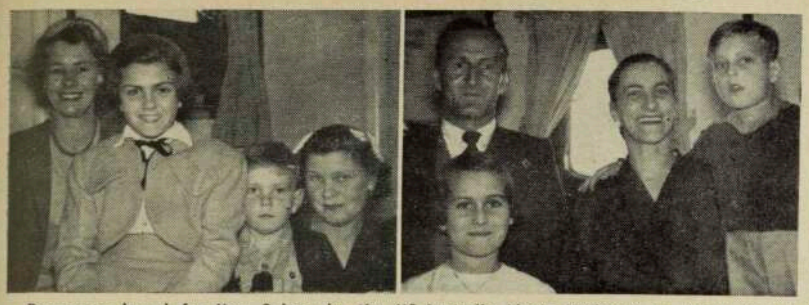
New Guinea-Australia Line August Passengers



Passengers bound for New Guinea by the NG-Australia Line's "Fukien" in August included (left): Miss Del Holt formerly of Steamships Trading Co. staff at Port Moresby, bound for Rabaul, where she will marry Mr. A. Normoyle. She was seen off by Mrs. L. Thomas, Dianne, and Paul. (Right) Mr. and Mrs. C. B. Poole, Diana, and David, returning to Daru after nine months leave. Mr. Poole is with the Department of Public Health.

HISTORIC LANTERN SLIDES OF FIJI AND SAMOA

AUTHORITIES concerned with the preservation of the pictorial history of Western Samoa and Fiji would have found much of interest in a programme of historic lantern slides presented at Sydney in August by the Photographic Society of New South Wales (Inc.).

The photographs had been taken by the late Mr. Walter Burke, FRPS, a New Zealand postal official and a noted photographer and lantern lecturer, at the end of last century.

His son, Mr. Keast Burke, ARPS, APSA, is present editor of the *Australasian Photo-Review*, and the August programme was a tribute to his father, who had presented the same programme of slides under the auspices of the Photographic Society of NSW exactly 50 years earlier.

Mr. Walter Burke travelled to Samoa in 1897 as official photographer to NZ Prime Minister Richard John Seddon, who was on an official visit. He also visited Apia in 1896 and 1898 as postal official in charge of mail aboard the trans-Pacific liner *Alameda*, and in the same capacity aboard the Union Steam Ship Company's *Waikare* on a 10-day cruise to Fiji in 1902.

(Continued overleaf)

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Many of the photographs were primarily of artistic interest and merit, but others, especially of Apia and Suva, and of people at those places, were of great historical interest.

Most noticeable in a shot of Suva Harbour was the great number of ships in port, most of them sailing craft. There were some interesting views of Victoria Parade and its buildings, and a series on Fijian fire-walking ceremonies at Bega.

There was a picture of the then Governor declaring the official ending of the period of mourning for Queen Victoria to the Council of Chiefs. The chiefs, it was noted in this and another shot, appeared to favour a comparatively short hair style.

There was an excellent shot of Prime Minister Seddon with an unnamed Samoan at Apia, and another of the hurricane wrecks along the foreshore—two still substantially intact.

Only a comparatively small selection of Island slides was shown due to time limitations. A great many others exist in the Burke collection.

Mr. Keast Burke, as editor of the *Australasian Photo-Review*, is an executive of Kodak Ltd.

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† Port Moresby's second post-war race meeting will be held on January 2.

† Graduation ceremonies held in the Recreation Hall at Tutuila, American Samoa, were attended by a group of 250 relatives and spectators. Diplomas were awarded to 31 students, six of whom were girls, who have completed the high school course requirements. A majority of the students will enter the teaching field. Some will go to commercial work and a smaller group will go to Hawaii or the US for further education. The High School's new principal (Mr. Marvin Senter) officiated. Mr. Senter was commercial instructor at the school for 3½ years before his recent promotion.

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Preserving Techniques.

FISH COOKED WITH COCONUT KEEPS FOR MONTHS

FISH cooked with coconut will keep for six months, says Mr. Hubertus van Pel, Fisheries Officer of the South Pacific Commission.

A good example of fish-preserving without any need for modern equipment is to cook it in coconut water, without salt.

Clean any small drum, such as an oil drum, and fill it with coconut water. (If there is not enough coconut water available, grated coconut can be added). Fill small oblong or round baskets made of bamboo, leaves, etc., with fish, and pack as many baskets as possible into the drum. Take care that the top baskets are fully covered.

Light a fire under the drum and cook until the water has been boiling for about half an hour. Remove the baskets, draining off the water. Separate the flesh of the fish from the bones, pound it, and dry it thoroughly on mats in the sun. The result is an excellent coconut-flavoured meal which will keep for six months, and can be eaten as it is, or dried as fish cakes.

FISH-PICKLING in brine, or "wet salting" is another cheap and easy preserving method. The only equipment needed is a water-tight container—such as a tin, drum, canoe or barrel—clean water (either fresh or sea-water) and salt. The salt can be bought in a shop, prepared on the spot from sea-water, or extracted from salty earth—according to local possibilities.

Mr. van Pel describes the method as follows:

If the salt is coarse, first grind or pound it, then dissolve one part of salt in four parts of water by stirring with a piece of wood. To be good, the brine must float a fish.

Next, prepare the fish. It is best first to cut off the head, and gut and clean the fish, though small fish can also be salted whole. Large fish must be cut open, and it is preferable to take out the backbone. Fish with a heavy armour of scales must be scaled. In places where the flesh is thick, slash it so that the salted brine can penetrate the flesh. Very large fish should be cut in thin fillets.

Immerse the fish completely in the brine by covering it with a plank or matting weighted with rocks. This wet-salted fish can be kept for a long time in a dark or at least a shady place. The remaining brine can be used three times, but water and salt must be added every time until a fish can again float on the liquid. In any case, fresh brine is always best.

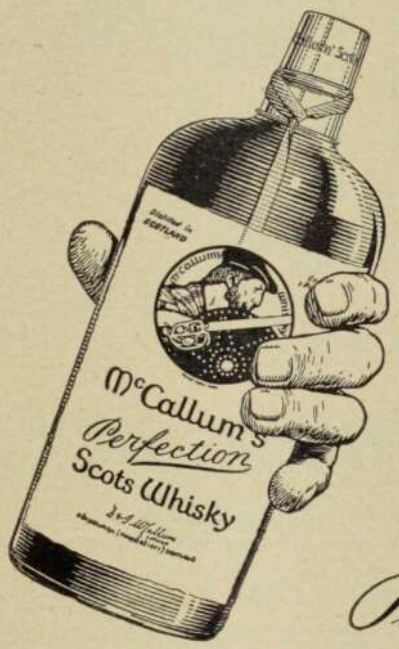
A VALUABLE alternative method, especially when there are no containers available, is "dry salting." This can be done in an old canoe, or on mats, leaves, boxes, etc. In this case, the brine formed by the fish juice and the salt must be allowed to drain away.

For two parts of fish, allow one part of salt, then simply separate the layers of fish with layers of salt. Flying fish are salted down in this way in open fishing boats at sea, the fish being kept whole.

If fish are not oily, they can be kept in good condition for two or three months, or even longer, by "long smoking." This consists of smoking the fish on racks in a shed, over very slow heat—preferably with slow-burning coconut husks, for about 48 hours.

A small closed shed, not less than six feet high, is made from palm leaves or other local material. Racks are built from a height of three feet above the ground, and the fish are hung on spits slung between the racks. Alternatively, the fish can be laid on loosely-woven mats which are stretched across them—but this is less efficient.

Anyone seeking information on the many methods of fish-preserving is invited to write to the South Pacific Commission, Noumea, giving details of conditions in his or her particular area.



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Rafter angle	12
Ridge capping	8
Ridge angle	8

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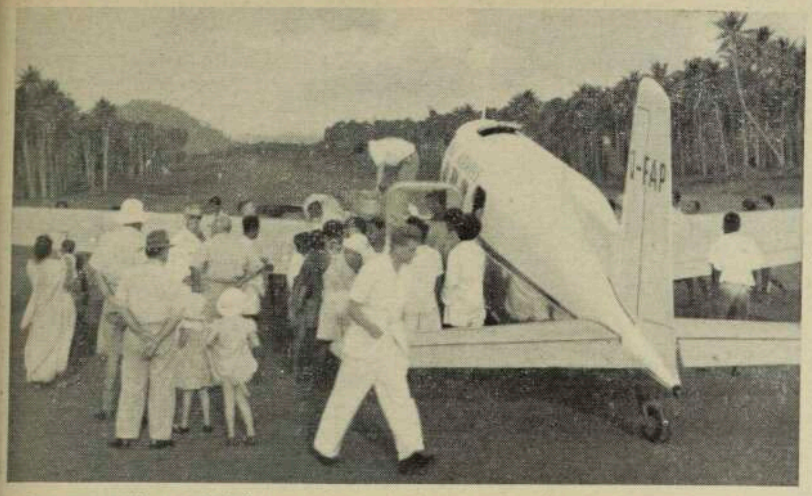
Airport Among Coconut Plantations



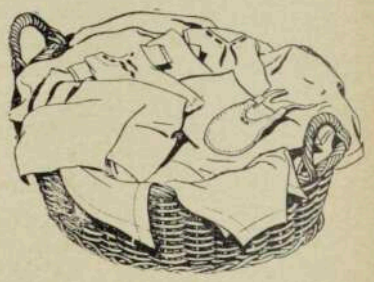
Europeans, Fijians and Indians watch preparations for the take-off of a Fiji Airways Drover at the picturesque airstrip at Matei, Taveuni. Plans for another landing-strip at Vuna, near the southern tip of the beautiful island, are under way.

—Photo by Fiji Public Relations Office.

¶ Mr. Oliver Stevens, a plantation-owner of Maewo, New Hebrides, won the major prize in the NSW State lottery on July 19, when he was on holiday at Sydney with his wife. Mr. Stevens was born in Tonga 55 years ago and moved to Santo with his family in 1907.

¶ Miss Margaret Ellen Weaver, second daughter of Mrs. L. L. and the late Mr. E. S. Weaver, of Suva, was married to Mr. John Gerrard Garnett, elder son of Mrs. A. L. and the late Mr. W. G. Garnett, of Suva, at St. John's Church, Dee Why, NSW.

Reckitt's Blue



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International Fishing At Canton Island

BRITISH and American fishing organisations, based at Canton Island, airfreighted a monthly average of 30,000 lb of frozen fish to Honolulu in the first half of this year.

The industry, according to an article in *Whites Aviation*, has been made possible by a special Pan American Airways freight rate of 25 cents a ton-mile (15 cents per lb).

The organisations concerned are Phoenix Island Fisheries (British) and Marine Products, Inc. (American). Both employ Gilbert Islanders, and most of the fishing is by netting.

The technique involves making the fish "crab-drunk" with mashed-up hermit crabs, after which a short bamboo pole is waved over the school of fish. The victims, if not frightened, are then ready for hooking by means of crab-baited lines.

Large mullet are often taken at the rate of 1,000 lb an hour until the fishermen, at reefside vantage-points, are exhausted or until the school moves away.

¶ Miss Pauline Scott, of Rarotonga, and Miss Jean MacDonald, of New Zealand, were guests of Mr. and Mrs. Frank Varney and of Mr. Oscar Nordman at Papeete during the Bastille celebrations.

† Sole broker for copra in Indonesia is now the Persatuan Exporti Kopra Indonesia (PEKSI), estab lished by the Copra Exporters' As sociation and the Indonesia Chamber of Commerce.

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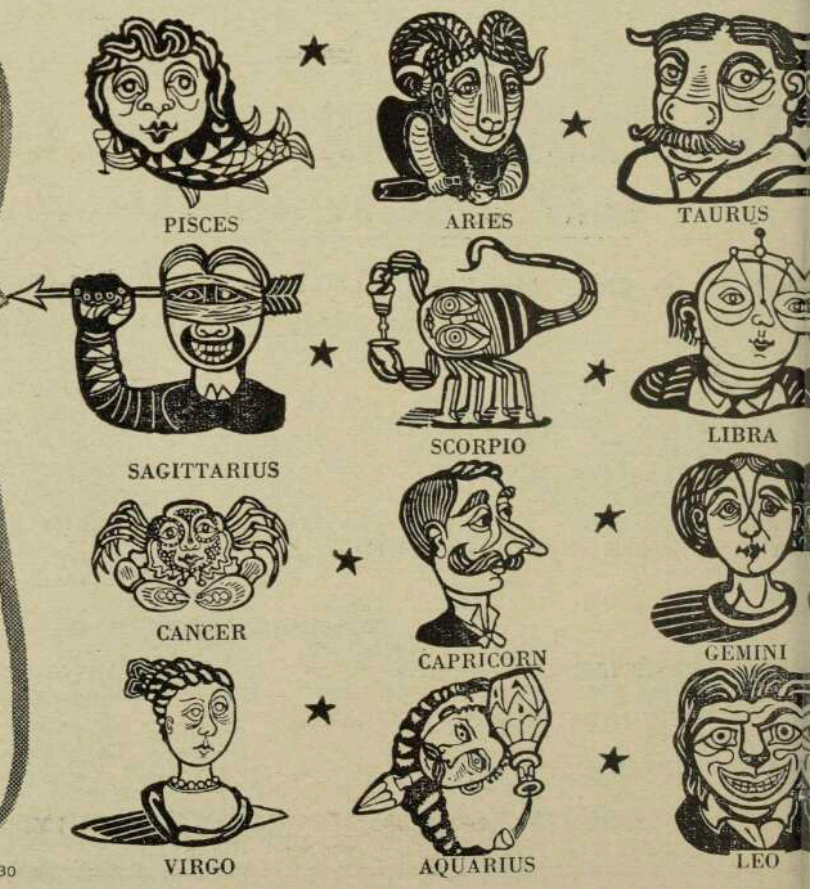


'HAVE YOU FORGOTTEN?'

Britain, and USA, and Pacific Defence Problem

A VALUED correspondent in Queensland does not take kindly to a recent suggestion in a PIM article that Australia now is coming so strongly under United States influence that Australia's connections with Britain may be weakened and may ultimately collapse. Our comment was made in view of the following facts:

The most deadly danger to Australia, and to all the countries of the South Pacific, comes from Asia, where numerous countries, under the encouragement of Moscow Communism and the stimulus of growing nationalism, are strongly asserting themselves against the Europeans.

As part of her plan for protecting herself against this growingly dangerous Asia, the United States is steadily bringing the Pacific countries (Japan, Philippines, Australia, New Zealand and all the South Pacific Islands Territories) under her protection and direction.

These Pacific countries, in view of the danger from Asia, are willingly accepting the protection and influence of the United States. There is nothing surprising about that.

As a natural corollary, the ties of both the British and the French countries in the Pacific with their mother-countries are inclined to become weaker—because it is clear that, in the present condition of the world, Britain and France have got their hands fully occupied in building up their home defences against the power in Eastern Europe, and they have neither the time nor the material to spare for defending their Pacific Dominions and Territories.

As there has been some divergence of world strategy as between Britain and United States—the Americans wishing apparently to force the fundamental issue to the point of war, if necessary, while the British want to delay a conflict as long as possible, in the hope that the enslaved countries will yet rise against the Muscovite monster—the sympathies of Australia and New Zealand tend to go with the United States, and there has been criticism of the British Prime Minister and his policy.

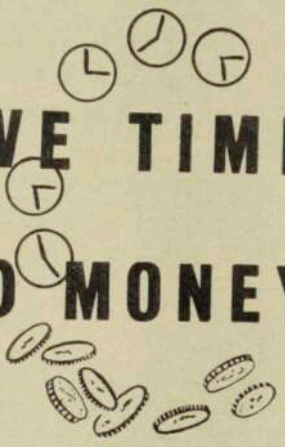
THIS tendency, here, to drift away from and criticise our Mother-country is sharply challenged by a respected correspondent in Queensland; and he lets himself go in these terms:

"Have you forgotten the magnificient achievements of Winson Churchill—how in 1940 that old warrior practically alone had to lead his country against a nation of 80 millions, which was bent on war and conquest? Have you forgotten that Britain was not forced into war but that, of her own free will, she declared war on the Nazis because she was pledged by treaty to protect the freedom of Poland, which the Nazis had invaded?

"Have you forgotten that Britain, inferior in numbers and in arms and in warlike preparations, had not only to fight this terrifying combination of Germany and Italy, but also had to bolster up France and Belgium, where political conditions were corrupt and rotten?

"Have you forgotten that when France surrendered, and all Western Europe was over-run, this man Churchill insisted that Britain carry on alone, and never ceased by his oratory to keep up the spirit of his countrymen, although it did not seem possible that help would come from anywhere? Have you forgotten that Britain was fighting alone in Western Europe from May, 1940, when France surrendered, until the end of 1941, when the United States entered the war—and then only because USA was attacked by Japan?

"We hear a great deal about the way in which the industrial strength and organisation of America won the war—and I do not for a



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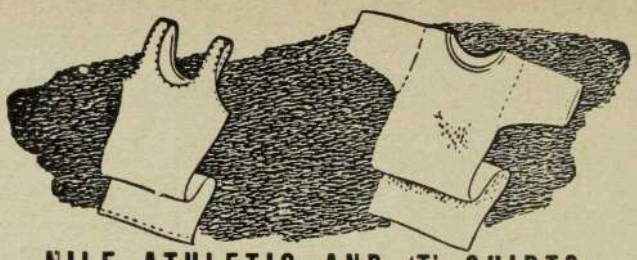

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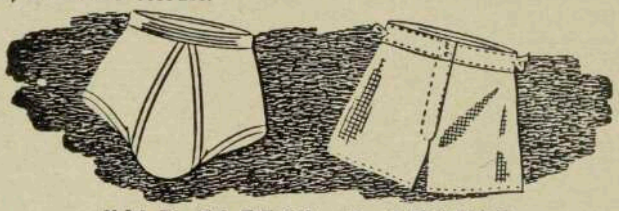

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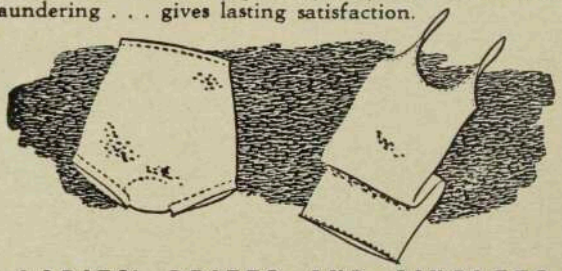

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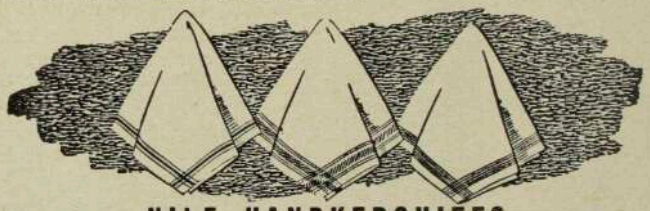

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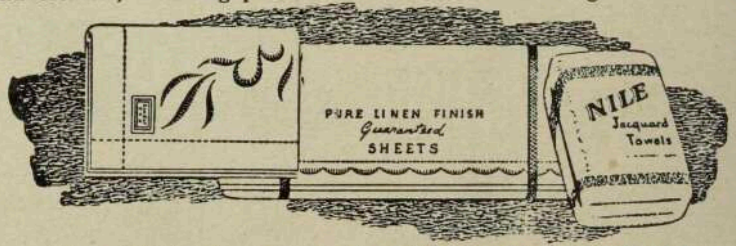

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moment challenge that argument. But have you forgotten the incredible achievements of the manufacturers of beleaguered Britain? Have you forgotten, for example, how the Rolls Royce Co., of Derby, not only showed the Anglo-American world how to build the Merlin aero engine, but also paid for and built a whole town to accommodate American workmen, and paid the cost of the removal?

"Have you forgotten that, of all the casualties suffered by the Allies in World War II, no less than 65 per cent. were casualties among the forces of the British Commonwealth?

"I do not for one moment make any aspersions upon the war effort of the United States, which contributed so much to victory. But I do contend that the prime factor in making that victory possible was the heroic stand of the United Kingdom, under the leadership of Winston Churchill—for if it had not been for that stand, World War II would have resulted in a tremendous victory for the Berlin-Rome Axis, long before America could have got into action; and then probably America would have had to fight a Third World War against the Berlin-Rome Tokio Axis, under very different conditions.

"Let us by all means join with the United States in protecting the Pacific countries and keeping the Asiatics at home; but in doing that let us insist also that Churchill's England, as the head of our Commonwealth, shall be at least equal partners with the United States in all International developments, not only as our Motherland, but also as a due and proper acknowledgement of her strength and spirit in those terrible early years of World War II."

† Papua-New Guinea's first junior Red Cross training camp was held at Port Moresby in late August and early September.

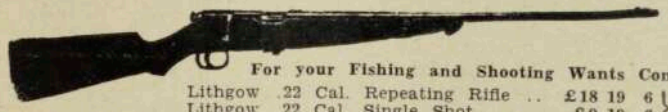
PAPEETE HOSPITAL

FOLLOWING a recent visit to Tahiti by Medecin-Colonel Robert, Inspector of France Overseas Health Department, it was announced at Papeete that the site for a new hospital to replace the old Papeete hospital, has been fixed. It will be erected on the site of the old museum at Mamao, which will be demolished.

Medecin-Colonel Robert, during his visit, was entertained at a huge native feast at Motu Uta islet, the quarantine station at the entrance to Papeete harbour.

† Fiji has been admitted to the International Olympic Committee at Paris.

"OUR HANDS MAKE GOOD ARMS."



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Other Views On Mangaian Hospitality, Music

(From Our Rarotonga Correspondent)

THE news item "Mangaia Not Interested in Visitors," published in the April PIM, contains some very debatable statements. It may be true that alien settlers are not encouraged; but a great deal depends upon how the Mangaians view the prospective settler.

The Mangaians are a proud and independent people; they treat strange Europeans with reserve, but once convinced that the visitor is not there to attempt a land survey, or any other form of subversive activity, their attitude is friendly and hospitable.

The Mangaians have consistently refused to have their island surveyed and are opposed to the establishment of an Administration Land Court, preferring to settle their land disputes among themselves without what they regard as "interference" from outsiders. Because they are naturally jealous of their land, which represents the basis of their economy and livelihood, they refuse to lease or rent land to Europeans.

But they will often give rent-free land to any prospective settler who asks for it—providing that he is acceptable to them.

Temporary visitors are treated with the old-time hospitality for which the Islands used to be famous. During my three weeks' stay in Mangaia in April, gifts of food arrived almost daily from my

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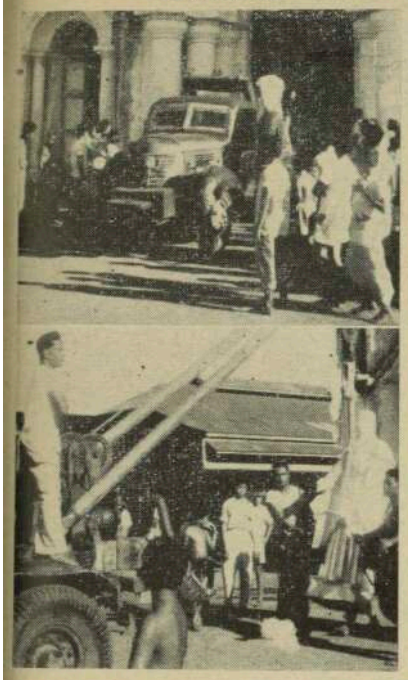
Lorry Inside Apia's Cathedral



Apia people stopped—as well they might—at the noise of a breakdown lorry rumbling inside the Roman Catholic Cathedral. The reason for the intrusion, as explained by the two pictures, was the removal of the statue of Father Champagnat, founder of the Marist Order. The statue was taken to the Marist Brothers' School.

—Photos by Jack Thornton.

neighbours, and when I left I had a hard time getting them to accept some tinned food in return.

Feasts are frequently given in honour of visitors, and one distinguished European of my acquaintance attended numerous feasts, several of which were given on one day, so that he sometimes had to cut short his stay at one in order to arrive in time at the next.

After living for three years in Rarotonga, where European influence has done a great deal to destroy old Polynesian hospitality and customs, it was refreshing to visit Mangaia where they still exist.

To say that "genuine Mangaia chants are purely a cacophony, following no scale or rythmical pattern and apparently evolve as the singers sing," is surely a biased opinion that must prejudice those Europeans unfamiliar with the islands against Polynesian singing.

There are four distinct types of Mangaian chants and songs; and the singing parts range from falsetto down to deepest bass. The *'ute* is a song of praise composed in honour of an individual or place, and follows a definite rythmic pattern that never changes.

The *miri* is a chant extolling some ancient feat of arms or some long past victory. The *pe'e* is a validation chant—where certain historical facts are recited as a means of establishing claims to land or titles. The fourth type, the *'imine*, is subdivided into three classes, two purely religious and the other composed of love songs.

Like the word *'imine*, some of the tunes have been taken directly from the Europeans, but have been altered to suit the Polynesian manner of singing. The older types of *'imine* are heard chiefly in the meeting houses on Sunday afternoons after the regular church services.

Like oriental music, they follow a different form from the European, but it is a matter of opinion as to whether they can be called primitive. Certain musical experts in the United States are wildly enthusiastic about this form, and certainly do not dismiss it as primitive. Music, like all the arts, cannot be interpreted from one viewpoint alone—it takes all ears to make a musical world.

¶ Constable Beni, aged 68, oldest member of the Cook Islands Police Force, was entertained at a feast by the population of Puka Puka when he recently retired after 20 years' service.

¶ Captain L. C. Boulton, OBE, for many years master of MV *Maui Pomare* in the NZ-Cooks-Samoa service, is now master of the 263-ton explosives vessel *Piri* on the trans-Tasman service.

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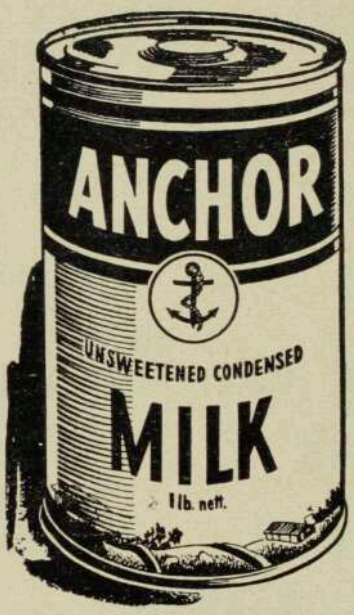

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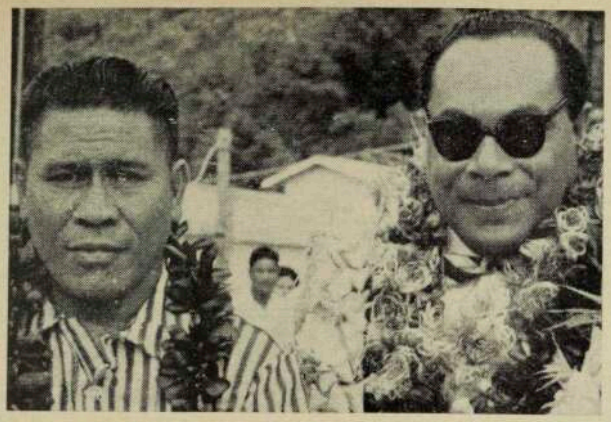
Invitation to Tonga

Prince Tungi of Tonga, while at Pago Pago on his way home from Britain and America, invited District Governor Lei'ato of Eastern Samoa (pictured on the Prince's right) to visit Tonga to study the Kingdom's governmental procedure. Prince Tungi, with the District Governor and his wife, travelled to Tonga in the "Hifofua".

—Photo by Pan American Prints.



† The Girl Guides' Association in New Guinea is in desperate need of trainers, according to Mrs. A. V. G. Price, who has been at Sydney on vacation with her husband, Dr. Price. Mrs. Price has been Guide Commissioner in New Guinea for the past five years.

Sandalwood Trade Is Not Yet Dead

MENTION of sandalwood conjures up pictures of blackbirding and the Pacific's lawless past, but the sandalwood trade is not altogether dead, as the New Caledonia Economic Report for 1954, just published, shows.

Looking back, the report shows that the sandalwood trade suddenly collapsed in 1926, but came to life again in 1950, since when the tonnages shipped annually have been 31, 74, 11, 16, and 55.

Last year the export value of this storied timber was about £A94 a ton.

Another no less exotic trade of the past, beche-de-mer, or sea slugs, has collapsed completely since 1950, in so far as New Caledonia is concerned, though a Chinese merchant in Sydney told PIM recently that he imported some from Fiji last year.

For the right varieties—and there's the rub—the price of the commodity is still good.

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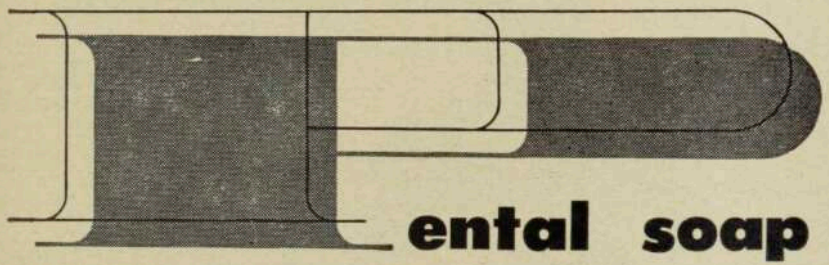
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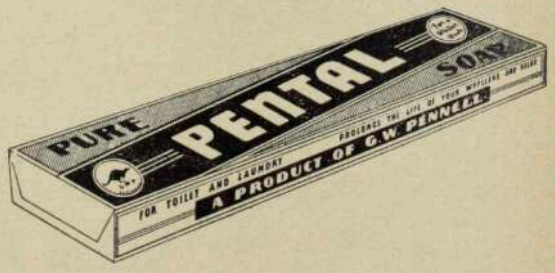

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Boost Planned For Fiji's Banana Output

LACK of adequate publicity among the Fijian growers is listed as one of the causes of the decline in Fiji's banana-export industry in the report of a committee set up by the Government to investigate the situation.

The committee was headed by Mr. W. J. Lahore, former manager of the ANZ Bank at Suva.

Since the committee completed its inquiry last December the situation has apparently worsened, and exports have repeatedly fallen short of the New Zealand quotas.

Summarised, the Committee's findings were:

- Availability of suitable land is no problem at present;
- An undue amount of time and labour seems to be diverted to village communal work;
- Generally the standard of plantations is extremely low. With a little effort in weeding, use of insecticides supplied, and fertilisers, crop yields could be quadrupled.
- Much time seemed to be wasted in transporting produce (e.g. by river when road transport existed).
- There was great ignorance concerning the quality of produce. Growers often expressed surprise when badly moth-marked fruit of very poor appearance was brought to their attention. They appeared to see nothing wrong with the fruit.
- There was a great lack of adequate publicity from every point of view.

THE Committee's recommendations include:

(1) A greatly boosted publicity effort to make the growers fully aware of their excellent opportunities and of the considerable New Zealand market that is ready to accept their fruit;

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Governor of Tahiti at Honolulu

When journeying to Paris, the Governor of Tahiti was tendered a luncheon at the Royal Hawaiian Hotel, Honolulu. He is here seen (on left) talking with Mr. E. K. Hastings, vice-president and general manager of Matson Hotels. Papeete will be a port of call in the Matson liners' itinerary when the service is resumed late in 1956.

—Photo by Royal Hawaiian Hotel.

(2) An Agriculture Department drive to set up demonstration plantations in the main areas; and a move to eradicate scab moth;

(3) The setting aside of certain fixed times by the village heads for labour on the banana plantings when the available labour and size of planting that can be properly handled has been assessed.

The committee considered that a target of 100 cases a grower per annum should be aimed at.

This would involve two weeks a year, in October or November, for renewal plantings; a week in each quarter for weeding and cleaning; one or preferably two half-days a week to general care and culture; all necessary time for packing and transport (which would have to be adjusted according to shipping arrivals).

(4) These labour periods (except packing and transport) should be laid down well in advance by the local Fijian authorities and strictly adhered to.

(5) Systems of communal or co-operative transport should be developed.

(6) Growers who exceed the target quotas should be allotted more time by the village authorities.

(7) Primary control of the industry should be left in the hands of the Fijian local authorities, but the Department of Agriculture should maintain overall supervision, and consideration should be given also to the setting up of a production and marketing organisation which would be specifically charged with fostering and directing all aspects of the industry.

(8) The possibility of the New Zealand importers paying an incentive bonus for high quality fruit should be investigated.

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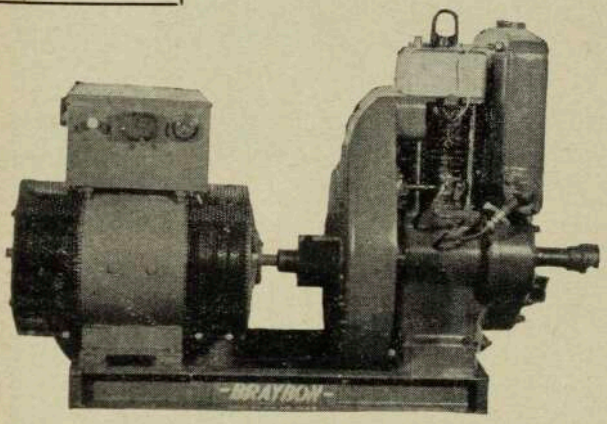

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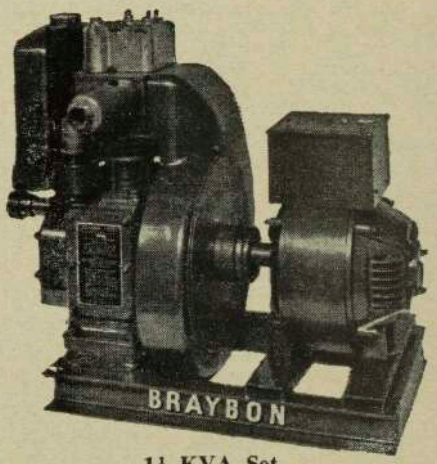

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MAGAZINE SECTION

Tropicalities

SPOOKS AT LARGE

TWO elusive, purported spirits busily haunted the Keravat Sawmill neighbourhood in New Britain not long ago.

