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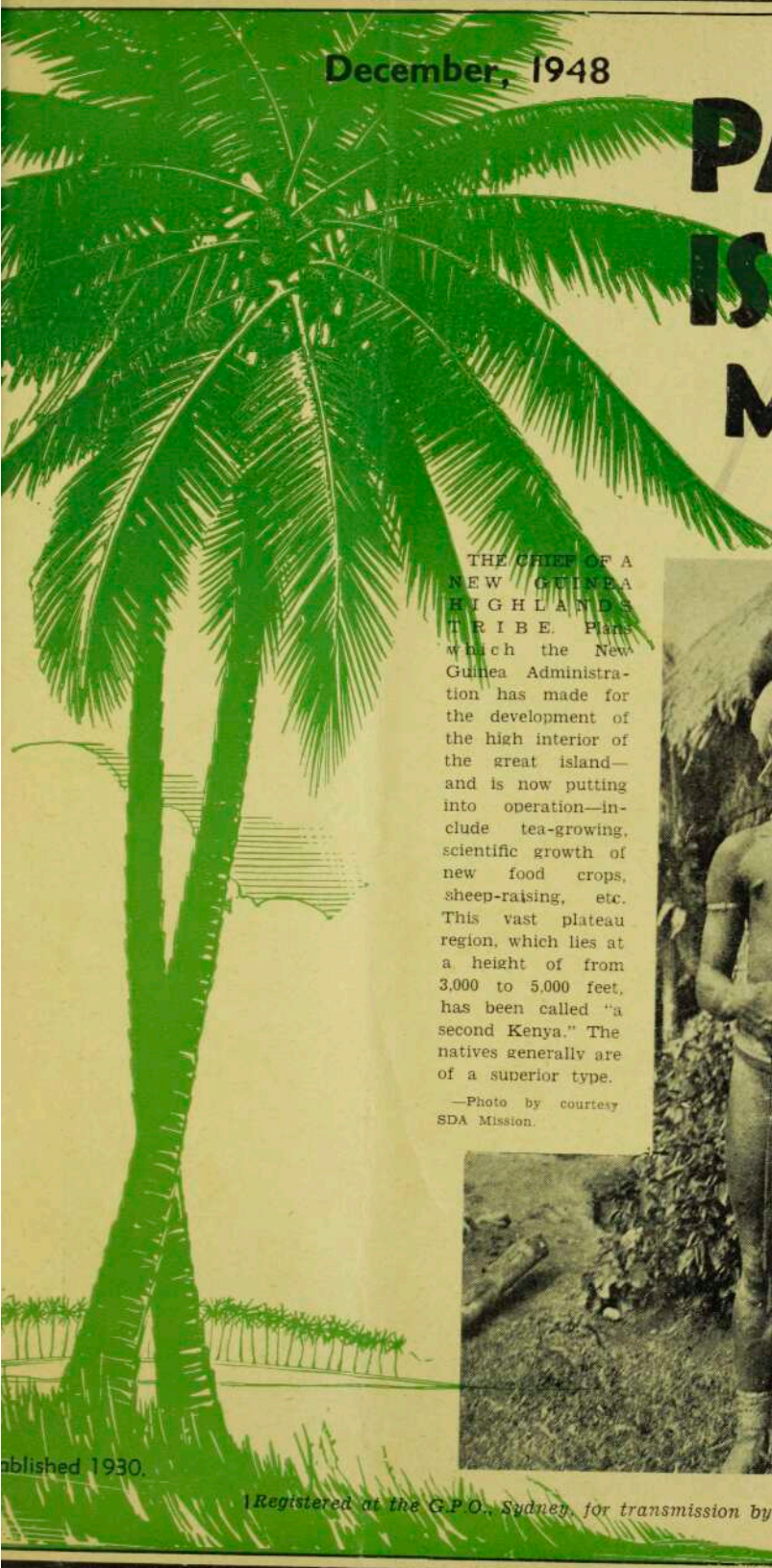
December, 1948

Vol. XIX, No. 5.

PACIFIC ISLANDS Monthly

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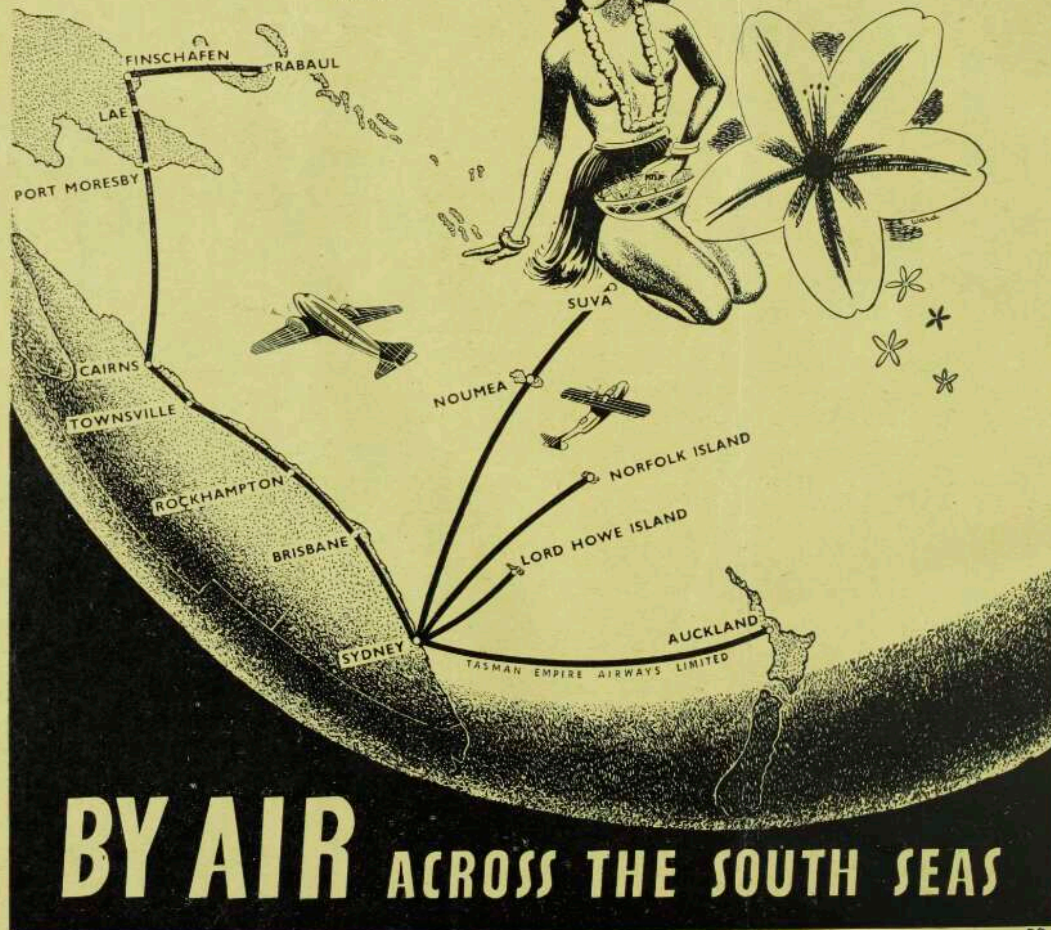
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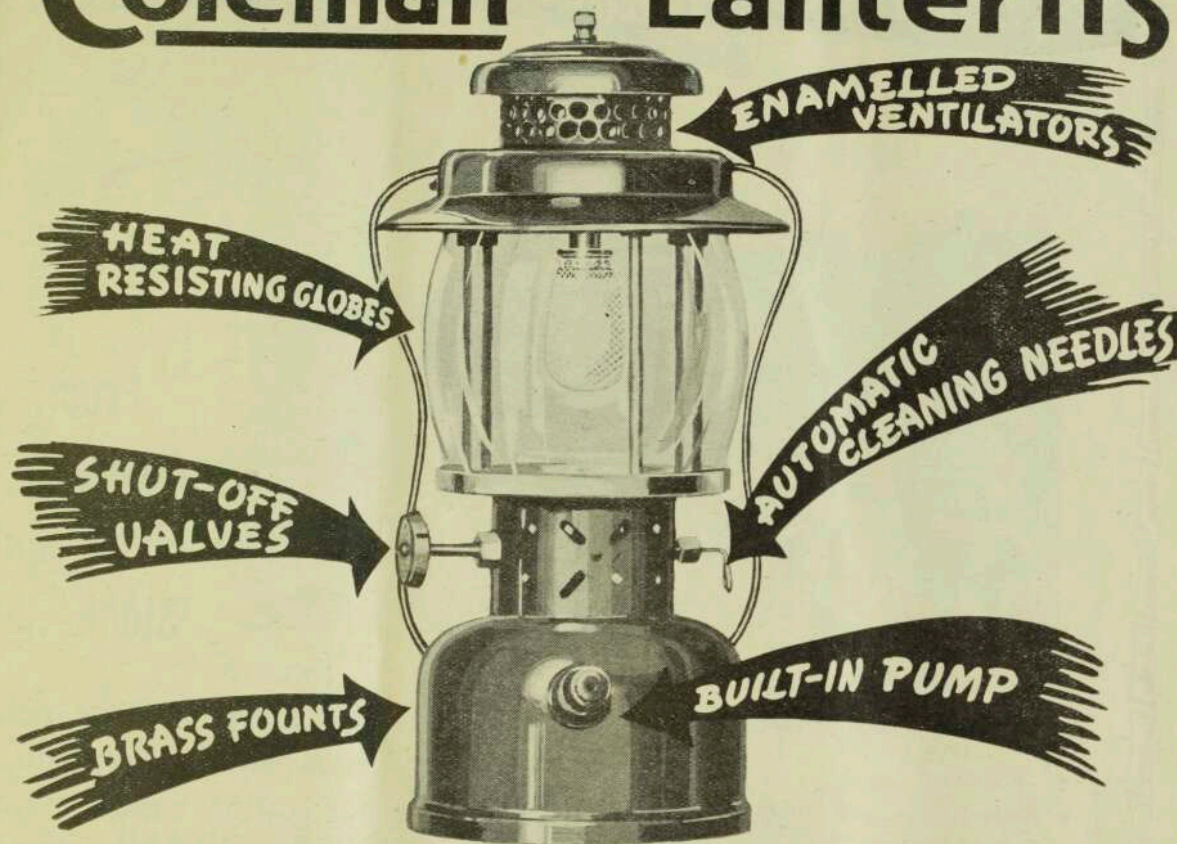
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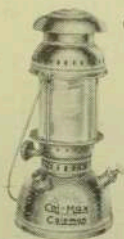
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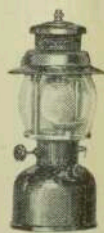
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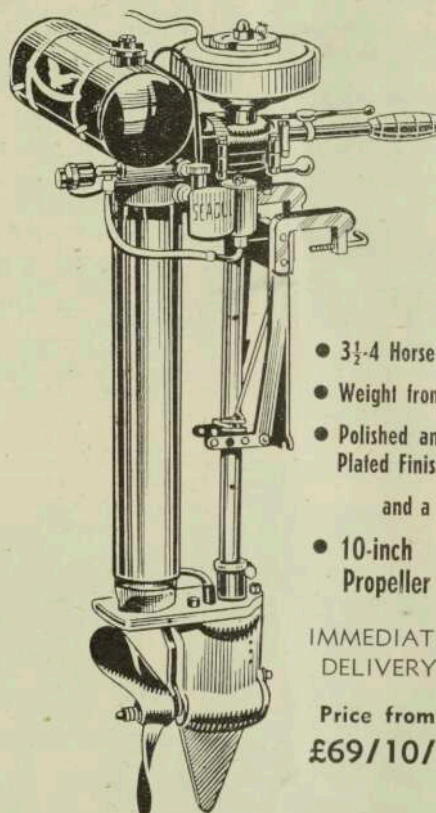
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Mr. Harvey Gorrie, of the British Solomon Islands Administration, was married in Sydney on December 1 to Miss Maisie Nolan, of Maroubra. They will proceed to Honiara by air early in January.