Two enterprising gentlemen appeared at the sawmill compound and dramatically announced that they were the spirits of two men who had recently met violent deaths.

One man had been killed by a falling tree, and the Administration had paid £100 compensation to his relatives. In the second case, the man had died from injuries received when he tried to light a fire with the aid of petrol.

The second "spirit" pointed out that he belonged to the same Sepik tribe as the other deceased, but his relatives had received no compensation. If one life was valued at £100, why not the other?

The ghostly proposition was: £100 to be paid by the people of the compound (where the petrol disaster occurred), or the two "spirits" would kill somebody else.

For a week the spirit-financiers haunted the surrounding jungle, receiving food from a boy who, apparently, acted as go-between. But when the allotted time was up, there was no £100.

When darkness fell, one of the alleged spooks threw a stone towards a young houseboy to attract his attention and then beckoned to him. The boy, wisely, opened his mouth as wide as it would go and yelled blue murder.

Everybody within earshot, including the District Forestry Officer and the sawmill manager, rushed to the spot and the "spirits" were chased. But they vanished in the 8 o'clock darkness.

They were sighted next night and, it is believed, lurked in the district for a time, whilst most people prudently remained indoors at night.—"TOLAI."

HEALTH FROM THE SEA

ONE of the best aids to convalescence in the island of Mangaia is the peculiar reef weed, like tear-drop green beads, called rimu. It is the food of ocean turtles, which occasionally visit the island.

The rimu is in long strings of thousands of minute bladders, each full of fluid which appears to be something more than plain sea water. Patients weak from long illness recover their vigour very rapidly when the diet includes rimu, which apparently possesses a valuable vitamin.

The taste is strongly bituminous as well as salty, and is not attractive to Europeans.

As a sandwich filling, however, it adds zest to other ingredients, and is a remarkable promoter of the appetite. It must, of course, be used fresh, all medicinal properties leaving it when dry.—E. GOLD.

BUT IT DIDN'T HAPPEN

EIGHTY-SIX years ago, in September, 1869, a group of Europeans at Levuka were trying unsuccessfully to link Fiji to the United States.

This was an interlude in the long campaign to persuade Great Britain to annex Fiji. At the third time of asking—by Ratu Cakobau and other high chiefs—the islands became a British Crown Colony in 1874.

In September, 1869, the Levuka *Fiji Times* recorded that "upwards of 100 of the principal residents in the Fiji Group" had signed a petition to the President of the United States praying that the protection of the Government at Washington be extended over the "Local Self-Government of Fiji."

The report continued:

"The United States Consul here has expressed a hope that the boon asked for may be granted, and has certified to his recognition amongst the numbers of the petitioners men of respectability and property, who were bona fide residents of the country likely to have the general good of Fiji at heart.

"It is, we believe, the intention of the movers in the matter to get the petition extensively signed, both in Sydney and Melbourne, and then to send it to its destination.

"The Vunivalu (Thakombau) has likewise expressed approval of the movement, and intends to address the American Government in support of the prayer of the petition."

Soon afterwards, however, the Vunivalu adopted the title of Tui Viti (King of Fiji), and the short-lived Fijian monarchy ran its course.

Even after the Deed of Cession had been signed by the Chiefs and Queen Victoria's representative (Sir Hercules Robinson) on October 10,

Miss Hinano of Tahiti: Would Honolulu Frown?

Honolulu, according to a report on page 82, has been looking askance (officially) at versions of the hula danced by Tahitians in Hawaii. Tahiti, however, remains undisturbed. At Papeete a "Miss Hinano" contest was won by Mlle. Loretta van Bastoler (pictured on left), with Mlle. Mireille Terorotua as runner-up. Miss Hinano's likeness will decorate the labels of Papeete's locally-produced Hinano beer. She beat 14 other contestants for the title.

—Photos by A. Sylvain.

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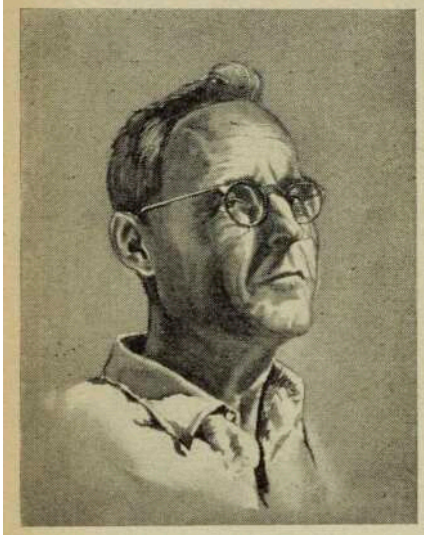
Manager of Solomons Trade Scheme



JOHN LOTZE of the Solomons is manager of the Government Trade Scheme after many years of commercial experience with the best-known firms in the Pacific.

He was born at Balmain, Sydney, and went to school at Fort Street and the Sydney Grammar School. In 1924 he went to Port Moresby with Burns Philp, returning to Sydney in 1927. He then joined Carpenter's, who sent him to Tulagi, former capital of the Solomons, and he was manager of their branch there from 1934 to 1942. He married Dorothy, daughter of "Pop" Johnson, Treasurer of the BSIP and previously of the New Hebrides.

During the Japanese war years John was in charge of the shipping department of Carpenter's head office at Sydney. After the war he opened a branch for WRC at Hongkong, and then settled for a while at Adelaide, before joining the Trade Scheme in 1952.

He has now gone to England on long leave with his wife, and they hope to meet their daughter Ruth in London before returning to the Solomons.—BRETT HILDER.

1874, certain Europeans remained disgruntled, particularly when the redoubtable Sir Arthur Gordon, as Governor, flatly refused to let the indigenous people be relegated to the status of general cheap-labour in their own country. Despite the specific terms of the Deed of Cession, there was more than one fruitless attempt to have Fiji attached to either New South Wales or New Zealand.

SKIPPER'S UNOFFICIAL RECORD.

EXTRACTS from a letter by the skipper of a small-ship somewhere in Papuan waters:

"My cook is asleep and life is full of trouble, but after the storm one appreciates the glories of the tropical sunrise. The sea is flat as a board; there is no rain and no wind. . . Just a minute, though. There is also no power and no fuel.

"I blow through the pipe. What's the Papuan word for 'blow'? I can't remember, and have to devise an alternative: 'Fill 'im up belly belong wind behind you push 'im 'e go one time alla same'.

"I blow in the engine boy's face. He catches on and blows in mine. This goes on for some time, and I lose the battle.

"Ultimately, I grab the end of the fuel pipe, and, absorbing quantities of fuel, start to blow. At this the engineer is inspired to blow at the other end, with astonishing results. The engineer says, 'Sorry, taubada.' But the line is clear—one of us presumably having swallowed the blockage.

"And so we carry on. . .

"I remember the occasion when, sailing about 200 yards offshore at Fergusson Island, we sighted what looked like a turtle bobbing in the water, but it turned out to be a wallaby.

"Off went a member of the crew in the dinghy and, after several attempts, managed to haul it in, tail first.

"Out went the wallaby, and the performance was repeated, followed by an all-out struggle, both contestants showing grim determination. By the time the boy was flat on his back, still holding the tail of the furiously-plunging wallaby (based on the boy's stomach), the dinghy was half-full of water and the rest of the crew, plus the captain, were too hysterical to do anything about it.

"Whenever the boy tried to rise he was promptly flattened by his opponent.

"Eventually, two more of the crew recovered sufficiently to swim over and save the situation. . .

"How did the wallaby come to be 200 yards out at sea? I don't know. Probably it had been chased by dogs and then caught in the ebb-tide."—LW.

SPECIALIST IN FEAR

WHAT would go on in a Pacific Island village threatened by an atomic cloud?

This question is studied by M. Georges Arnaud in an unfinished film script which he has been writing in Tahiti.

En route from Tahiti to France in mid-August, M. Arnaud said at Sydney that he did not at present intend to complete the story because he was "sick of pens and typewriters."

He disclosed, however, that the cloud moved away without harming the village—the theme was purely a study of the fear aroused by the cloud's appearance.

M. Arnaud, who plans to return to Tahiti in March, is something of a specialist in fear. He achieved international fame with his story for the brilliant French film, *Wages of Fear*, a thriller about the emotional reactions of lorry-drivers travelling on precipitous South American roads with cargoes of nitro-glycerine.

November Schedule

NESTING TIME FOR NORFOLK ISLAND TERNS

PERHAPS the prettiest bird to be seen throughout the Island is the graceful little white tern, also known as the Angel Tern, which breeds at many islands and rarely ventures more than 40 miles to seaward. Mrs. Ivy C. Evans tells, in the following notes, of the terns' nesting time at Norfolk Island.

Every November the terns make the famous Norfolk Island pine-trees their breeding-place.

The birds are remarkable in that they make no nest, merely choosing a horizontal branch with a scar or recess on which a single egg is laid. The birds return to the same nesting spot year after year.

The egg is about the size of a small hen's egg, creamy in colour, with splashes of purple-brown.

Protective colouration is evident in both the egg and the fluffy, brown-and-white chick, which, when hatched, sits on the same spot, clinging with the claws of its webbed feet.

So tenacious is the chick's hold that it is impossible to pull it off.

A young Norfolk Island tern near the hole in a camphor-laurel on which the egg has been laid. —Photo by Owen Evans

The parent birds feed the chick entirely on small fish.

The White Bird—as it is known locally—is a pretty, graceful creature, snow white, with black-ringed eyes, dark navy blue bill, and dark webbed feet.

Hundreds of them, calling and flying amongst the crowns of the tall pines on the cliff sides, seen against the blue-green sea from the top of the cliffs, make a wonderful sight.

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FORTY-ONE YEARS AGO

Germans Attacked Papeete, But Only Threatened Apia

Forty-one years ago, on September 22, 1914, two cruisers of the Imperial Germany Navy shelled Papeete. For a time they threatened Western Samoa, the German colony which had been occupied by a New Zealand force in August—the first German territory to pass into British hands in the First World War.

A PACKAGE of faded Honolulu and San Francisco newspaper cuttings, received from Papeete correspondent Oscar Nordman, gives an extraordinarily interesting account of the activities of the *Scharnhorst* and the *Gneisenau* in Samoan and Tahition waters in the early days of the war.

The fact that Papeete was shelled is fairly well known, although the bombardment was inevitably overshadowed by the tremendous battles raging in Europe.

Few but Samoan old-timers, however, know the story of the manoeuvres near the former German islands.

The cruisers ran in close to the Mulifanua plantation, at the western end of Upolu, on September 13, one of them making signals and hoisting a pilot flag.

In response, a German subject, Captain Hagedorn, described as "a rather jovial citizen," went off to the ships—and boarded the *Scharnhorst* on the invitation of the commander, who discussed the situation with him.

The New Zealand military force had occupied Western Samoa a couple of weeks earlier.

CAPTAIN Hagedorn told the German commander that the Germans in Samoa had no reason to complain of the treatment they were receiving from Colonel Logan and his men. In fact, he said, they were receiving absolutely fair and impartial treatment.

The commander, according to Captain Hagedorn, expressed his pleasure. "In that case we shall refrain from shelling Apia or the positions of the British troops," he said.

Early next morning the ships cruised up to Apia, one moving in close to shore, whether under pilotage of Captain Hagedorn is not stated.

Thereupon an unnamed German and two Samoans pulled off in a boat from the shore and carried on a conversation with the commander.

"It is not known what communications passed," states the faded report, "but the German was promptly placed under arrest on his return."

Nothing happened.

The cruisers sailed away, leaving a promise that if they happened to encounter Apia's supply ships, *Tofua* and *Navua*, they would let them proceed without injury.

"We have no fight with that class of ship," the German commander is reported to have said, "but we would like to come across some of the British warships—any of them, except the *Australia*. We're not in her class."

The cutting continues: "When Captain Hagedorn's story reached the ears of Colonel Logan . . . he is reported to have described the *Scharnhorst's* commander as 'a gallant blade' and to have expressed a desire to meet him when the war is over, and shake hands with him."

But as things transpired, he never did.

The American newspaper writer took another view of the gallantry:

"It has been suggested as quite likely that the German ships were anxious to husband their ammunition and not to throw any of it away unnecessarily, for while it may be possible for them to obtain coal and provisions by waylaying other vessels, their ammunition is a thing they cannot hope to replace."

He may have been correct, though we doubt it, as eight days later the Germans were prepared to waste ammunition on virtually defenceless Papeete.

THE accounts of the attack on Papeete do not always agree, but one paper reports that the cruisers first called at Bora Bora, en route from Samoa, purchasing from the people there six head of cattle and a quantity of provisions, which they paid for in English gold.

"This story, however, is not confirmed," says the report.

Best account of the attack is a report compiled from the men of the Union Steam Ship Co.'s *Maitai*, a ship whose remains now lie off Avarua Passage, Rarotonga. She arrived at Papeete about 10 days after the bombardment, and the full story, given to reporters at Wellington, on October 15, was cabled to San Francisco. The following are extracts:

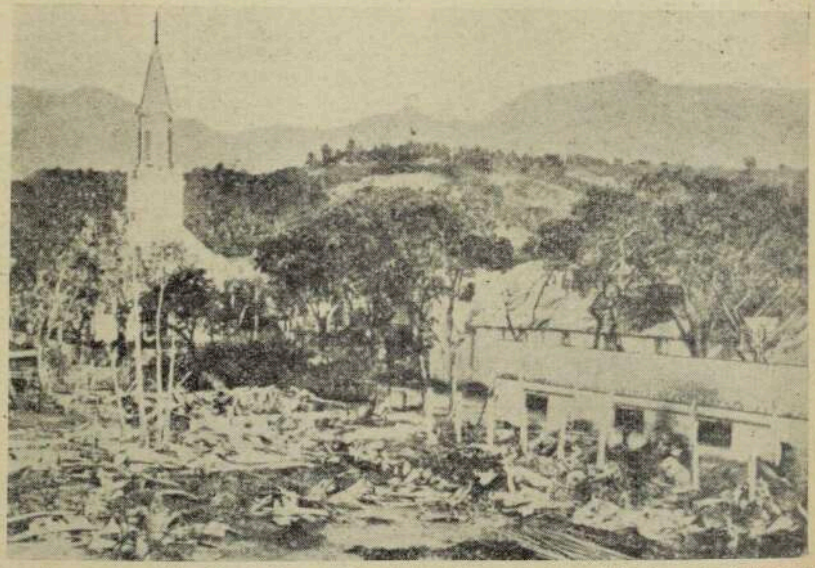
About 6 am, on September 22, considerable interest was aroused by the appearance of two large warships offshore. Owing to the misty weather, and as a visit from British or Japanese warships was expected, no alarm was felt.

The bulk of the population gathered on the waterfront in an effort to obtain a closer view, but, as the atmosphere cleared, it was discovered that the cruisers were not flying any flags.

A number of blank shots were then fired from the small French fort on the hill at the back of the town, as a signal to the cruisers to show their flags. There was no response, and they steamed away to the east, out of sight of the town, only to reappear about 7 o clock.

Some say that the *Scharnhorst* then signalled a request to be supplied with coal, stores, and water. The request was promptly refused, and the enemy then, according to the reports, fired ten blank shots as an indication that they would open fire if their demands were not complied with.

(Over)



Damage caused by the shelling of Papeete by "Scharnhorst" and "Gneisenau". Other photographs of 1914, too faded for reproduction, show that the destruction was far more extensive than was realised outside Tahiti.

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No attempt was made to send in a landing party.

WHEN it became evident that a bombardment was inevitable, a state of near-panic set in amongst the population.

The Governor ordered all the inhabitants, with the exception of the small military force, to go inland for safety. No time was lost in obeying this command, and soon there was a hurried stream of people, young and old, Europeans, Chinese and Tahitians, heading towards the shelter of the nearest valleys.

The people left almost all their belongings in their flight. But before the last had gone, the roar of the German guns was heard.

The little guns of the French fort replied to the attack, but they were quite ineffective and hopelessly outranged. After firing about 30 rounds, which do not appear to have inflicted much damage, the German cruisers ceased firing for a time, apparently expecting that a favourable reply would be sent to their demands. But the decision was, "No surrender."

Two vessels were in port. There was the French gunboat *Zelee*, which had arrived some weeks after the outbreak of war, bringing the first news. She had apparently then gone to Makatea and arrested the German vessel *Walkure*, which was loading phosphate, and brought her back upder arrest to Papeete, where she was lying at anchor when the attack was made.

Meanwhile, for reasons not explained, *Zelee* had removed her armament, and much of it had been set up ashore, some on converted motor-cars as a sort of mobile unit. A picture of these ancient armoured cars does not inspire confidence.

THE French naval commander manoeuvred *Zelee*, according to the reports, to obtain the shelter of the *Walkure*. He was considering laying her in the reef passage as a block-ship, but before any action could be taken fire from the German cruisers sank both vessels, without casualties. Most of *Zelee's* crew had already been transferred ashore to form part of the military garrison of about 250 men.

There are indications that much, if not all, of the damage done to Papeete was occasioned by the German gunners finding difficulty in getting the correct range of the *Zelee* and *Walkure*, many shells at first over-shooting their mark.

Most of the crew of the latter vessel had been interned at Motu Uta islet, on the reef near the harbour entrance.

As it seemed that the Germans might make a landing, some of the garrison were put to work pouring petrol over a 2,000-ton coal dump, to prevent the enemy from using it. It was soon blazing fiercely.

Meanwhile, not every citizen had left for the hills. A considerable amount of looting took place, the Chinese having left large sums of money in their stores as they fled. Many Tahitians later served gaol sentences for theft.

REPORTS of the number of shells fired by the German warships ranged from 70 to 140 rounds, over a period of three hours.

At 11 am the firing suddenly ceased and the cruisers sailed to the east.

The crew of the *Walkure* were then put to work clearing up the mess made by their countrymen.

When the *Maitai* arrived, ten days later, Papeete was still in a state of nervous tension, with many, especially the Chinese, still taking refuge in the hills, in fear of another visit.

But the *Scharnhorst* and *Gneisenau* did not return. Teaming up with the *Leipsig* and *Nurnberg* and a fleet of supply vessels, they headed for Easter Island, where the cattle ranch manager, Percy Edmunds (now living in retirement in Tahiti), was forced to give them supplies.

QUEEN VICTORIA'S CYPHER GOES

FOR more than two generations Mangaia, Cook Islands, owned a Post Office door-slit surrounded by an enamelled plate embellished with the Royal Arms. But the scroll said VR—not ER, GR, or E II R. The plate dated from days when a trading store was the Post Office, before Annexation.

The interesting relic was recently removed, the slot plugged, and rumour avers that Queen Victoria's insignia received ocean burial. A pity if so—it was a priceless collector's piece.

Though the removal of the relic can hardly be rated an improvement, Mangaia PO has, since 1951, gone ahead in other directions. All six trading firms have a lock-up box for which no annual fee is charged. Mangaia has "one up" on Rarotonga there.—E. GOLD.

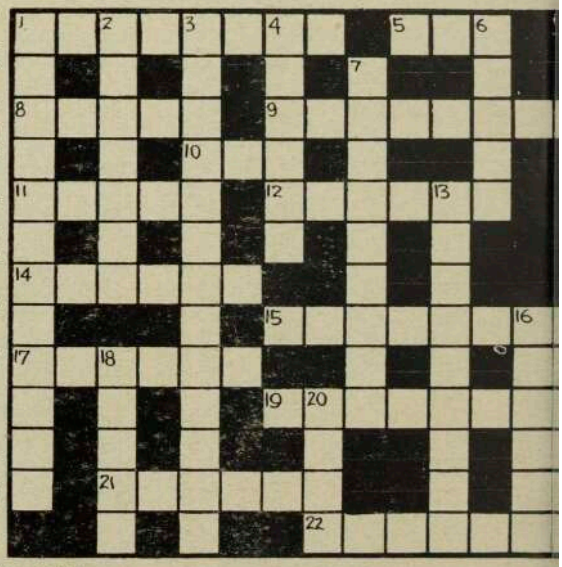
¶ Governor Toby, of French Oceania, left Papeete en route for Paris by TEAL early in August. He is expected back in October.

PIM CROSSQUIZ NO. 67

Solution on Page 84.

ACROSS

1.—Which national plant is related to the clover?
5.—Which tree of the olive family has white, tough, hard wood?
8.—What is the largest species of antelope?
9.—In ancient Rome, who kept the record of all the citizens?
10.—What is made from lampblack?
11.—What word, when combined with others, means English?
12.—What is a clockwork model of the solar system?
14.—What name has been given to a small dark purple plum?
15.—What is the act of removing the non-layers from the layers?
17.—What imaginary part of the sky is divided into twelve equal parts?
19.—Who wrote "Laura"?
21.—What is another name for the native companion? adar?
22.—What is obtained from the Angora goat?



DOWN

1.—What means of preventing corrosion of steel parts is produced by rotating them in a heated drum containing zinc dust?
2.—What is the term for an alloy containing mercury?
3.—What is another term for radar?
4.—Which bird lays its eggs in another bird's nest?
6.—Which British writer was known as the Wessex novelist?
7.—Who took the thorn from the lion's paw?
13.—What name is often applied to any make-believe European country?
16.—Who played with Charles Farrell in the original "Seventh Heaven"?
18.—What is the term for an Indian washerwoman?
20.—Who was the first man?

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Gilbert Islands, 1955

LORRIES PLY WITH GAY ABANDON WHERE BATTLE OF TARAWA RAGED

By NANCY PHELAN

NEVER having been to the Gilberts before, I cannot say whether or not life there has changed much since the war, but I suspect that in certain material ways it has. Judging from conservations I have had with people who lived there in pre-war days, I imagine that Tarawa is much more mechanised now than ever before, that communications are easier and that the scene generally, at any rate in the south of Tarawa, is "more European" than it was.

Once you get north of Abaokoro, into the realms of Native Government, everything becomes Gilbertese again, and by the time you reach Buariki, at the top of the atoll, you might be at an outer island.

Betio, the scene of the American landing at Tarawa during the war, is still rather a battlefield, and though building has gone ahead and replanting has been carried out all over the islet, the coconut palms are still small. This makes the place rather hot.

There are still ruined pillboxes and gun replacements along the ocean beach, and war wreckage is rusting in piles on the lagoon-side.

Round about Betio quay are the offices of the Colony Wholesale Society, the main store, the native handicraft store, the CWS boatyard and the Customs sheds. And a little further off, in an outer circle, are the Betio Club, the Tangi Tang Cafe and the Tangi Tang store, offices and sawmill.

There is a new District Office, on the lagoon side, built of concrete blocks with thatched roof, and on the other side of the town are the wireless station and offices of the Co-operative Societies Officer.

REGULAR radio communication between islands and between Tarawa and local shipping is, of course, the normal thing, and it is possible for people to speak direct to one another from different parts of Tarawa on the daily radio "sched."

Broadcasts are made every week, on Sunday afternoons, from Betio, of music, singing and talks in Gilbertese.

Betio, despite its war-torn appearance, is a busy, cheerful place with its mixture of Government personnel and shipping and CWS people, and, like all ports, it has an air of being alive.

Launches run twice daily between Betio and Bairiki, carrying the mail and passengers, and at least twice a week, usually more, the hospital launch comes across from Abaokoro with one of the doctors or medical personnel.

Building has also been going on at Bairiki, the Government headquarters, and a number of European concrete-and-thatch houses have been built in place of the native-type houses formerly used.

The new Residency at Bairiki, built on the site of the old one, is also of concrete and thatch. Designed by the Resident Commissioner and Mrs. Bernacchi, it has been specially planned to facilitate entertaining and has modern kitchens and a commodious wing for guests.

A social club has recently been started at Bairiki, in a delightful *te ba* house at the edge of the lagoon. The building, which houses the Government transit quarters, also has a bar and a large room for dances, games and so on. Accommodation in the transit quarters is cheap and comfortable, and meals are cooked by the caretaker. The club has been given benevolent and practical support by the Administration.

Illustrating post-war trends, the Betio (Tarawa) office of the Gilbert and Ellice Islands Colony Wholesale Society presents a sternly utilitarian front to the world.
—Photo by Nancy Phelan.

FURTHER up the atoll, at Bikenibeu, work continues on the new hospital which is being built to replace the present hospital at Abaokoro, and the new King George V School, also at Bikenibeu, has been completed and is in use. It stands right on the beach, in a delightful position, and classrooms, offices and dormitories are cool, light and airy.

The list of local shipping circulated to Government offices is now quite a large one. The names go down the page, and at a glance there seems to be always something going somewhere.

I was not able to sample Government ships during my visit. Most of them were away from the Group, either coming from or going towards Fiji.

At one stage only the valiant *Maureen* was in circulation, busily occupied carrying thatch and transporting Government personnel from island to island.

There is also constant activity among the little ships of the Tangi Tang societies, moving about the Central Gilberts, collecting copra from the co-operative societies and bringing it to Tarawa.

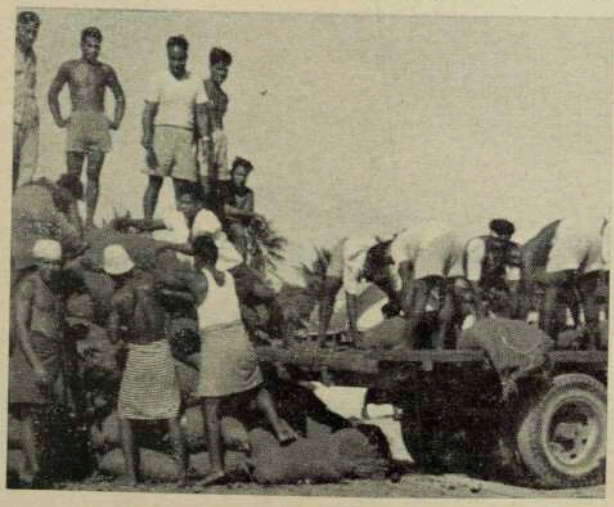
At present there is a regular connection every month between Tarawa and Ocean Island.

This is made possible by the fact that the British Phosphate Commission ship *Triadic* is taking up regular cargoes from Australia for Tarawa and that a CWS ship (sometimes two) is sent across every time to meet her.

In between the *Triadic* trips, of course, shipping between Ocean and Tarawa is not regular, but for the present at least one can depend on

Betio Goes Into Action

Tarawa, scene of one of the bloodiest battles of the Pacific War, is to-day concerned solely with peaceful development, commercial and otherwise. These Gilbertese workers at Betio quay are unloading lorry-borne copra for the British ship "Westbank". When ships arrive, says the writer of the accompanying article, "all the mechanised might of Betio goes into action".
—Photo by Nancy Phelan.



getting over once a month and, with good luck, can make the connection, as I did, both ways, without waiting at Ocean Island at all.

THE two CWS ships, *Tungaru* and *Tuvalu*, are constantly on the move round the Group, collecting copra or thatch, and both are comfortable, clean and very pleasant to travel in. As *Tuvalu* was occupied in the Tarawa area during my stay I did all my travelling in *Tungaru* and found her excellent. Not the least of her attractions is Captain Ward's entertaining conversation.

Even at the outer islands life has become more mechanised, for a number of them have lorries, which the islanders use with gaiety and abandon, but, of course, compared with Tarawa, the outer islands are still "untouched."

When, towards the end of June, a Bank Line ship arrived in Tarawa lagoon to load copra for the United Kingdom, all the mechanised might of Betio was seen in action.

The lagoon was full of ships of all kinds, launches dashed about, tugs dragged barges full of labourers and on Betio quay trucks drove up and disgorged bags of copra which were loaded on to barges and towed out to the *Westbank*.

And yet, though from these few notes it may be seen that things have perhaps changed in the Tarawa area, I suspect that the Gilbertese themselves are not much different at heart.

Certainly they have not yet caught up with our habit of worrying about time, money and the other silly things that complicate our lives and make a good many of us wish we were South Sea Islanders.

Tahitian Dancers: Waikiki Says "Tut-tut!"

QUESTION of the month: What's the world coming to?

The Americans in Hawaii, reports a Tahitian complainant, have clamped down hard on Tahitian dancers at Honolulu and Waikiki hotels, dancehalls and similar establishments.

Since when, the correspondent wants to know, has Hawaii spurned the hula? (But he concedes that there are varying degrees of hula).

At all events, he says, the dictum has gone forth that Tahitian dances at Honolulu must be well within the bounds of propriety—"and not too shaky and *boum-boum*."

Furthermore, it is alleged that a Tahitian dancer at Waikiki has been warned that "unless she refrain from too much wiggling round about her waist she will be told to go home."

The Very Long Arm of the Savings Bank

By Peter England

IN no country in the world, perhaps, is the Long Arm of the Law so long, so rentless, or so inescapable, as in the Territory of New Guinea.

This is due partly to the efficiency of District Services and the native Police Force, and partly to a number of local conditions into which I do not propose to delve at the moment.

The fact remains that if you are wanted by the authorities, you will be found; you cannot hide, and you cannot escape. It is good that this is so; it discourages criminals and advances the cause of civilisation.

Sometimes even people who are not criminals must be taught the advantages of a benevolent Administration.

Which brings me to my story. Needless to say, all the characters in this narrative are fictitious—or do I mean fabulous? No matter.

WELL, then. At the principal station on one of the largest rivers in the Territory—the name of which I have forgotten—there once resided an Assistant District Officer who shall be known, for the purposes of this story, as Ruston Hornsby. Rusty, for so he was called by the friends, was a very sound ADO. He was efficient and just and his memory was as that of the elephant.

By his native subjects he was held in awe, and rightly so. Of a robust and imposing stature, with a voice of intimidating resonance, when he spoke he expected to be obeyed at the double, as he usually was; when he wasn't, the repercussions of his wrath were felt by the offender and his family even to the third and fourth degrees of kindship.

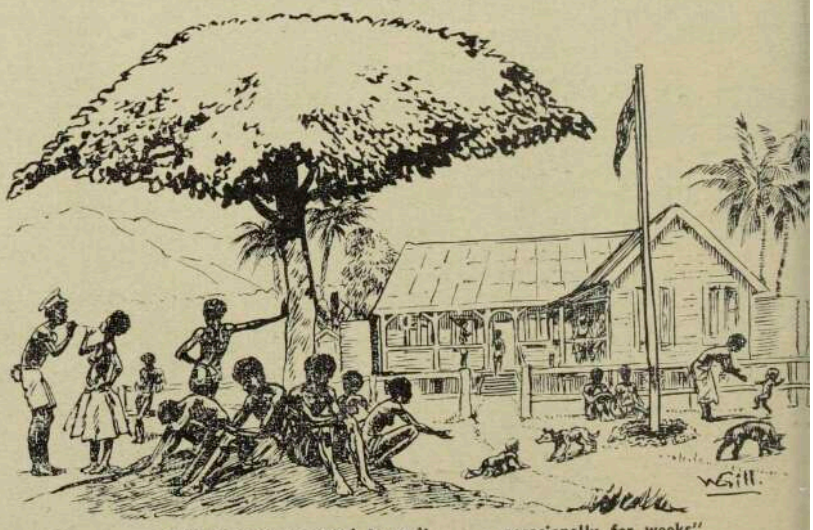
He held the reins of administration in a firm and sensitive hand and the other ends of the reins extended to the furthest bounds of his domain.

Like all Assistant District Officers Rusty was not only Chief Magistrate of his sub-District, but also Coroner, Postmaster, Chief-of-Police, Treasury and Customs Officer, Storekeepeer, and Agent for the Bank.

When there were sufficient Patrol Officers on the station he was able to delegate some of these duties. At other times he had to do the lot on his own. But this did not worry Rusty; he could do all, or any part, of his job backwards, as the saying goes.

Well, with the large variety of business transacted at the District Office, and in a populous sub-District such as this, you can easily imagine that there were usually numbers of Luluais, Tultuls, petitioners, claimants, creditors, and other members of the general public waiting to present their cases or business. And since, in New Guinea, the individual rarely makes a business trip without the escort of two or three relations, advisers

(Continued on Page 94)



"Clients were expected to wait . . . occasionally for weeks".

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THIS MONTH'S NEW READING

LOUIS BECKE BACK IN CIRCULATION

FOR 30 years or more Louis Becke's *By Reef and Palm* has been listed as "out of print", and Becke himself—1955 is the centenary of his birth—has become something of a legend.

Of the 14 stories in *By Reef and Palm*, one or two (notably *The Chilean Bluejacket*) appeared in South Sea anthologies in the between-wars period, but the complete volume, first published in 1894, has not been reprinted since 1916.

Now comes a new edition, including the introduction written by Lord Pembroke in 1894.

"It is open to anyone to say that these tales are barbarous and what Mrs. Meynell, in a very clever and amusing essay, has called 'decivilised' ", comments His Lordship, adding impishly: "I never can think of a world from which everything was eliminated that did not commend itself to the dainty taste of herself and her friends without a feeling of impatience and suffocation."

Some critics have complained that *By Reef and Palm*, Becke's best-known work, is a somewhat fragmentary collection, a sort of framework on which he might have built a sweeping saga illustrating the conflict between Pacific Islands cultures and European influences in the last quarter of the 19th century.

There may be something in this argument, but it does not alter the fact that the 14 stories (most of them very short) gain in emotional intensity by the author's astonishing gift for condensation.

Again quoting Lord Pembroke, the tales are "often cynical and brutal, sometimes exquisitely tender and pathetic."

They are steeped in the tropical Island atmosphere of clear sunlight and blue sea, but they make no concessions to the sticky sentimentality and false illusions that lesser writers have developed in travesties of the romance that still attaches to some of the remoter corners of the Island world.

In the course of Sydney-born Louis Becke's vividly adventurous life, he ranged through almost every part of Polynesia, Micronesia and Melanesia. His stories are the products of clear observation by a poet who dealt in realism, and he tells how men and women, Islanders and Europeans alike, are often odd mixtures of nobility and savagery.

Perhaps his Islanders, on the whole, emerge as the finer of the two sets of conflicting characters, but that is not surprising. In Becke's day samples of the scum of Europe and America were still virtually free to make what havoc they would in isolated Pacific communities.

In the mid-20th century, it is probable that Becke's terse, sharply-etched style will have most impact on readers who know the Islands intensively and extensively.

Becke did not write film-scripts or tourist-folders, and he did not waste time on descriptive frills. His tales stand on their own feet as clear-cut stories, but the reader who understands the background, whether it is a Samoan beach-village or an atoll in the Gilberts, will catch something elusive that lurks in the mingled beauty, adventure and brutality of *By Reef and Palm*.

(Published by Angus and Robertson, Sydney. Australian price, 13/6.)

LONDON-TO-SYDNEY CRIME TRAIL

FROM London to Sydney, with some hanky-panky at Colombo and something nasty on B Deck to add colour to the voyage, more excitement at the Australian end, and a great deal of American idiom as flavouring—such are the ingredients of Mark Corrigan's new thriller, *The Big Squeeze*.

A secret agent's work, says Mr. Corrigan, is not concerned exclusively with beautiful dames luring saps to destruction. It is rather a case of "no glamour, but plenty of danger and his bank balance dwindling as he props up his inadequate pay."

All very disillusioning, but despite these harsh facts of a secret agent's life, Mr. Corrigan's agent gets about a great deal. A very great deal indeed.

(Published by Angus and Robertson, Sydney. Australian price, 13/6.)

SECOND SERIES BY BISHOP SHEEN

THE indefatigable Bishop Fulton Sheen's New York television series, *Life Is Worth Living*, is the source of a second volume of talks.

At once profound and witty, tolerant and terse, the 26 chapters of the new book range from such subjects as the philosophy of Communism and the "liberation of sex" to the inferiority complex and the problems of "How to Talk" and "Why Work is Boring".

Bishop Sheen undoubtedly has a way with him, plus a sense of restrained drama. Even his ability to stir up controversy and, at odd moments, criticism, is used persuasively.

(Published by Peter Davies, Ltd., London. Australian price, 15/6.)

FRANK HURLEY SURVEYS AUSTRALIAN SCENE

IN the last quarter-century many aspects of the Australian scene have been made familiar to Australians and other by means of Frank Hurley photographs.

In his new volume, *Australia—A Camera Study*, Captain Hurley has sought, in his own words, to "present the land and its people in pictures that tell the story", and he says that in the final selection of pictures he had many misgivings at having to drop "art treatment" for straight portrayal.

There is no questioning the fact that this beautifully-produced volume gives a superb survey of Australian cities, industries and rural life. The pattern as a whole is vivid and varied.

Nevertheless, there are some dull patches of material which seems to belong rather to a chamber of commerce bulletin or a local authority's publicity booklet. This, however, is probably inevitable when an endeavour is made to make a single volume representative of a continent, together with its resources and industries.

The photography, "straight" throughout, is up to the high Hurley pictorial standard, although in some of the colour plates the colour is curiously harsh and in others somewhat drab.

But in the final summing-up it can be said unequivocally that, occasional quibbles notwithstanding, Captain Hurley has achieved his objective of presenting Australia as it is in the middle of the 20th century.

(Published by Angus and Robertson, Sydney. Australian price, 45/-.)

TO TAHITI IN YACHT "ARTHUR ROGERS"

A GREAT many people from the Galapagos to Noumea who have come in contact with the Brixham trawler yacht, *Arthur Rogers*, owners Tom and Diana Hepworth, and the other crew members who sailed in the vessel for a while, will enjoy *Towards Tahiti*, by W. I. B. Crealock, as will all who enjoy cruising in an armchair.

"It is a strange name for a yacht, *Arthur Rogers;* and no one knows who Arthur was", says the author.

The *AR*—as we called her—was built as a Brixham trawler in 1929, one of the last of her breed. But she never fished. From the first she was a social climber, and while still in her cradle she was bought by the Pilot Service to work out of Falmouth.

(Continued overleaf)

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"Still unsatisfied, the *AR* eventually discarded her overalls and became a yacht . . . Tom bought (her) before the war . . . and decided that one day the *AR* would sail westward with him. He abondoned his life as a professional photographer . . . and one of the main items he took aboard was a wife—Diana. 'If you find a good sea-cook—marry her', he said. . . . For Diana, a fashion model, the metamorphosis into a marine vagabond was startling. . . . But somewhere in her veins salt-water flowed, and within a short time she was the complete seaman and had taken charge of the maintenance of the boat."

Mr. Crealock tells the story from the time when he joined the *AR* at Panama in April, 1951, until leaving her at Papeete in January, 1953. (He had earlier crossed the Atlantic with two companions in the 42 ft cutter *Content*, and has told that story in *Vagabonding Under Sail*). During that time the yacht made charter voyages from Panama to the Galapagos and to the San Blas Islands.

Then the *AR* was left at moorings while all hands flew north to Miami to earn some dollars delivering a number of shrimp boats to a Panama firm. The funds so earned made the continuation of the cruise possible.

The Hepworths, when they eventually arrived at Auckland, remarked that they were at a loss to understand why yachtsmen write so much about places like Tahiti and so little about the Galapagos Islands. These islands they considered the highlight of the entire voyage from England, and Mr. Crealock, with pen and camera, shows something of their fascination, scenically, and as a natural zoological garden.

From there the route was by way of Mangareva, the Marquesas, and the Tuamotu, with near disaster at Nengonengo, and so to Papeete. There is plenty of interest all the way.

Today the *AR* and the Hepworths, are, we believe, cruising in the New Hebrides. When last heard from they were preparing to sail again from Auckland.

(Published by Peter Davies, Ltd., London. Australian price, 18/9.)

OUT OF FRYING-PAN INTO FIRE

NEW ground is covered in *No Citation*, a condensed and straightforward record by a British soldier who, captured by the Germans just before Dunkirk, escaped from a stalag in Poland and crossed the Russian frontier to the tender mercies of the then-neutral Soviet.

The opening chapters follow a somewhat familiar pattern. It is after Lance-Corporal James Allan crosses the frontier that his story incorporates an absorbing, factual study of the Russian character and the Soviet system as it affects a Briton suspected of being a spy.

In all probability, Allan would not have survived to write his story if Hitler had not attacked Russia on June 22, 1941, pushing the Soviet into active alliance with Great Britain. As things worked out, he was dramatically freed and permitted to return to England with the first British mission to Moscow, led by Lord Beaverbrook.

Later he was awarded the Distinguished Conduct Medal, the announcement being published in the *London Gazette* without a citation. There is no doubt, however, that he was decorated for the courage he showed while in Russian hands.

The book is a grim footnote to the history of British-Soviet relations in wartime.

(Published by Angus and Robertson, Sydney. Australian price, 17/6.)

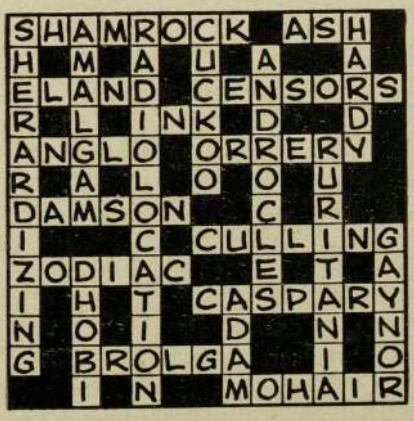
PLEASANT, AND VERY INNOCUOUS

A GOOD many elders-and-betters nowadays have more than a sneaking suspicion that the Victorian era, whatever its shortcomings in some respects, was the golden age of children's books.

It started with *Tom Brown's Schooldays* and, before it ended, it produced such a mixed bag as the tales of Lewis Carroll, Charles Kingsley, Louisa Alcott, Susan Coolidge and, in Australia, Ethel Turner, all of them with followers and conscious or unconscious imitators.

And the distressing fact remains that by comparison most present-day books for young people seem a trifle flat and, at the same time, tenuous.

Solution to Crossquiz From Page 80



In accordance with this view, it can be said that there is a good deal of domestic and juvenile charm in Helen Fowler's *The Family at Willow Bend* and nothing else of any great consequence. Both story and settings are pleasantly Australian, and it is no detraction of the author's ability to add that the book does not possess the staying power of, say, Ethel Turner's early productions.

Line illustrations are by Irene Maher.

(Published by Angus and Robertson, Sydney. Australian price, 12/6.)

DOG WATCH ISSUE FOR 1955

TO all who are interested in ships—and what Islands people are not? — the *Annual Dog Watch, 1955*, just published by the Shiplovers' Society of Victoria for the Shiplovers' Societies of Australia, will be welcome fare.

One of the articles in this issue concerns the *Salamis*, which is mentioned in this month's Mailbag.

There is also an interesting story of the research work of the non-magnetic vessel *Carnegie*, compiled from material supplied by Oscar G. Nordman, of Papeete, who was attached to that vessel.

Like PIM, the Shiplovers' Society of Victoria is celebrating its 25th anniversary this year.

The society has become the principal repository of shipping history — especially sailing-ship history—in this part of the world and as the story of the Pacific Islands is closely linked with the history of shipping, the *Dog Watch* has a special appeal to all interested in Pacific history.

(The Annual Dog Watch, 1955, by Shiplovers' Society of Victoria, Box 1169H, G.P.O., Melbourne, Vic. Australian price 4/6.)

Sydney Interest in Fijian AMP

MOST publicised Fijian visitor to Sydney since the 1952 Rugby team is AMP Aseri Manulevu.

In the last three months all four daily papers and at least one Sunday paper have featured him by way of interviews, pictures and columnists' notes.

On August 16, the *Sun* commented that when the Fijian visitor —36 years old, 6 ft 6 in. tall and 17 st 14 lb in weight—walks along a Sydney street, "he makes the average man look like a half-pint."

AMP Aseri, a well-known figure at the Vatukoula goldmines, is undergoing a course in public health and industrial hygiene.

Despite Sydney's desperate housing shortage, he has secured a house at Maroubra, where he is established with his wife and their two elder sons.

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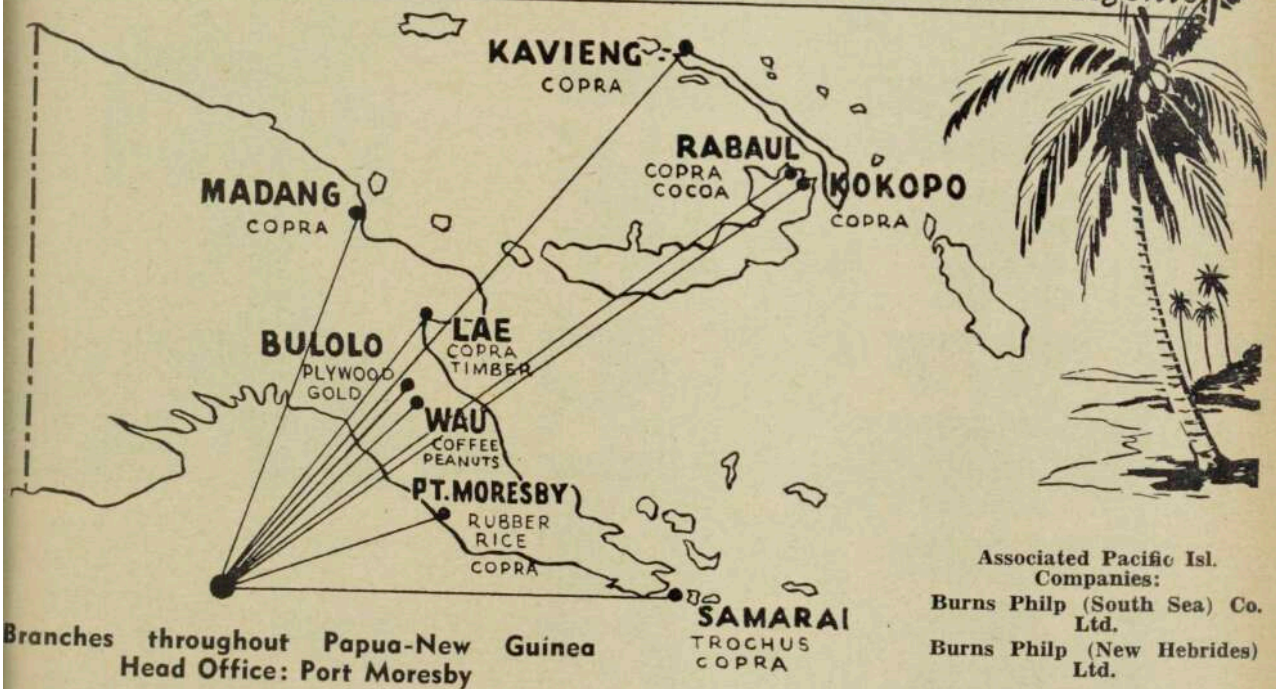

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New Hebrides History

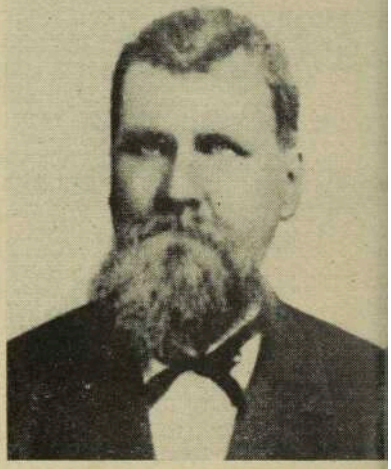
DONALD McLEOD DEFENDED ON "PIRACY" CHARGE

By H. E. L. PRIDAY

IT is distressing to find, in a book published since the war, the greatest of New Hebridean traders, Captain Donald McLeod, labelled a man of unprincipled brutality and violence.

People who knew him recognised in this Nova Scotian from North Auckland, New Zealand, a man of character, command, all-round fairness, and business acumen that lifted him to the forefront among the European Islanders of his time.

There are scores of instances of his practical acts of kindness to



Captain Donald McLeod.

wards natives, half-castes, and Europeans—but natives in particular.

Unarmed and unescorted, he could land on more beaches than any other man in the Group, and his influence was unrivalled.

In the present century, Messrs Graham and Hugh Kerr (one now 80 and the other 76), two grand old Hebrideans, would be warmly greeted by natives they had never seen before because they were nephews of the great "Maklaut" who, on his death, had been mourned as the grand chieftain of the isles.

Nobody in his day had a better knowledge of the Pacific than Louis Becke; yet among all the traders when he was hard up in Sydney in 1892, it was to McLeod that Becke turned for a storekeeping job.

IT was men of the McLeod stamp whom long-voyaging Captain Slocum, honoured when he wrote: "The people of this coast, hardy, robust, and strong, are ill-posed to compete in the world's commerce, and it is nothing against

the master mariner if the birthplace mentioned on his certificate be Nova Scotia."

When, in 1883, Julian Thomas visited the New Hebrides for the *Argus*, Melbourne was the centre of mission attacks on the trading community. More mud was slung at McLeod than at anybody else, because he was the traders' natural leader.

Thus Thomas found McLeod: "A tall, powerful, quiet-spoken man of some 45 years of age . . . above everything, level-headed; not one to be led away by impulse. For 16 years he has been trading on his own account and he was so well-known and had acquired such interests and influence that the first proceeding of the New Hebrides Company was to buy him out for a very handsome sum and retain his services as resident manager."

It is a pity Mr. Neil Robinson, author of *Lion of Scotland*, and, I believe, an Auckland journalist, apparently did not come across Thomas' invaluable book. He would have known that it was out of character to picture McLeod as a man likely to sail through the Group with a native hanging from the rigging, or as one ever ready to indulge in promiscuous slaughter.

McLEOD, says Thomas (and his history proves it) "had always borne a character for humanity; it was said that he would take the part of the natives against the whites in any case of ill-usage."

McLeod, too, was antagonistic to unlicensed and indiscriminate sale of gin and muskets. He was critical of an Auckland firm which sent the *Aida C. Owen* twice and *May Anderson* once to trade such things to the natives, even though he supposed "they made a good thing out of it."

"It is the regular traders of the islands," McLeod maintained, "men who, like myself, have lived here for years, who bring the natives into peaceful ways. It is our business to be friendly and to make them friendly."

To him the trader was as big a civilising factor as the missionary. In fact, the plantation "boy" being taught to work (and McLeod paid him a fair wage for the period), he considered a better human type

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than the mission native.

He had a kind word for the missionaries for trying to do good, but he deplored depopulation, and thought doctors would do even more good. He would certainly have approved the mission doctor of today.

Lion of Scotland repeats a sneer which tabbed McLeod a pioneer "French" settler. Such he never was.

For years he urged Australia or the Colonial Office to take over; he was bitterly disappointed when annexation was negatived and deplored missionary hostility as driving traders (there were none but British-Australian at first) into the French camp.

THE founder of the French company, Higginson (who was not Irish), and director John Morgan, son of Sir William, a South Australian Premier, both became French nationals, but not "Maklaut."

Thomas tells us that it was still for the British trader, not the company's representative, that the natives waited on the beaches with their copra.

Then McLeod went back to business on his own account. The new store he built at Vila helped to make that port the centre of the Group. The Havannah Harbour natives deserted his old store, now in French hands, to do business with him.

As the only British copra buyer in the Group he gained a fair share of the business going, although a French shipping subsidy made things difficult for him. He was often in Sydney, where a fellow New Zealander, Mr. Gillies, who had been British Vice-Consul at Noumea, became his agent.

He was also in partnership for a while with Mr. Johnston, the British Consul, who succeeded Layard, and father of the present British Consul, Mr. W. Johnston.

Eventually the NSW Government, to the joy of all British planters, listened to McLeod's plea for a subsidy for Sydney's island shipping.

MR. ROBINSON alleges that McLeod had lost an eye. Incorrect. He had bullet scars on his body and had lost a finger in a tomahawk attack at Tanna, from which island he withdrew after getting tired of being potted at when he tried to work his plantation.

His chief enemy, G. J. Paton, had also withdrawn from Tanna. This missionary-politician acted as interpreter, and the master of the mission ship *Dayspring* as pilot, when HMS *Curacao* shelled villages in Tanna and Erromango. The bombardment is said to have done good.

A backer of the mission wrote: "I cannot help fancying that a broadside or two occasionally would help to convince the natives that white man's lives are not to be sacrificed with impunity."

Yet when McLeod and his employees defended themselves in a tough spot, the same camp labelled it bloody, unprincipled murder.

Mr. Robinson has apparently confused McLeod's era with an earlier sandalwood period. He depicts a Sydney of "low standards" still under a convict regime still McLeod, on arrival at the quayside, might encounter a dozen convicts "hung out to dry."

(Continued on page 90)

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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THERE is a personal aspect to the McLeod chapter which would have amused its subject.

This trader of sterling courage, upright and outspoken, is depicted as rowing ashore off Whangarei Heads in the secrecy of night to escape being recognised by the local community who regarded him as an unrepentant criminal. After calling on his relatives he stole away, still in guilty secrecy, to his ship "and was seen no more."

"What they talked about I do not know," says naive Mr. Robinson, "but it is hard to see how they could have given him a very great welcome."

The fact that the eldest brother of the numerous Kerr family, now long since dead, joined McLeod in the Hebrides some time before his (McLeod's) death in 1894, disposes of this bit of smug Waipu gossip.

Mr. Robinson writes: "His kinfolk and their friends who came to New Zealand from Nova Scotia were not proud of him. News of the more spectacular events of his career came back to his people, but they were rarely discussed. And when he died, some of them refused to inherit money that had been acquired in such dubious way."

In the light of the known facts, this does not seem credible.

Lion of Scotland, like a book called *The Gael Goes Forth* before it, deals with the migration of stout-hearted Highland folk, first to Nova Scotia, then to Australia, and finally to New Zealand.

McLeod was worthy of a chapter to himself, though not for the reasons Mr. Robinson indicates.

The headstone on McLeod's grave describes him as master mariner and trader of Vila—"born at Cape Breton, Nova Scotia; died at Noumea 14th May, 1894, in his 50th year."

¶ Mr. P. B. Laxton, District Officer, Ellice Islands, is on vacation in New Zealand.

¶ Mr. M. L. Bernacchi, CMG, OBE, Resident Commissioner of the Gilbert and Ellice Islands Colony and Mrs. Bernacchi, left the Colony for New Zealand early in August en route to the United Kingdom on furlough. Mr. F. N. M. Pusinelli, MC, is Acting Resident Commissioner.

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Pacific Islands Records

HISTORY EXCHANGE CENTRE IS NOW SUGGESTED

FORMATION of a society of people interested in the preservation and writing of Pacific history is urged by an Islands reader who points out that "much of the history of the Pacific has yet to be written, and much of it can best be written by people who live within the area."

The reader's letter continues:

"Many people and organisations are already interested in this field, but, as far as I know, there is no body of any kind co-ordinating their activities.

"Individuals are exchanging ideas and forwarding material to libraries and other institutions, but we have no common meeting-ground."

THE correspondent proposes that a society be established with headquarters at, say, the Mitchell Library, Sydney, or the South Pacific Commission's offices, and that it issue a small quarterly circular setting out developments in the Pacific historical field.

"This medium would serve to keep informed the widely scattered group of people who are keenly interested in the subject, and would give them a medium through which they can learn of one another's activities and of new sources of material," he continues.

"The headquarters would be a meeting-ground for members and research workers in other parts of the world, particularly those who cannot visit the South Pacific.

"Such a society might also be able to arrange for a wider public for books about the Pacific and so make possible the publication of works that otherwise would not be printed.

"The first step is, of course, to find out what interest there would be in the formation of such a society. There would have to be a subscription of some kind."

WHETHER the correspondent's proposal is feasible or not, there is no doubt that the idea will appeal to many of those interested in the saving of historical material that is in grave danger of being permanently lost.

It may be noted that the South Pacific Commission is already doing valuable work in the field (August PIM, page 67), and has invited Islands authors to submit manuscripts, covering, among other subjects, Island legends, folklore and factual-historical material.

If the correspondent's suggestion is deemed practicable, the support of the Commission and its Literature Bureau would be a sure foundation on which to build.

Wholesale Society Will Omit 'Colony'

ON October 1, the well known Gilbert and Ellice Islands Government trading and shipping organisation, which has been known as the Colony Wholesale Society, will be reconstituted and styled the Wholesale Society.

Since 1949, CWS has been directed by an advisory committee of Government officers and representatives of the Island Co-operative Societies under the chairmanship of the Resident Commissioner.

CWS has now been "incorporated" and will in future be controlled by a board of directors of up to 13 persons, appointed by the High Commissioner for the Western Pacific. Members, as before, will be Government officers and members of the present retail co-operatives. The board will render an annual profit and loss account, balance sheet, and report, to the High Commissioner.

The Government announcement states that this is the first move towards CWS becoming a fully co-operative wholesale society, owned by the retail societies, whose present limited business experience would prevent them from immediately taking over the £250,000 worth of CWS assets, in the form of shipping, etc.

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STORY BEHIND SAMOAN SPIRIT-CASTING

By JACK THORNTON

IT is generally acknowledged that Samoa is the stronghold of much of what remains of Polynesian culture.

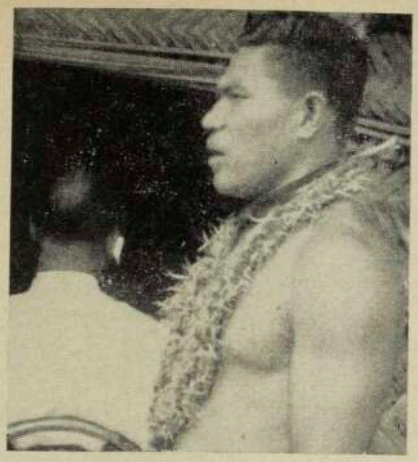
There is no dearth of published material dealing with Samoan customs; but, apart from a brief reference in a cyclostyled manuscript about Queen Salamasina released recently by the Government of Eastern (American) Samoa, I have yet to read anything concerning the paradoxical position held by *salelesi*.

It appears to be a situation without parallel in Polynesia.

Salelesi is the term applied to any or all of the adult males from Salelesi village in Upolu Island.

According to folklore, they are descendants of a humble family from Tonga who, after serving the Samoan Queen Salamasina in the 16th century and demonstrating their ability to cast out evil spirits, were freed and permitted to build their own village, which bears the family name.

SINCE that time, *salelesi* have held undisputed right to help themselves at any function they attend in Samoa. Even to-day, nobody would think of challenging their traditional right to the best of food (and other things) at any feast or ceremonial function they attend, whether by invitation or not.



A salelesi casting out evil spirits (if any) from the Fono Fale (Western Samoa's Parliament House) at the start of a day's session.

—Photo by Jack Thornton.

Though regarded in other aspects as commoners, *salelesi* take precedence over chiefs in this matter of satisfying their desire for whatever takes their fancy.

As they have a monopoly as spirit-casters, *salelesi* are often in demand, and travel extensively in Samoa.

Clad in a lavalava of *siapo* (called *tapa* in other Polynesian islands), and wearing an *ula* (called *lei* in Hawaii and by Hollywood) of bright-coloured flowers, a *salelesi* is present at important ceremonies and functions.

With prolonged, high-pitched wails calculated to scare the most evil of spirits, *salelesi* open proceedings by cleansing the premises of invisible influences, after which things may reasonably be expected to progress smoothly and without undue interference.

During Western Samoa's 1951 Constitutional Convention, every day's proceedings in the Fono Fale was opened by *salelesi* casting out possible evil spirits.

---

† Fijian triplets, once a rarity, are becoming almost commonplace in the Province of Cakaudrove. In February, triplet boys were born at Savusavu, and in July a trio of girls arrived at Tacilevu.

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The Very Long Arm of the Savings Bank

(Continued from Page 82)

supporters, or other hangers-on, it is not surprising that there were frequently a hundred or more natives sitting under the shade trees leading to the office.

Having explained their business to the Duty-Constable posted on the office verandah, clients were expected to wait. And wait they did, sometimes for days and occasionally for weeks, and woe betide them if they did not answer their names whey they were called.

Now it happened that a young man named Saragau accompanied his Luluai on an official visit to the Kiap. They came from the foothills at the head of the furthest tributary away on the borders of the District.

The Luluai's business was not of great importance, and consequently did not have a very high priority on the waiting list; however, after four or five days' wait, it was completed and they prepared to return home.

Then it occurred to Saragau to draw a pound from his modest bank account in order to make a few purchases at one of the local trade-stores. He approached the Duty-Constable and was escorted into the office where he produced his pass-book and a junior Patrol Officer made out the necessary withdrawal slip.

The PO handed the slip and the pass-book to the Constable, who thereupon carried them into the inner office, gave a smart salute, and placed them on Rusty's desk. Rusty returned the salute gave the documents a perfunctory glance, and said.

"Tell him to wait."

The Constable about-turned marched out again to Saragau, and with a wave of the hand in th

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direction of the shade-trees, said: "You wait!"

So Saragau waited. In the afternoon, at four o'clock, the office closed down; Rusty and the PO went home for baths before strolling up to Club for their customary game of billiards. The Duty-Constable locked up and then went down to the waiters and dismissed them for the day; warning them, however, to be sure to be back at eight in the morning, and *maski humbug*.

The next day was Saturday, and mail day; Rusty decided to suspend all other business in order to get off some urgent returns to Port Moresby.

The following day, of course, was Sunday.

Monday happened to be a Public Holiday.

Tuesday, so it turned out, was the Medical Assistant's birthday, and—hell, what does a day matter anyway?—it was duly celebrated.

On Wednesday, Rusty woke up with the daddy of a hangover, and wisely decided to stay in bed and treat it with rum and aspirin. You have to look after your health in the bush.

ON Thursday, still feeling far from well, Rusty went over to the office. The first thing he saw on his desk was a bank pass-book containing a withdrawal slip. He opened it and sang out for the Duty-Constable:

"Call Saragau!"

After some five minutes, the Constable returned to say that Saragau had left for home two days previously. Rusty looked up with peevish annoyance:

"Well, go and bring him back!" he bellowed.

The Constable, handing over his orderly duties to the next man on the roster, went out to bring Saragau back.

Hiring a canoe and a crew of four from the local village he set out on his journey. At each village on the way he changed canoes and hired a new team of paddlers. He travelled up the main river for six days, and for three further days he followed a tributary.

Then he spent two days traversing sac-sac swamps and dunai ridges. The following day he started to ascend the foothills, and on the afternoon of the 12th day after leaving the station, he arrived at Saragau's village.

He can hardly be blamed for taking a day's spell before he started on the return journey; when he did he was accompanied by Saragau, Saragau's wife, two *tambu* cousins, and the Tultul. With the help of the current, the trip back was made in a little under nine days.

The morning following their arrival, the Constable escorted a rather frightened Saragau to the office, and reported to Rusty.

Rusty picked up the pass-book, which still lay at the top of the pile of documents on his desk, made the necessary entries, took a pound note from the cash box, and handed it back with the book to Saragau:

"Im tasol!" said Rusty.

Maski humbug: Don't let us have any nonsense.
Im Tasol: That is all.

† Monsieur P. Ferlande has been appointed director of the Bank of Indo-China in French Oceania, in succession to M. Le Sourd.

† Contracts have been let in Paris for the construction of a new Government radio communications reception station at Ile Nou, Noumea. The station will cost about £A60,000. At nearby Magenta a new transmitting station is now nearing completion, at a cost of £A150,000.

† A Honolulu report dated August 22 said that a US Navy pilot had reported an island forming through volcanic activity "375 miles north-west of Honolulu." "North-west" was probably used in a very loose sense as there is extremely deep water in that area. More probably the activity was near Necker Island, west-north-west of Honolulu, on the air route to Midway.

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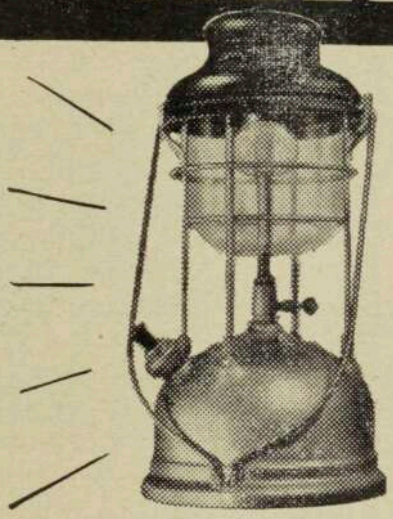

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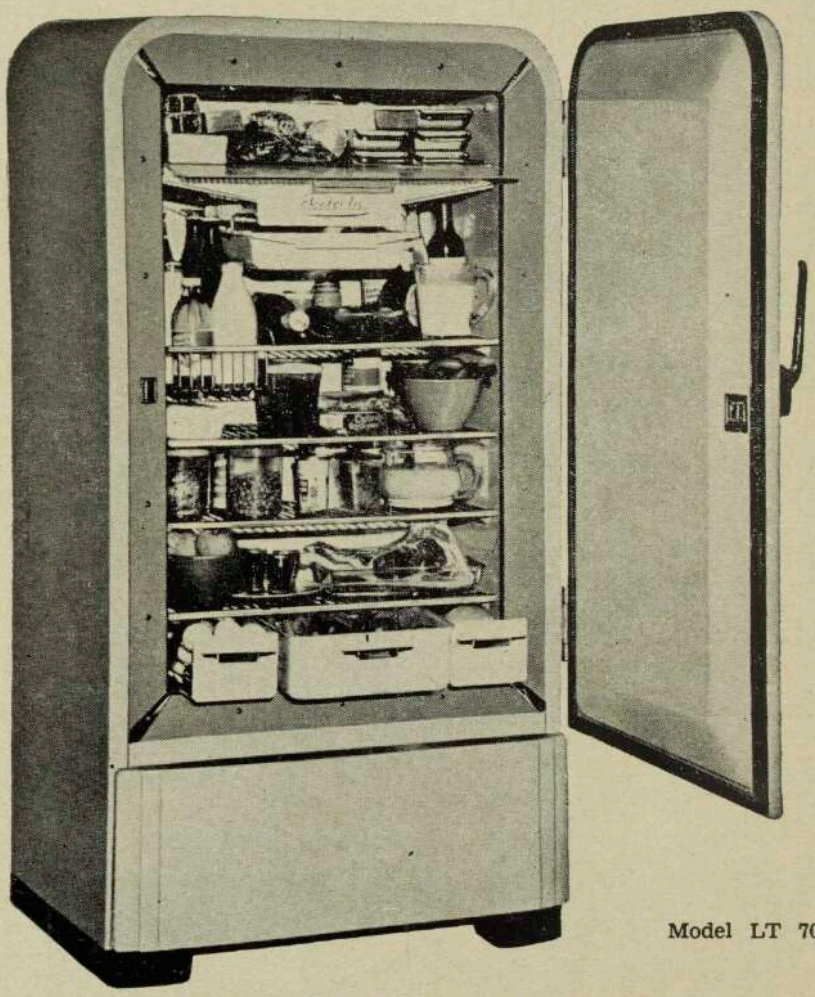

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Two Points of View

A EUROPEAN AND A TONGAN SPEAK THEIR MINDS

SOME of Tonga's problems are viewed from different angles in two sets of comment received, respectively, from a European with years of experience in the Kingdom, and an educated Tongan.

The European observer claims that there is evidence that in Tonga, as in some other territories these days, Europeans are not only not wanted, but are disliked. This, he writes, is a development distinct from the very natural Tongan pride in the Kingdom's independence.

He continues:

"Not long ago a European storekeeper at Vavau and his wife were attacked by Tongans, and their house and store were robbed. The incident is being 'officially investigated,' but it is likely that the end will be similar to that of an earlier robbery at Burns Philp's Vavau store. In that case some of the stolen goods were found in the possession of certain Tongans who, with other suspects, were brought to trial. The evidence seemed to be clear enough, but a Tongan jury—all juries are Tongan—gave a verdict of not guilty.

"Petty larceny, and larceny not so petty, is disturbingly common. No European can leave his house unwatched for any considerable length of time.