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We Look From Tortured 1948 Out Into Uncertain 1949

IF we compare the present condition of the war-torn countries of the South-west Pacific, with what it was in January, 1946, we may see a big difference. The Europeans are back on their mines and plantations; the natives have settled down, to some extent; a good deal of temporary repair work has been done.

But the improvement that has taken place is nothing, in comparison with what we might have expected to have been achieved in three years. The economy of New Guinea, Papua, British Solomons and Gilbert and Ellice Islands has not been restored—in fact, it still is decidedly wonky. In both a physical and a moral sense, the condition of those four Territories is deplorable, and of most other Pacific Territories, unsatisfactory.

For the physical shortcomings of the Groups, we can thank the Socialist Governments of the British Empire and France—Governments which we ourselves created. We did not create the Soviet Union and its world-wide Communist conspiracy, which have thrown a shadow over all our affairs for three weary years; but the dithering weakness of the British Socialist Governments (for which we are responsible) has contributed much to the arrogance and

growing strength of the Russian set-up.

It is not necessary here to describe at length the way in which Islands rehabilitation has been retarded by the quaint fancies and experimental plans of the Socialist Governments. The 1946-49 history of Papua-New Guinea remains as a permanent memorial of what can and cannot be accomplished in a rich and well-balanced Territory by a set-up of well-meaning theorists, who try to balance their lack of knowledge and experience by the exercise of unchecked power and the use of unlimited money.

By now—the end of 1948—Papua-New Guinea, with its huge resources of coconuts and gold and timber and other things in urgent demand throughout the world, should have been, not only self-supporting, but capable also of providing comfort and even luxury for both Europeans and Europeanised natives. Instead, production has been seriously retarded by Socialist interference with labour, transportation, supplies and individual trading. The great majority of Europeans are living in temporary, native-built houses. Between two and three million pounds per annum—ripped out of the pockets of over-taxed Australians—have been spent wildly by an Administration whose

personnel has reached a total of about 900; but these lavish funds, so far from stimulating local enterprise and production, and improving European conditions, seem partly to have been used in ways to demoralise the natives. It is hard to say which has been the greatest embarrassment to the Territories—unwilling native labour, or inadequate and inefficient transport, for both of which the Wardist regime is responsible.

These South-west Territories have made a considerable recovery from the wreckage of 1945; but they are now only where they should have been in 1946 or 1947—and where they would have been, had they not shared with most of the British Empire the curse of the Bloomsbury Planners.

OVER all of us, of course, has lain the threat of World War III, and there is nothing to show that this shadow will grow less in 1949. While the Democracies, since 1945, have disarmed themselves to the point of lunacy, and impotency, Russia has maintained a huge land and Air Force. While the British countries, and France, have been permitting all kinds of industrial dislocation, and dissipating their energies in trying to nationalise great industries, Moscow has been thrusting its Communist tentacles across the world, until to-day we see half of Europe, and a great part of Asia, saluting the Hammer and Sickle.

We now have reached a point where

there seems to be only one alternative: we must either accept the horror of world-wide Communism, or we must fight to retain the standards of life which we have achieved in 15 centuries of sociological evolution.

We enter this unknown 1949 with the feeling that, so far as our national, or domestic difficulties are concerned, we may be on the way to a solution of our problems. The Socialist Governments of Britain, Australia and New Zealand have modified their policies very much since, in 1946, they embarked with starry-eyed enthusiasm upon plans for the regeneration of mankind. In New Guinea, for example, recent events suggest that, even if the Australian Socialist Government is not thrown out of office in 1949, administrative policy will in the future be more in alignment with private enterprise and common-sense than it has been since 1945. The British people of the Empire, generally, are showing clear signs that they have "had" Socialism; and there may be far-reaching political changes in 1949-50.

But, on the international front, the outlook is black. There is no sign that Moscow will abandon its clear-cut policy of avoiding war, and building up her internal strength, while hamstringing every effort of the Democracies to achieve world-wide peace. Some time in 1949, probably, the issue will be put up bluntly to the Communist dictators: they must either abandon their tactics of keeping the world in a state of restlessness and fear, or fight.

POLITICAL STIR IN FIJI

Anti-Tax Demand By European-Indian Bloc :: Governor Adjourns Council

A POLITICAL stir has been caused by a split on finance in the Fiji Legislative Council (which consists of 15 Unofficial Members—5 Europeans, 5 Fijian, 5 Indian—and 16 Official Members); and by a newspaper charge that the Unofficials have entered into an unprecedented alliance against the Government.

The Governor, having arranged a guaranteed price for copra for nine years, proposes a tax on copra. To strong protests he has replied that other Fiji interests are taxed—why not copra?

Legislative Council met on November 12, and adjourned as usual to allow Unofficial Members to consider the Estimates in Finance Committee. The Estimates were generally approved. Council resumed on Tuesday, Nov. 23.

Discussion that day (23rd) showed European and Indian Unofficials demanding removal of import duty on sharps (for Indians) and flour (for all classes). The Governor said that already taxes equal to £65,000 had been taken off food-stuffs; any further reduction would mean that subsidies must come off, and consumers would gain nothing.

The Indians pressed the matter to a division. Unofficials voted solidly for remission of the duties, but were defeated by the Official bloc vote.

Next day (24th) "Fiji Times" made the following sensational charge:

"It is alleged that all the European

Unofficial Members agreed that if the Indian Members would join a solid front of opposition to the Copra Tax Bill, full support would in turn be given to an Indian demand for the removal of the Residential Tax, the Sugar Export Tax and the duty on imported sharps and flour.

"This scheme, assuming that the Government could be pushed into agreement, would result in the freeing of the Indians from virtually all effective taxation in return for Indian aid in blocking the Copra Tax Bill."

The newspaper challenged the Unofficials to deny the charge. No denial was made.

The newspaper said that the Fijian Members had been led into this unprecedented and undesirable alliance by the Europeans, but they might now recede from that position. The Fijians, who are the largest producers of Copra, might, however, fight for a reduction in the proposed tax from £3 to £1 per ton.

On Nov. 24 and 25, in a strained atmosphere, the Unofficials demanded that the Government spend its £1,700,000 reserve on public works and financial reforms designed to reduce living costs. In reply to the Officials' argument that some reserve must be kept in case of a slump, Sir Hugh Ragg advocated a loan of £3,000,000, if necessary.

The Governor pointed out that Unofficials, having apparently approved of the Estimates, were now throwing them back into the melting-pot.

On Nov. 26 the Governor, in order to give Members a chance of calm reflection, adjourned the Council until December 20. He said:

"I have been given to understand that the Unofficial Members have agreed that it is the Government's duty to drop the Copra Tax, the Sugar Tax, the Residential Tax and the import duty on flour and sharps. I am not a mathematician, but I believe the loss of revenue suggested is some £250,000 per annum."

A difference of opinion in Council on the Colony's financial policy is quite understandable; but the spectacle of the European Members (who include leading figures like Sir Hugh Ragg and Mr. Maurice Scott) entering with Indian Members into the kind of alliance described by the newspapers has left a very sour taste in the mouth of the European and Fijian communities, who already have been greatly troubled by Indian demands.

SOUTH PACIFIC COMMISSION—SECOND SESSION



DURING a morning-tea adjournment of the Second Session of the South Pacific Commission, held in Sydney in October, the Senior Commissioners of the six nations represented on the Commission were photographed with representatives of the Press. The names of the persons in the above group, from left to right, are: Mr. H. A. Standish, "Sydney Morning Herald"; Mr. J. R. Halligan, Secretary of the Australian Department of External Territories—senior Commissioner for Australia; M. Lassalle-Sere, Permanent Commissioner for France; His Excellency M. Auge, Minister for France in Australia, who was Chairman of these Sessions of the Commission; Mr. A. J. Beversluis, Senior Commissioner for the Netherlands; Dr. J. A. Burton, Commissioner for Australia; Sir Brian Freeston, Governor of Fiji and High Commissioner for the Western Pacific—Senior Commissioner for the United Kingdom; Mr. R. W. Robson, "Pacific Islands Monthly"; Dr. Felix Keesing, Senior Commissioner for the United States; Mr. C. G. R. McKay, Senior Commissioner for New Zealand.

DEATH OF REV. FATHER DIEHL

From Our Own Correspondent

APIA, November 4.

NEWS has been received here that the Rev. Father Joseph Diehl died in the United States on November 1. Father Diehl left Apia about two months ago for medical treatment in his native land.

The news of his death came as a deep shock to Western Samoa, where he had given 28 years of devoted service not only to the Roman Catholic Mission, to education, and his own flock, but to all who needed his help. His heart, which was not strong, was further debilitated by the great amount of work accomplished by him in organising the centenary celebrations of his mission in Samoa. For some time before his departure from Samoa he had been unable to continue his duties and had to undergo hospital treatment.

Tributes have been paid to him by the High Commissioner and by the Chiefs. His passing is felt deeply by all sections of the community, irrespective of race or creed.

SOUTH PACIFIC COMMISSION

Preparing Sydney-Noumea Move In January

PLANS are being made for the removal of the headquarters of the South Pacific Commission, from Sydney to Noumea, late in January, and for the establishment there to be complete in time for the next session of the Commission, in April or May, 1949.

The Secretary-General, Mr. W. D. Forsyth, accompanied by Mr. J. Ryan, a temporary member of his staff, visited Noumea in November and inspected the Pentagon building. Arrangements were made for necessary alterations to be put in hand forthwith.

There is space in Pentagon not only for offices—there is plenty of room also to provide comfortable living quarters for personnel. There will be a headquarters staff, and also a large travelling staff under the direction of the Research Council; and one of the Commission's first problems will be the provision of accommodation for these people in Noumea. The expenditure of a few thousand pounds now, in providing plain accommodation and sound messing arrangements in the Pentagon itself probably would do much to ensure the future success of the new organisation.

Mr. H. E. Maude, the Deputy Secretary General, will arrive in Sydney at the end of December, from the Gilbert Islands. Until he has had an opportunity of conferring with his Deputy and the officers of the Research Council, Mr. Forsyth is taking no steps to fill the minor positions on his staff.

The chief officials of the Commission hope to have completed the transfer to Noumea at the end of January, in time to allow them to proceed in February to New Zealand, to attend there the forthcoming Pacific Science Congress.

Question Asked in NZ

"WHY was Noumea chosen in preference to Suva as headquarters for the South Pacific Commission?" asked Mr. F. W. Doidge, MP, in New Zealand's Parliament on November 26.

Mr. Doidge said it was understandable that France, the Netherlands, and perhaps the United States of America favoured Noumea; but the decision savoured of an Anti-British bias, and he would like to know where Australia and New Zealand stood when the selection was made. It was highly desirable that the headquarters should be on British territory, and that it should be at Suva rather than at Noumea.

Mr. Nash (acting Prime Minister) said that the New Zealand representative had voted for Suva. The Commission had sent a party to inspect proposed sites for headquarters at Sydney, Brisbane, Noumea, Suva and Pago Pago and it was reported that Noumea would provide the best place from which the commission could operate. The Australian representative had voted for Suva. The New Zealand Government was concerned at the choice of headquarters, but he thought the French would do a good job. The necessary buildings were already in Noumea.

EDITORIAL NOTE: We must accept the Acting Prime Minister's statement, of course; but our information, which came from a usually reliable source, definitely was that Australia voted for Noumea.

CONTROL OF SOUTH PACIFIC AIR SERVICES

SUBJECTS for discussion by the South Pacific Air Transport Council, which met in New Zealand early in December, included:

- Regulation of the development of air services in the Pacific.
- Consideration of inter-Pacific island services.
- International airport for Fiji.
- Consideration of reports of the Committee on Air Navigation and Ground Organisation and the Committee on Meteorological Services.

The Fiji air-port matter was, on November 30, referred to a committee, for investigation.

PI Society Christmas Party

THE Pacific Islands Society of Sydney will hold a Christmas Party at History House, Young St., on December 16 from 5 to 7 p.m.

The last social gathering of the Society was on November 24 when a series of selected films were screened.

New members who have recently joined the Society are: Mrs. F. Salmon, Mr. and Mrs. C. Kendrick, Mr. and Mrs. J. Young, Mr. and Mrs. B. D. Schulz and Mrs. J. O. C. Wittus.

Laws of Papua to be Revised

THE Australian Government hoped to revise the Ordinances of the Territory of Papua soon, the Prime Minister (Mr. Chifley) said in the House of Representatives in November.

Mr. Beale (Lib., NSW) had complained that neither officials nor civilians could understand some of the ordinances in their present form.

He asked whether the Prime Minister would appoint a Parliamentary Committee or departmental officers to bring the ordinances up to date.

Mr. H. E. Maude, who has resigned the office of Resident Commissioner in the Gilbert & Ellice Islands Colony in order to become Deputy Secretary-General of the South Pacific Commission, was expected to arrive in Sydney early in December by one of the ships of the British Phosphate Commission, from Ocean Island.



MR. W. D. FORSYTH, Secretary-General of the South Pacific Commission—a snapshot at the October Session of the Commission.

NG PRODUCTION CONTROL BOARD

Still Functioning—And Copra's Future Still Uncertain

THE new Australian Governmental set-up, to take the place of the Papua-New Guinea Production Control Board—the dissolution of which was prematurely announced by Australian Minister Ward some months ago—seems to be still in the planning stage. Nothing concrete has been announced; but it is certain that the PCB will continue to handle the purchase and shipment of Australian Territories' copra in January.

Various proposals, covering production and trade in Papua-New Guinea, have been placed before the Australian Cabinet, but no decision had been taken early in December.

Australia now wants the copra traffic in her Pacific Islands to be decontrolled; but she wants to ensure that Australian copra-crushers will continue to get at least 25,000 tons per annum from New Guinea, at prices considerably under world parity. After that, it seems, Canberra has no objection to her New Guinea copra being sold at world parity—or, at least at the British price of £60 Australian per ton.

Canberra also wants to continue the system of building up a stabilisation fund from a deduction (at present £8 per ton) from all copra payments. But there seems to be doubt concerning the control and ultimate disposal of that fund. Why should such a fund be necessary if Britain is prepared (as shown in the case of Fiji) to guarantee a good copra price for nine years?

The situation has not been made any easier by the fact that, since early in November, a Sydney court has been trying three men on grave charges connected with timber leases in New Guinea, and the Territories Minister, Mr. Ward, in whose hands most Territories matters repose, has found it necessary to be in court most of that time.

MR. A. G. OSBORNE VISITS RAROTONGA

MR. A. G. OSBORNE, Parliamentary Under-Secretary to the Prime Minister, of New Zealand, Mr. Fraser, arrived at Rarotonga by air on November 16.

He was given a civic reception by the Resident Commissioner, Mr. W. Tailby, members of the Legislative Council of the Cook Islands, Arikis, members of the Island Council of Rarotonga and the Fruit Advisory Committee.

Mr. Osborne said that the Government was anxious that he, as its representative, should be in attendance during the proceedings of the new Legislative Council.

During his fortnight's stay he inspected citrus plots under the citrus replanting scheme, the schools and hospital, and had discussions with people who could advise him about the advancement of agricultural pursuits natural to the islands.

LEGAL PARTY FOR NAURU

From Our Own Correspondent

PORT MORESBY, Dec. 1.

JUDGE PHILLIPS, of the Papua-New Guinea Supreme Court, with a party of Australian lawyers, left by RAAF Douglas recently for Nauru, to hear charges arising out of an incident earlier this year in which Chinese labourers and native police were involved.

NEW GUINEA TIMBER LEASE CASE

Little New Evidence In Long Hearing Of 'Conspiracy' Charge

THE New Guinea Timber Lease Case again occupied the attention of a major Court in Sydney (Judge Holt) for three weeks, from November 8.

John Smith ("Jock") Garden, his son Harcourt Garden and Raymond Parer, New Guinea airman, were charged with conspiring with Edward Farrell, to defraud Hancock and Gore, timber merchants of Brisbane, of £50,000, by selling them what purported to be a timber lease in the Bulolo Valley, New Guinea.

The Court adjourned the charge against Farrell until next February because of his ill health.

Public interest has been aroused by the fact that Mr. E. J. Ward, Minister for External Territories, and other Government officials, were Crown witnesses. Garden and Ward had been very close political and personal friends for many years before the timber-lease case first broke at the end of 1947. Garden is at present serving three years for forgery, arising out of the same case. Ward and other officials have been in Court during most of the hearing.

This trial has, to the date of writing, produced no fireworks and very little evidence different from that given in the earlier trial of Garden for forgery.

THE Crown case is that the four men conspired to sell Hancock and Gore a timber lease that never existed.

In giving evidence Ward denied that he had ever had part in the deal, that he had ever received any money or that Harcourt Garden had been his dummy in a syndicate handling the deal.

The first time he heard that Hancock and Gore were interested in the Bulolo Valley proposal was in December, 1947, when he also learned that J. S. Garden had a financial interest in the deal. (The "deal" had been going on since 1944). He had not at any time given Garden authority to sign his name to letters or to inform anyone that a lease had been granted in respect of Bulolo Valley timber. After the interview with Forshaw and Garden on December 15, 1947, when he had learned the truth about the deal, he had told Forshaw (logging manager for Hancock and Gore) to put his ideas on paper, but he had not told him to send the letter to Garden. (Earlier, Forshaw had stated that Ward had told him to send the letter to Garden who would know what to do with it. It was the third page of this letter that Garden altered, and to which he had forged Forshaw's name; that sent him to jail for three years).

Ward, in evidence, denied emphatically that he was in any way involved in the conspiracy.

In evidence, Garden stated that his son Harcourt Garden had had nothing to do with the deal—he was merely a dummy for Ward and had received no money.

He said he introduced Parer to Ward and that Ward had said in his (Garden's) presence, that he would do all he could for Parer in having the lease granted because of Parer's work for New Guinea. (In the earlier case, against Garden for forgery, Ward had denied that he had ever met Parer).

After Hancock and Gore had become interested in the timber it was decided to form a syndicate, on which Ward would be represented by Harcourt Garden, and that Ward's share would be 20 per cent. of the money received. On November 20, 1945, when he signed a letter "E. J. Ward per J. S. Garden," stating that the lease had been granted, he was simply following Ward's instructions. On December 3, 1945, he told Ward that his

share of the £37,000, that Hancock and Gore had paid as a second payment, would be along that day; and subsequently, on Ward's instructions, he had delivered a parcel of notes (£5,000) to a William Urquhart.

Garden said that when Forshaw, on behalf of Hancock and Gore, sought an interview with Ward in December, 1947, and was told that Bulolo was "out," Ward asked Forshaw to put his ideas about an alternative area on paper, and send it to Garden. The third page of this letter mentioned Hancock and Gore and, remembering that Ward had said that on no account must the firm be mentioned, he had re-drafted this page and signed it with Forshaw's name. He had shown the re-drafted page to Ward, who had agreed, but said Forshaw must sign it.

When Forshaw visited Ward again, later that month, Garden was called in and shown the letter he had written in 1945, signed "E. J. Ward per J. S. Garden." Ward asked him if he had signed it. He had admitted it, stating that he was only following instructions and thought that it would be all right. Ward said he had no right to sign it. When Forshaw left, Ward said that too many people knew about the deal, and he was getting out.