"Side by side with this sort of dishonesty, which seems to be directed chiefly against Europeans, the outward show of rigid piety continues undiminished. It might well be said that if words hurt, the Devil must be in a bad way after a Tongan Sunday.

"From piety turn to politics.

"The new Young Tongan Democratic Party has arisen to press for the virtual abolition of the Tongan nobility, universal franchise and, of course, the final displacement of the remaining Euopeans, who, under the present system, have no representation although they are taxed.

"As things are, it seems unlikely that the 'democratic movement' in its present form will ever come to power. In many ways it would be disastrous for the Tongan people if it did."

In present-day Tonga, the writer continues, anything that might benefit the people in general is both slow-moving and casual.

He points out that the locally controlled inter-island shipping service "has no fixed schedule": "The ship's arrival time at the outer islands is anybody's guess and everybody's joke. . . The ship is usually overloaded and overcrowded."

To sum up: "Tonga would lose nothing in national dignity if there were a drastic overhaul in directions where an overhaul is plainly needed. Such an overhaul should include the making of Tonga into a safer and happier place for the Europeans living in the Kingdom. After all, it is to friendly British Commonwealth administrations that Tonga looks for its external defence."

REFERRING to an earlier PIM article, headlined *Young Tongans Agitate for Political Reforms*, AMP S. A. Fanamanu

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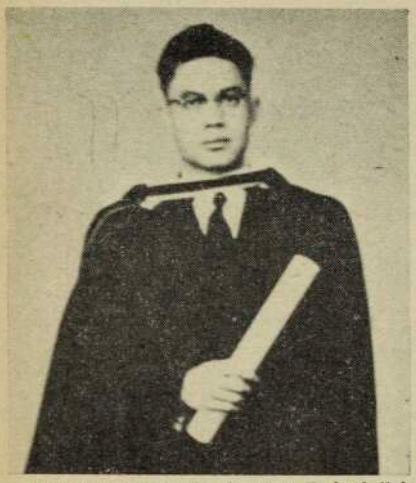

First Tongan to gain the New Zealand University's degree of Bachelor of Commerce is Mahe 'Uli'uli Tupouniua, a 1955 graduate of Auckland University College.

writes: "Tonga needs no political reforms."

He continues:

"A part of the First Clause of the Constitution of Tonga, published on November 4, 1875, by King George Tupou I and his nobles, stated: 'Since it appears to be the will of God that man should be free, as He has made all men of one blood, therefore shall the people of Tonga and all who sojourn or may sojourn in this Kingdom be free for ever'...

"The land was stated in this Constitution to be the property of the Crown, but neither the Crown nor anybody else has the power to sell the land.

"The population has doubled in the last 30-odd years, and the relation of population to resources is bound up with the land. Therefore it is essential that this preservation of the land for the Tongans should be rigidly maintained."

Of "democracy," the writer says: "There was an outcry when King George Tupou II signed the Treat

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of Friendship with Great Britain. The King acted against this popular clamour. He allied Tonga with a Power whose system of government and of law has a Christian basis and provides for the full freedom of the individual in all fundamentals.

"There are certainly portions of the Tongan Constitution in which the people have no say. Why not? It must be so until the wise use of democracy is fully understood.

"During the reign of Queen Salote, Tonga's economy has made big strides and education has advanced. Promising students, both commoners and of noble birth, are constantly being sent abroad, with Government support, for further study.

"Outcry against the Government is heard at Nukualofa, where some of the literate and semi-literate people allege that the Government's aggregation of industrial power is curbing individual freedom. It is forgotten that side by side with the Government-controlled enterprises there is encouragement of individual enterprise, together with regulations to prevent the exploitation of workers for individual profit.

"What Tonga needs is not political reform' but more loyal citizens who fully comprehend their duty to contribute their quota of intellectual and industrial service to the good of the nation.

"My contention is that nothing will be gained by any attempt to throw overboard the traditions and customs of our land. That is not the way to 'freedom.' Reasoned criticism has its place in the life of every progressive people, but much of the destructive stuff talked by a minority is merely damaging to the common welfare.

"The measure of a true Tongan is his loyalty to a beloved Queen and to the ideal of the unity of the Tongan people."

NEW GUINEA REUNION IN CARPENTER SHIP

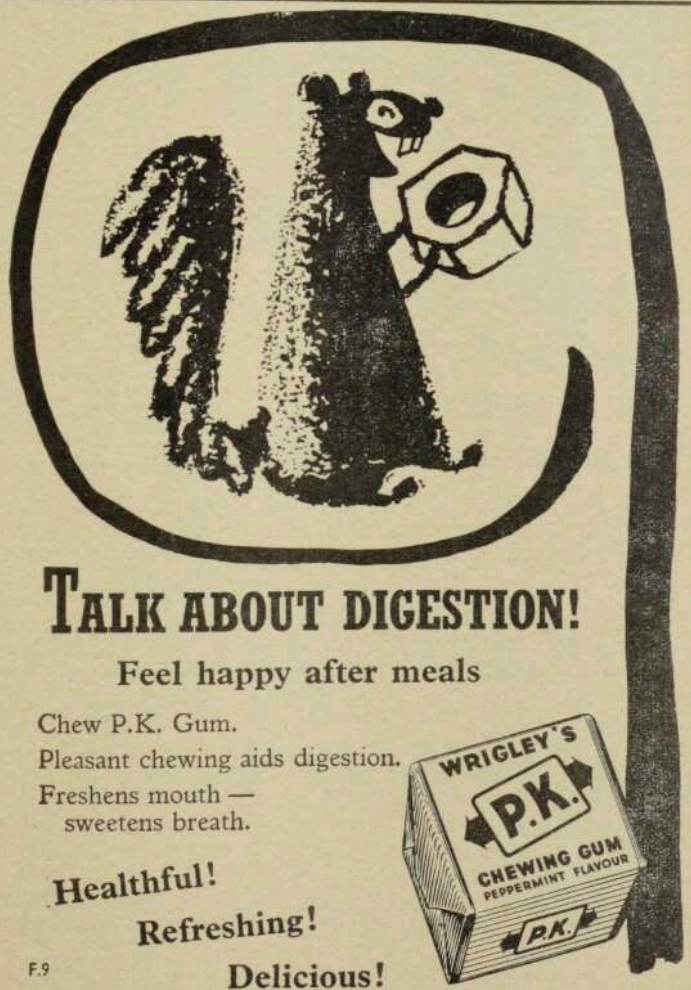
ORGANISED by Mr. Bert Perriman and Mr. R. B. Carpenter, a reunion of more than 40 old New Guinea people (called the "Befores") was held aboard the Carpenter ship *Lakemba* at Sydney on August 26.

Guests at the luncheon, who were welcomed to the ship by Captain Coots, included Dr. Calov (of Rabaul in the 1920's), Messrs. J. Mullaly (former planters' spokesman), Tony Edgell, Armer Hamilton, Harry Downing, Ken Nettleship, Syd Wynne, Dick Mant, Ken Jackson, Myers, Collopy, Bishton, Foxcroft, Draffin, T. Yeomans, T. Hoffman, E. Wauchope, R. Melrose, T. Woodman, J. Comb, W. Oakley, T. Adelskold, Bailey, Baldwin, L. Clark, S. Costelloe, Farram, Froggatt, Keenan, Keith, Kendall, Marshall, T. Smith, L. Roberts, Beer, J. O. Bowditch, Ritchie, T. Roberts, P. J. Martin, H. Mirow and G. Thomas.

Puzzle Picture at Apia Wharf Sheds

When four ships arrived at Apia in quick succession in August, the chaos in the wharf sheds reinforced claims for better facilities.

—Photo by R. F. Rankin.



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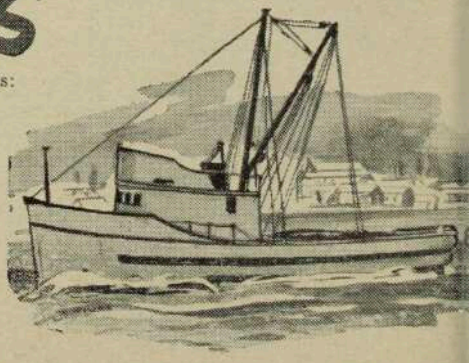

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NEWS OF THE SMALL-SHIPS

IT HAPPENED IN SEPTEMBER:—In this month of 1941 the war in the Pacific was still only a hit-and-run war of German raiders—and one never knew where they would strike next.

Such a strike occurred at about 3 pm of September 10, 1941, when an operator on ship-watch at Rarotonga was jerked wide awake by a powerful *QQQ* morse signal, which was immediately but incompletely jammed by a more powerful station. In a moment naval stations throughout the Pacific knew that the 4,793-ton Norwegian freighter *Silvaplana* was being pursued. But it was much later before anything else was known. *Silvaplana* was written off, at a point midway between New Zealand and Tahiti, so far as Allied naval authorities were concerned—though she was not sunk, but captured intact by the 7,860-ton raider *Atlantis* (formerly *Goldenfels* of the Hansa Line).

Atlantis had entered the Pacific from south of Australia in August after 18 successful months in the Atlantic and Indian Oceans where she had sunk or captured 20 vessels of 137,000 tons. *Silvaplana* was her first—and only—Pacific victim.

The Norwegian ship had turned away at full speed when the suspicious vessel was sighted, but *Atlantis* was faster. Some ships had fought it out to the inevitable end with their stern gun. *Silvaplana's* skipper, when warning shots were fired and signals made from the raider, decided that discretion was the better part of valour. A prize crew was put aboard and a radio signal sent by the German operator cancelling the *QQQ* signal in an attempt to deceive the Allied naval authorities, though they were not deceived, as this had happened with other ships. *Silvaplana* was immediately despatched for Germany with her valuable cargo, and arrived safely at Bordeaux via Cape Horn. But the account was to be squared.

Atlantis, with her motors now in poor condition, rendezvoused with the raiders *Komet* and *Munsterland* at a point with the code-name *Balbo* south of the Kermadecs, where stores and fuel were transferred for the voyage to Germany.

Then occurred a little-known incident of the war. Captain Bernhard Rogge, in command of *Atlantis*, decided to give his men some recreation after their long spell at sea, and on October 9, 1941, he put in to the inhabited atoll of Vanavana, Tuamotu Group of French Oceania. There the men went ashore, swam and enjoyed themselves for a day and, according to the German records, were hospitably treated by the local natives.

Atlantis then tarried in the shelter of Henderson Island, sending out her seaplane daily in the hope of getting a ship near Pitcairn, but when none appeared a course was laid for the Atlantic via the Horn.

The end came while *Atlantis* was making engine repairs in the

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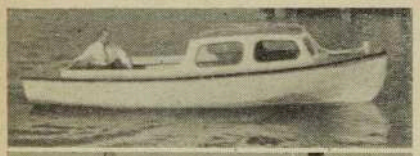
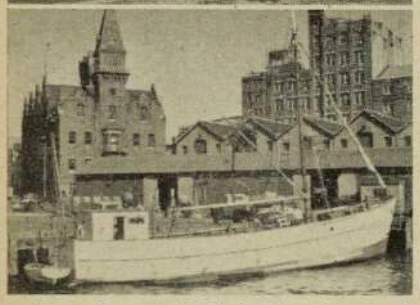
Atlantic, with parts supplied by a German submarine which lay alongside. The British cruiser HMS *Devonshire* happened along. The submarine crash-dived, leaving her commander and some crew aboard *Atlantis*. *Atlantis* immediately sent out a radio signal indicating that she was about to be attacked by a German cruiser—in an attempt to confuse the commander of HMS *Devonshire*. An hour or so went by, the cruiser standing far off and sending a sea-plane to circle *Atlantis*, which was disguised as a British ship.

Finally word came from the Admiralty that *Atlantis* could not possibly be the vessel pretende Fire was opened, *Atlantis* was sun and HMS *Devonshire* made off all speed, having detected su marines in the neighbourhoo Seven Germans were killed in t sinking. Survivors were picked u by three U-boats, transferred to





Upper: The smart 18½ ft. fibre-glass launch which Waringah Marine Service of Sydney despatched to the Catholic Mission at Alexishafen, NG, late in August.

Lower: "Lakeleo" (ex "Norman Flare"), delivered to the New Hebrides in September for Mr. Oscar Newman by Captain Max Stanton.

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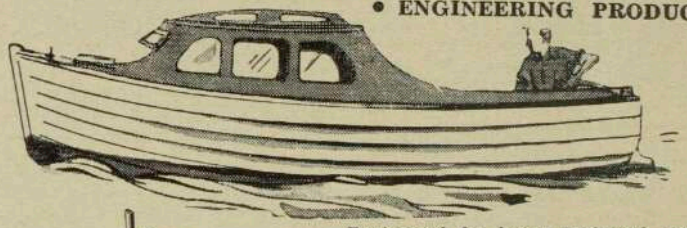

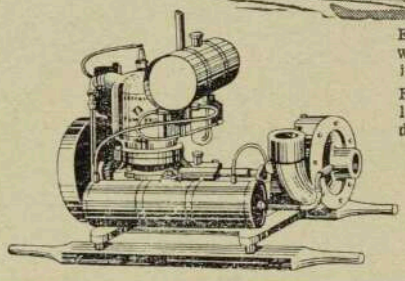

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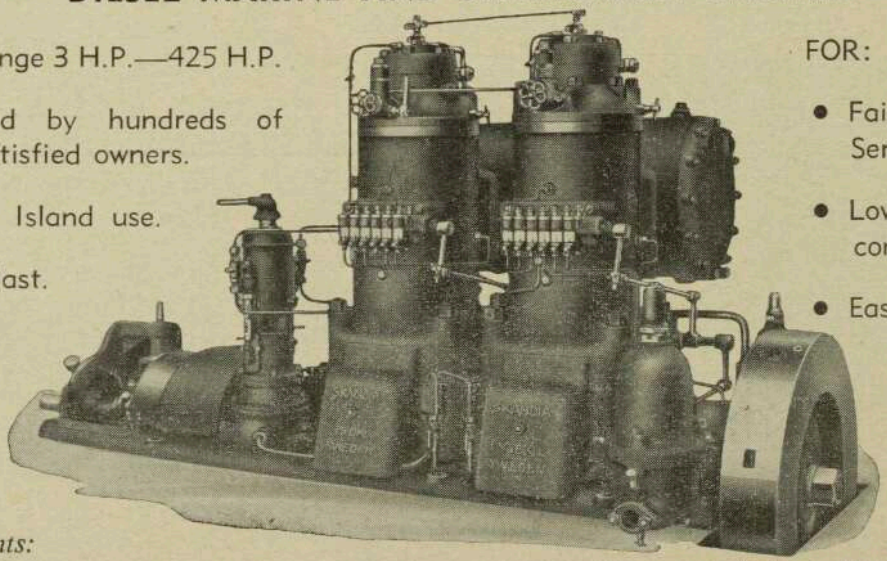

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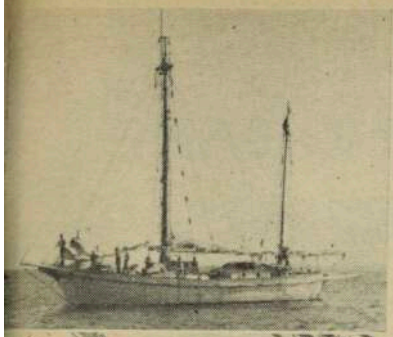

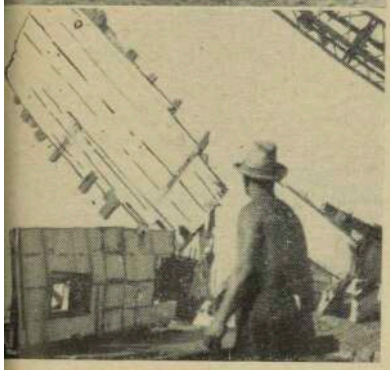

Upper: Buzz and June Champion's 37 ft. ketch "Little Bear" of San Francisco, now cruising Polynesian waters.

Lower: The end of the 65-ton Papeete schooner "Tumuhau" after four years sitting on the beach. A mobile crane is here tearing off the bow section.

—Photos by Oscar G. Nordman.

German submarine supply ship, which was in turn sunk by HMS *Dorsetshire* some days later.

On the express orders of Hitler, eight submarines, four German and four Italian, were despatched and picked up the survivors again after they had been 10 days in boats—and so Captain Rogge and his remaining men arrived at St. Nazaire and were publicly feted in Berlin on January 1, 1942, Rogge receiving from Hitler the Oak Leaves to the Knight's Cross of the Iron Cross.

TONGAN FLAGSHIP.—An order has just been placed with Niestern Sander & Co., of Delfzijl, Holland, by the Tonga Copra Board for a handsome new vessel of 500 tons deadweight for the inter-island copra and passenger service. To be named *Aoniu*—same name as the present wooden 120 GT ketch owned by the Board, the new craft will measure 165.3 ft x 159.1 ft x 27.2 ft x 12.2 ft, on a loaded draft of 9.8 ft. She will be powered by a 6-cylinder 500-hp diesel direct coupled to the shaft, with a normal 375 rpm, which will give the vessel a service speed of 10½ knots. General cargo capacity is 700 tons cubic, with a copra capacity of about 400 tons. Crew's accommodation is forward, there are two hatches 'mid-ships, each served by twin derricks, with the two masts located at break of poop and fo'c'sle. Galley, freezer, storerooms, officers' accommodation, and a spare two-berth cabin are located on the main and poop decks aft. Also on the poop deck is a special suite for the Tongan Royal Family and four two-berth passenger cabins.

'Midships, between the hatches, are toilet, washroom, etc., for crew, and bosun's lockers. Above this block will be carried two 24-ft diesel surf-boats. Plans show a most attractive profile, with raked bow, cruiser stern, and streamlined low funnel. Equipment includes radar and radio direction-finder.

Aoniu should be completed in July-August, 1957, will probably be delivered by a Dutch firm via Panama, and should arrive at Nukualofa in December, 1957.

BACK TO THE ISLANDS:—Berg & Co. Ltd., of Sydney, owners of the 288 GT MV *Kurimarau*, formerly well known in the Fiji-Solomons area, confirmed late in August that the vessel is now being surveyed at Ballina, NSW, and will be heading for the Islands about October, though exact plans are not yet finalised. The vessel will be registered at Hongkong. She has a deadweight cargo capacity of 250 tons, and is well suited to the carriage of deck passengers.

UNDER REPAIR:—The 205-ton Noumea trader *Havannah*, reported temporarily aground in Havannah Passage, New Caledonia, in June, was in Auckland on survey during August. She left there early in 1954

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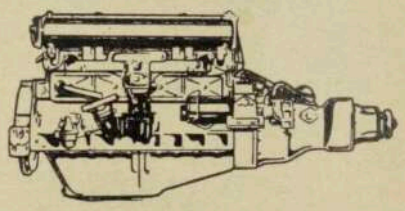

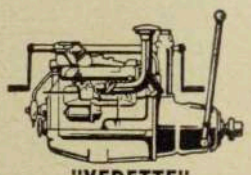

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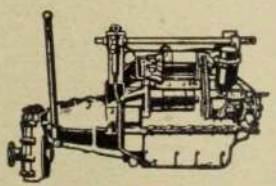

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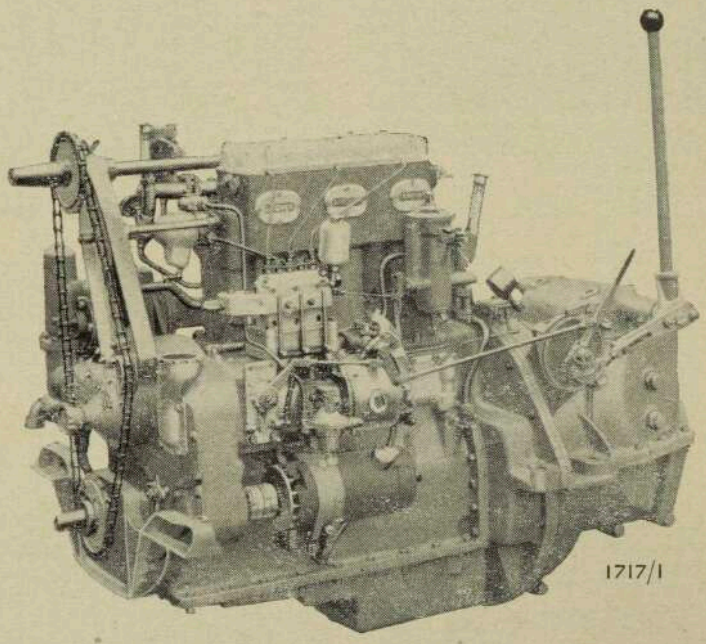

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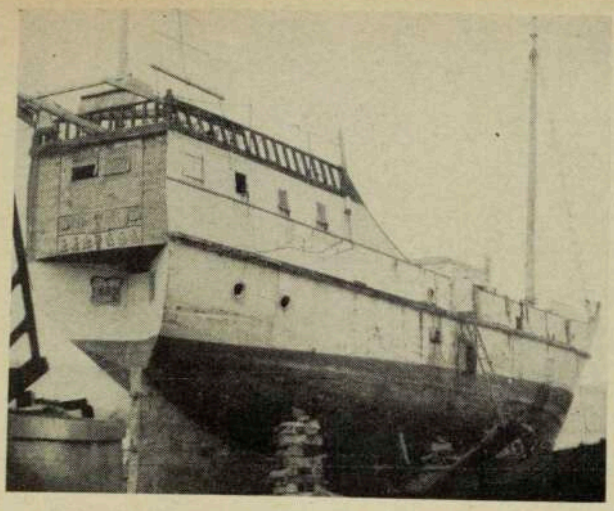
is the *Colorado del Mar* but was renamed when purchased from Captain E. Savoie by Johnson & Co. and associates of Noumea early this year.

ON PATROL:—US Navy patrol craft No. 1141, out of Pearl Harbour, under command of Lieutenant Alan Cvello, USN, called at Pago Pago and Apia recently in the course of a training cruise. Under Captain Cvello were three officers, eight regular navy men, and 43 reservists, including 5 Samoans. Slightly smaller than the World War I flush-decked destroyers, this vessel is 170 ft. overall, and carries two 3-inch guns. This was the longest cruise made by Honolulu reservists since the war.

BP FLEET ADDITIONS:—Burns Philp & Co. announced in August that they have ordered a 3,700-ton freighter for the Australia-Islands trade from a Norwegian yard. It is believed to be the first vessel ever to be built there for an Australian owner. To be completed by late 1956, the vessel will be named *Montoro* in succession to the pre-War II popular passenger vessel of the same name. At the same time an Auckland report indicated that Burns Philp (SS) Co. Ltd. of Suva might be purchasing the 3-year-old Dutch-built 257 GT steel coaster *Zephyr II* from New Zealand owners. BP's Sydney office said however that the report was premature



"Cheng Ho's" Return

"Cheng Ho" on a Papeete slipway preparing to re-enter the French Oceania inter-island trade, as reported last month.

—Photo by Oscar G. Nordman.

though the ship may have been under consideration.

FOR MUSEUM?:—*Kaiulani*, only steel 3-masted square-rigger ever built in the United States, may be purchased and preserved by the San Francisco Maritime Museum. Built some 50 years ago, she was first engaged on the Hawaii-Mainland sugar and general cargo trade, then the 1,571-ton vessel was sold to Alaska Packers and renamed *Star of Finland*. By 1934, when that company's fleet had been disbanded she remained the sole survivor. Sold again she was renamed *Kaiulani*, and after a period of idleness sailed

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from San Francisco in August, 1951, with a cargo of lumber for Durban via the Horn.

The Pacific War broke out during that passage. At Durban she loaded explosives for Sydney, was diverted to Hobart due to the Sydney midget submarine scare, and was there taken over by the US Army as an Island supply vessel in July, 1942. Her masts were cut down and she became a straight-out motor vessel. She performed good service refuelling transports in New Guinea waters, and following the war to the Philippines was there eventually demobilised and sold. She is now serving in Manila as a lumber storage barge.

ON THE BEACH:—According to travellers from the New Hebrides it appears most unlikely that the well-known local vessel *Albert Bonneaud* will sail again. It will be remembered that the 240-tonner was driven ashore in July, 1954, in a heavy blow. Hauled off, she was taken to Santo and beached pending rudder repairs and has lain there ever since.

UNSCATHED:—Jagged reefs are more common than sandbars in Islands waters, but *Suzanne*, a 52 GT Papeete auxiliary vessel, wisely chose the former when she grounded at Tubuai Island in July. She was undamaged and soon refloated.

UNLUCKY STAR:—*Vila Star*, of Santo, received another punishing in July-August on a voyage from Dunedin to Sydney in ballast. She and her crew were looking somewhat weather-worn when they eventually made port after striking very heavy weather 250 miles from Sydney. The 465-ton ship was still in port late August.

OUTWARD BOUND:—*Lakele* still showing her old name *Norman Flare*, cleared Sydney f Luganville, Santo, via Lord Hov Island on August 23. The vessel, which full details were given la month, was commanded by Capta Max Stanton for the delivery voyag Also aboard was Mr. Fred Davis,

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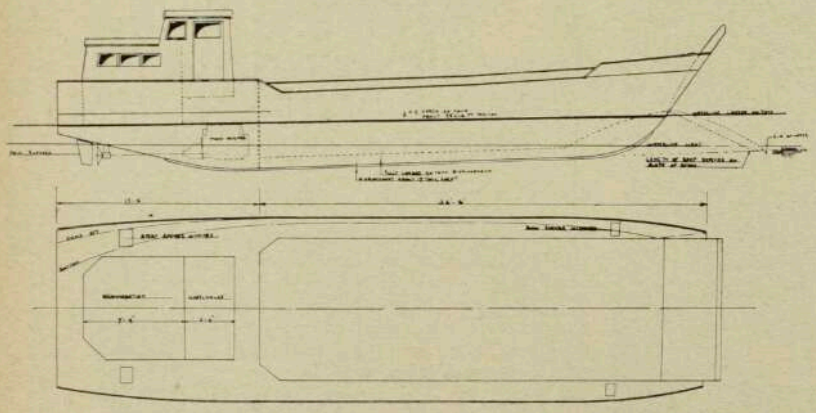

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former Second Mate in *Vila Star* and well-known in New Guinea waters, who planned to remain in New Hebrides waters for some time. Four others completed *Lakeleo's* crew. The sale of this vessel was arranged by Sydney's well known broker, Captain Kennedy.

FOR SUVA REGISTER:—Mr. Lewis Graham, head of Kiwi Shipping Co., of Auckland, reported in Sydney in August that his company had purchased the 659 GT coaster *Babinda* from the AUSN Co. and that she would be registered in Suva. His company recently sold the 248 GT *Nikau* to the Northern Shipping Co., of Auckland. *Nikau*, originally to trade in the Islands, was registered in Vila, but has been under charter to the purchasers and did not leave the New Zealand coastal trade. Kiwi's new purchase was build in England in 1936 and measures 175.2 x. 30.1 x 10.8 ft. She is a three-masted, single-screw diesel vessel, with a cruiser stern.

FLEET ADDITIONS: — Australasian Petroleum Co., searching for oil in New Guinea, is steadily adding to its fleet of small ships which is already the largest such fleet operating anywhere in the South Pacific Islands. In recent months three 40-ft workboats have gone north from Sydney. These were *Medi*, built by Bjarne Halvorsen Ltd., *Tagari*, built by Lars Halorsen Sons Pty. Ltd., and latest, despatched in August, was *Tarim*, built by C. F. Haddock & Co. The company chartered the 536-ton Australian coaster *Melinga* for six months in August, to help with the big exploration programme now in hand. At the same time it was announced that the first of three 110-ft x 26-ft barges being built at Hallsend-on-Tyne, England, had been despatched for New Guinea under tow. Named *Gimada*, this barge has a capacity of 120 tons deadweight and is equipped with three-ton derricks. The other two barges, *Gebosa*, and *Guribi*, will be despatched under tow shortly.

The company's 900 GT flagship, *Papuan Explorer* (ex *Hanne Sven*), is expected south for survey.

AGAIN TRAMPING:—The 300-ton *Vasu*, purchased at Auckland by Burns Philp (SS) Co. Ltd. recently, is off on a voyage from Suva to the Gilberts in August, after a number of inter-island trips.

TUNA FREEZER:—Now with the Togo Pago tuna fleet is the freezer-ship *Saipan Maru*. Formerly a US navy LST, built at Jeffersonville, Indiana, in 1945, she has been fitted with a new bow and the necessary freezer and ice-making equipment. There is a fully equipped machine shop so that, as mother ship, all engineering repairs can be carried out on the fishing fleet. *Saipan Maru* has a crew of 130 under Captain Amako Takeichi.

Further fishing vessels arriving from Japan under charter have been bringing in initial loads of up to 80 tons of tuna and other fish. The bait vessel *Hoko Maru No. II* was a recent arrival with a cargo of the specially imported herring bait from Japan.

BUILT TO LAST:—Warringah Marine Service of Sydney, commencing production of fibre-glass launches, despatched the first from its production line to the Catholic Mission, Alexishafen, in August. Powered with an 8-hp Stuart-Turner, this smart looking 18½ ft x 6½ ft launch made 9 knots on harbour trials, before being loaded aboard the *Fukien*. Launch owners in the tropics are becoming increasingly convinced that the extra capital invested in a fibre-glass hull is well worth while.

VACANCIES—The Tonga Government was advertising locally for a Mate for its 108 GT despatch vessel *Hifofua* in July, and in August the Fiji Government was seeking a Chief Engineer for its light-house tender and maid-of-all-work, *Degei*.

PERSONALITIES: — Captain Arnold Mellor, well remembered in New Guinea waters as master of the Army vessel *Tarra* until he retired several years ago, is now master of the Queensland Department of Native Affiairs patrol craft *Melbidir* based at Thursday Island. He was

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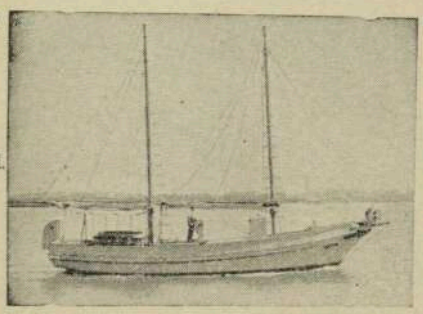

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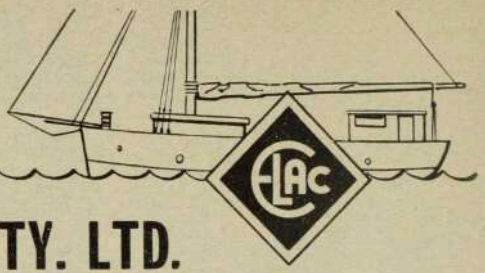

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ecently gazetted a Justice of the Peace and a pearling inspector.

Captain A. C. Meldrum, also well known in New Guinea vessels, is at present master of the 2,333-ton Australian coaster *Delungra*, and his Second Officer is Mr. Willie Schutz, formerly of the Gilberts.

Captain R. D. Matheson, lately master of *Vasu*, was to take command of Kiwi Shipping Co.'s acquisition, *Babinda*, mentioned elsewhere, in September.

NEAR SQUEAK:—*Vega*, luxury schooner, inaugurating the Honolulu-Papeete passenger service in July, nearly came to grief when she struck the To'ota rock in Papeete pass on July 22 when bound out on a side-trip to Moorea. The steel-hulled craft was apparently undamaged, and she later cleared for Raiatea, Bora Bora, and Honolulu.

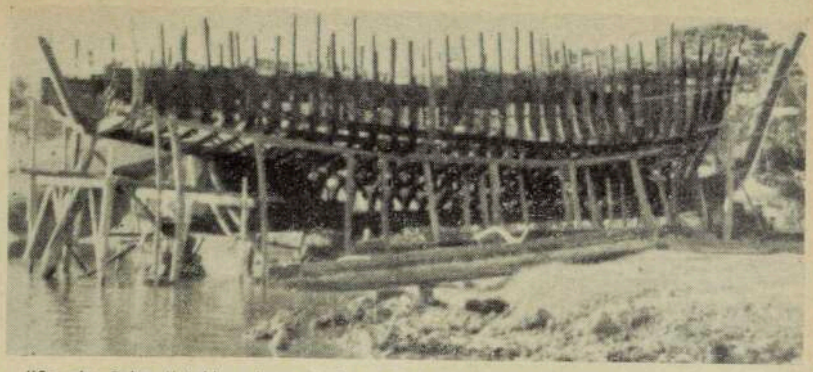
MARINE DISASTERS:—Two marine disasters occurred in the islands late in August, the most serious being the apparent loss with all hands of the 65-ft trawler-type vessel *Elsie B*, of Port Moresby.

Commanded by Captain James Carlton, and with a crew believed to consist of eight natives, *Elsie B* appears to have been overwhelmed in a severe tide-rip caused by a combination of factors, including heavy weather, in the Gulf of Papua. The searching Administration vessels *Tami* and *Heduru* reported very severe weather conditions in the area, and both suffered storm damage. They were despatched when *Elsie B* sent a distress message by radio on August 26, but only trace of the missing vessel was 30 floating oil drums and a few cases of meat.

The other disaster was the loss of the 60-ton Noumea coaster *Henriette* on Unia Reef, south-east coast of New Caledonia, at 1 am on August 28.

With 40 tons of oil products and five passengers aboard, the vessel, which is owned by a Tonkinese merchant, was bound from Noumea for Kouaou, east-coast nickel centre.

All hands got away through the pounding surf and made a safe landing on the coast, but only after the loss of two boats in the operation. The coaster *Sorana del Mar* was despatched to render aid, and a tug also later went to the scene, but *Henriette* was beyond salvage, though much of the cargo and equipment may be saved. The vessel



"Cap des Palmes" taking shape at the yard of Teata Pautu, Papeete, for Mr. James Salmon. Details of the 80 ft. trading craft were given last June.

—Photo by Oscar G. Nordman.

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is believed to have been insured for about £13,000.