Garden then asked if Ward were going to "dump" him, to which the reply was: "I will look after myself. You look after yourself. If we don't get out of this I'm a goner."

When interviewed by an officer of the Commonwealth Investigation Branch, Garden said that he had stated that Ward was the most honest man he knew and "would not accept even a postage stamp." He said that he knew that was not true, but he lied to cover up for a man who, he felt, would play his part. He changed his views on Ward's honesty when he knew he was going to be "dumped."

Ward, he said, had "dumped" him before, on political matters, but that did not altogether indicate treachery... It was perhaps dishonest in the business sense, but "in the political sense it was different."

Mr. Shand KC (for the Crown) asked: "Do you mean there is no honesty in political matters?" Garden replied: "Not much."

IN his evidence Ray Parer said that he had received £9,000 as his share in the syndicate to sell a timber lease in New Guinea. He said he and Farrell first discussed the possibility of a timber lease in October, 1944. He already had a gold lease in the Bulolo Valley, which included the right to cut timber, and he told Farrell that he thought that if they could get export permit, it would be payable.

After he left Australia again on war service in January, 1945, he received a letter from Farrell telling him that Farrell had obtained a concession to cut and export timber from Bulolo Valley, and a Brisbane firm had agreed to pay £100,000 for it. Farrell also stated he had received a sum of money which he had in a trust account. He asked Parer to hurry back, as it was necessary for him to go over the concession in New Guinea with a representative of the timber firm.

Farrell told Parer, on this occasion, that Ward had promised to grant a concession if he, Parer, put in an application.

Later, he was told that Harcourt Garden was dummifying for someone who did not want his name to be known. When Parer queried this, Farrell told him that he was all right for making out claims in New Guinea, but he must leave the rest of it to Farrell. From that time on he had been consulted by neither Garden

nor Farrell, in any shape or form. He had seen Ward in May, 1945, when Mr. J. R. Halligan (Secretary of the Department of External Territories) had been reluctant to issue Parer and Forshaw permits to visit New Guinea. Before the visit Garden had said "Eddie will fix it up."

He and Forshaw had subsequently visited N. Guinea and seen Parer's property.

RAY PARER gave evidence on December 1. He was the first new witness of importance—none knew what he was going to say. On December 2, the S.M. Herald Columnist said:

"Department of External Territories must have felt lonely yesterday."

"Among the observers at the Garden case were the Minister of the Department, Mr. E. J. Ward; the departmental head, Mr. Halligan; Mr. Ward's personal secretary; and Mr. Ward's personal stenographer; two typists and one filing clerk."

"And waiting outside the court all day was Mr. Ward's Ministerial car."

Farrell later had shown Parer a letter signed "E. J. Ward," purporting to show that a concession had been granted. Parer had then believed that the deal was finally settled and that the delay was over. Nothing was ever said to him about Ward sharing in the transaction. He was told there was a story about Ward and timber leases in the "Pacific Islands Monthly" in 1945. But Farrell told him that Robson, the editor, and Ward were having a row and not to take notice of it.

The case, on December 2, was still proceeding.

NEW TRADING CO FOR ISLANDS Based On N. Zealand

THE following statement was made in Wellington, NZ, by Mr. E. Hirschfeld, managing director of Union Manufacturing Co., Ltd:

Regular trading between New Zealand and the Western Pacific will be inaugurated from Wellington in mid-December by ships belonging to the Union Manufacturing Company, of Petone. The organisation of a shipping and trading service within an industrial concern is stated to be the first such venture in New Zealand.

The company will sell New Zealand primary and secondary products in Norfolk Island, the New Hebrides, the British Solomon Islands, New Guinea, and New Caledonia, in return for Islands hardwoods and phosphates.

Three former New Zealand coastal ships, and a larger chartered vessel will be engaged.

A chartered vessel will make three monthly trips from Wellington to Norfolk Island, from where a feeder service to the outlying islands will be operated by the "Melva," "Avon" and "Rosalie."

The "Melva" is due to leave Wellington for Norfolk and the Gilbert and Ellice Islands about December 15. The USS Company's "Wairata" will sail from Auckland under charter in early December for the Islands, taking softwoods, livestock, and beer, and will return in January with steel purchased from the United States armed forces.

The company will charter indefinitely a vessel for its regular trading.

Fire Destroys Copra and Shed At Port Moresby

From Our Own Correspondent

PORT MORESBY, Nov. 9. A NEW copra shed (recently built for the Administration), containing 300 tons of copra, caught fire this morning. Flames were seen bursting through the iron roof of the shed at daybreak, and soon after the local fire brigade rushed to the scene.

The fire was brought under control after several hours, but at 6 p.m. copra was still smouldering and dense smoke rising from the waterfront.

The shed has been almost completely destroyed. The damage is estimated at £22,000 including the copra stacked therein. The Copra Control Board is covered, as far as the copra is concerned, by their Insurance Reserve Fund.

The fire was the most spectacular in Port Moresby's history. An official inquiry as to the cause of the outbreak is to be held.

Indian Crosses Pacific In Plane's Wheel Compartment

A FIJI-INDIAN with wander-just accomplished the almost-impossible feat of stowing away on an aircraft. On November 15, he hid on a trans-Pacific plane, which had landed at Nadi for refuelling, by crawling into the space under the fuselage, into which the plane's wheels are retracted while in flight.

Apparently, there was just sufficient space for both Indian and wheels, but he must have had an extremely uncomfortable journey across the Pacific. He escaped discovery at Canton, but was found in Honolulu.

He was arrested and sentenced to 60 days' imprisonment, and return to Fiji.

DEATH OF NEW GUINEA PIONEER

Mr. E. J. Ifould

THE death of Ernest John Ifould occurred at his residence in New South Wales on November 16. Better known as Tom Ifould, he went to New Guinea in the 20's and later, in partnership with Mr. Dick Glasson, one of the Big Six of Edie Creek fame, took over Boram Plantation, near Wewak, which he managed personally for a number of years. When the Sepik Goldfield was established in the mid-thirties, Boram Plantation became the rendezvous for the district's miners and prospectors. The rest houses there provided the only accommodation in the district for the transient visitor for several years—until, in fact, the township of Wewak became established and the district's floating population gravitated there.

Mr. Ifould retired from Boram in the late thirties; he established a home at Church Point, in the Pittwater area, near Sydney, and this he also called Boram.

He is survived by one daughter, Joan, who married Lincoln Bell. Mr. Bell, it will be remembered, was murdered by natives of the Rai Coast area during the war while he was on coastwatching duties.

Mr. Edwin Gold, of Mangaia, who has written many amusing stories for the "PIM," was ill in Rarotonga Hospital in early November.

NEW FIJI COPRA PRICE

Equal To £A60 Per Ton During 1949

THE offer of the British Ministry of Food to buy the total exportable surplus of coconut products from Fiji for the period 1949-1957 inclusive, has been formally accepted, in accordance with the wishes of the great majority of copra producers in the Colony.

The agreement will come into force on January, 1949, and will continue until December 31, 1957.

The price of copra in Fiji for 1949 will be £48 (sterling) per ton FOB; and for each subsequent year this price will be negotiated before the end of the preceding year, but in no case will the price be more than 10 per cent. (to the nearest 5/-) higher or lower than that of the preceding year.

Forty-eight pounds Sterling is equal to about £54 Fijian and about £60 Australian.

AUSTRALIAN COMPARISON

THE Australian Production Control Board now pays New Guinea copra producers a price equal to £40/17/6 A, in Rabaul. The PCB, in turn, pays freight to Australia, 61/6; amount to Stabilisation Fund, £8/5/-; handling, £5/10/- (a total of £20 2/6); and it sells the copra in Sydney for about £A61.

There has been some indication that the Australian authorities propose a fixed price, over a term of years, similar to the British system announced in Fiji; but there had been no official announcement up to December 6.

Sir Maynard and Lady Hedstrom, of Fiji, were in Sydney at the end of November. They expected to leave on December 8 by a Swedish vessel for South Africa, where they will spend a leisurely holiday. Lady Hedstrom is much improved in health.

UN To Investigate Trusteeship Of New Guinea

THE United Nations General Assembly decided in Paris on November 18 to investigate Australia's trusteeship of New Guinea.

This is due to Australia's wish to amalgamate the administrations of Papua and New Guinea, and the fact that UN has accepted a recommendation by its Trusteeship committee that it should investigate administrative unions effected by administering powers between their Trust territories and other colonies.

It is not stated what form the investigation will take. Presumably a committee, similar to that which visited Western Samoa to determine that Territory's claim for self-government, will go to New Guinea at some future date to make investigations at first hand.

Meanwhile, the Papua-New Guinea Bill, which is designed to make the Union formal, legal and effective (at present the whole arrangement is only "provisional") is still before the Australian Parliament, and in its early stages. It is not now expected that any progress will be made with it until some time in 1949.

FIRST OF THE TUNA CLIPPERS REACHES SUVA

SUVA, Nov. 14. THE "Sea King," the first of the three tuna clippers for the South Seas Marine Products enterprise established by Mr. Harold Gatty, has arrived at Suva from Los Angeles. Two similar vessels are expected soon and two larger ships are under construction.

The "Sea King," capable of holding 65 tons of tuna in frozen brine, will operate in Fijian waters and the catch will be taken to Pago Pago for canning for the American market.

IN TONGA, 30 YEARS AGO



This interesting old photograph was taken about 1918, on the occasion of a visit by the newly-appointed Governor of Fiji to Tonga. Those in the group, from left to right, are: Prince Tugi, Consort of Queen Salote; the next figure is unknown; Sir Cecil Rodwell, Governor of Fiji and HC for Western Pacific; Captain Clive Brewster, then Aide-de-Camp to the Governor; Queen Salote, who had succeeded her father, King George of Tonga, only a couple of years previously; the Premier of Tonga; Mrs. McOwan; Mr. Islay McOwan, then British Consul in Tonga. Except Queen Salote, all the persons in this group are now dead. The photo was made available to Rob. Wright by Mrs. Jessie Tarr, of Suva, whose father was the late R. L. Skeen, who became Chief Judge in Tonga in 1905.

Fiji is "Not Overtaxed"

FIJI is by no means an overtaxed country, said the Governor (Sir Brian Freeston) when addressing the Legislative Council at the opening of the Budget session.

"The ratio of increase in tax revenue between 1938 and 1948 is almost exactly parallel with the decrease over the same period in the purchasing power of money," he said.

"In other words, although the number of pounds (Fijian) extracted from the pockets of the taxpayers has almost doubled since 1938, the value of those pounds, measured in terms of goods and services, has diminished by more than one-half."

If the total taxation receipts were compared with the total value of exports in 1938 and 1948 respectively, it would be found that the ratio had risen considerably, in view of the vast additional burdens of the war period.

[Ed. Note: But has the salary of the individual taxpayer in Fiji been doubled since 1938?]

FIJIAN ECONOMY Plain Speaking By Native Leader

From Our Own Correspondent

PLAIN speaking to an unusual degree occurs in the annual report (for 1947) of the Secretary for Fijian Affairs (Ratu Sir Lala Sukuna), which includes an outline of the historical basis of present-day problems of the Fijian race. Some of the points in the report are:—

- "To improve social conditions and create new industries with which to extend markets, capital is, of course, essential. And this is just what the Fijian people have not got."

- "In this Colony the economic prosperity of the Fijians was a matter that did not come into prominence until Sir Arthur Richards, as he then was, took up the question of native reserves. Once on the right road, the search to find answers to important questions on the way was given direction by Sir Philip Mitchell, the architect of Fijian Administration policy."

Dealing with the period following Cession in 1874, the report states:—

"Within 12 months of a solemn and momentous act that was going to secure the promotion of civilisation and Christianity, and of increasing trade and industry (Deed of Cession), the flower of the race had been struck down by a strange disease. In the following decade more tried leaders passed on, villages continued to be depleted and some 400,000 acres of the best and most accessible tribal lands were lost for ever through transactions that were very imperfectly understood."

In the early years of this century, the report states, the Fijians were urged by the Government to lease land, and to make more use of their own land. But by that time the only crop with an assured market was sugarcane.

"Unused to ploughs and the handling of bullocks and being generally regarded as incapable of skilled work—just as not many years ago the native policeman was considered unfitted for point duty—the Fijian was encouraged to lease his arable land rather than work it. After the collapse of the indenture system the demand for land was intensified and was met to an extent that was, in many cases and in the long run, against the true interests of the owners."

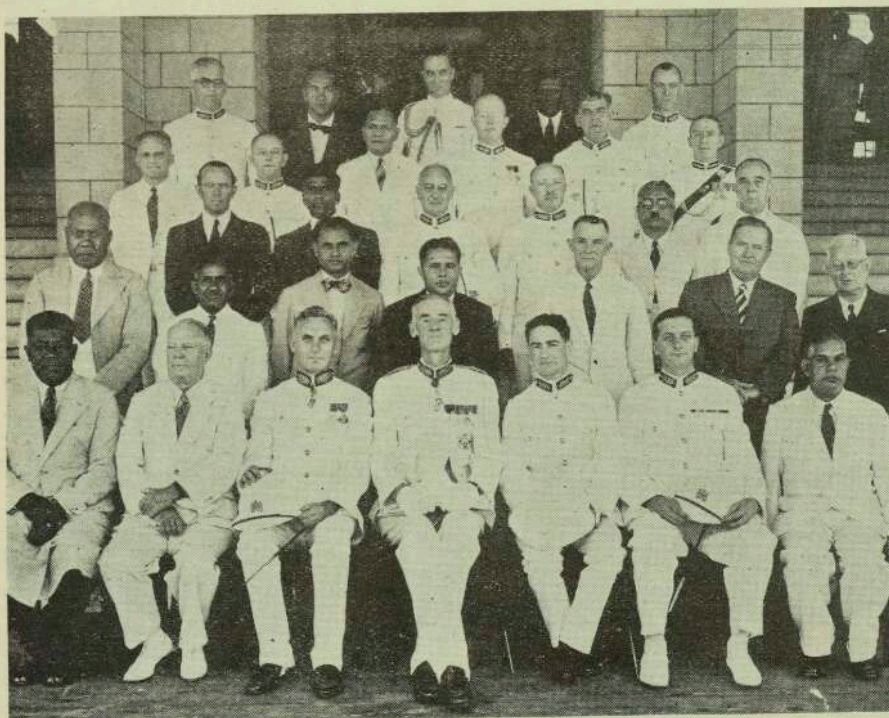
"The results of this insistence we have to-day—the leasing of over 90 per cent. of the arable land in the cane areas."

"Again, though the total rent-rolls in the cane areas are large, individual receipts, except for the comparatively few, are small and, what was important for the board to bear in mind, they are received at a cost."

"So much cultivable land is alienated in these areas that many owners, having no land for subsistence agriculture, are driven to a money economy which, of course, materially reduces the taxable portion of rent income."

"As a preliminary step towards economic organisation, the people in the coconut areas were urged at Provincial Council meetings in 1946 to organise themselves by treating their own produce, selling it direct in the main markets, and putting by an agreed amount for village housing and economic development."

FIJI LEGISLATIVE COUNCIL, 1948



This photograph of the Legislative Council of Fiji was taken in November, 1948.

FRONT ROW (left to right): Ratu George Toganivalu; Sir Hugh Ragg; J. F. Nicoll, CMG (Colonial Secretary); Sir Brian Freeston, KCMG, OBE (Governor); B. E. Doyle (Acting Attorney-General); R. M. Taylor (Financial Secretary); Vishnu Deo.

SECOND ROW: Ratu Tiale Vuyiasawa; Ami Chandra; A. D. Patel; F. G. Archibald; S. H. Wilson; R. N. Caldwell (Deputy Secretary for Fijian Affairs); A. A. Ragg.

THIRD ROW: H. M. Scott, DFC; J. Madhavan; J. Judd (District Commissioner Southern); C. Harvey (Director of Agriculture); M. S. Buksh; W. F. Hayward (Postmaster-General).

FOURTH ROW: Dr. K. R. Hanson; J. L. Brown (Director of Public Works); Ratu George Tuisawau; A. R. Smith (Comptroller of Customs); H. Hayden (Director of Education); I. E. Luchinelli (Commissioner of Police).

BACK ROW: W. Buckhurst (Director of Lands); Ratu Edward Cakobau, MC; Major B. M. Sellars (ADC); Joeli Ravai; P. H. Nightingale.

—Photo by Public Relations Office.

GUINEA AIR TRADERS MAY BE PROSECUTED

THE Australian Minister for Air (Mr. Drakeford) stated in Canberra in October that instructions had been given for Guinea Air Traders Limited to be prosecuted for a breach of Civil Aviation regulations in connection with an aircraft accident in Lae in April, 1948, in which 37 people had lost their lives.

However, the Minister stated, it was necessary to go through certain formalities and he was not in a position to say when or where the case would be heard.

The Minister is apparently still deliberating. Nothing had been heard of the prosecution at the end of November.

The Rev. and Mrs. Taylor, of the Anglican Mission, Papua, have been spending leave in the UK.

AUSTRALIAN IGNORANCE OF N. GUINEA IS 'ABYSMAL' AND 'DISGRACEFUL'

Former Head of ANGAU Is Critical of Territories Conditions

SOME rather sour comment on administrative conditions in New Guinea, and on the Australian Government policy which made such conditions possible, was made in Melbourne in November, in the course of a public address, by Major-General B. M. Morris, who was in charge of the Territories, as military commander, and as head of ANGAU, during most of World War II.

According to "The Age," these are some of General Morris's comments:—

"The abysmal ignorance displayed by members and Ministers of the Federal Parliament who create the laws and ordinances of the New Guinea Territory is disgraceful.

"In 1943, I suggested that the New Guinea and Papua territory be represented in the Federal Parliament on the same basis as the Northern Territory—to-day, I reaffirm that suggestion."

General Morris said that the knowledge of New Guinea which was lacking among Parliamentarians was not to be acquired in five minutes. He had met a missionary in the territory who had been there 34 years, and he had told him that he had been there just long enough to realise that he knew little of the natives.

In criticising the Government's policy of increasing wages and war-damage payments to the natives, General Morris said that it made his heart bleed to see the state of the natives after the ravages of war. "But it is not an increase in money and wages the natives need," he said. "What is needed is a large and well-managed medical and education scheme."

Commenting on United Nations' criticism of Australia's refusal to grant self-government to New Guinea, Major-General Morris said that the natives are not yet fitted for self-government. "They are too easily swayed," he said.

Natives did not appreciate familiarity, and when a white man was familiar with them, that man sank rapidly in their estimation. Amplifying this statement, he said that in 1944 the Minister for External Territories (Mr. Ward) visited the territory, and was being taken ashore in a canoe from a larger ship when the canoe ran aground. A native immediately offered to carry Mr. Ward ashore, but the Minister, never one to use a fellow man as a beast of burden, declined; took off his shoes, rolled up his trousers and waded to the beach. Later a native was heard to say of Mr. Ward: "Him Kanaka belong Sydney."

Canberra's Lack of Energy In New Guinea

UNDER the heading of "Post-War Development of New Guinea," the Melbourne "Herald" said:—

It is well that the people of Australia—and especially the legislators and administrators at Canberra—should be sharply reminded at intervals of the existence and significance to them of New Guinea and Papua.

Although Major-General Morris may have been indulging in a degree of hyperbole when referring this week to "abysmal ignorance displayed by members and Ministers of the Federal Parliament, who create the laws and ordinances for New Guinea," there is ample scope for criticism of the tropical languor which seems to have overtaken Commonwealth administrative policy for these territories.

Delays by the Trusteeship Council of the United Nations in finalising the terms

of the New Guinea trust do not excuse inertia in developing Papua, which has long been under direct Australian jurisdiction.

Remote control from Canberra of many problems intimately affecting the lives of about a million people in New Guinea and Papua cannot fail to have a stultifying effect upon the progress of territories so far removed from the seat of control.

One of the best examples of the beneficial effect of administrative authority delegated to trustworthy men on the spot was given by ANGAU, the military unit which promoted native welfare in time of war. After making elaborate surveys of the resources and needs of the territories, ANGAU did much planning and preparatory work for the rehabilitation of life in the native villages. The Canberra authority, which resumed control after the war, has shown little sign of vision or energy in carrying forward this work of reconstruction and development.

Although the terms of Australia's title deeds to these territories vary, the task ahead is the same.

First consideration must always be given to native welfare. It is not enough, as Major-General Morris emphasises, to increase the nominal wages of indentured native labourers and to stimulate in them an artificial demand for goods from the white man's stores.

Beginning with native agriculture, fisheries, boat building and handicrafts, the natives need guidance towards self-reliance in conducting larger industries in copra, coffee, rice and possibly rubber and tea plantations. Extensive pig raising is necessary to overcome protein deficiency in the diet, and the concomitant dietary diseases.