GOODWILL VISIT:—*Taisei Maru*, 2,430 GT Japanese training ship which picked up the remains of Japanese servicemen in New Guinea ports last year, called at Sydney on a goodwill visit in August. Press and public mainly ignored the visit. There were 111 cadets aboard.

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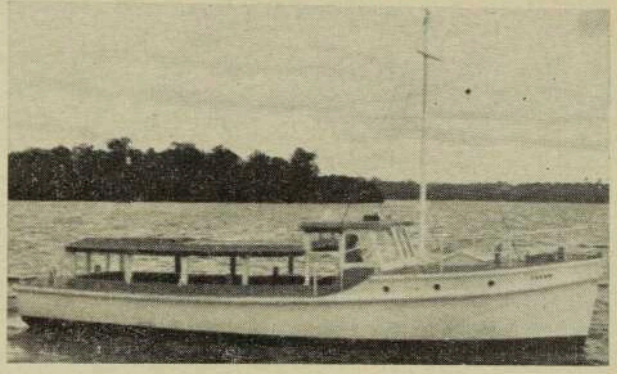
● **LA PALOMA**, purchased at Auckland and bound for the States under American ownership, cleared Rarotonga July 17 for Papeete. Maiao (also known as Tubuai Manu) 40 miles WSW of Moorea was sighted at 5 p.m. on July 31 — and was under the keel shortly after midnight. Owner William H. Wilson and companion Ron Hemler were landed at Papeete by the local fishing vessel HINANO, where Mr. Wilson was arranging salvage which he considered possible, though the yacht has a hole in her bottom. Mr. Wilson's fiancee was to arrive in Papeete from Auckland on August 19, whereon the couple were to be married.

● **SKOL** (also reported as SKOAL), 30 foot of Miami, USA, was reported wrecked Havai Bay, Ua Huka Island, Marquesas, late July or August, according to advice ceived by the Papeete Port Captain. Owne Linvill and Shakely were safe and expect in Papeete by schooner. The yacht was la signalled clearing Balboa on April 20, bou Brisbane via ports.

● **SEVEN SEAS** (ex SCALDIS) of Hollan originally reported bound for New Zeala and Australia, was sold to Mr. John Harringto trader of Aitutaki Island, Cooks, early August, and renamed MANU. She now becom a work-boat, running Mr. Harrington's car from Rarotonga to Aitutaki, presumably uno command of Hollander Andre Boun Meest who has been lonehanding it on the voya

● **NORDLYS**, Walter Johnson's 72 schooner bound for New Zealand from t US, arrived Papeete August 15 from Hilo, af



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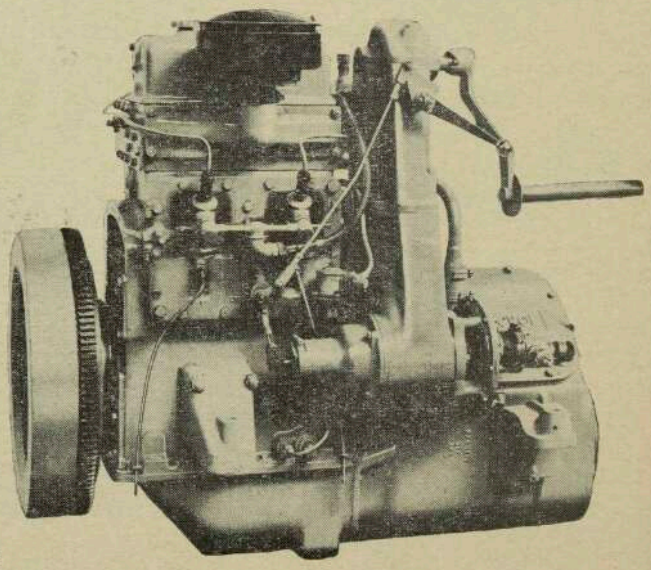

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a 15-day passage. The handsome schooner carries 9,000 ft. of canvas and a GM motor. With Mr. Johnson is a crew of eight.

● **NANI,** 37 ft. ketch, manned by marine zoologist Dr. John E. Randall, his wife, and small child, was preparing, in July, to clear Honolulu for Papeete, to spend a period of research in those waters.

● **LAMERHAK II** is the name of the 23 ft. sloop flying the Egyptian flag, in which Joseph Havkins, mentioned last month, is now bound from New York to Melbourne and the Olympic Games via Panama and Island ports. A New York writer describes Havkins as "hopelessly nearsighted, deaf in one ear, and crippled by hernia". He has already crossed the Atlantic from Spain, arriving in New York about a year ago. Welcomed there as a hero he was flown home to Tel-Aviv by the Israeli Government and decorated by Prime Minister Ben Gurion.

● **JELLICOE,** mentioned in July, name still unchanged, cleared Cremyll, Cornwall, August 18, bound for Auckland. With 32-year-old Lieutenant-Commander Richard Bailes, is Mick Spiers, 25, and Michael Atkinson, 17. They will attempt the Panama-Auckland sector in one hop, presumably next winter, according to one report, though it was earlier reported that Bailes' ambition was to visit Tonga.

● **ONRUST** of Holland, with Dirk Tober and his wife, arrived in Auckland from Hobart on July 18, and back in Sydney again on September 3. Now engaged in the Tasmanian fishing industry, he had taken advantage of a lull in operations to sail back to Auckland to pick up some equipment which he had left there last year.

● **RANGI,** 42-footer being built by Mr. Mark Anthony in Auckland, should be launched this summer and be seen in the Islands next winter. Mr. Anthony is already well known as a yachtsman in the Western Pacific. He has helped deliver two mission launches to the New Hebrides in recent years.

● **MOANA** of France, with owners Gorsky and Pasquier and a companion, arrived at Papeete July 15 from the Marquesas, in the course of a submarine fishing and photography cruise.

● **PHOENIX** of Honolulu, mentioned last month, cleared Papeete again July 20 for Moorea, Huahine, Bora Bora, Pago Pago, and NZ.

● **LITTLE BEAR** of San Francisco cleared Papeete July 21 in the wake of PHOENIX.

● **TAHITI** of Honolulu, which arrived at Papeete June 5, cleared July 26 for Moorea, Bora Bora, possibly Pago Pago, and Auckland.

● **WAIMANA** of Auckland was reported in Fiji and for sale early August.

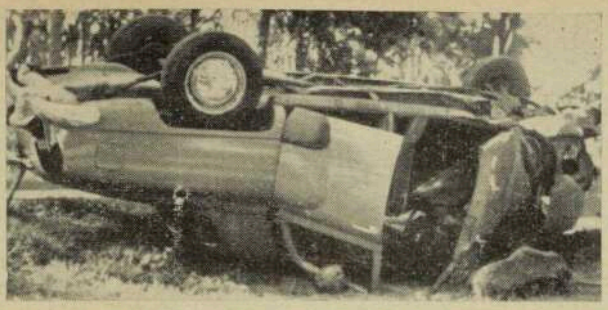
● **AUCKLAND-SUVA YACHT RACE:** Auckland yachts signifying their intention to enter this race next winter include the 30 ft. cutter WANDERER owned by Tom Buchanan, the 40 ft. Marconi cutter JEANETTE owned by R. Lakewell, and the 33 ft. ketch NINA.

● An H28-type ketch was reported preparing at Whangarei, NZ, to head for Fiji early August.

● **DAWN,** 50 ft. motor cruiser of Sydney, arrived at Nelson, NZ, on August 10. Owner Sleeman had three companions aboard. Plans were to investigate fishing possibilities in NZ waters. DAWN was bound for Lyttelton.

● A Chinese junk, manned by five Chinese and an American, arrived at San Francisco from Formosa via ports on August 8. The Chinese plan a voyage round the world and will presumably be seen in the South Pacific in due course.

● **SLOVEIG,** 36 ft. cutter owned by the Ivorsen brothers of Sydney, having competed in the Los Angeles-Honolulu Race, was sold at Honolulu to Mr. Don Doyle of that port.



Tahiti Smash

The driver, M. Gleize, a well-known airman in Tahiti, and three passengers, Mlles. Francine Goupil, Madeleine Philips and Dolly Higgins, were badly injured when this car left the highway in Punaauia and somersaulted. The victims have since been reported to be recovering, due mainly to skilled work by Surgeon Lancien.

† Sili Sataua, chief clerk of the bank of American Samoa, is to undergo a special one-year banking course of study in the United States. Mr. Sataua joined the bank staff as a bookkeeper-messenger ten years ago. He is married and has six children.

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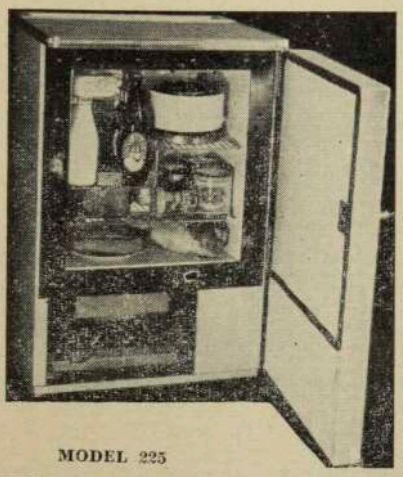

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Island Voyagers

NAVIGATION WAS EXACT SCIENCE FOR LEADERS

Following is the third, and concluding, instalment of an article on early Polynesian and Micronesian navigation by Lowell Don Holmes. The first and second portions were published respectively in the June and August issues of PIM.

CAPTAIN WINKLER, who made an extensive study of the navigation charts of Micronesia, lists 13 different items represented on these charts.

Most of these represent sea conditions that are difficult to observe and are too complicated for description in a general article of this type.

Winkler also lists three distinct types of charts:

(1) The Mattang, which is used for instruction purposes only. These charts are generally symmetrical in construction and represent a simple situation such as a single island with curved swell fronts arranged in four quadrants.

(2) The Meddo, which includes four or more islands representing only part of an archipelago.

(3) The Rebbelib, which includes a whole island group, serves as a reminder to the navigator. These charts may or may not have islands in relative positions, but they are usually not to scale. Each navigator makes his own charts, which are unintelligible only to him.

Many of the surface features represented on the charts are extremely difficult to see and require very calm water.

Thus, Winkler states that voyages in the Marshalls took place only during a four-month period beginning in June, when the trades were not blowing, or when they had little force.

However, Anthropologist William Lessa noted in 1946 that a great deal of inter-island sailing in the Carolines took place during the trade wind season.

SO far, a good deal has been said concerning the methods of navigation and piloting in both Micronesia and Polynesia. Now let us turn to the navigator himself and investigate his qualifications, training, and position within the society.

As for qualifications, Martha Beckwith describes the accomplishments of Pakaa, a famous navigator of the Middle Ages, in her book, *Hawaiian History*:

"He was acquainted with the stars and could steer a canoe even when there was no land visible. He could predict a calm or a storm on the ocean by watching the stars and noting the rainbow colours around their edges, by the blinking or reddening of the stars, or their misty appearance before a storm; or by observing the reddening of the clouds, the movements of the clouds, advancing together or retreating, their position with reference to each other, the darkening of the heavens, a puff of wind, a strong north wind, an east wind, a whirlwind, and a towering wave on the ocean."

While the preceding statement stresses the knowledge of weather indicators primarily, we may list the following as astronomical knowledge known to all Polynesian navigators:

(1) The distance of the sun, north or south of the Equator, and its diurnal path on any day of the year;

(2) The motions of the planets in the ecliptic;

(3) The brightness, colour, and position of several hundred stars and the time of year when they were visible in the night sky;

(4) The configurations of the constellations;

(5) The stars which rise from the same point on the horizon and trace the same path across the sky and the seasons when they can be used for navigation;

(6) The motion of the moon, which changes declination rapidly but could be used for checking the course on nights when its bright-

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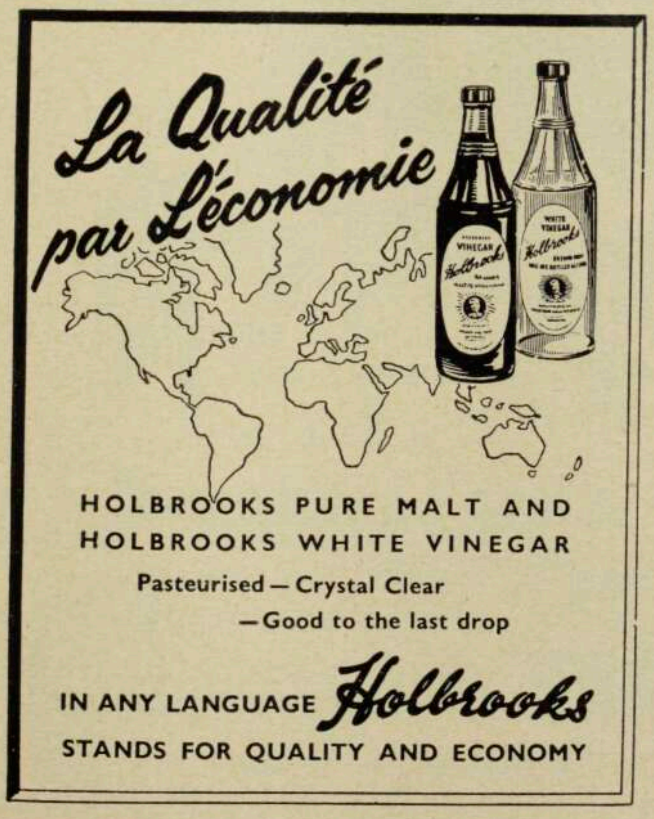

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ness obscured all but the most conspicuous stars.

AS for Micronesia, the German ethnographers Damm and Sarfert found that the knowledge possessed by navigators was fully as impressive as that recorded for Polynesia.

From a navigator from Puluwat they recorded a list, covering several pages of fine print, of sailing directions to scores of islands. These directions included both a direct course in terms of their celestial compass, which had already been explained, and an alternate course in case wind directions made the desired course impossible.

Included in the sailing directions were reefs along the way and the number of days' sailing time to each island.

It must be always kept in mind that these details were committed to memory. Even if a navigator had never made a journey to a given island he would know the course and length of time required to reach it.

In connection with the last point, Goodenough relates an interesting anecdote in his *Scientific Monthly* article, *Native Astronomy In Micronesia:*

"Early in the First World War, the German Governor of Truk, in the Caroline Islands, found himself unable to communicate with his superiors, all German shipping in the area having stopped.

"It happened that a canoe from Puluwat, 90 miles to the west, stopped during a trading trip. At his interpreter's suggestion, the Governor asked its navigator he could get to headquarters Ponape, 300 miles to the east.

"The navigator said he h never been there but was confide he could manage. Not many da later, he was back with replies the Governor's letters.

"The Governor could well marv that a simple loincloth-clad ma

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ould so confidently sail to a trange place without compass or hart and make the requisite land-all with pinpoint precision. . . ."

From this example, one gleans omething else. The navigator not nly knew how to get to Ponape om Puluwat, but he knew in hat directions other islands lay in elation to Ponape.

KNOWLEDGE of this sort is handed down from father to son, and it is exchanged by avigators of different islands.

This exchange is facilitated by e fact that in Micronesia it is bu for navigators to eat any food at has not been separately pre-ared for them. Therefore, all avigators eat together at a special avigators' mess, where shop-talk variably dominates the conversa-on. Visiting navigators are cluded in this mess.

No school of navigation has en recorded for Micronesia, but Polynesia this institution is of eat importance.

These schools were established the larger islands and were nducted for four or five months ring the winter. The school m opened and closed with solemn emonies and symbolical rites.

The subject matter was imparted utmost secrecy and graduation ne only when the abundance of owledge had been perfectly sorbed.

One of the exercises involved ing a half a gourd and burning o this hemisphere the many ghways" (bands) of stars which e of importance to their area. the stars along these "highways" to be recited, together with ir daily and yearly movements.

lthough no navigation school been recorded for Micronesia, position of navigator was ited to the ranks of the ruling sses, and this would indicate t some sort of formal instruction provided for those of the owing generation who were ked out to become leaders and igators.

n Polynesia, navigators were also ally nobles, and the practice of art was limited to certain ily or clan groups.

any ritual observances accom-ied the posistion in both areas, an unwavering faith in their s was a prerequisite.

LTHOUGH passages of single canoes were far from uncommon, most of the voyages made by flotillas of from 25 0 canoes, and it has been re-ed that the number might reach The navigating chiefs usually ed together in the lead canoe. must have been a beautiful t when a fleet of those sleek, t sea-canoes converged upon an d, with their tattooed captains prancing the deck and shouting orders to dozens of oarsmen while other crew members deftly manipulated the great lateen sails.

These men were truly Vikings of the Sunrise, and masters of the sea to the extent that she ever lets anyone master her.

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Urgent Problems

MEETING COMPLAINTS ABOUT QUALITY OF ISLANDS COPRA

WHAT causes the development of a rubbery flavour when coconut oil pressed from some South Seas copra is exposed to sunlight? This flavour, which is carried into margarine, seriously affects the reputation of Pacific Islands copra in the United Kingdom, and the question, among many others, is discussed in **The Manufacture of Copra in the Pacific Islands**, by W. V. D. Pieris, MA, DipAg, BSc, FLS (South Pacific Commission Technical Paper No. 82).

Reference was made to this valuable new publication in August PIM. It should be read in conjunction with Mr. Pieris' recommendations for the rehabilitation of the Pacific copra industry, published in the SPC *Quarterly Bulletin*, Vol. 4, No. 1, of January, 1954, and Technical Paper No. 48, *The Management of Coconut Plantations in Western Samoa*, by D. R. A. Bolden, and Technical Paper No. 19, *Report of Copra Grading*.

These will soon be followed by *Wealth from the Coconut*, in which Mr. Pieris deals with the selection of seed coconuts and the raising and transplanting of seedlings.

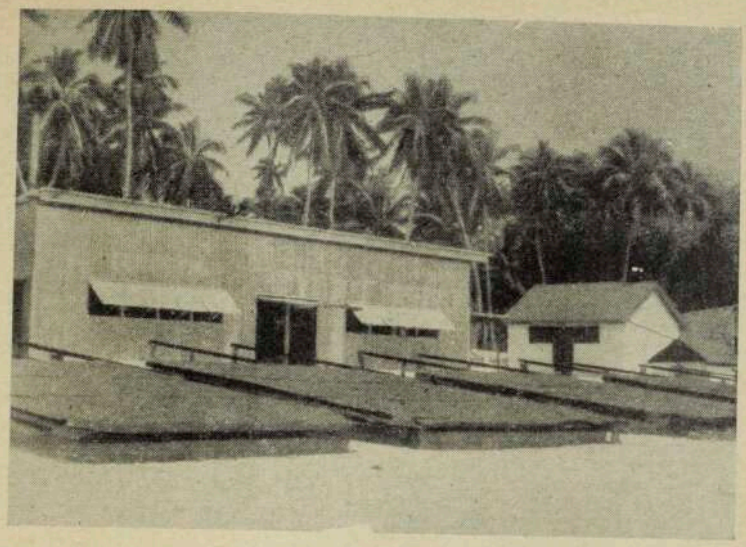
The present paper by Mr. Pieris contains a wealth of practical information and advice, much of which is probably quite unknown to many Pacific producers who have been in the game for years.

There has been little post-war financial inducement to take particular pains as regards copra quality, and probably many post-war producers have a somewhat hazy idea as to what constitutes good copra.

The answer to the question is likely to assume considerable importance after December, 1957, when the British MOF buying contract ends.

MR. PIERIS raises a curious point in regard to copra contamination.

"One of the most serious problems of oil crushers in the United Kingdom at the present time," he says, "is the frequent development of a rubbery flavour on exposure to sunlight of coconut oil pressed from South Sea copra. Since this objectionable flavour is carried into margarine, the saleability of the oil for edible purposes, especially for the manufacture of high-grade margarine, is seriously affected."



Well-made sun-drying copra platforms, with movable corrugated iron covers, at Hervey Island, Cook Group. The building behind houses a "Chula" forced-draught hot air drier.

Investigation, Mr. Pieris says, has shown that sulphur contamination is the cause, but how it occurs is a mystery.

Copra from Ceylon, the Seychelles and Tonga has never been so contaminated.

Holds of ships which had previously carried sulphur were suspect, as were the sacks used on plantations, but such sources have not accounted for all cases.

One source is known to be through the practice on certain plantations of sprinkling sulphur on the dryer fires in the belief that

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the fumes protect the drying kernels. Such disinfection, says Mr. Pieris, is totally unnecessary, and planters would be well advised to discontinue the practice.

PACIFIC copra, Mr. Pieris says, contains a great deal of rubbish, some of which does costly damage to the crushing machinery.

Magnetic items—bolts, knives, and all sorts of pieces of machinery —are commonly found and easily extracted by powerful magnets before the crushing, but large stones, non-magnetic metals, etc., are the cause of much trouble.

Some appear to have been deliberately added—part of a bicycle wheel, for example, found in a consignment.

Comparing the Islands with Ceylon, Mr. Pieris says that an average skilled plantation hand in Ceylon can easily husk 2,500 nuts in an 8-hour day. In Papua-New Guinea, the average rate does not exceed 1,000 when the nuts are collected by the husker, and 500 when he has to collect them himself.

This difference, Mr. Pieris considers, is undoubtedly partly due to the better-designed husking implement used in Ceylon. Full details of this implement, with sketch and dimensions, are given in Paper No. 82.

The main part of the paper is taken up with a description of the many alternative types of dryers, with plans and detailed instructions for using them.

This is probably the best practical survey of the copra industry yet to be made available to Pacific producers. At 6/- Stg. a copy from South Pacific Commission agencies (see advertisement, August PIM), it is a "must" for associated with the industry.

† The New Caledonia Departme of Agriculture estimates the de population of the island at abo 100,000 beasts. Last year 38 tons hides were exported to Australia a the United States.

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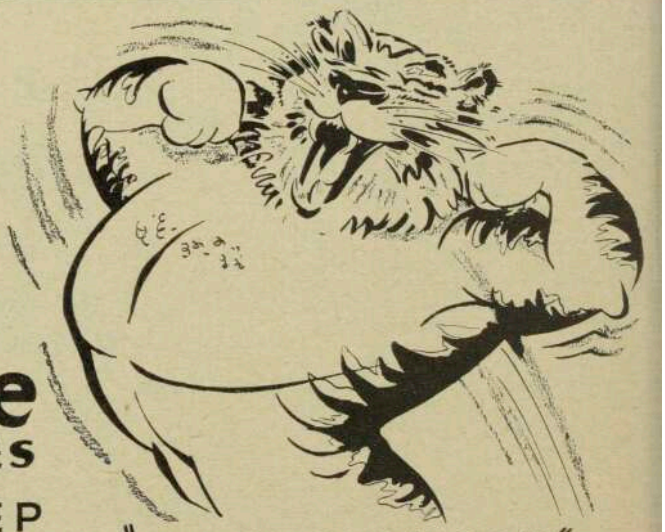

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SAMOAN SETTING FOR FILM ABOUT GILBERTS

WESTERN Samoa has been chosen as the scene for the colour-filming by a British ompany, Lawrie Productions, of a ale based on material in Sir rthur Grimble's book, *A Pattern of slands*, reports an Apia corre-ondent.

The director (Mr. Wolf Rilla), as-ciate producer (Mr. Eric Williams) nd art director (Mr. Tony Inglis) rrived at Apia in August, and the ain party of actors and tech-cians was expected in September.

The company has been looking for cal talent to fill the many roles be played by Islanders.

Although *A Pattern of Islands* is t in the Gilberts, the isolation of ose islands makes filming there mpracticable. Western Samoa has en found to be the most suitable ternative, although at one stage ji was in the running, partly be-use the Banaban settlement at abe had offered full co-operation.

The key role of the District ficer (Grimble) will be taken by Briton, Denholm Elliott, and the incipal Gilbertese part will be ayed by the famous NZ Maori eratic singer, Inia Te Wiata, who came a film star after his per-rmance in *The Seekers*. Other ltons in the cast include Maurice nham as the Resident Commis-ner, and Susan Stephen as Mrs. imble.

The last production to be made Samoa was the American *Return Paradise*, which was received newhat sniffily by Samoan audi-ces. It might be said, however, at *Return to Paradise* was at least improvement on the Hollywood vesty called *His Majesty O'Keefe*, ich left a sour taste in Fiji.

MEANWHILE, across the Pacific, Chips Rafferty's New Guinea film *Walk Into Paradise*, has n completed, and Southern In-national, a recently-established iney production unit, was re-ted to be jubilant.

Rafferty and two French players, rre Cressoy and Francoise ristophe, have the principal roles, the New Guinea settings med in colour) are described as gnificent.

Pacific Islands Society

MR. BRIAN CHASELING, Public Relations Officer, Bank of New South Wales, provided entertainment at the August eting of the Sydney Pacific nds Society. Mr. Chaseling ened a programme of British ur films.

NG CRASH VICTIMS IN SYDNEY

TWO of the three Seventh Day Adventist missionaires injured in the air crash at Togoba, Western Highlands, NG, on August 1, came south to Sydney for hospital treatment later in the month. They were Pastor A. R. Grieve and Pastor F. N. Gander.

Pastor Elwyn Martin, more seriously injured, was remaining for the present at the Hansenide Colony hospital, New Guinea.

Pastor Grieve, who suffered broken right arm, ribs, and other injuries, and is now at the Sydney Sanitarium Hospital, will take up a new appointment as president of the North Island, New Zealand, conference of the Seventh Day Adventists as soon as he has recovered.

Papua-New Guinea contributors to a fund for the dependants of Captain W. Passlow, who was killed in the crash, have so far raised more than £1,000.

¶ The William Watson family, of Rarotonga, at present on a world tour, received great publicity in the Australian press in August by way of despatches from London. Mr. Watson was visiting Kelty, Fifeshire, Scotland, his home town, after 30 years of successful absence in the Cook Islands.

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PAST AND PRESENT

Old Friends and New in Papua-New Guinea

By GORDON THOMAS

NO sooner had I stepped aboard *Bulolo* for my first visit to Papua and New Guinea for ten ears than Vic Pennefather, one of he oldest Australian residents of NG, loomed up on deck.

He was looking forward to a few arm months at his Tokua planta- on, near Kokopo.

His usual happy mood was re- nforced by the fact that his horse corawin had won the first race at andwick: what greater joy for Vic, noted sporting man in the Terri- ry and at one time one of the st bats in any New Britain XI?

It is just over 40 years since Vic rst went to NG.

He was travelling with his aughter, Joan, who, incidentally, t a few of the younger hearts a- ttering.

And then there were the Normoyles Chris and Mona—one of the finest uples I know (and I have known em for over 20 years).

Chris was going to Moresby after ave to take over the duties of mmissioner of Police; not an easy sk, but one he should know well, ough I do not envy him his job th the ever-changing native out- k these days. But Chris has the perience, temperament and back- ound, and Mona will be a great lp in every way.

Then there was Fred Godson. He st went to the Solomons in 1908, d knew all the old-timers, of om we yarned for hours on end. r years he has been in rubber in pua, and has learned to take e as it comes.

And Shirley Greenwood—a Bright ung Thing among the gnarled -timers. She was on a holiday p to her mother, just outside baul. Her father for years was BP manager and inspector in Islands. He had his own siness later at Rabaul before the os captured him and he was lost. other bearer of a name well own in old BP circles was rgaret Aumuller, doing the round o. Fifty years ago her dad, orge, joined BP in the Islands d was for years at Samarai. Her ndfather was Cairns' second yor.

T Brisbane several old Islanders came to visit: Dr. and Mrs. Sinclair—both looking well; an Ross, Guy Broad (on long ve), Ernie Slee and his wife; k Owen, wife and a few of the children—Doreen (the wife) is ousin of Ray Parer; Mrs. Battis d Mrs. Symes with her son. t was here, on the return trip, t I met Pat and Mrs. Holmes.

Commissioner Normoyle and Mrs. Normoyle are back at Port Moresby after holiday leave in Australia. The Commissioner, who arrived in the Territory in 1932 as a WO (2), was first posted to Rabaul. After promotion in 1937, he was in charge of the Kokopo Police Station. He was away from the Territory when the Japanese occupied New Britain, but in January, 1942, he joined the infantry at Port Moresby as a private. Two months later he was commissioned and given the task of reorganising all native police and recruiting Europeans for the force. In 1944, with the rank of lieutenant-colonel, he became officer in charge of the Papuan Constabulary and New Guinea Police Force. After the war he was Inspector and later Superintendent at Rabaul, moving to Moresby in 1953 as Superintendent, becoming Acting Commissioner and ultimately Commissioner.

He was for years Secretary for Lands in P-NG and now is attached to the Lands Department at Brisbane. All looking well; all eager to talk of the land where for many life had really started.

Here were Ted Fulton, his wife and three children. They had escaped from the Victorian cold to the warmth of the northern capital and were now bound for their NG home at Makurapau.

Another Brisbane passenger was Ron Clammer, an old-time police officer, heavier and heartier than ever, returning from leave.

IN the old days the arrival of an overseas vessel at any Islands port was an event, and the world and his wife turned out to welcome the travellers.

It was somewhat disappointing, as we edged towards the Moresby wharf, to see so few locals interested in our arrival. I searched for familiar faces and saw but three—Judge Andy Kelly, his charming

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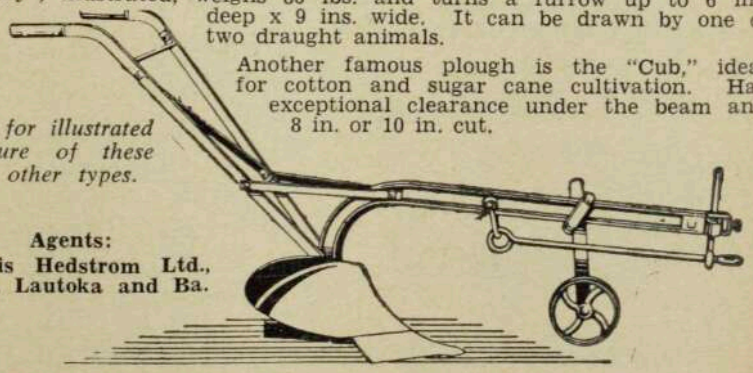

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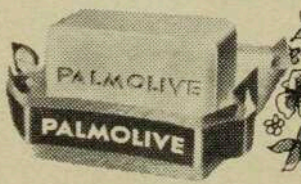

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Burns-Seagar Wedding at Moresby

Cutting the cake at the reception after wedding of Miss Lexy Seagar and Mr. Mi Burns at Port Moresby on August 20.
—Photo by Papuan Pr

wife (she to greet her mother, v was on board) and Jim Paln Superintendent of Police and li changed from pre-war days Rabaul.

Later, there came tootling al in a jeep, complete with tra dogs and native henchman, bear G. A. V. Stanley, retired now fr his geologising with the APC, tl whom there is none with a be knowledge of P-NG or with a m extensive library of the Territ He told me he was busy or history of New Guinea—long wan

Our arrival at Moresby coinci with a sitting of the Legisla Council in the Red Cross Hall Ela Beach. It was here I met m old-timers: energetic Jimmy Ja (full of beans as usual), st Fairfax-Ross (he was one of party who dragged me out f custody with the Japs in '4 Steve Lonergan, little altered spite his onerous administra duties, smiling and optimis Doris Booth, quiet and forceful of yore; Larry Dwyer, bluff a enthusiastic, short-circuiting tape wherever possible and get things done; Keith McCar cheerful and bright, despite the l of Native Affairs sitting on broad shoulders; George Whitta white-haired, but robust and ful fight as ever; Bob Bunting, a m lad when I saw him last, and stolidly matured and level-head

IN other places I came across Ahearn, an important cog in the APC machinery justly proud of the results of recent Flood Relief Fund; Fr Holloway, old Digger and old fr

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f Rabaul days, and now of Steam-hips; Alan Willis, whom I last saw n 1921 down Bougainville way, now plantation executive with Steam-hips.

And then on my return to Port I net two old friends—Bill Groves nd Tony Anthony. The former is Director of Education, a job for hich he is well fitted and does ex-remely well; while Tony is No. 2 n the Lands Dept., where there re scores of headaches, but Tony emains his quiet, unperturbed, like-ble self as I have always known im.

Les Clout stuck his head around ie corner while I was with Tony, nd is little changed.

Then there was Bernie Ryan, BP's anager in Port now, quiet, un-ffled as in Rabaul days. To him owe a most pleasant drive to ouna Falls and Koitaki.

At Samarai, "scorched earth" in ie War and now a veritable model wn and pretty as a picture, I et only one old-timer whom I new: BP manager Gabriel, a bit ed, but full of kindness and vim.

AT Lae there was Flora Stewart at her Cecil pub. She had not changed greatly since the days hen I was her guest in the irties at the Top Pub at Wau, d there, too, was daughter Ela, arried and complete with babe. On the hill I met old Henry Eckhof, little changed since the days when he managed Matanatar plantation for the Exproboard in the '20's, and outside the shop Ernie Serafini grasped my hand and talked of old Rabaul days.

At the District Office there was big Bill Seale, smiling as ever, and A. L. King, still digging amongst files and half-yearly returns.

Down at the neat, trim Library there was Vivian Thwaite, capable and methodical as ever and proud of the literary haven, which is extremely popular in the town.

Flo Gilmore greeted me at the Madang Hotel as she had greeted me at various other pubs at Kokopo and Rabaul in days gone by. She was not so bright as usual. Husband Jack was in bad health. I was sorry to miss Jack.

It was at Madang that I met Rupert Haviland and D. O. Skinner and Freda Ellis (nee Mathieson), all in the District Office.

Out at the Native Hospital Office I met again Roma Bates, the brave little widow of Madang's one-time District Commissioner, Charlie Bates, who in '45 was in charge of the party releasing me from Japanese captivity. Roma was smiling and battling against odds, and to her I "dips me lid."

Out at Lombrum there was only one familiar face, that of handsome Norman Whitely, who is a well-known figure in the Admiralties, popular and prosperous.

"I never regret your sending me up here in '21," he said, referring to the days when he was an Exproboard plantation man. He was due south by the August *Bulolo*.

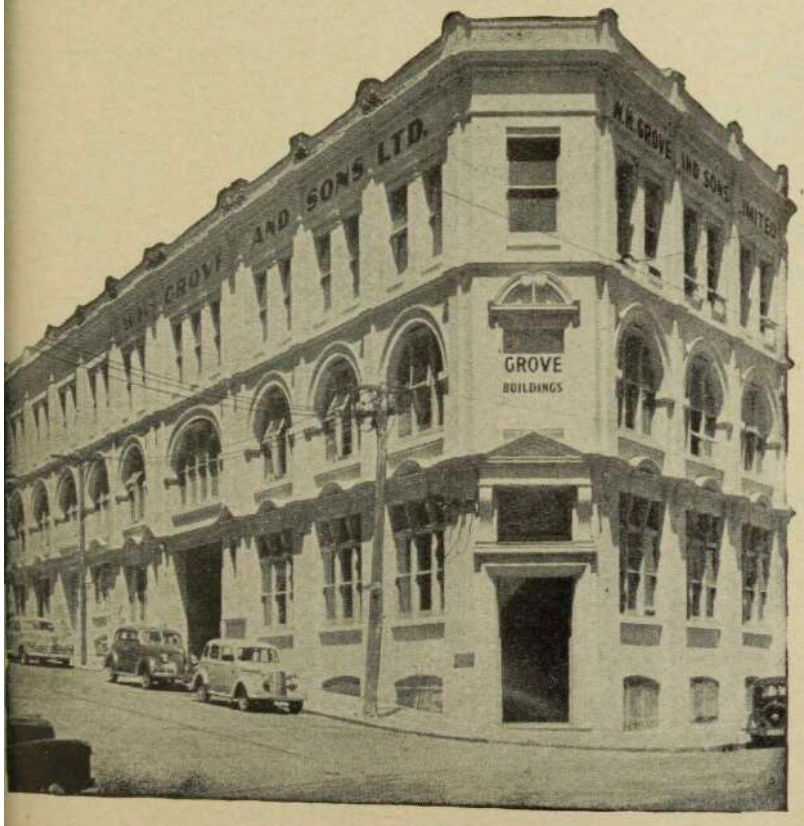
IT was only natural that the meeting of old friends reached its peak when we tied up at Rabaul.

First to meet my eye was Jack Chipper, striding up and down the wharf superintending (for some reason) the berthing of the first overseas vessel at the partly-completed wharf, which is a credit to the town.

And then swarming up the gangway came cheerful Jack West, Max Lees (now right-hand man to Vic Pennefather, and little the worse for his thirty-odd years in NG); and Cresswell, quiet and stolid as of old. The favourable turn of Fortune's wheel had left him unchanged.

There was Norman Duncan and his charming wife, both extending a warm welcome to the old home-town. There, too, was Mrs. Linda Pratt, who was up for the opening of the Memorial Gates. She was representing the NG Women's Clubs in Australia. And Mrs. Greenwood was there to meet her daughter, Shirley

Up in the town round the clubs and pubs and places where men meet, I came with pleasure on many



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ld-time friends, with other friends who were only names until I met hem.

At the New Guinea Club I andered round gazing at the hotographs of bygone years: Nobby lark, the president of pre-war ears, the photograph showed him s Chief Warden, wearing the sign f office. There were also the hotographed records of old com-ittees, all most nostalgic.

It was here, beneath the chairs nd tables, that we had crouched hen the first Japanese planes came ver in '42.

The club is the one building that ill retains most of its old-time ory. Here I met Les Corbet, oldier Williams, Noel Barry, Frank oisen and Gilbert Renton, the tter having sent me a note from oroka when I was at Lae: "I'll see u in Rabaul, Matey."

N a Government office I met Reg Rigby, surrounded by legal tomes and the endless files that always em to accumulate even in the best gulated offices. A good soul is g, and one most fitted for his job dealing out justice from the nch.

On to BP's, where George Clarke cupied the managerial chair, a tle older, a little wiser, but still ch the same—quick-spoken, keen d alert. Here, too, was Kenward, ently come in from Kavieng; and s. Targett, smiling soul, not anged a bit despite the many ars that have passed. Tucked ay in a corner was Pat—Miss terson—one of BP's oldest staff mbers. We spoke of "Mac," the pping man of bygone years and ddy Dodd, who had died recently.

Hovering outside the store, I came on Mrs. Miller—Bright Young ing of Rabaul in War I days, still iling and generous. Her "boy" sented me with a luscious pine-ple: "Present belong Missus," he d, and I saw her disappearing her jeep.

On the site of the old Neu inea Compagnie, the new New inea Co. (alias WRC) operated l my guide and mentor pointed to me "the prettiest girl in baul" as we passed the cashier's ce. I can quite believe him, too.

We sighted Jack Sedgers in the tance, his smile had not altered, ugh his waistband had.

ater on there were meetings with brose Thomas and Vic Pearson, Colyer, Watsons. Their offices d across the street from where spent many hectic months of nbing when with the Japs, in Rebaul Freezer building. It was eed a pleasant change!

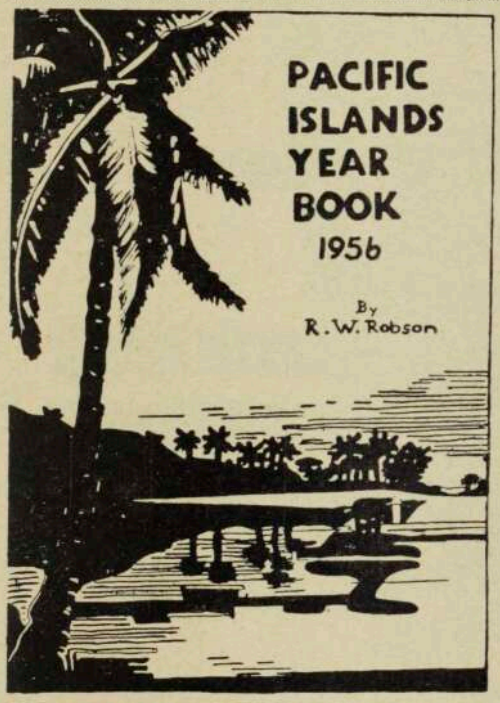
HEN in Chinatown: The first old friend to greet me was Meen, known well as Rabaul's photo-pher. He had progressed since was a clerk in the Agriculture partment's office, but was still the same methodical man of yore. Many other old-time faces I met, too, but gone are their names.

One evening, in the Kombiu Club, I met again old friends from Amboina, the Carolines and local-

Engagement at Moresby

The engagement has been announced at Port Moresby of Sister Joan Graham, of the European Hospital, and Mr. Paul Patterson, of the Commonwealth Bank.

—Photo by Papuan Prints.



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PACIFIC ISLANDS YEAR BOOK, 1956,

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

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

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Cream of Tartar

BAKING POWDER

ALWAYS ASK FOR AUNT MARY'S

born of varied groups. We tal
of old times; they sang harmon
songs and spoke of present-
problems and world tendencies,
I loved every moment of it.

NOR can I forget my na
friends, whom the bush wire
had informed of my comin

My old office-boy—grown a
with wife and child, grinning
presenting me with a basket
we sat yarning in the *tinata*, w
I thought I had almost forgot
but I hadn't. And there
natives from Matupi who gath
round me at the Bung, all se
ingly glad to see me once ag
From them I learned more
statistics could tell me.

And so, like Fitzpatrick and
Traveltalks, I say "Farewell to
Guinea," land in which my h
lies buried deeply and where
thoughts are always with t
many friends—not all of them
friends. I made some new fri
for whom I have the greatest
gard and feel they will carry
the traditions of New Guine
land to be worked for and a
which will repay those who
for it.

IMPROVEMENT TO FIJI'
NEWS BROADCASTS

THE Fiji Broadcasting C
mission has introduced a
vice of local news broadcas
replace the former weekly N
letter.

Initially, the broadcasts are g
on Mondays, Wednesdays and
days at 9.10 pm, following a
broadcast of Australian news
the local weather broadcast.
five-minute sessions, which
provide a prompter service than
weekly broadcast, will be repe
on the following days at 1.25 p

Weekly news summaries, supp
respectively by the Austr
Broadcasting Commission and
New Zealand Broadcasting Ser
are also to be broadcast in fu
for the benefit of Australians
New Zealanders resident in F

The New Zealand broadcast
Radio Suva is at 12.45 pm and
Australian broadcast at 5.45 pm
Sundays.

At the beginning of August a
aerial system was brought into
on VRH4, the station's short-
outlet on 3980 kc/s. The chan
expected to provide an impr
ment in reception for listene
the Colony distant from Suva,
especially on the north coast o
Levu.

Overseas listeners—in New
land and more distant Pacific
tories, will find short-wave
ception poorer, however, as the
vice is not really intended for
areas.

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National Library of Australia

More Flying-boat Cruises To Island Ports

IR GORDON TAYLOR will not be alone in the air cruise business from Sydney to the Islands xt year.

Ansett Airways Pty. Ltd. announced at Sydney late in August at it plans to send Short Sandgham flying-boats on 10 to 14- y Island cruises next winter.

Places mentioned were Tahiti, i, Tonga, Samoa, Rarotonga, uru, and Norfolk, but some of se ports do not seem to tally h the use of flying boats. Rarotga, Nauru, and Norfolk for exple, have no sheltered waters for ng boats, though there are airips for land-based aircraft. sett's public relations office had comment when inquiries were de.

Earlier Ansett Airways, according to the Sydney press, had comined that though they had made offer for one of the Qantas dringhams recently retired from Sydney-Islands service, the three raft had been sold for scrap without tenders being called.

The scrap value of the aircraft was said to be only about £500 whereas a serviceable Sandringham on the second-hand market abroad was said to be worth £15,000.

Presumably a matter of policy was involved, though no explanation was available from Qantas.

Ansett eventually made a deal with the scrap people to purchase from them certain valuable spares. Late in August the flying-boats were almost completely broken up.

Paga Hill Wins Papuan League Final

Paga Hill (pictured) won the final of the 1955 Papuan Rugby League series by beating Maganis 12-11 at Port Moresby on August 28. —Photo by Papuan Prints.

istributors: AUSTRALIAN MERCANTILE, LAND & FINANCE CO., LTD., 35A York Street, Sydney. Cables: MERCHYORK. Phone BX 6091.

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DISPUTED ORIGIN

Coconuts Could Drift For 3,000 Miles

Some time ago there appeared in he Penguin New Biology Series (No.) an interesting survey of the coco- ut by Reginald Child, lately Senior hemist, Tea Research Institute of ast Africa, and, from 1931-49, *irector, Coconut Research Institute Ceylon. Here are some extracts:*

MR. Child notes that Thor Heyer- dahl, in his writings on the *Kon-Tiki* expedition, claimed at coconuts could only have come the Islands as cargo aboard the fts or canoes of the first settlers. conuts stowed in a below-water mpartment on *Kon-Tiki* had all tted or become infertile on the -day journey, whereas those rried dry on deck were still fer- .

But Mr. Child believes that coco- ts could in fact have been carried ocean currents. In 1941 C. H. monson, of Bishop Museum staff Honolulu, carried out a careful t of coconuts in seawater and nd that they were capable of minating after periods of up to days in the sea.

n that time they could have fted up to 3,000 miles.

o the suggestion that if washed ore on a typical infertile atoll ch the nuts could never take t, the author mentions observa- is made by a Dutch scientist in East Indies. An island named k Krakatoa IV, close to Kraka- was thrown up by volcanic on around 1929. No person ded on this rocky, infertile up- val until 18 months after its earance, when it was found that foreshore was lined with Bar- tonia weed, amongst which co- uts had germinated and somehow n root, thus showing that coco- s can establish themselves under elievably infertile conditions of without assistance from man nimal.

he original home of the coconut not been established though a t deal of research has been ed out. There is evidence that e were coconut palms in India years ago—and that they were then looked on as having been oduced. Language studies tend uggest that coconuts arrived in a from the Indo-Malay region, gh other scientists have built a to show that their home was west coast of Central America— eastern border of the Pacific. conuts seem to have arrived in on around 300-600 AD—long they appeared in India, and e is evidence to suggest that spread through the Pacific ds was not much earlier than this, though to-day there are far more varieties in the Pacific than elsewhere.

Wherever coconuts came from, they thrive to-day in many varieties in most tropical and some sub-tropical areas of the world, 3,000 feet being about the greatest altitude at which the palms will bear fruit.

Present world coconut crop is estimated at about 10 million acres, and about 500 million palms. Annual production is about 3 million tons of oil—sufficient to supply a fat ration of 2.8 lbs to the entire world population.

With the oil there is about 375,000 tons of protein—a ton of copra containing about 12 cwt of oil and 7½ cwt of cake of about 20 per cent. protein value.

On that basis about 8,000 nuts are required to produce a ton of oil. Average production at present is about 2,000 coconuts and 5-6 cwt of oil per acre, though any average estate in Ceylon yields at least double this, with crops of 15 cwt of oil per acre known.

By the application of existing technical knowledge, coconut oil supplies could be increased by several hundred thousand tons annually, at a fraction of the cost of clearing and cultivating land for other oil-producing crops.

Of the 751 species of insects known by science to infest coconut palms, only a very few are harmful. These are included in the 323 kinds of beetles and in some of the caterpillars of the 115 varieties of moths and butterflies.

Mr. Child's article, and the attached bibliography, should be of interest to all associated with the coconut industry.

---

† Passengers expected at Rarotonga aboard the New Zealand Civil Aviation Bureau's radio-calibration aircraft in September included Mrs. Nancy Whelan, SPC's Visual Education Officer; The Rev. C. Whonsbon-Aston, Anglican chaplain sttioned at Apia; Mr. T. S. Robinson, NZ Ministry of Works.

Post-Graduate Work for Micronesians

MICRONESIAN graduates of the Central Medical School, Suva, or of the Guam Navy Medical School are being given post-graduate courses at Hilo, Hawaii. Funds for an expansion of this training project have been doubled this year.

The medicos qualify for the post-graduate courses provided that they have completed four years at medical school and a further two years of practical work in a district hospital in the Trust Territory. Students have a choice of specialist courses in the particular fields that interest them.

---

† When the trader *Charlotte Donald* arrived at Pukapuka on August 23, she was the first outside connection since December 3.

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POSTAGE STAMP TRIBUTES TO ISLAND FIGURES

By KN.

THE impending release of a new series of pictorial stamps for the British Solomon Islands is regarded with interest by stamp collectors, and especially by those whose philatelic leanings are directed to history.

The 1/- value of the new series will picture HMS *Swallow*. This was the vessel in which Captain Philip Carteret, in 1767, rediscovered the Solomons, which had first been found by the Spanish navigator, Mendana, in 1567.

Postal tributes to other well-known Pacific Islands historical figures have been made in earlier years by countries in this area.

ALTHOUGH the island was discovered by Captain James Cook, New Caledonia's stamp issues have not yet presented the British navigator's picture, but in 1928 pictorial issues honoured both the Compte de la Perouse, and Louis Antoine de Bougainville.

On the design the two appeared together, with a sailing vessel of the era placed between. La Perouse had explored the area round New Caledonia after leaving Botany Bay in 1788, while de Bougainville, the first Frenchman to circumnavigate the world, noted the islands during his journeyings.

In 1953, the centenary of the French occupation of New Caledonia was commemorated by an issue of four more stamps. These showed portraits of Admirals Brun d'Entrecasteaux and Dumont d'Urville; the missionary Monsigneur Douarre and Admiral Despointes, the island's first Governor.

Included as backgrounds to these stamps were the frigates *Recherce* and *Esperance*, the cathedral at Noumea, a map of New Caledonia and a view of the Bay of Noumea.

D'Entrecasteaux, in 1791, led an expedition to the South Pacific, to look for La Perouse, and in 1826 d'Urville explored New Caledonia when he was also seeking La Perouse.

Admiral Despointes, Commander of the French Naval Forces in Oceania, took possession of New Caledonia in the name of Napoleon III, in 1853.

PRESIDENT Sanford Dole, who was then in office in Hawaii, figured on stamps issued during 1894, when Hawaiian Islands were a Republic. He became President on the overthrow of the monarchy in 1893, and held that responsibility until annexation by the United States in 1898. He la became a US District Judge.

In 1931, the Dutch East Ind (now Indonesia) provided a spe stamp for use on the first airm carried between Java and Austra The design comprised a portrait Captain M. P. Pattist, who pilot on the flight, and inclu a map of the north of Australia the Indies.

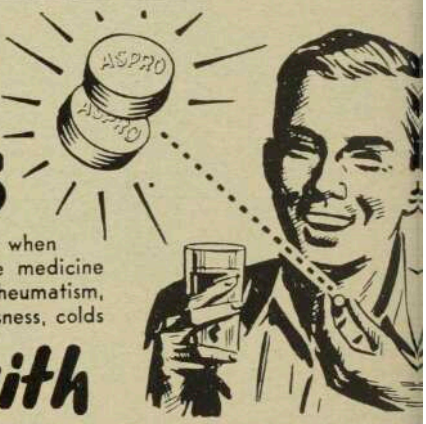
Inset portraits of Commod Erskine and the chief Boe V appeared on stamps in the issued by Papua in 1934 in celeb tion of the territory's declarat as a British Protectorate 50 ye previously.

Other designs represented scene on board HMS *Nelson* Moresby Harbour in 1894, with Commodore, in company with Rev. Mr. Laws and the Rev. Chalmers, of the London Mission Society, talking with the na delegates of the Port Moresby trict.

The design was reproduced f a contemporary newspaper illus tion of the time.

IN 1932, Cook Islands sta carried good portraits of C tain James Cook, after whom group is named. Cook was pict in naval uniform, wearing headgear of the time. The de was adopted from a well-kn

SOOTHE AWAY TROPIC TROUBLES



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Another feature which makes 'ASPRO' the desirable method of treating tropic troubles is its SOOTHING action. Irritability accompanies so many discomforts that 'ASPRO,' in addition to giving swift relief, has a soothing, calming effect. There are NO unpleasant after-effects to disturb you.

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2 'ASPRO' tablets can be taken as often as necessary without FEAR of harm to heart or stomach.

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N.O

Nicholas Product

ainting (by Nathaniel Dance, RA) hen hanging in the Greenwich ospital.

In 1920, the Cook Islands had dis-layed the effigy of the Captain fac-g towards the right of the stamp, ut on that occasion he was not earing a hat.

A ½d stamp, also available in 1932, lustrated the initial landing in ne, 1774, at Niue, by Cook and s party. The *Resolution* lay off-ore.

Cook was honoured by the Cook lands twice in the 1949 pictorial mps. The 1d. value showed the eat navigator in a head and oulders format, with a map of e Hervey Islands, first sighted by ok in September, 1773—and med by him after Captain Hervey, er Earl of Bristol and First Lord the Admiralty.

The same picture represented, on e right, the Bosun Bird in a pical setting.

Model for the likeness of the Cap-n on the 1/- value was the tue by Sir Thomas Brock, cted near the Admiralty Arch, ndon. This was a full-length trayal. A map of the Cook nds was included as background.

HE Rev. John Williams, of the London Missionary Society, and the first missionary in Rarotonga 1823, appeared on the 2d. stamp the same Cook Islands pictorial ues of 1949.

he missionary ship, *Messenger Peace*, built by Williams at otonga in 1828, was shown on right, while a map of Raro-ga was the central motif.

aptain Cook has not been for-ten on other Pacific stamps, rt from Australia and New Zea-d.

n 1950, Niue's 1d. issue repre-ted Cook's vessel, *Resolution*, off ahi Point, in June, 1774, during second voyage of discovery.

hen, in 1928, the United States memorated Cook's discovery, in , of the Hawaiian Islands with pecial stamp issue. Printed in erica, the two stamps were first le available at the post office at olulu.

hey did not carry a special de-, but a commemorative over-t reading: "Hawaii 1778-1928" placed on stamps showing Pre-nts Washington and Roosevelt, ed earlier.

ongan stamps have a link with k, for their watermarks feature oises. On his second visit to Tongan Islands, in 1778, Cook ented two tortoises to the King, kept them as favourite pets. of them is still alive to-day. Its earance on national stamps as vatermark motif served as a anent reminder of both Cook's and his gift.

EUT. WILLIAM BLIGH, of HMS *Bounty*, and later Gov-ernor of NSW, was featured on first pictorial stamps distributed in 1940 by the Pitcairn Islands. A characteristic likeness was depicted on the 2d issue, which represented *Bounty* under full sail in the back-ground.

In the same series the 1d. and 2/6 values illustrated Fletcher Christian, leader of the mutineers, standing on the deck.

The 1½d showed John Adams, the last surviving member of the mutineers, against a background of his Pitcairn Island house.

The name of Robert Louis Stevenson is synoymous with Samoa, and, naturally enough, Western Samoan stamps have symbolised the author's greatness.

In 1935, a 6d issue was devoted to an impression of his house, *Vailima*, now the High Commis-sioner's residence.

The 1/- value pictured Steven-son's tomb at the top of Mount Vaea, where, on his death in 1894, he was buried with great ceremony.

Four years after these stamps, Western Samoa included a fine full-face portrait of RLS on the 7d. value of the set issued to mark the 25th anniversary of New Zealand occupation of the former German colony.

---

† Chief Judge R. V. Kay has given a warning to Rarotonga drinkers that penalties for drunkenness will be heavier in future, and are liable to be in the form of gaol sentences rather than fines.

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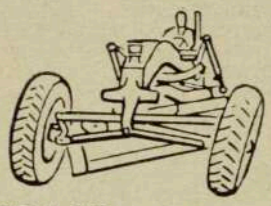
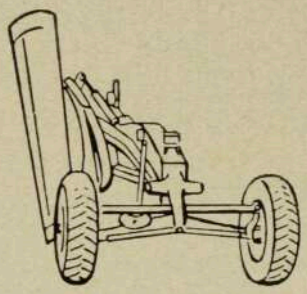
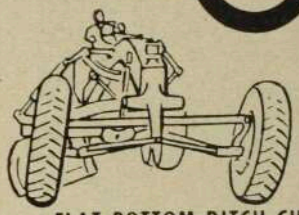


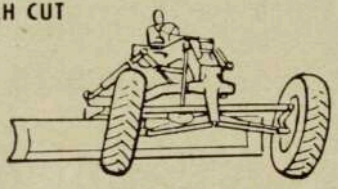
DITCH CUT



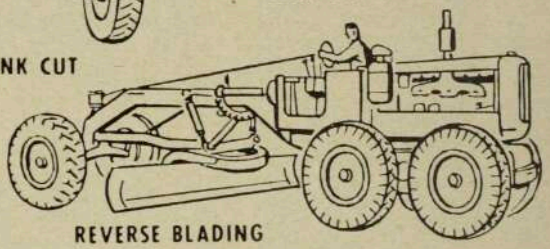
HIGH BANK CUT



FLAT BOTTOM DITCH CUT



WIDE SIDE REACH



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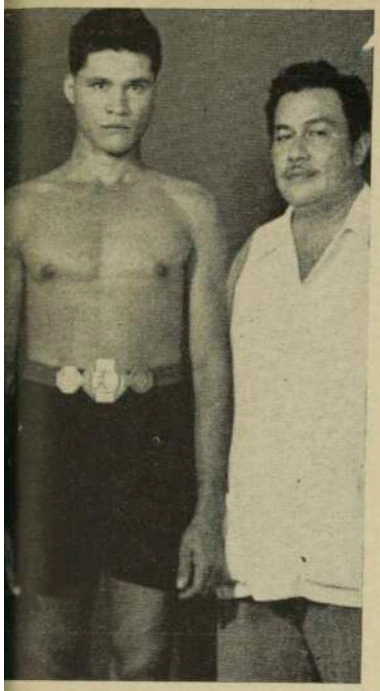
French Oceania's Champion



arcel Hoffman, heavyweight boxing champ- of French Oceania, is 22 years of age and hs 175 lb. He was declared champion on 1, after his fourth major win. On his in this picture is his manager, M. Arthur e.

AMATEUR BOXERS IN FIJI MAY GO TO OLYMPIAD

AMATEUR boxing in Fiji has been given a fillip by a statement that the resuscitated Fiji Amateur Boxing Association is looking into the possibilities of sending a team to the Olympic Games at Melbourne next year.

In the professional department, Tongan Kitione Lave knocked out the British heavyweight Manuel Burgos in the first round of a London bout on August 22. Lave said later that he wants a return bout with ex-champion Johnny Williams, who beat him in the first round of Lave's first bout in England.

In New Zealand the Fijian light-heavyweight champion, Laitia Vakaduadua, lost on points in an uninspiring bout with Australian Johnny Douglas at Auckland in late August.

Fijian heavyweight Joveci Bau, in a spectacular fight at Hastings, NZ, on August 27, beat Ken Brady, ex-champion of Australia, on points. The Australian, who had the advantage in height, reach and weight, said later that Joveci had all the makings of a great boxer.

Tongan Johnny Halafihi made a brilliant comeback at Auckland in August when he scored a technical knockout over Pran Mikus, Australian middleweight champion. In the eighth round the referee stopped the fight a second or so before Mikus's manager, Ambrose Palmer, could throw in the towel.

Fosi Schmidt, the Western Samoan heavyweight, knocked out Australian Ross Jenkins in the fifth round of a bout at Apia on August 26.

At Sydney on August 25 Eastern Samoan Wrestler Alo Leilani beat American Don Beitleman by two falls to one after 42 minutes.

CIGARETTE EXPLODED CHARGE OF DYNAMITE

DYNAMITING of fish is illegal in virtually all Pacific territories, but it continues, with results that are sometimes more disastrous to human beings than to fish.

In Eastern Samoa, the police have been investigating a case of illegal possession of dynamite (which is imported only by the Government) in a sequel to a tragedy.

A young man, Uepa Mulitauaopele, of Lauli'i village, held a lighted cigarette close to the very short fuse of a dynamite charge and blew on the cigarette, which he thought was clear of the fuse. The prank was designed to frighten his companions.

The charge exploded, killing Mulitauaopele and injuring two onlookers.

¶ Mr. Andrew Gilchrist, overseas manager for the United Insurance Company Ltd., made an inspection tour of New Guinea in September to assess possibilities of expansion of the company's interests to include that area.

LOCAL TREATMENT FOR LEPER PATIENTS

NTIL a few years ago the South Pacific administrations had to charter special vessels at conrable cost to transport leper ents to the main treatment and egation centres—Makogai, Oro-, Ducos, etc.

ow, thanks to modern drugs, a small proportion—the inious cases—are sent to such res. The others are treated at r home islands, or at small tment centres within the island ips.

his dispersal is now taking place licronesia. Patients there were erly concentrated at Tinian. e July, they have been returned e, and future patients are to reated locally.

Mariboi Rubber Ltd.

NUAL report of Mariboi Rubber, Ltd., Port Moresby, states that net profit £26,665 which, with the balance ht forward, gives a total of £35,560.

idend of 10 per cent. will absorb 18, and £4,837 will go to general es, leaving a balance of £35,560 to rried forward.

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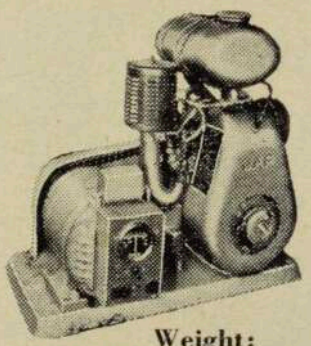

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HAS ANYBODY EVER FOUND CAT ISLAND

HAS anybody ever found C Island, and what has happen to the tired American new papermen who planned to lot eat there after eliminating the c with the US Navy's poison g plaintively asks a correspondent Tahiti.

Apart from a disturbing suspic that somebody was pulling son body else's leg when Cat Isl was fished up and later identif as (of all places) historic Tetiar near Tahiti, nothing seems to h developed since PIM noted American excitement several ye ago.

In July, 1949, an Ameri magazine came up with a st about an island in French Ocea which, it was alleged, was ov run by cats. Anybody who ca could take possession, but the were so ferocious that little h was held out.

On the strength of this imag ative excursion, some Los Ang newspapermen are reported to h organised an expedition to cl the atoll in the name of Greater Los Angeles Press Club a sanctuary for tired newspap men.

The late Frank Morgan, a and owner-skipper of yachts, recruited to provide transport, just as the party was about to in September, 1949, Morgan c

At the same time, a Fre Colonial Office cablegram sta with regret, that there "probably no such island."

In November, 1950, an Amer digest-type publication stated: " . . . newsmen were granted ri to make the attempt in 1949, document duly signed by J Thoussiant, of the French Colo Office. US naval authorities agreed to make available cer poison-gas missiles which coul lobbed on to the island from an shore position for the purpose liquidating the cats."

Morgan's death had held up project, but another shock occu with the statement that a mem after research at Paris, had es lished that the name of the is was Tetiaroa—"one day's sa due south of Atiu, longitude latitude 20, almost on the Tr of Capricorn." (The solid fact is if anybody can find land at point he may well be welcom it, cats or no cats. Tetiaroa course, is almost within cooe Papeete and nowhere near the tion stated).

The burble continued: "The real difficulty is that Tah Royalty has granted a part of island to a British dentist, Walter Johnstone, although t is no record of Johnstone's having accepted the land gr (This tangle can perhaps be so

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ut by way of the fact that the eference is obviously to Dr. W. J. Villiams, who was in practice at apeete for many years and was ritish Consul for a time. Dr. Villiams was most certainly in- rested in Tetiaroa).

In November, 1950, it was further aimed that the Cat Island Asso- ation, Inc., was being formed in alifornia. "Membership," it was ated, "will be opened to Ameri- n and Canadian newsmen for two llars. When sufficient funds are hand, an estimated 40,000 dollars, Cat Island Expedition will again organised, with an eight-man ew selected by lot from the asso- ation's membership."

Recent reports from Tahiti in- cate that Tetiaroa is still un- olested by American newsmen d that cats are no problem to e people legally occupying the and.

No information is available about e 40,000 dollars, or whatever rtion of the fund may have been ised.

From the American viewpoint, wever, it was probably quite a od story while it lasted.

ig Year for NG Women's Club, Melbourne

HE Memorial Scholarship of the New Guinea Women's Associa- tion, Melbourne, has been arded this year to James itehead," stated the president rs. L. Pratt) in her annual re- t.

ix children are now benefiting the scholarship.

he report stresses the success of co-operative effort which re- ted in the erection of the morial Gates at the Queen zabeth Park, Rabaul, and reviews extremely active year.

hen thanking officers and mbers of the club for their alty and support, the president ressed gratification that Miss da Youlden had consented to tinue as secretary and Mrs. nsworth as treasurer.

Gold Mines of NG

ARHOLDERS of Gold Mines of New Guinea, NL, will be asked to approve roposal to exchange each 1/- stock for four contributing shares of 1/- paid to 3d.

ternatively they will be asked to agree he company's liquidation.

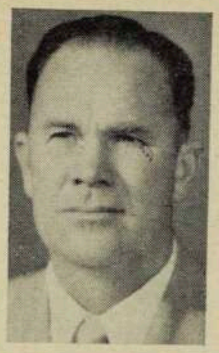
is follows a statement by directors the company has no funds to carry Advances have been made by the tors but this cannot continue, they

tkins, Kroll and Co., San ncisco, is now marketing copra the US Trust Territory of Micro- a.

HONIARA WILL HAVE IMPROVED PORT

PLANS for improved port facilities at Honiara, capital of the British Solomons, have been approved and work will begin as soon as materials and staff for construction can be assembled, probably in the first half of 1956.

Since the collapse in 1952 of the last American wartime wharf at Kokum, near Honiara, there have been no adequate port installations, cargo being lightered to a small temporary wharf at Point Cruz with a long carry to and from Customs and goods sheds.



New Manager in Fiji

Mr. Arthur G. Richmond is the new manager in Fiji for the Vacuum Oil Co. Pty., Ltd., in succession to Mr. J. A. Glover, who has been transferred to head office at Melbourne. A wartime squadron-leader in the RAAF, Mr. Richmond was awarded the George Medal.

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BEEF STROGONOFF. Also packed in a 16 oz. can and is the Russian National dish. Made from shredded Beef with a cream and mushroom sauce, it is delicious served with French fried potatoes, beans and green peas.

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The chicken is packed on the bone in a 16 oz. can, and to avoid bone splinters a saw is used for dissection.

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As is usual with prepared poultry, this dish should be served with rice.

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rench Pacific Territories' Exports Rise in Value, Not Always in Volume

XPORT figures for the French Pacific Territories covering 1954, recently published, show increased values and in some cases greatly increased output of produce.

Comparative figures for the principal items for 1953 and 1954 are as llows:

	1953		1954	
NEW CALEDONIA	Tons	Millions of francs	Tons	Millions of francs
Minerals	340,018	1,226,858	227,321	1,350,276
Coffee	1,551	96,925	1,830	126,624
Copra	2,824	27,640	3,348	36,344
Trochus	578	12,812	880	33,167
Hides	323	3,619	331	3,152
Canned meats	10	997	24	2,633
RENCH OCEANIA				
Copra	17,120	227,688	21,570	270,507
Phosphate	244,937	157,702	228,895	186,587
Vanilla	137	53,807	130	120,710
MOP shells	847	52,712	872	59,751
Coconut oil	445	8,758	630	10,984

Notable is the greatly increased value of trochus and vanilla.

ountain-dwellers ecline after igration to Coast

NLY one linguistic group in Bougainville has a declining birthrate, and the causes of this e been investigated by a medical Native Affairs patrol.

Papua-New Guinea Health De- tment official has commented these people, who belong to Kunuawni district of north gainville, moved down from the ntains to the coast several years Since then there has been a ked decline in their numbers. r reasons so far unknown, the le seemed reluctant to return he area where they had thrived many years.

e patrol, which started late in ust, was the first in the district a considerable time.