Native health and education policies should be directed toward an objective of comprehensive organisations relying upon native medical practitioners, nurses and teachers.

For a long time to come the New Guinea-Papua administrations must be under the tutelage of Australians, trained in the territories with the understanding of the natives and their ways. The best of the native folk lore can be retained and expanded, the worst gradually eliminated.

Self-government for the natives may not be practicable for generations, but Australia is pledged to work to that end. These territories must develop their own economy and culture in close association with Australia. They are an inseparable part of the Pacific defence zone. As has been proved all too starkly in the recent past, these islands are the northern bastion of the defence of the Australian mainland.

Payment To Traitors in NG Alleged

THOUSANDS of pounds have been paid to Japanese collaborators in New Britain by the Australian Government, the official paper of the Australian Legion of Ex-Servicemen claims.

The paper says that a former Japanese provost officer was given a new home and paid extensive war damage, while compensation was paid to another man who received privileges from the Japanese for information on loyal natives.

It calls for a Royal Commission into the administration of Papua and New Guinea, and rounding up and punishing of all war criminals.

Five names of people claimed to have collaborated with the Japanese have been

submitted to the District Office, Port Moresby, and action will be taken against them in accordance with Government policy.

As a contrast, an Australian ex-Ser-



Mr. Ward after wading ashore in New Guinea in 1944—See reference in Column 1 of this page.

viceman was deported from New Britain, because he had not obtained the necessary permit from the Department of External Affairs. The deportation followed a dictation test as a prohibited immigrant.

NO LABOUR RESERVE IN NEW GUINEA

AFTER 30 years in the New Guinea Territory, Mr. C. I. H. Campbell, well-known Bougainville planter, is planning retirement to Australia, and is advertising for a competent manager. His son-in-law, Mr. Peter Forster, was killed in a tragic accident a few months ago.

After an extremely strenuous two years, Mr. Campbell has got Raia plantation back to normal; "but," he says, "I agree with Mr. Ward that further alienation of land for planting in this Territory is undesirable until adequate labour is available for existing conditions. I do not think there will be sufficient satisfactory labour, under the present native policy, for rehabilitation and carrying on pre-war ventures and the Government schemes of developing native agriculture. So whence will come the labour for new settlement—except, perhaps, the highlands of New Guinea? And that large population generally cannot be drawn upon for coastal plantation work, for health reasons."

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RABAU HAS 70 MPH GALE

THE fiercest wind-storm in memory swept Rabaul (New Guinea) and surrounding districts shortly before dark on November 8. The gale at times reached 70 miles per hour.

Clouds of dust were whirled into the air and trees were uprooted. At least five houses were damaged by falling trees—one of the houses being that which is occupied by the Supreme Court Judge on his visits to the town. It was unoccupied at the time of the gale.

Several small ships broke their moorings and were driven ashore and considerable damage was done in Chinatown, where shanty-type dwellings lost their roofs.

Native gardens were damaged and hundreds of banana palms and coconuts uprooted.

The gale was followed by rain.

Rabaul is out of the hurricane belt and fierce winds are unusual.

NEW GUINEA WOMEN'S CLUB OF SYDNEY

THE following donations have been made towards the expenses of the children's Christmas party which will be held by the New Guinea Women's Club of Sydney on December 20:

	£	s.	d.
Lady McNicoll	1	1	0
Mrs. Lacey	18	0	
Mr. H. Downing	10	0	
Miss I. Davies	10	0	
Mrs. Bellhouse	1	1	0
Mrs. Hopkins	10	0	
Mrs. Harvey	10	6	
Mrs. Pennefather	1	1	0
Mr. J. Allan	3	0	0
Mr. A. J. Gaskin	3	3	0
Mrs. E. Wauchope	5	0	0
"Pacific Islands Monthly"	2	2	0
W. R. Carpenter & Co., Ltd.	3	3	0
J. Sedgers	2	2	0
C. Beckett	1	1	0
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As well as the Children's Party which will be held in the Feminist Club rooms on the afternoon of the 20th (commencing about 2.30) an adult party will be held in the evening of December 23, commencing at 6.30.

All past and present Territorians are invited to attend.

During November members of the Club had a launch excursion to Fort Denison, historic landmark in Sydney Harbour. They were conducted over the old fort, where refreshments were later served.

SPECIAL POLICE LEAVE RAROTONGA

Eight Months' Duty, No Incidents

AFTER eight months special duty in the Cook Islands the six remaining members of the New Zealand Police Force are being withdrawn. Three of them reached Auckland in the "Maui Pomare" in early November and the other three are expected back on the next trip of the ship.

Fourteen New Zealand policemen were sent to Rarotonga in March when a CIPA picket-line threatened to prevent the unloading of ships carrying essential supplies. The arrival of the police caused a sensation and except for an abortive attempt by women members of the CIPA all picketing was dropped.

Eight of the police returned to New Zealand within a few weeks. Six have remained. They have taken no part in the ordinary police work of the island but it was felt that it would be unwise to lose the advantage of their presence by early withdrawal.

New Puisne Judge Appointment For Fiji

MR. W. DESMOND CAREW has been appointed Puisne Judge, Fiji, in succession to Mr. Justice Thomson.

Mr. Carew is expected to arrive in the Colony towards the end of this year. He is already known to many people in Fiji—he is the son of a former Medical Officer in the Colony and in 1921 after medical studies at Trinity College, Dublin, and after taking part in the 1914-18 war,

he was appointed to Fiji as an administrative cadet.

From 1923 to 1931 he served as District Officer in the old Province of Colo East, and at Rotuma. He was called to the Bar at Gray's Inn, London, in November, 1930. From 1931 until his secondment to the New Hebrides as British Judge in 1935, he served as Acting Police Chief Magistrate, Suva, and Police Magistrate, North West Viti Levu.

Mr. Carew was transferred to Malaya in 1940. During the war he was captured by the Japanese and was interned for over 3½ years.



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Poor foolish wife—to trust just a bath, instead of capping it off with dependable *Mum*.

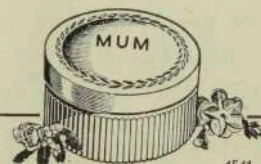
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Territories Talk-Talk

By "Tolala"

LAST month I mentioned NG's potentialities as a tea-growing country, dependent upon labour and transport. I met an old Indian tea-planter the other day and he smiled cynically at the suggestion. He gave me some tea-picking figures, based on his own experiences in India—pre-war, of course. Pickers, usually females—who, he said, are the best workers—pick 20 lbs. of green tea a day, which is equivalent to 5 lbs. of the finished article; and for this each picker received 5d. (five-pence) a day. Out of this sum they clothed and fed themselves. This was only the picking expense. Highest wholesale price realised for this commodity was 1/4 a lb.

Can you see that wage being paid in NG? I can't.

Incidentally, the adviser to the International Tea Market Expansion Board (Sir Percival Griffiths) is reported as saying that before long the world would have more tea than it wanted; and, to cope with this situation, the Board would have to intensify the campaign for expanding the market.

EXECUTIVES of an old Rabaul Institution—the Agnes Wisdom Library—got into a huddle recently at the NG Women's Club in Sydney to decide the library's future activities. It seems that all libraries in the Territories are now "nationalised," and the suggestion that an Agnes Library Wing should be established to perpetuate a name held dear to old Territorians was not welcomed by officialdom, unless it were open for the use of literate natives. AW Library executives did not appreciate this string being attached to acceptance of their offer. Hence, a bottle-neck. It appears to me that natives' amenities are well catered for by the Administration without insisting on private European institutions sharing in this work.

WATTIE HEYDON was a well-known plantation manager in TNG before the War. He was on Varzin, in the Kokopo district, for some time, and immediately before the kite went up he was on Tanga Island, for WRC. Wattie was numbered, with many others, among those who disappeared after the invasion in '42. His brother, H. Heydon—who is, incidentally, secretary of the NSW Cricket Association—would like to contact anyone who knew Wattie during the last few months prior to the invasion.

LITTLE wonder that South Africa is refusing to allow its old mandated territories to come under the new Trusteeship Committee of UNO. The Transvaal Nationalist Congress recently included the following subjects on its agenda:

- Old-age pensions for natives should be discontinued.
- Too much public money was being spent on education of natives.
- Native telegraph messengers should not be allowed to deliver telegrams to the homes of Europeans.

The colour-bar appears to be rising in that neck of the woods—and about the only place in the British Commonwealth where that is happening.

AS a contrast to this attitude, radio listeners recently heard the aborigine tenor, Harold Blair, deliver a plea for his race in a pleasing, well-educated voice. His singing shows what can be accomplished with proper training. But anyone who has heard native choirs singing in the Territories realises the perfect harmony they attain—it seems a natural gift to them.

Old Rabaulites will remember the Matupi village choir, under the baton of one Tami, which gave some fine renderings at a native arts and crafts concert, sponsored by the old Administrator, the late Tom Griffiths, back in '34. The "Hallelujah Chorus," and a selection from "The Messiah" were included in their programme. They trained from gramophone records. They would go over in a big way if they toured Australia.

SOLOMON ISLAND "cargo cults" are making the headlines in the "New York Times." Writes its correspondent from Guadalcanal: "Natives be-

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lieve that a convoy of ships is on its way to the islands, laden with the fruits of the modern world, to enable them to fill their leaf huts with refrigerators and other comforts, including motor cars."

Next thing we'll hear of will be that some eccentric millionaire will load a ship with such a cargo, and wander through the islands distributing largesse. And then the fat will be in the fire, from Malaita to Aitape and back again.

A CANBERRA message at the beginning of last month mentioned that Federal Cabinet had authorised the Shipping Board to build two 3,000-tons

diesel cargo vessels for the Territories. The design will be the "D Class" adapted to the special requirements of P-NG.

"D," according to most Territorians, stands for Delay, where P-NG government transport is concerned.

THE co-operative society scheme amongst natives in NG has been receiving some publicity of late, as thought it were some brand-new blueprint from a Canberra office. The co-operative spirit, carried out in a practical form, has long been the basis of most native trading and marketing in both Territories, so the principles will be noth-

ing new to black brother. With Government red-tape, however, it may become a trifle confusing to the simple producer of copra.

There was, for a while, a flourishing co-operative store in Rabaul, run for the Military during the First World War; and, later, a New Guinea Producers' Co-operative Society was registered by some local planters, but never got working properly before the Second War threw a spanner in the works.