WHALING STATION FOR NORFOLK ISLAND

HALING will be carried on at Norfolk Island next year, sub- ject to the approval of the n Bay Whaling Co., reported a olk Island correspondent on ember 8.

ficials and technicians of the any have completed a thorough y of the situation, and it has decided that all difficulties can vercome.

e main problem is to get a 28- digestor ashore in one piece.

is believed that the Norfolk d station will receive a quota 0 whales, which should make tions well worth while.

ling will probably start in mid- st, after the end of the Byron season.

Sydney New Guinea Women's Club

THE New Guinea Women's Club, Sydney, will hold its children's Christmas party on December 12, and the names, ages and addresses of children from the Territory who would like to attend should be sent to the secretary, 77 King Street, Sydney.

The annual Christmas cocktail party will be held at the King Street club rooms on December 16.

At the club's August meeting, Mrs. Symington gave a popular talk on a three weeks' trip to Alice Springs.

¶ Chips Rafferty and his film unit left Madang, New Guinea, late in August aboard the Administration patrol vessel *Thetis* for the Sepik River.

New Developments Under Way in NG's Air Services

IMPORTANT developments in the New Guinea air network were advanced a stage in August.

Canberra has given financial approval for the first stage of a big new airport construction job to start at Malahang, near Lae, this year.

The first stage involves construction of a 7,500-ft by 150-ft runway on the new site, which is about two miles from the existing airport. The second stage will be the transfer of hangars and construction of new buildings.

Three years is the target period for completion of all work.

Estimates and design of an airstrip at Loani, on the mainland opposite Samarai Island, have been completed by the Civil Aviation Department. The strip, when built, will permit Samarai to be served by land planes of up to DC3 size, instead of the present flying-boat service.

At Goroka, New Guinea's fast-growing new town, a freight shed is to be established at the airfield, and an air traffic control station set up. A freezer unit for perishable cargoes is likely to be installed in the new freight shed.

The No. 2 airstrip at Goroka, designed for use by small aircraft, when completed by the end of the year, will reduce delay to the movements of larger aircraft.

Blocks of land suitable for the erection of quarters for airways company labourers will be made available near this airport.

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POLICE STATEMENT DILUTES SOME OF SUVA'S "PANIC"

ALTHOUGH the night-prow situation at Suva in July a August was serious at tim there had been worse "epidemi of the kind in the past, and mu of the panic was due to exaggera reports, said a police headquart statement on August 16.

Since the beginning of the ye one-third of the complaints ab prowlers and housebreaking in Su had resulted in arrests and co cases—an indication of pol efficiency in spite of an inadequ force.

There had been no cases of r or attempted rape, although th had been four cases of molestat of European women in their hou by night prowlers.

Many cases of alleged nig prowling had been found investigation to be due to b friends calling on housegirls (an Suva custom).

The scare caused the usual sp of sensational rumours, and at stage it was alleged that so policemen might be condon escapes after intrusions beca there had been cases of seem police inactivity after alarms.

Reliable reports have indica that a disturbing situation, ba on authentic cases of nig prowling and burglary, did justify such sweeping statem as that contained in a re published in New Zealand that European woman can safely v in Suva's main streets alone a dark without risk of molestati

At the height of the ps extravagant measures suggested counter the trouble ranged f gaol terms with before-and-a floggings to a 10 pm curfew Fijians and Indians.

In August about 50 police were on Suva night patrol. police had a radio van and trying to obtain more radio Ten police telephone points been installed.

The Fiji Police Departm report for 1954 stated that t had been no effective increas the Colony's police strength four consecutive years. The incr was from 501 to 508, although population had increased by 3 in the four years.

† Customs authorities who f £3,500 worth of opium in a at Sydney on September 2 be that an international smug ring may be sending opium Asia to Australia for reshipmen the Islands, where certain Ch "colonies" would provide a r market.

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More Education for Non-European Children in P-NG

A MAJOR advancement for non-European schoolchildren in P-NG is contained in an announcement that the Federal Government will give financial assistance to the higher education of Australia of students of Asian and mixed-race parents.

The Administrator, who made the announcement on behalf of the Minister for Territories, said that the scheme would operate until the end of 1957, when it would be reviewed. It was hoped that by that time a secondary school would be in operation in the Territory.

Brigadier Cleland made it clear that the purpose of the grant was to ensure that all Territory children capable of benefiting by secondary education had the opportunity of securing it.

The interim assistance announced

(1) All Asian and mixed-race children of parents resident in the Territory will be eligible for a secondary education subsidy on the same basis as for European students, providing they meet the required educational standard. The amount of the subsidy is £145 a year, plus one return fare (air) annually. Subsidies will be payable for children already attending Australian secondary schools at their parents' or guardians' expense.

(2) Thirty scholarships are to be awarded annually to children of mixed race from Territory schools. The maximum value will be £345 a year, but benefits in excess of £145 will be subject to a means test.

(3) Ten scholarships are to be awarded each year to children of mixed-race from Territory schools who have attained the Territory equivalent of Intermediate standard.

The Administrator said that students granted scholarships in 1956 and 1957 would be given a reasonable assurance that if their school results warranted it, they would have the opportunity of completing their secondary education in Australia up to matriculation.

The subsidies and scholarships will start from the beginning of the 1956 school year.

Mr. Hasluck's Canberra statement said that one of the purposes of providing secondary education assistance was to ensure that there was a steadily increasing number of natives, Asians and persons of mixed race who would have the educational standards to assist their own people and the general development of the Territory.

FRENCH OCEANIA TRADE TURNS TOWARDS FRANCE

FRENCH Oceania's trade turned strongly towards the French Union in 1954, the Customs Statistics, just published, show.

There was a marked diminution in imports of motor vehicles and textiles from non-French sources, and imports of timber from the United States and Canada were substantially cut.

The report shows that though total import values rose from 674,000,000 to 712,000,000 francs last year, trade with foreign sources declined by 5,700,000 francs (£A260,000).

Total exports in 1954 were up by 150,000,000 francs, with an increase of 15,000,000 francs worth to foreign destinations, due mainly to increased values, though smaller quantities, of phosphate and vanilla.

Imports from Australia were reduced by 6,000,000 francs, but increased by 19,000,000 francs from New Zealand, which shipped large quantities of primary produce.

† The Malcolm Brodie Shield, presented to the Suva Bowling Club by Mr. M. M. Brodie, manager of the Pacific Biscuit Co., Suva, in August, is for rinks championship between clubs affiliated to the Fiji Bowling Association. Mr. Brodie has twice been president of the Suva Club.

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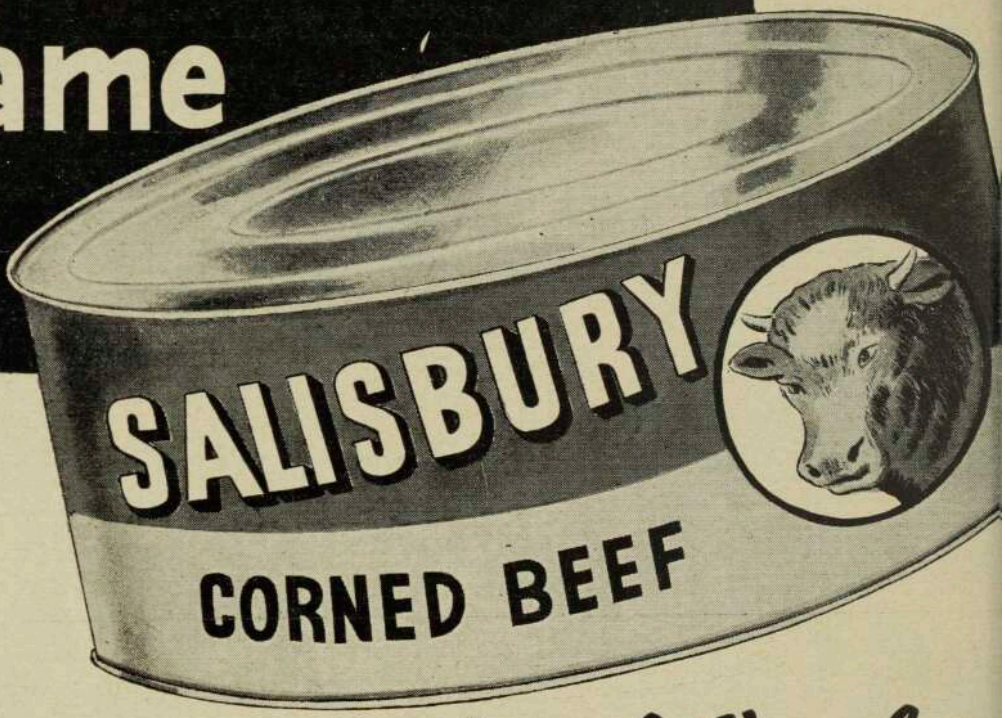

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DEATHS OF ISLANDS PEOPLE

LADY DES VOEUX

Lady des Voeux, whose husband, ir (George) William des Voeux, as Governor of Fiji from 1880 to 885, died in England in August her 99th year.

"Her active personality and vigor- is brain kept in touch with and derstood the developments of ch new period," wrote a corre- ondent in *The Times*, London. "As e wife of Sir William des Voeux, e left her mark in Trinidad, Fiji, wfoundland and Hongkong, and s a most popular and energetic lp to her husband."

MISS PHYLLIS ABEL

Leader of the Kwato Mission, marai, Papua, and widely own throughout the Territory for r devoted work, Miss Phyllis Abel d at Melbourne in August at age of 57.

The mission was founded by her her, the Rev. Charles Abel, more n 60 years ago. Miss Abel's ath, and the absence of her ther in Australia meant that the first time since Kwato was nded no member of the Abel nily was at the mission.

Miss Abel left a year ago for a ld tour and was on her way back en her death occurred.

Memorial services were held in eral parts of the Territory.

ORATOR-CHIEF LEOSO

ligh Talking Chief Leoso (Ned ley), a skilled carpenter who, in 2, helped to build Government se and the Administration lding at Pago Pago, as well as ny churches in Eastern and stern Samoa, died on August 6 at age of 74.

eoso was the late Sir Peter k's assistant when Sir Peter was mpiling his book, *Samoan erial Culture*.

e is survived by his wife, three and seven daughters. He was ied at Leone.

MR. CHARLES STERGIOS

r. Charles Stergios, well known Tahiti for many years, died at eete on August 1 at the age 5.

r. Stergios was a member of a ek family closely associated with public life of Papeete in the 1880's and up to the mid- 's.

s father was host of a Papeete remembered by old hands as Tane, and his brother Alex, associated with the Restaurant le at San Francisco, was lly famous as host of the old le Bougainville.

harles was for many years a liar figure as Papeete's only man, and as such, with his trick nitating a motor-horn, and his of greeting to mail recipients "Iaorana te mau taeae, iaorana te mau tuahine" (Welcome friends, welcome sisters!) was known by everyone. He was also a noted drum-player.

MR. O. C. LUDOLPH

Mr. Owen Cross Ludolph, who died at Suva on August 21, was 72 years of age.

Born in South Africa and educated in Britain, he served in the Boer War before going to Fiji in 1909 as a Public Works Department draughtsman. He was appointed architect in 1911 and retired in 1939.

Mr. Ludolph designed many important buildings, including Government House, the Suva Girls' Grammar School Hostel and the sisters' quarters at the Colonial War Memorial Hospital, and he was associated with the building of the hospital itself.

Many of his stage settings for Suva amateur theatricals were comparable with the highest standards overseas.

Married twice, Mr. Ludolph was a widower when he died. He is survived by two sons and a daughter.

MRS. MADGE HAMMOND

Mrs. Madge Hammond, wife of Mr. H. T. (Bunny) Hammond, whose death occurred at Sydney on August 22, was a resident of Wau, New Guinea, in the 1930's. She was well known to people of Wau, Bulolo, Salamaua and Lae, and was a popular hostess at social gatherings.

In the 1930's period Mr. Hammond, who is now head of Adastra Hunting Geophysics Pty. Ltd., was with Holden's Air Transport Services in New Guinea.

MR. A. O'ROURKE

The death occurred in August of a well-known New Britain man, Mr. Arnold O'Rourke.

The "Doc," as he was known, arrived in the Territory 26 years ago as a European Medical Assistant, and spent most of his life in New Guinea in the New Britain area.

He served in the First and Second World Wars.

MR. R. L. GASKELL

Mr. Richard Luke Gaskell, an old Solomon Islands resident, died in a Sydney hospital on July 27, aged 75 years.

An ex-Royal Naval shipwright, Mr. Gaskell established himself in the Kieta district, Bougainville, about 1910, finally leaving the Solomons in 1940.

He is survived by Mrs. Gaskell, now living in Sydney, a son Geoffrey, of Iwi, Bougainville, and another son, Jack.

MR. A. R. COBCROFT

Mr. Alan Ridge Cobcroft, a well-known figure in the commercial and political life of Western Samoa, died at Auckland, NZ, on September 5, at the age of 70.

Born at Sydney, Mr. Cobcroft went to Fiji in 1905 and worked for the CSR Co. for six years.

In 1911 he was appointed manager of Papase'ea Plantations Ltd., an Australian cocoa concern in Western (then German) Samoa. During World War I he became manager of the Government Mulifunua Plantation, and after the war began cocoa-planting on his own account.

He is survived by his wife (formerly Miss Carruthers), a son and two daughters.

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P.5

New Subdivision in US Micronesia

THE American Trust Territory Micronesia has been furth subdivided for administrat purposes, and now consists of sev Administrative Districts.

The new district consists of t rich agricultural island of Ro about 50 miles north of Guam.

Reasons given for the su division, according to *Micrones Monthly*, include the fact that R has presented special problems administration and legislation, a because the island has ma natural advantages which are common to other islands of t Trust Territory of Micronesia. climate and soils are adapted abundant production of var types of agricultural products, cluding poultry and livestock.

Proportionately more money been spent at Rota, in terms of island's population, than on other district. Public health, pu works, educational, and agricultu development programmes had b permitted to lag to a serious ext at the island.

Much development work, incl ing new harbour installations, now in hand. A big vegetable p duction project for the Guam c sumer market is under way, an should become possible for the R people to become largely self-s porting. An improved shipping vice is now being organised.

Wartime Plane Wrec Near Kokopo

WRECKAGE of wartime airc is still being found in jungles of New Guinea.

The latest discovery was mad August a few miles south of Kok New Britain.

The ADO at Kokopo, Mr. Flo inspected the wreckage and ported that although the mark indicated that the plane was Allied aircraft, it was impos to identify the type of plane a had apparently exploded whe hit the ground.

The remains of an airman found in the area.

"Matua" Special Trip

DETAILS were given in Au PIM shipping timetables special voyage to the Islands to be made by the U Steam Ship Co.'s Islands passe vessel *Matua*.

The owners have now annou a change in the itinerary to inc Apia, and these corrected de appear in this month's timeta

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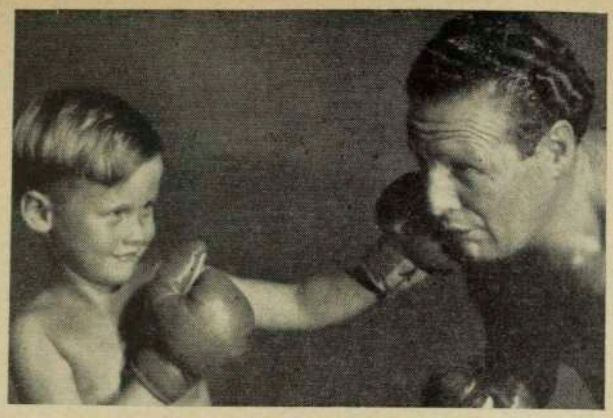
oxing Boom at Suva

After years in the drums, amateur box- is flourishing at a, largely owing to enthusiasm of a mer London pro- ional, Harry Char- , now with the AF at Laucala Bay. picture shows oral Charman and of his junior pupils, ard Le Pine, son of Commanding Officer the RNZAF station. —Photo by Caines.



NG Claim Fails

o Relaxation of nd Ban on blic Servants

HE Australian Minister for Territories (Mr. Paul Hasluck) has turned down a claim by the G Public Service Association public servants should have right to purchase land to which may retire in the Territory. r. Hasluck, in reply to a series claims by the association, said the general policy of the Gov- nent was that grants of land, pt for residences, were not made ublic servants.

he reason for this was partly to e the whole service in a position re it could be at all times above oach in regard to the allocation and.

nother reason was that it was well-established rule in most ic services that an officer should have another occupation as well is duty as a public servant. r. Hasluck said there would be e for public reproach if a ted portion of land were granted public servant and then left

e Minister said he thought e was need in Papua and New ea for a much stricter applica- of these principles than else- e, because of local conditions. added, however, that excep- to this general rule would be dered when an officer was with- year or two of retirement, or e some other special circum- es existed.

ging the demolition of native sheds" and shanties in the area, the Lae Town Advisory cil, New Guinea, has asked officers of the Departments of ve Affairs, Health and Police the area complained of. The cil holds that the natives should ettled properly in the reserve ded for them.

Tuna Aids Eastern Samoa's Budget

EASTERN SAMOA'S copra exports for the last financial year fell by 410 tons, and curio exports by $11,000, but the increasing importance of the tuna fishery is indicated by figures just released at Pago Pago.

These show that exports of tinned tuna and fish meal are rising sharply. The 1953-54 quantities were respectively 8,176 cases and 456 sacks, compared with 66,160 cases and 3,319 sacks in 1954-55. Total export value for 1954-55 was just under $1,000,000.

With 32 Japanese fishing vessels now supplying the cannery, there are 300 Samoans employed ashore.

Trans-Pacific shipping companies are also happy about the new industry, which is giving incentive for better shipping connections.

Thorsisle loaded 18,000 cases of tuna in July, and *Alameda* called to pick up an estimated 40,000 cases in mid-August.

† A Norseman aircraft operated by Gibbes Sepik Airways crashed on take-off at Minj, New Guinea, late in August. The pilot, Captain John McDonald, escaped with slight injuries. There were no passengers.

† The Tourist Committee of the Port Moresby Chamber of Commerce is considering the distribution of pamphlets throughout Australia and later in other parts of the world.

NETHERLANDS NG AIR COMPANY ESTABLISHED

THE Netherlands New Guinea Aviation Company Ltd. was formed at Amsterdam early in September to operate air services within Netherlands New Guinea and to nearby territories.

The new company, whose formation was forecast some months ago, has a capital of £A156,250 divided into 125 equal shares.

KLM Royal Dutch Airlines, which will manage the operations, owns 24 of the present 25 fully paid up shares.

¶ Miss L. A. Hawkes, well remembered in the Cook Islands as Matron of Rarotonga Hospital, is now stationed at the Bush Nursing Centre, McKinlay, North-west Queensland.

GLAND DISCOVERY RESTORES YOUTH IN 24 HOURS

Sufferers from loss of vigour, nervousness, weak body, impure blood, failing memory, and who are old and worn-out before their time will be delighted to learn of a new gland discovery by an American doctor.

This new discovery makes it possible to quickly and easily restore vigour to your glands and body, to build rich, pure blood, to strengthen your mind and memory and feel like a new man in only 8 days. In fact, this discovery, which is a home medicine in pleasant, easy-to-take tablet form, does away with gland operations and begins to build new vigour and energy in 24 hours, yet it is absolutely harmless in action.

The success of this amazing discovery, called VI-STIM, has been so great that it is now being distributed by all chemists here under a guarantee of complete satisfaction or money back. In other words, VI-STIM must make you feel full of vigour and energy and from 10 to 20 years younger, or return the empty package and get your money back.

VI-STIM costs little, and the **Vi-Stim** guarantee protects you.

Restores Manhood and Vitality

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GIRDERS . . . PILES . . . POLES . . . SLEEPERS, Etc.

Exporting to the Pacific Islands Since 1893.

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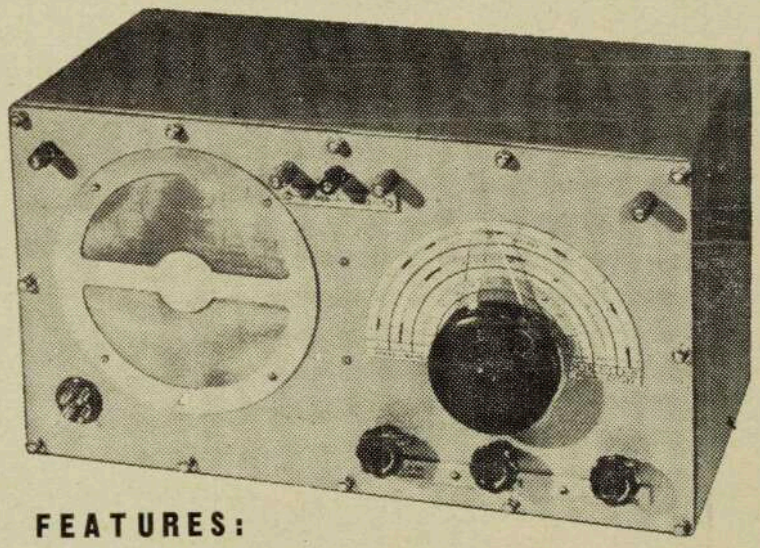
CRAMMOND TROPIC EAGLE

THE most famous tropic-proofed and completely sealed receiver you could own. Range is unlimited, and you are assured of perfect reception at all times and under any weather conditions. It has a moisture absorber and is available in the following models (Vibrator, A.C., or all dry cell). The cabinet is all steel, completely sealed, cadmium-plated, and spray finished in Grey Hammerdoc. It is designed for trouble-free operation in areas where extreme humidity prevails. Components used in the Tropic Eagle Receivers are guaranteed for 3 years — subject to the correct maintenance of the Salica Gel Crystals, used for dehydration purposes.

In performance, the Tropic Eagle equals imported receivers selling at double the price.



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- **Sealed in Rustless Steel Metal Cabinet.**
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- **Continuous coverage of Short Wave Lengths from 16 to 150 metres.**

Available in following models:

- 6 Valve 240 volt 50 cycle A.C.
- 6 Valve Vibrator —6 volt operation.
- 6 Valve 1.4 volt with Heavy Duty Batteries.

CRAMMOND Radio

MANUFACTURING CO. PTY. LTD.
103 Wickham St., Valley, Queensland.

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FOR PACIFIC RADIO AMATEURS

Conducted by Ex ZK-1-AC/VR-2-AK

IRST fragment this month is from Doug- ZK-1-BG. "Some skunk is pirating my call ain on 20 metres—and getting some beauti- l QSL's from Europe," he says. The said skunk not thought to be in the Pacific Islands how- er. Doug says he's the only active Ham in Cooks at present.

Untiring listener Eric Trebilcock, BERS-195 ntions a few items for the record. Wau dio Club's call-sign, recently allocated, is 9CW. The Papua-New Guinea Division of the A, P.O. Box 56, Port Moresby, has been otted the call VK9WI. Eric notes that Frank tick, ex-VR4AE of Honiara, is now VK5AE Alice Springs in the heart of Australia. 1-DL at Vila, ex-ZC3AB of Christmas (Indian an), V. E. Mathew, is heard on 14,015 's CW. (Other sources give his spot crystal quencies as 7,000.5/14,001/14,055 kc/s).

Fanning's latest addition, Dean-VR3B, is rd working many W's on 14 mc/s CW.

Marcel-FK8AQ, another active New Caledonia man, gives his QSL address as P.O. Box , Noumea.

Eric lists the follwing Island stations as rd by him during August: 3.5 mc/s CW: AU; 7 mc/s CW: VK9RH/OQ/FN/WK/RC, 6AX, FK8AC, KR6LJ; 7 mc/s phone: VK9RH; mc/s CW: VK9RH, FK8AB/AC/AH/AQ, BZ/CS, KJ6BH/FAB, YJ-1-DL; 14 mc/s ne: VK9RH/OK/DB/BW, KJ6FAB, ZM6AT.

also reports that intermittent pirate X-1-NP again active, allegedly off the Queensland t.

rom other sources we note that there will be a mobile New Caledonian, FK8AR/MM, rating from Societe Nickel's 3,660-ton ghter "Quebec" (commercial call FPYA) on Noumea-Newcastle, NSW, service. We me he's the vessel's Radio Officer. FK8AH/AL ed together to get AR on the Ham bands, "Amateur Radio".

few other items of Island interest, for benefit of the Hams east of New Guinea rarely see a copy of "Amateur Radio", also worth passing on from the September e.

allis and Futuna, FW8, has been, as from st 1, officially accepted by the DXCC orities as a separate country. (We suppose will also have noted that the Tokelaus Western Samoa are now officially one and same ZM6, by decree of the NZ P & T rtment of several months ago.)

event of some note took place at Port sby on July 17, according to "AR's" VK9 e. The local WAI station VK9WI was ally opened by Assistant Administrator of Territory, Mr. R. Wilson. That station eforth will be on the air each Sunday on 7/14/114 mc/s bands with an official dcast to New Guinea Hams. Slow morse eing dispensed on 3,560 kc/s each Friday ing, and a frequency-checking service is p for the local boys.

keen Port Moresby VHF group, headed DB/FN is eager to make contacts in any tion, and will arrange tests and skeds all comers.

arlie-VK9WG, homeward bound from England this appears, was reported seriously ill earlier, but now recovered.

rific signals should soon be squirting all the Pacific from an impressive system of al-quad beams for 10/15/20 metres now erected by VK9BS—that is, if the quads more successful than an 8JK beam with VK9BW seems to be having trouble.

reak In" says that VK9RH at Norfolk d appears only on Saturdays and Sundays, 1800 GMT.

same source points out that Floyd- C is located on the north-east side of rn and badly screened from the ZL-VK tion. At present he's using a V-beam on e States, but W6YY has despatched him -metre folded dipole to try out, and may send dipoles for the 15/40-metre bands. skeds Floyd at 10 p.m. PDST Saturdays GMT, Sundays) on 14,143 kc/s.

ZL3AB says that Georges-FO8AK, down on Rapa, puts a powerful sig into ZL at times, apparently using an 8JK antenna which he inherited from Roland-FO8AD (now back in Paris).

Recent VK9 QTH changes listed include: VK9EB, K. S. Mullan, C/o Crowley Airways, Lae, NG; Geof. Stobie, VK9VW, is now VK3VW, 70 Bell Street, Heidelberg West, N.23, Victoria; VK9YY, in case we missed it, is now VK2AIR. FK8AJ is M. Jerome, Box 104, Noumea.

NORFOLK ISLAND'S NZ AIR SERVICE DELAYED

FOLLOWING the announcement by New Zealand National Airways that it would cease the Auckland-Norfolk Island DC3 air link on September 4, news was circulating in the island that Tasman Empire Airways would take over the service.

Qantas, already operating a fortnightly DC4 service from Sydney confirmed that it had received a request from TEAL to operate the Norfolk-Auckland sector, under charter, for the time being.

Qantas agreed to this, and as late as September 9 it was able to confirm at Sydney that, as far as Qantas was concerned, it was ready to go ahead as soon as TEAL gave the word, though there was evidently some hold-up in New Zealand.

The hold-up was clarified in a statement by New Zealand's Minister of Civil Aviation, Mr. Shand, in mid-August. He said that two applications had been received to operate the service. One was from TEAL.

He did not say who the other operator was, but Norfolk Island people said it was Cook Strait Airways of New Zealand.

Mr. Shand said that both applications were being considered by the Government and a decision would be made under the terms of the International Air Services Licensing Act of 1947.

From this it appeared that TEAL's request to Qantas was either premature, or merely of an exploratory nature.

Presumably, however, one or other of these two companies will soon take over the service.

NAC, after eight years, made its last flight on September 4, and for the present there is no link with Auckland, except via Sydney.

¶ Mr. Ted Sanson has retired from the Papua-New Guinea Administration after 28 years' service. He was DO at Manus, DO Magistrate at Rabaul and Port Moresby, Acting Director of the District Services Department and, more recently, chairman of the Public Service Appeals Committee.

FLYING-BOAT WRECKED AT TOKELAUS

WHEN taking off from Nukonono lagoon, Tokelau Islands, on August 31, an RNZAF Sunderland flying-boat was holed and badly damaged when it struck a reef.

Salvage was reported as unlikely, though the mishap occurred in shallow water and the aircraft did not sink.

The aircraft, one of the RNZAF's No. 5 Flying-boat Squadron based at Laucala Bay, Fiji, was commanded by Flying Officer J. Laing. It was on a routine quarterly flight to the Tokelaus with six Government officials from Apia.

It was expected that another Sunderland would proceed to Nukunono to fly out the stranded personnel.

The RNZAF has a mooring buoy in Nukunono lagoon. Normally an aircraft remains overnight there, and makes daytime visits to the other two atolls, Atafu in the northwest, and Fakaofu in the southeast.

Several years ago a Catalina flying-boat of No. 5 Squadron, taking off for the Tokelaus from Satapuala Seadrome, Western Samoa, crashed with the loss of several lives.

† One out of every six members of the P-NG public service is undertaking a course of study with the Public Service Institute. Present enrolment is 200.

† An average of 16,271 passengers pass daily through the Suva Bus Terminal, and the Saturday average is 21,771. About 890 buses arrive and depart every day.

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FIJI MAY ASK FOR CO-OPERATION OF BRITISH GROUP

(From Our Own Correspondent)

THAT Fiji might profitably atte to plan diversification of duction on the basis of pos outlets to New Zealand, Aust and western Canada is suggeste recommendations made to Secretary of State for the Col by his Adviser on Agriculture, Geoffrey Clay.

Sir Geoffrey also suggests Fiji might invite the three coun to send small economic mission study the Colony's potentialitie relation to their needs.

An ecological survey of the terior of Viti Levu and Vanua L and investigations into pos production of tea, rubber, c and manila hemp are recommen together with more experime work in the agronomy of su cane in Fiji and the underplan of cacao in the Taveuni coc plantations.

Discussing the Fijians' proble limited communal labour, Geoffrey suggests a limit of 30 each for social services and for ductive work, with no special cri other than ability to pay 5/- a for Fijians who want to tak individual farming enterprises.

DEALING with agriculture addressing the Legislative C cil on September 2, the A Governor (Mr. A. F. R. Stodd stressed the value of the cu soil conservation campaign.

He quoted the example of a v which, a few years ago, was deteriorating into an arid w transformed into green and f land bearing excellent crops.

Mr. Stoddart added that goo was being made of the funds vided for feeder roads, especiall western Viti Levu. He hop would be possible to increase allocation for this purpose.

Ownership of Vesse "Babinda"

THE vessel *Babinda*, ment on p. 107 under "For Register," was purchased n Kiwi Shipping Co., of Auckla stated in error, but by South P Shipping Co., of Suva, to re the lost *Nukalau*. The comp have no connection wha though Mr. L. Graham is a ated with both.

† Directives about the exte which Samoan Medical Practiti may undertake medical and su work have been asked for b Western Samoan Legislative sembly.

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Prefab. House in W. Samoa

This British-made prefabricated house, built at Faleolo Airport by Mr. R. W. Kirkwood, TEAL representative, is the first of its kind in Western Samoa. Of aluminium, the house is insulated with glass-wool lined with hardboard.—Photo by Jack Thornton.

ɔvernor R. B. Lowe To Answer Suit

EDERAL Judge Jon Wiig ruled at Honolulu on August 15 that Governor Richard Barrett Lowe, Eastern (American) Samoa must wer to the 100,000 dollars' ıages suit brought against him Robert L. Ketner, reports PIM's o Pago correspondent.

etner has claimed that he was awfully deported from Pago o in 1954. (May PIM, page 21). t the Honolulu Federal Court, rney O. P. Soares, representing ner and Mrs. Ketner, claimed the Governor had violated the ple's constitutional rights.

ttorney L. D. Blissard, for the nce, argued that Governor e, as an executive officer of the ernment, was immune from the Judge Wiig's ruling gave Governor Lowe until September 15 to answer the suit.

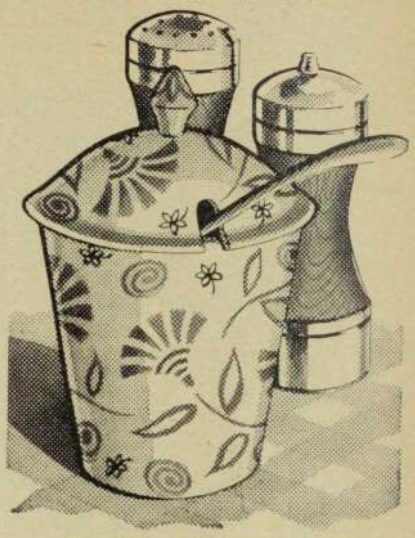
Suva Cigarette Factory Now at Work

SUVA's new cigarette factory was opened by the Acting Governor of Fiji (Mr. A. F. R. Stoddart) on September 1.

Streamlined delivery vans bearing the trade mark of the new Star Cigarettes have already become a part of the Viti Levu scene.

†The Western Samoan Legislative Assembly's delegation left Apia on August 29 for a visit to New Zealand at the invitation of the Dominion Government.

. . . on the table and in the kitchen

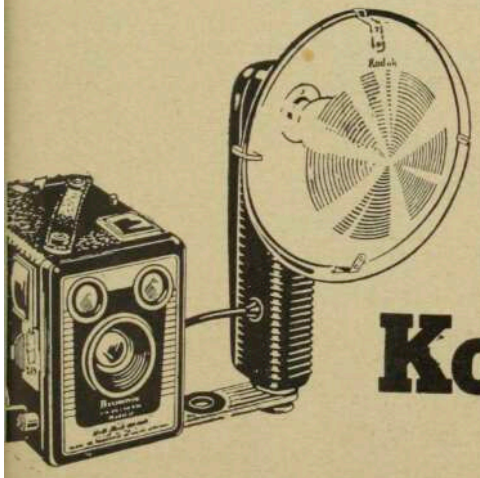


COLMAN'S MUSTARD

as essential as pepper and salt

PH2

It's EASIER TO TAKE SNAPSHOTS BY FLASH



The new Kodak Flasholder, usable with Kodak and most other cameras, brings you the fun of "flashsnapping" — the craze that is sweeping England and America. With the Flasholder you can get pictures you'd never have attempted before — brilliant snaps of intimate family life, parties, social occasions, fine pictures on dull days or at night.