THERE is a lengthy survey of Rabaul, its past glory and dismal future in the Sydney "Bulletin" (24/11/48), by a NG writer. Possible future eruptions inspire the writer's cynicism, but he puts forward quite a good case. He forgets to mention, however, the lack of present precautions in the form of systematic vulcanological observations, which the Administration should adopt for the safety of the natives, even if not for the mental comfort of the non-native population. Dr. Fisher—forward, please!

BITS and Pieces: **Gone to their rest:** George Wilkinson, of Menangle Park, who was in the Kavieng district some years ago in the District Services Dept. In the First War he served with the 33rd Bn., AIF, wounded at Messines in 1917. . . . Wilfred Clarence Sparks, of Bankstown, on November 9, formerly of Port Moresby. . . . Ernest John ("Tom") Ifould, of Church Point and formerly of Boram plantation, at Wewak. Tom was a well-known NG identity from the days in 1922, when he was a schooner skipper for the Exproboard. Later, his home at Boram was a popular rendezvous for the Wewak miners. . . . Ernst Paatzsch, after repeated reports of his death during the past few years, was called away on November 17. He died in the Manly District Hospital. Arrived in NG back in 1911 as book-keeper for the Hensheim Company. In later years, he was associated with the late G. Furter, in Rabaul. . . . May they all rest peacefully!

"Kassa" Townsend, previously a TNG DO, now attached to UNO in New York, was in Sydney recently. Another Townsend—Wing Commander W. E. of Moree, and CO of the RAAF at PM at one time—has been posted for duty with the Defence Department, Washington, USA. He commanded No. 22 Squadron in NG during the War. . . . Norfolk Island PO opened a new issue in June, 1947. Up to June this year sale of postage stamps there netted £17,357. When does Papua-NG get its own individual stamp issue? . . . R. Hall-Best, a recent victim of Terrorist shootings in Malaya, was a well-known goldfields identity. . . . Photographer Gibson (he used to be Government Printer in PM) was about Sydney this month. . . . Other NG and Papuan identities seen around Sydney-town were Jack Allen, from Gilalun plantation, in the Kokopo district; Vic Pennefather, from Tokua, in the same area, who has ideas of staying down indefinitely. Cyril Doyle is looking after the Tokua coconuts. . . . Father McEnroe, from PM, on his way over to WA. . . . Bob Bunting, from Samarai, looking the picture of health. . . . Reg. Clancy, from Kimadan plantation, in New Ireland, snatching a spot of leave.

After many months of delay, Fijian and Polynesian Methodist missionaries and their families—31 of them altogether—have been able to return to their homes. They have given years of service in Papua. For some time these people were held up in Madang, NG; then in Queensland; but the last group of seven was scheduled to leave for Suva on December 1.

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US Closes Papeete Consulate

From Our Own Correspondent

PAPEETE, Oct. 6
FOR reasons of economy the American Consulate in Papeete, Tahiti, has been closed down and the property will be sold.

This came as a shock to the Consul, Mr. Winifred H. Scott, the Vice-Consul, Mr. T. A. Herrick, and to residents of Tahiti.

An American consulate was established in Tahiti 116 years ago when, in 1832, Queen Pomare gave a grant of land for a building. A building was subsequently erected at the expense of the American Consul of the day and each subsequent Consul purchased the property from his predecessor until the time of Consul Salmon who did not sell. There is a record, in 1868, of a suit begun by Mrs. Salmon for the recovery of rent from a Consul Perkins. Perkins finally bought the building for 300 dollars but the US Government did not reimburse him and the title to the building was retained by him. This building was, however, later destroyed by a cyclone and in 1906 the US Government appropriated sufficient money to erect the present building.

Mr. Scott left Papeete by the "Waitemata" in October. Mr. Herrick will remain in Papeete to supervise the sale of the building, furniture, etc.

This sudden decision of the US Government has come as a disappointment to local residents with whom the officers of the consulate were popular.

DEATH OF MR. A. PAATSCH

THE death occurred in Manly Hospital, Sydney on November 17, of Mr. A. Paatsch, who was well known as a merchant in Rabaul, New Guinea, before the Jap invasion. Mr. Paatsch had retained his German nationality; and, when World War II became serious, he was one of those removed from New Guinea to a prison camp in Australia, where he remained until after the end of World War II. He wished to return to New Guinea; but Australia would not allow it, so he lived very modestly in Sydney during 1946-48. Mr. Paatsch went from Germany to German New Guinea about 1911; and was interned between 1914 and 1918. He was one of those unfortunate Germans who, although not interested in Germany's foreign policy, had their lives moulded by it, because they would not give up German nationality. Mr. Paatsch spent more than ten years of his life in internment.

TROPHY WINNERS



The Suva Yacht Club held its Presentation Dance on November 6. The photograph shows some smiling cup-winning members. On the right is Mr. Bentley, skipper of the "Levuka," the Club's fastest yacht.

Mr. E. O. Anderson, superintending architect of the Mormon Church was due in Tonga in November from Salt Lake City, USA. It is planned to build a mission school in Nukualofa that will accommodate 150 boys and a similar number of girls. Much of the material has already been shipped from the United

States and it is expected that local labour will be used for most of the work.

Air France contemplates the establishment of an air service from France to New Caledonia, via Indo-China.

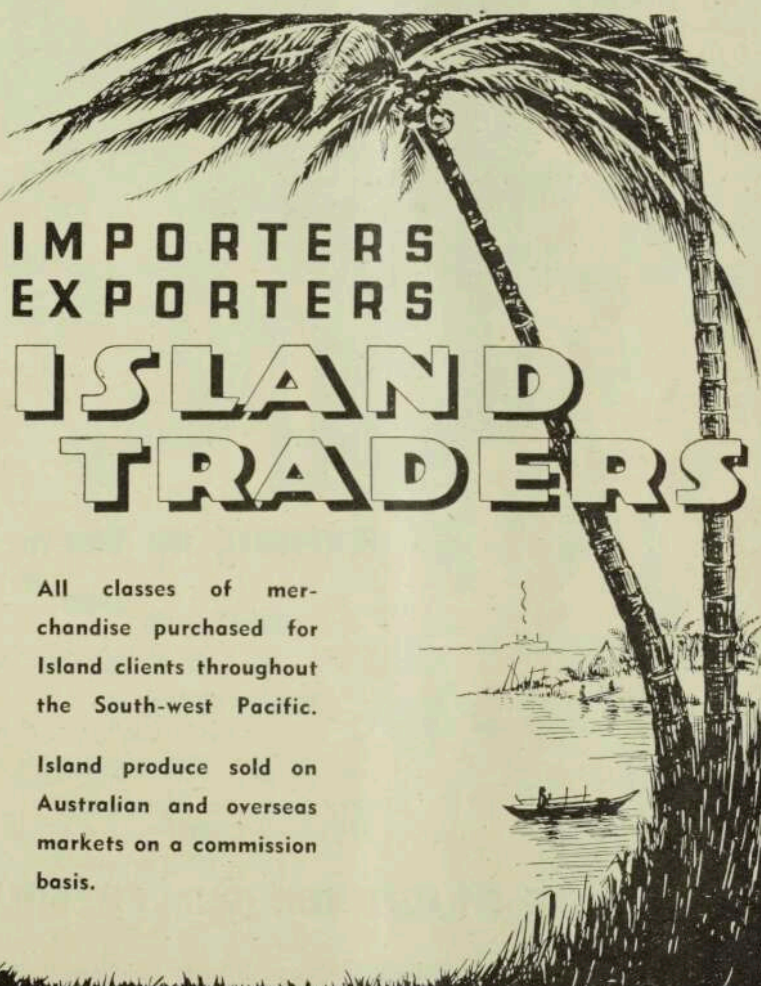
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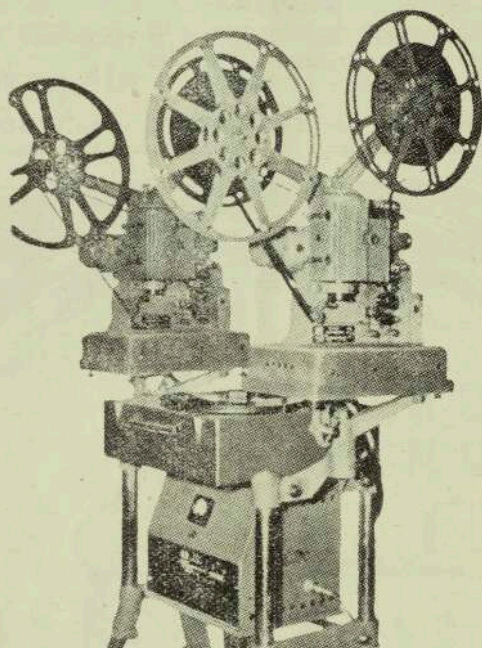
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FIJI MUST FACE WORLD FACTS, SAYS GOVERNOR

Conditions Reviewed In Budget Session Speech

From Our Own Correspondent

SUVA, Nov. 14. **EMPHASISING** that the world outlook was sombre and disquieting, the Governor of Fiji (Sir Brian Freeston) pleaded for a more realistic attitude by the Colony's "isolationists" in his speech at the opening of the Budget session of the Legislative Council on November 12.

"I seem to detect in the thought and attitude of many people in Fiji a certain reluctance to face squarely up to the stark facts of the world situation, and perhaps a readiness to imagine that, even if the rest of the world collapses in ruins, Fiji will somehow manage to survive as an oasis of comfort and contentment in a desert of misery," he said.

Sir Brian listed Fiji's immediate duties as follows: (1) To contribute its quota towards effective defence against external aggression. (2) To give every possible ounce of support to Great Britain in its heroic struggle against economic submergence and political eclipse. (3) To convert these islands into an "arsenal of production," exploiting natural resources to the full with the object not only of early economic self-sufficiency, but also of contributing to the stocks of foodstuffs and raw materials needed by the world.

Dealing with the working of the Government of Fiji, Sir Brian said: "In the light of previous experience, and from what I have seen in Fiji during the ten months of my sojourn here, I have no hesitation in recording the view that the Government service of Fiji as a whole compares very favourably with that of any other territory with which I am acquainted. . . It is high time that the intelligent public of this Colony recognised that in respect of its administrative and professional officers, Fiji at present enjoys first-class services in return for second-class salaries."

WITH reference to the tentative defence estimate of £150,000, Sir Brian said that this was made up of £50,000 towards the liquidation of existing indebtedness to New Zealand for the costs of the Second World War, and of £100,000 towards the cost of the new defensive measures which are shortly to be put in hand.

This £100,000 worked out at about 7/6 a head compared with Britain's £14 (sterling) a head.