AUSTRALIAN RETAIL PRICE

Price for Flasholder, £2/10/-

Bulbs from 1/4

(Fittings for flash-synchro. cameras, 19/3)

Kodak FLASHOLDER MODEL 2

KODAK DEALERS THROUGHOUT THE ISLANDS

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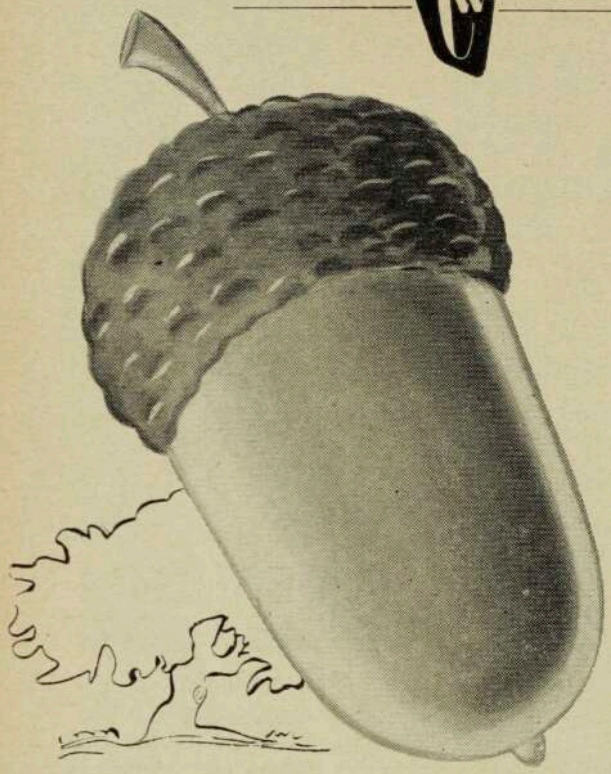

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You've heard the saying "Great oaks from little acorns grow." We've planted our acorns in many places—and how they're growing—thanks to you!

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OBLEMS AND PLANNERS

apua-New Guinea ntangled in lodern Theories

By *GT*

OST-WAR rehabilitation of the native people of Papua and New Guinea to their pre-war state ld in itself have been a tremend- task, but the work was in- ased by those who held the tinies of these people in their ds.

his was done by the drafting of rogramme of radical changes in cational, sociological and nomic life.

he Planners said that living dards of the P-NG people must raised to a level commensurate their places in Western civil- ion. Above all, they must be ected from any possible in- nces or infiltration of Com- istic ideologies.

ich were the post-war problems ng the Territorial Administra- As the years passed, the blems were increased by the d stature of the Red Bogey, h complicated the methods of plementation" evolved by the aucratic machine.

pre-war years a Resident Magistrate or District Officer upervised the needs of a dis- with a minimum of staff. The ess of evolution was slow, but as thorough and it unfolded in a tempo understood by the itive minds of those subjected s influences.

the ten years following the the procedure of absorbing the r-privileged, dependent inhab- s of Papua-New Guinea has rgone a considerable change— f course, is only natural in a d where all values have changed. perts have clamoured for in- ve action concerning their own cular field: health, hygiene, ation or economics.

ery year Reds and their fellow llers in the United Nations been hypercritical of Aus- a's administration of the Trust ory, charging dilatoriness in ing up the country and apathy rning native welfare.

eorists have laid down blue- s and drawn plans as to how what should be done with back- peoples, while heckling Opposi- politicians in Australia have ed that native interests were neglected in favour of cap- tic "exploitation" of the in- es.

ADED down with this mixed urden of directives, trying to eep in step with an army of ts and the overlords at Can- , the P-NG Administration has no easy task to perform in re- litating the people of all colours, launching a developmental programme, bringing new areas under control and policing native welfare in general.

The Territory has become snowed under by political control and influences. Its economic possibilities deserve greater scope than are afforded now.

Divorce P-NG from the hamstringing at Canberra; appoint a non-political, top-level, experienced man to run the show with a free hand, assisted by a Legislative Council representative of all the sections of the community, whose deliberations become effective, not vetoed by a departmental official at Canberra, and the Territory would be a happier, healthier place for all.

P-NG Budget Session On October 24

THE Papua-New Guinea Legislative Council will meet on October 24 for the Budget session, which is expected to last about a week.

New Guinea Goldfields

NEW GUINEA GOLDFIELDS, LTD's., July operating report was: Golden Ridges, 1,182 oz fine gold, 1,683 oz silver. Tributes, 47 oz gold. Timber, 235,315 sup. ft.

August report: Golden Ridges, 1,062 oz gold, 1,738 oz silver. Koranga 54 oz gold. Tributes 75 oz gold. Timber 271,081 sup. ft.

FIJI'S IMPORT DUTY TOTAL SETS NEW RECORD

From Our Own Correspondent

FIJI had an unfavourable trade balance of £402,000 in 1954, and the total of import duties set a new record, states the Colony's annual Trade Report.

Imports at £11,642,000 were up £1,094,000 on the previous year, but were £365,000 less than in the record year, 1952.

Exports at £11,239,000 were down £1,940,000 on 1953—a record year.

The Acting-Controller of Customs, Mr. T. W. Davis, reports that the increase in imports may be attributed mainly to relaxation of certain import controls, greater purchasing potential following a very favourable trade balance in 1953 and greater importations of machinery for primary industries and transport.

The decline in the volume of exports is due to substantial decreases in the export of sugar, coconut meal, bananas, pineapples and copra. Sugar exports were 40,943 tons less than in 1953.

Import duty was £2,141,000—a new record.

† An education co-operation scheme between Tonga and New Zealand came into force on August 1.

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DISINFECT . . . DEODORISE with PIC-A-LYPTUS

Move To Wind Up Fiji-Indian Repatriation Plan

(From Our Own Correspondent)

NOTICE that the repatriation Indians from Fiji at the pu expense will end in three ye was embodied in a resolution mo at the September sitting of Legislative Council at Suva.

Indians who came to Fiji un the indenture system between 1 and 1916 are now eligible for patriation.

The Acting Governor (Mr. A. F Stoddart) told the Council that right of repatriation was gran originally so that those who did wish to settle in Fiji could ret to India.

It was nearly 40 years since last indenture expired and thought it would be agreed t those concerned had had am time to decide what they wanted do.

Conveners' Objects at Copra Conference

(Continued from Page 19)

from the limitations of price mo ments, the statement continues.

It is a form of mutual insura policy, balancing the interests of porter and importer. It involves minimum interference with mar operations and the pattern of tra it sets no limits on production, does not prevent the emergence new or lower cost producers.

It can work without be universal, though its stability obviously affected if major counti find that they can do better staying outside.

The gap between upper and lo prices in such an agreement is measure of the difference in pectations or hopes of the two si The price range can be narro only to the point where each reaches the highest risk it is w ing to bear. Consequently la divergences in price expectati show themselves in a price gap large that the free-market pric likely to remain inside it; and agreement would then have practical effect.

The statement also suggests discussion an international qu agreement.

All the above explanatory co ment is condensed from the offi release issued by the conveners, Philippines Coconut Administrati

¶ Mrs. W. Watson, nee M Peyroux, of Tahiti, now on a w tour from Rarotonga with husband and daughters, has fo relatives in France with whom family had lost touch for m years.

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DEBATE ON AGAIN

Indian Views on Fiji's Constitution

(From Our Own Correspondent)

STORMY political echoes may, or may not, have been reawakened when an Indian meeting was held at Suva on August 28 to debate the constitution of Fiji and possible changes to effect what the organisers termed "a more effective voice for the people in the management of the colony's affairs."

Other matters discussed were the abolition of the nomination system for councillors under the Towns Ordinance, introduction of wider local government, more educational opportunities, a five-year education plan to include free and compulsory education, and so on.

The meeting, which was attended by hundreds and had been convened by Mr. Hari Charan and a committee, agreed with these proposals in principle and appointed a committee to go into details.

Probably the most important suggestion was that there should be six Indian and six European elected members of the Legislative Council, with six Fijian members to be appointed in whatever way the Fijians preferred.

A suggestion which has a good chance of European support was that Suva City should have its own Indian and European members in the Council instead of being incorporated in the present Southern Division.

There was strong Indian opposition to the method of convening the meeting. For instance, the redoubtable Mr. Vishnu Deo, the senior Indian MLC, washed his hands of the whole business, considering that the subjects raised required much more mature consideration and that such a conference should be called by Indian representatives on a fully representative basis.

Mr. Hari Charan, who was soundly beaten by Mr. Vishnu Deo at the last elections, went to some pains to assure the public that he had no intention of standing at the 1956 elections. However, there is widespread Indian suspicion that the meeting was pre-election preparation for another candidate from the same camp.

EARLIER, on August 12, an Indian deputation from Labasa presented a substantial list of proposals to the Acting Governor. It suggested inter alia, five Indian, five Fijian and five European elected members of the Legislative

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Council, plus two elected Muslim members. This would avoid Muslim fears of Hindu swamping and would also provide an unofficial majority in the Council.

As, in virtually all "racial" voting in the Council, the Muslims vote as Indians, it would also presumably provide Fiji with an Indian-dominated legislature.

† New water rates at Apia are, for houses, 30/- a tap per annum, maximum £4/10/-, and the same rate for ordinary businesses, with a maximum of £12. Showers, cisterns and toilets are not rateable.

† Dry, clear weather is a possible reason for a record tuna-fishing winter in the South Pacific.

Rev. C. L. Mountford is New Rector of Honiara

(From Our Own Correspondent)

THE Rev. Conrad Leigh Mountford, of the Melanesian Mission, has been appointed Rector of Honiara, BSIP, in succession to the Rev. R. P. Garrity.

Mr. Mountford, a New Zealander, served with the Melanesian Mission in the Solomons from 1925 to 1927. He was Archdeacon of Akaroa, NZ, from 1944 to 1949, and from 1949 to 1953 was Archdeacon of Christchurch. He is at present vicar of Mount Roskill, in the Diocese of Auckland.

Mr. Mountford is expected to arrive at Honiara towards the e of the year.

His son, Mr. Roger Mountford headmaster of Alangaula Melanes Mission School at the island Ugi, in the eastern Solomons.

Oil Drilling in Papua

PETROLEUM Drilling Corporation likely to drill for oil in Papua, st a Sydney report on September 6, after company's drilling superintendent, Leo Goss, and general manager, Norman Kelly, had left for Port More

There was Sydney speculation over possibility of Petroleum Drilling's put down some of Australasian Petroleu projected wells in three new areas.

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BECAUSE only Kolynos contains the priceless new cleaner and decay-fighter, S-15

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Kolynos Tooth Paste is the *only* toothpaste that contains science's *newest* cleaner and *best* decay fighter — the fabulous "S-15". Just ONE brushing with Kolynos in the morning destroys germs that cause tooth decay and bad breath. It promptly removes the enzymes that produce acid-causing cavities. Kolynos sets up a most healthy, protective condition in your mouth that lasts "round-the-clock". It gives you *better* and *longer* defence against decay and bad breath than any other toothpaste.

The exclusive Kolynos *foaming* action gets into crevices and grooves no other toothpaste can. Cleans even dull dingy teeth to a sparkling new whiteness.

Only Kolynos is guaranteed to:

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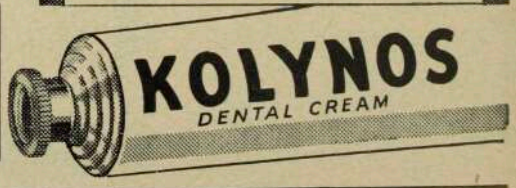
2. Get teeth cleaner — whiter than any other toothpaste.

KOLYNOS TASTES BEST

Kiddies love the delightful taste. So easy to get them to brush with Kolynos.



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RUSHING BURDEN

Malaria Menace n P-NG gain Stressed

USTRALIA had a moral obliga- tion to develop the indigenous peoples of Papua and New inea, and one of the best ways do this was to lift the crushing den of malaria from them, said Carl Gunther, a Sydney re- rch worker, at the Australasian dical Congress in August.

Mr. Gunther said that the Terri- y understood the problem, but stralia, which held the purse- ngs, did not.

He said that malaria for countless erations had been the main tor holding the New Guinea ple back from the considerable ree of development of which y were capable.

The only method of widespread trol of malaria which appeared ly to succeed was the spraying houses and living areas.

Mr. Gunther said this was simple cheap, but to establish it oughout the Territory would be ard and long job. A continual ply of funds would have to be ranteed before the work could started properly.

Mr. Gunther told the Congress if the scheme were properly ied out, it might be possible to n producing, after ten years, a generation of people who would e more vigour, a greater capacity development, and a longer ex- ation of life.

e added that all malaria among opeans in the Territory was due carelessness or stupidity. Not e than 20 pc of the Euro- n houses were screened with quito-proof wires and only 5 pc he dwellings were sprayed.

e estimated that not more than e-quarters of the European ulation of the Territory took -malarial drugs in regular and cient doses.

Captain F. Ladd's New Air Enterprise

PTAIN F. LADD, well known in Fiji as pilot with the post- War RNZAF service, and later hief pilot with Fiji Airways, now is an enterprising air service d at Auckland.

he company, known as New and Tourist Air Travel Ltd., n operations this year with a mman Widgeon amphibian, h Captain Ladd pilots. The ser- has opened air communica- s with many popular tourist rts

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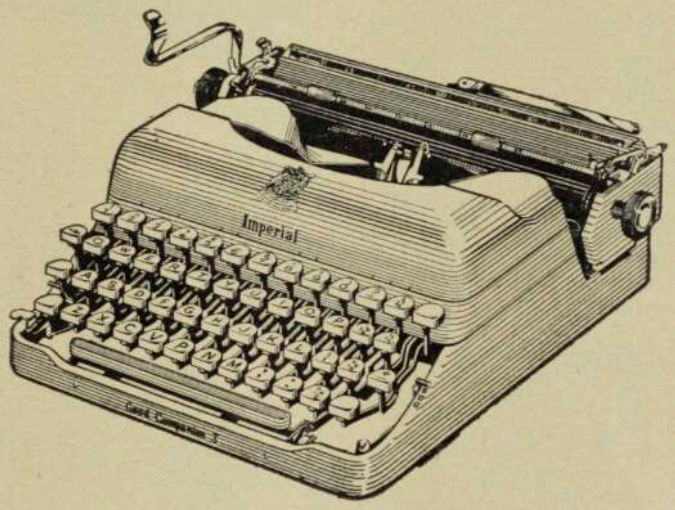

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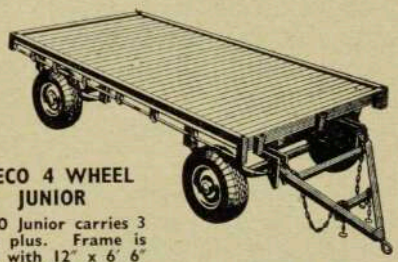

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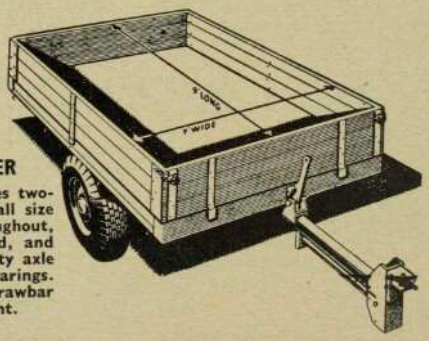
STECO Junior carries 3 Tons plus. Frame is steel with 12" x 6' 6" tray in solid hardwood, with coaming or flush deck as required. Heavy duty springs, high tensile steel axles fitted with four 7.50 by 16 six ply tyres. Rope rail, number plate bracket, stake pockets and tail light are standard.



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NG LEGISLATION

Amended Native Labour Laws on Way

HE Administrator of Papua-New Guinea (Brigadier D. M. eland) said late in August that it s expected that an amended tive Labour Ordinance would be mitted to the next meeting of Legislative Council.

Earlier in the month the annual ference of the Planters' Associa- n of New Guinea at Rabaul had pressed concern at the delay in roducing a revised Ordinance.

Delegates claimed that Native airs officers were "hamstrung" by present Ordinance.

he conference agreed that cter policing of the present linance was necessary, par- ularly in regard to the prosecu- n of employees receiving pay in t of rations without a permit.

t was said that prosecutions uld also be launched against em- yers who paid money where they uld provide rations, and against ployers who, particularly in the n areas, failed to provide living rters.

he conference re-elected Mr. D. rett president, with Messrs. R. Wilson and W. T. Thomas vice-presidents.

was stated during the talks that voting so far taken among members in New Guinea had wn an overwhelming majority in our of a semi-Government con- board for the marketing of ra. (Papuan planters have voted nimously in favour).

he Marine Superintendent of Bank Line (Captain Bullman) the planters at their annual ner that it was the natural in- ion to continue in this trade. thermore the company was anising now to assist in future angements with the continued ping of copra in bulk. Bulk ling was the most economical hod of shipping and with proper pment for stevedoring and aming it was a quicker method oading than with bags and, of rse, quicker discharge with grabs he other end.

reights depend on turn-round. general policy should be to d up loading and, with Rabaul bottleneck at the present time, g the port up to date with rves sufficient to berth at least or three overseas vessels. The time is ripe to do this so after 1957 the Territory will be a good position to meet the ld's market" he said.

DIRECTOR OF APIA PWD HEARD BY COMMISSION

IN a period of rapid political and economic development, demands on Western Samoa's Public Works Department had increased fivefold without a corresponding increase being granted in trained and experienced personnel, said the Director of Works (Mr. W. G. McKay) when giving evidence before the Commission of Inquiry at Apia.

Factors contributing to the serious breakdown in the department in the last 18 months included a low standard of education, lack of specialised training available and a regrettable rapid increase in dishonesty among personnel promoted to positions of trust.

VANILLA PRICE DROPS

WITH the arrival on the market of the French Oceania new season vanilla crop a sharp drop in prices occurred during August.

At the beginning of the month Sydney buyers were paying 51/- per lb for White and Yellow label grades, and 49/- for Green label. At the close of the month these prices had fallen to 36/- and 34/- respectively.

- PRONTO -

makers of quality watches since 1890 present their latest model, the

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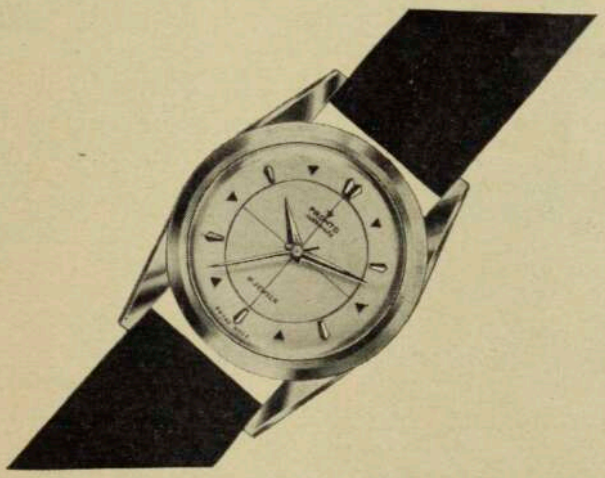

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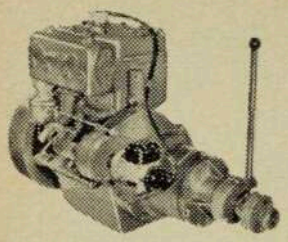
SIMPLEX MARINE ENGINES



Illustrated the new heavy duty 10 H.P. with thrustmatic reverse gear. A fine engine for tropical use in boats to 25 ft. long. Starts easily, runs smoothly without vibration. Simplex 10 H.P. is the ideal work boat engine. Simple and easy to understand.

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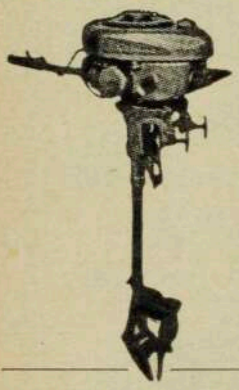

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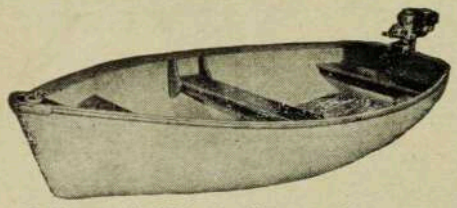

8 ft., 10 ft. and 10½ ft. for rowing or outboard motor. Fibreglass is the ideal material for Island use. Over 400 now in use in the Pacific.

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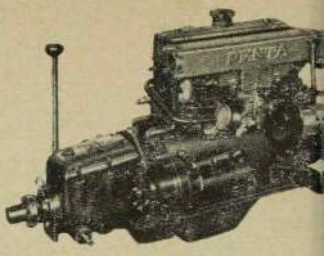
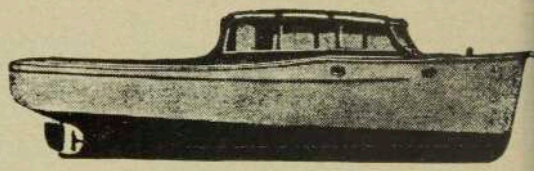


KOPSEN MOTOR CRUISERS



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abaul Court Sends 0 Village Tax efaulters to Gaol

EVENTY defendants from the Reimber Native Village Council area were each sentenced at the baul District Court on September o one month's imprisonment for using to pay Council tax.

They comprised 47 men and 23 men.

Some of them had previously been victed twice on similar charges. ey had been fined £1 on the first asion and had served a month's prisonment on the second.

Some had served two months' imsonment after conviction on a rge of resisting arrest after they l attempted to prevent police esting villagers charged with reing to pay the Council tax.

ince serving their two months' tence, these villagers had re-ed to pay taxes.

he remainder of the 70 had not viously been charged with a ilar offence.

rosecuting counsel, Assistant strict Officer K. Williams, l the defendants had previously n summonsed before the Court. that occasion, he said, they had lied for an adjournment so that y could discuss the matter with r friends.

efending counsel, Mr. Mervyn es, said he had been instructed nake a statement on behalf of defendants.

When these charges were in-ed a meeting was held which nded over a period of two days," James said. "The meeting de-d not to pay the tax as levied requested that this statement nade to the Court.

he feeling of the meeting was a tax is payable but that it ld be paid to the Government not to the Village Councils.

he meeting was unable to pt the principle of Village Coun-and its reasons for this non-ptance were that the people not sufficiently educated: that people they have insufficient ey to meet the Council's re-ements: and that, as yet, they unable to accept the principle ajority rule.

he meeting also decided that rther formal request be lodged the Administration, through District Office, that these people for the time being, exempted the provisions of the Native ge Councils Ordinance and ilations.

o set period was determined for exemption but it would be ted out that it would not extend nd the time required for them ducate themselves up to the dard which would enable them ppreciate and utilise whatever fits the Council may confer.

"Finally, the meeting also requested that, having made this statement to the Court, if the Court could in any way assist these people to bring the matter up again to the Administration for further consideration, they would be most grateful."

Mystery in Papua.

HUNDREDS SEARCH FOR MAN IN THICK FOREST

THE most intensive search ever organised in the Port Moresby region had failed, by September 9, to find Peter Millar, aged 23, an electrician of Christchurch, New Zealand, who had been working at Port Moresby and was lost on August 21. Millar was with a shooting party in thick jungle country round the Brown River.

On September 3 an Aboriginal blacktracker from Queensland arrived at Port Moresby to aid the hundreds of searchers, who included Papuan police and members of the Pacific Islands Regiment

On August 27 more than 500 Papuans and Europeans were scouring the forest and swamplands, and throughout the following week at least 200 men maintained the search.

A Tiger Moth aircraft was also at work and a helicopter was standing by. Amateur radio operators were maintaining constant communication between the search headquarters on the Brown River and the Moresby Police Station.

THE Central District Commissioner (Mr. Alan Timperley) said on September 3 that he and a group of Goilala searchers had seen Millar's footprints several times. One set of his prints was superimposed on those of the search-party and another set crossed the searchers' tracks.

At this stage Millar's tracks appeared to be only an hour or so old.

† The Kilbirnie Cricket Club, Wellington, NZ, will send a team to Fiji in February.

Broadcasting Station for Nauru

NAURU ISLAND is expected to have a small broadcasting station operating for limited hours by mid-1956, according to travellers from the phosphate island.

The only important Pacific administrative areas without some form of broadcasting service now are Tonga and the New Hebrides, though the latter group is well served with French-language broadcasts from Radio Noumea.

It is believed that Nauru will operate on a tropical broadcast frequency outside the normal broadcast-band frequencies.

Oil Exploration in Papua

AUSTRALASIAN Petroleum Co. Pty., Ltd., and Island Exploration Company Pty., Ltd., report that Aramia No. 1 has been deepened 1,112 feet to 6,628 feet. Basement was reached at 6,614 feet and deepening has ceased. It is intended to run 6⅝ in. casing and to carry out a series of formation tests.

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WORKBOAT, carvel, 45 ft. by 14 ft. by 4 ft.; professionally built, 6 months old, 1½ in. hardwood planking, 2 in. teak decks, Gray diesel, in first class condition. Price (with trap winch, etc.), £5,200. **Fleets,** Shipbrokers, Water St. East, South Brisbane, Queensland.

FOR SALE, 25 K.V.A. 240 volt Perkins Direct Coupled Diesel Generator complete with switchboard, had very little use, price £900. **R. Sanderson & Company,** 68 Blues Point Road, North Sydney, N.S.W.

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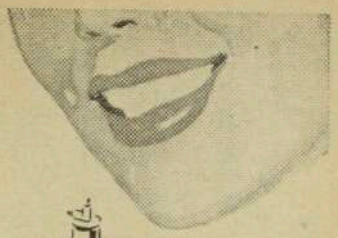

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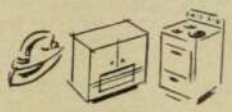

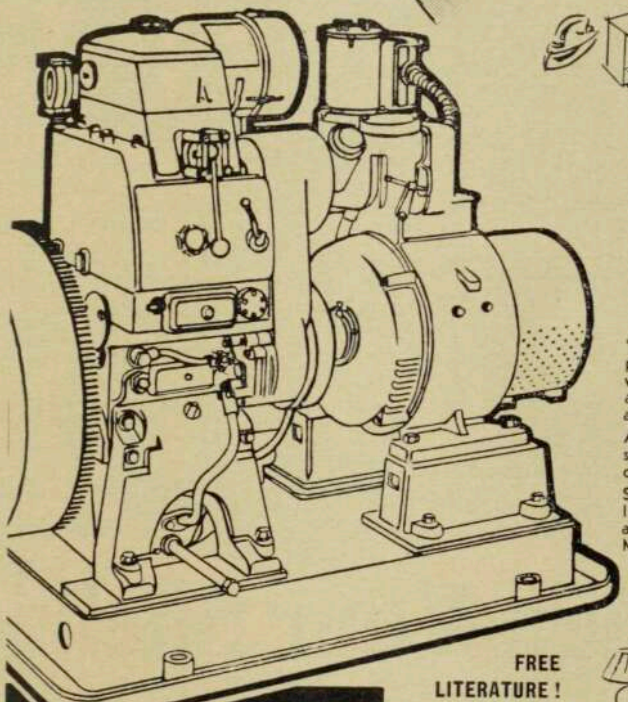

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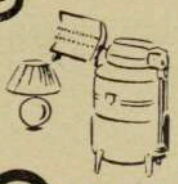

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ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPHC areas; 140 Pac. Francs; $US2.23.)

COPRA

Price negotiated between British Ministry of Food and British South Pacific Territories for 1955 is £Stg.65, FOB main ports—a reduction of 7.14% on the 1954 price. Stabilisation funds and other charges reduce the actual prices to producers to those given below, per ton:

PAPUA - NEW GUINEA:—Hot Air £69/15/-; FM (Sun) £69; Smoked £66/15/-.

FIJI:—Plantation £F63/5/6; FM £F63; moister grades to £F59/15/- minimum.

W. SAMOA:—£S42/6/-, £S41/18/-, and £S41/12/- for the three gradings in use.

E. SAMOA:—Adjusted with free-market fluctuations. Currently $89.60 (£A40 approx.) per long ton. Periodic bonus if average proceeds exceed Government buying price.

SOLOMONS:—Honiara / Gizo: Hot Air £A68/10/-; Mixed HA/FM £A64; FM £A59/10/-; Yandina: 5/- higher.

NEW HEBRIDES:—Aug. 31: Merchants paying 6,350 Pac. francs (£A44/9/-) delivered Vila/Santo.

FRENCH OCEANIA:—Latest quotation 7.00 Pac. francs per kilo (£A45/6/- aprox., per long ton) delivered in bulk, Papeete, for top grade.

TONGA:—£A59 and £A53 per ton for the two gradings in use.

COOK IS.:—Growers receive £Stg.37/3/- to £Stg.30/6/- depending on quality and freight rates from particular island to Rarotonga.

COCOA:—Islands prices are based on the rate for Accra cocoa which, on Sept. 5, was £Stg.270 f.o.b.

P.-N.G.: £A300, delivered Sydney.

W. SAMOA: Sept. 5: £Stg. 270, f.o.b. Apia.

COFFEE:—P.-N.G.: Top grades 5/- lb.

PEANUTS:—P.-N.G.: Market only for Virginia Bunch, in shell, large, well cleaned, 1/4 per lb. delivered Sydney.

RUBBER:—P.-N.G. price is based on Singapore, which quoted Sept. 2, No. 1 RSS, spot 150 cents (53¼d Aust.).

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, quoted Aug. 6: Buying price, c.i.f. Sydney, Tahiti White and Yellow label, processed, standard packs, 36/-, Green, 34/-.

RICE (Australian):—Price adjusted May 1 each year. **P.-N.G.:** Dry brown and dressed £65 per ton, f.o.b. To other Territories £78 per ton, f.o.b.

PEARL SHELL.—Prices fixed between Torres Strait producers and Otto Gerdau Co. (USA) for 1955: Sound grades, £A D, £A390; E, £A300; EE, £A225, f.o.b. Australian port. **Manihiki:** £Stg long ton, f.o.b. Rarotonga; **Tuam** £A725, long ton, on beach, or £A1 f.o.b. Papeete.

TROCHUS:—Sept. 5, in store Syd subject to rejects. P.-N.G. to £435, New Caledonia: 52.000 Pac. francs metric ton (£A370 approx.) in s Noumea.

GREEN SNAIL:—P.-N.G., in s Sydney, to £375, subject to rejects.

LONDON AND U.S. PRICES

Copra:—London, Sept. 5: Straits, c £Stg.64/5/-, Philippines $US174, weights, Cont. Ports: N. Hebrides, aff Aug. 20, 68.000 Metro. francs per long (£A88). New York, Sept. 1: Philipp $147 c.i.f. Pac. ports.

Cocoa:—London, Aug. 20: Gold Co September delivery, c.i.f. U.K., £Stg per long ton; New York: Bahia, f.o.b. cents lb. Futures: Sept. 29.70; D 30.20; Mar. 1956, 30.78 cents lb.

Coffee:—London, Aug. 20: Uganda na robusta, unwashed, f.a.q., prompt deli £Stg.240; Aug.-Sept. £Stg.236 f.o.b. M basa; New York: Columbian, spot cents lb.; Santos "Fours", spot, 55½ c lb.

Trochus:—London, Aug. 20: Singap early delivery, £Stg.495; Singap Macassar, £Stg.465 c.i.f.

Greensnail: Singapore £Stg.360 c.i.

Rubber:—London, Sept. 2: Spot, bu 43d Stg.; Oct.-Dec. 43⅛d Stg.

ISLANDS MINING SHAR

	Aug.,1939	July, '54	Sept
FIJI			
Emperor . .	b9/11	b17/9	s12/
Loloma . . .	s25/6	b27/-	s26/
PAPUA-NEW GUINEA			
Bulolo . . .	b124/-	s60/-	s53
N.G.G. Ltd. .	b1/10	b1/11½	s2/
Oil Search .	s3/11	b32/-	s6/
Ent. of N.G. .			s2/
Oriomo Oil .	b5/-	s15/6	b2
Papuan Apin.	b4/11	b7/2	s2/
Placer Dev. .	b68/6	b260/-	b2
Sandy Creek .	b1/5	s6d	s5

EXCHANGE RATES

FIJI.—Through BANK OF NSW, BANK and BANK OF NZ. Australia on basis £100 Fiji: Buying, £A111/2/6; Sel £A113. Fiji-London, basis £100 Lon B. £110/12/6; S. £112. NZ-Fiji, basis NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through BANK OF NZ. tralia on Samoa, basis £100 Sa B. £A123/12/6; S. £A124/10/9. Sa London, basis £100 London: B. £100 S. £101/10/-. Samoa-NZ, basis £100 B. £100; S. £100/10/-. Samoa-Fiji, £100 Samoa: B. £111; S. £110.

PAPUA - NG.—COMMONWEALTH B (Port Moresby, Lae, Rabaul, Kav Madang), **BANK OF NSW** (branches Moresby, Lae, Bulolo, Rabaul, Mad Samarai; agency: Wau) and **ANZ B** (Port Moresby) quote exchange Australia-Papua-NG: 10/- per £100.

BSI.—COMMONWEALTH BANK (br at Honiara) quotes exchange rate **tralia-BSI:** 10/- per £100.

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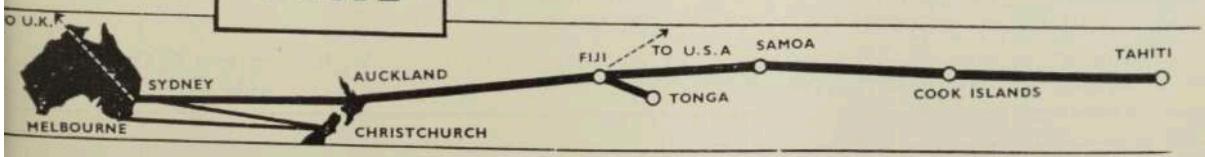

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