"The broad result of the defence proposals is that increased expenditure of £125,000 will have to be balanced by additional revenue," the Governor added.

Referring to the long-standing problem of Fiji's airfields, Sir Brian said that this would come before the meeting of the South Pacific Air Transport Council at Wellington this month. Fiji's interests would be fully emphasised and safeguarded, but whatever the decision, it would be impossible to escape the burden of very heavy expenditure, amounting probably to a capital sum of six figures.

South Pacific Commission

TURNING to the recent session of the South Pacific Commission at Sydney, the Governor said that despite the best efforts of himself and of the second United Kingdom Commissioner (Mr. H. H. Vaskess) they were unable to persuade the Commission to establish its permanent headquarters at Suva.

He congratulated two officers of the Government of Fiji (Mr. Howard Hayden and Mr. B. E. V. Parham) on being appointed to the commission's Research

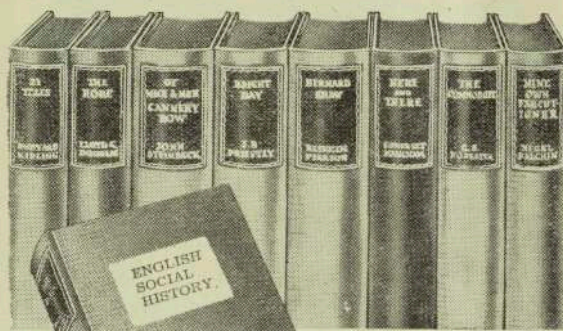
Council and expressed gratification at the appointment of the Resident Commissioner, Gilbert and Ellice Islands Colony (Mr. Harry Maude) as Deputy Secretary-General.

"I have no hesitation in assuring this Council that Fiji has nothing whatever to fear from the activities of the Com-

mission," his Excellency added. "Fiji has perhaps something to learn from the other Pacific territories, and undoubtedly Fiji has much to teach them."

Dr. R. J. Snodgrass, Deputy Director of Medical Services, Fiji, has retired on medical grounds. He became a Government Medical Officer in Fiji in 1927, and during 19 years' service he was stationed at Taveuni, Makogai, Nadroga, Rewa, Ra, Lautoka and Ba, and was for some time in charge of the Colonial War Memorial Hospital in Suva. He became DDMS in 1947.

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Sept.: "Lark Rise."—F. Thompson, 17/6.
Oct.: "Royal Flush."—M. Irwin, 11/9.
Nov.: "Here and There."—Maugham, 9/6.
Dec.: "Eng. Social History."—Trevelyan, 32/-.

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JAPS WANT LIVING SPACE Mass Migration to South Pacific Urged

IT is unlikely that the idea of mass migration of 20,000,000 Japs to the South Seas, recently put forth by an English language magazine in Tokio, will be greeted enthusiastically by either the Dutch (in whose territory they hope to settle) or by the Australians who also have a stake in that part of the world.

It is proposed (by the magazine) that most of the Japs will go to Dutch New Guinea where, they say, there is abundant water and snow-capped mountains and (probably) fertile plateaux.

They have quaint ideas about some aspects of the country, however—one being the "prevalence of dangerous epidemics;" but they feel that they might manage to overcome these by spraying DDT powder from the air to "lessen the ferocity of these pestilences."

The migrants, it is proposed, would lose their Japanese nationality and acquire that of the country in which they were living. But they would establish themselves in small groups and live as if in their own villages in Japan.

The magazine urges the Japanese Government to consider the project immediately—before any peace treaty is signed, as that, it is thought, would automatically delay proceedings.

Nothing is said about obtaining the consent of the Governments of the countries to which it is proposed the migrants will go. It is unlikely that Holland would look with favour on millions of Jap migrants flooding into Dutch New Guinea. And, even if they did, the howls of protest that would rise from every section of the Australian

population would be sufficient to block it effectively.

There is, in fact, nowhere in the South Seas where Jap settlers would be welcomed. Yet where are Japan's surplus millions to go?

The population of Japan now is increasing at a greater rate than ever before in her history. Over 1,000,000 Jap babies are coming into the world each year, and there is no room for them in Japan. In an endeavour to put some sort of brake on this extraordinary fecundity the Japanese Government recently went to the previously unheard of length of putting a tax on babies. Whether or not this will

induce Japanese parents to practice birth-control remains to be seen.

It is a well-known fact too, that the ordinary Japanese is reluctant to migrate. Before the Pacific war, when several avenues were open to him, the Japanese Government had great difficulty in finding sufficient pioneers to populate their various colonies. The war, of course, may have changed all that.

Japan's overpopulation will have to be solved sooner or later. A solution, however, does not readily present itself—unless it is the introduction, into Japan, of one of those "pestilences" from Darkest New Guinea.

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DEATH OF MR. S. J. SMITH

Former Administrator of Cooks

THE death occurred in Wanganui, NZ, on November 3 of Mr. Stephen John Smith, who was, between 1936 and 1938, Administrator of the Cook Islands.

Mr. Smith entered the New Zealand public service at an early age, was a member of the occupation forces in Western Samoa during World War I, and subsequently became secretary to the Military

Governor. Before his Cook Islands appointment he was head of the Cook Islands Department in Wellington. He is survived by his widow, a daughter and a son.

The Compagnie Maritime des Mers du Sud is taking over from the Louis Houssard interests the New Caledonian subsidised coastal service known as the Tour des Cotes. This service is the chief link between the capital and most of the river-mouth ports.

WOMAN FROM NOUMEA CALLED A COMMUNIST

Some Activities In Australia

THE following questions were asked of the Prime Minister in the Australian Parliament on October 28, by Mr. J. T. Lang.

"Can the Prime Minister inform the House—1. Whether entry permits were issued to a Tunica Y. Casas, a naturalised Frenchman and his wife from Noumea? 2. Whether Madame Casas was secretary of the New Caledonian Communist party and her husband was also a member of the party, who had left France hurriedly after serving with the Communists in Spain? 3. Whether the Casas left Noumea after threats had been made against them because of their activities in inciting the Asiatic population? 4. Whether the Casas entered Australia on tourists' visas for three months, but have since become permanent residents, establishing a business in Sydney? 5. Will the Prime Minister have inquiries made to see whether the Casas are in contact with the Viet-Nam of Indo-China and the Indonesian Communist party? 6. Is it the policy of the Government to permit foreigners who are known to be Communists to settle in this country?"



Madame Casas.

The Prime Minister said he had never heard of the people referred to—but he would have inquiries made.

The "PIM" can add some further information, if the Australian Prime Minister is interested in tracking down Communists from the Pacific—which he patently is not.

Madame Tunica, in New Caledonia, followed the usual Communist technique of taking an active interest in humanitarian projects, so as to get the goodwill of the common people. She formulated a scheme for an open-to-all baby creche for Noumea; and when the Government, because of her Red associations, showed no eagerness to support the plan, she was able to stir up the poorer classes against the Government. (See "PIM" of September, 1945.)

Since Madame came to Sydney, she has been active in organising certain supplies, or service, for her friends in Noumea.

If Mr. Chifley is interested, and will inquire concerning the ownership and management of a restaurant called the "Coq d'Or," very close to the Sydney Post Office, he will probably get all the information he wants about Mons. and Madame Tunica Y Casas.

DEATH OF MR. EDMOND CANE

THE last Governor of the New Caledonia Convict Prison, M. Edmond Cane, died on October 30, on Owen Island, Noumea, at the age of 72. He was very well known and highly respected in New Caledonia, where he had filled such positions as president of the General Council, president of the Chamber of Commerce, and director of Messrs. Guerault and Lemarinier. He was a Chevalier of the Legion of Honour. He was one of the first to lead the rally of New Caledonia to General de Gaulle and Free France in the dark days of 1940.

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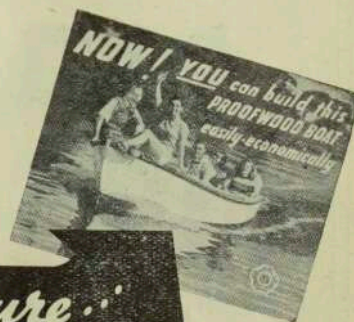
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PACIFIC ISLANDS MONTHLY—DECEMBER, 1948

Captain Savoie, of Noumea, has bought a 50-tons vessel, in Sydney, for the New Hebridean trade.

The deficit of TRAPAS, the French Pacific air service, during the present year will be covered by a state subsidy of up to twelve million Metropolitan francs.

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THE New Guinea Administration has announced, by circular, that it is prepared to supply live-stock to land-owners desirous of stocking their properties, at the following rates per head:

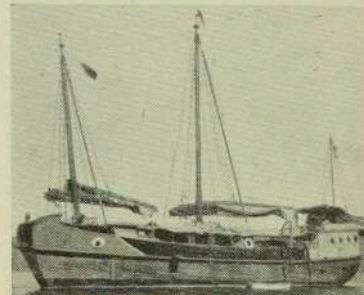
	About
Purebred sheep	£14
Goats	£25
Heifers, in calf	£60
Good bulls	£100
Rams	£23
Draft mares	£68
Hacks	£79

The charges seem very high; but it is pointed out that the cost of freight, alone, to Rabaul, is as follows: Bulls, £22; cows, £16; stallions, £22; horses, £18; dogs and pigs, 27/6; sheep and goats, 22/-. Pigs and poultry, crated, are £5 per ton.

OWNERSHIP OF 'CHENG HO' Involved Legal Actions In Honolulu

THE luxury junk "Cheng Ho," originally used in the South Pacific by the Archbold scientific expeditions, and apparently owned by the Cheng Ho Trading and Exploring Company, of Honolulu, has been involved in litigation for many months, and now lies, immobilised, beside a Honolulu pier, plastered over with writs and similar processes.

The junk was purchased from Mrs. Anne Archbold a couple of years ago by



The "Cheng Ho"

Mr. Otto Degener, a well-known Hawaiian scientist. With Captain Eric Debisschop (formerly consul for Vichy France in Hawaii) and several others, Mr. Degener formed the company in July, 1947, for trading in the South Seas. Mr. Degener retained the right to use the vessel for one round trip in the South Seas, each year, and the further right to purchase her in 1952 for 15,000 dollars.

The junk, under command of Captain Debisschop, sailed to Tahiti in 1947. There, she was registered in the name of Debisschop. She returned to Honolulu in July, 1948; and, since then, she has been the subject of various legal actions—including claims by members of the crew for wages, and a demand by the minority shareholders for an accounting by the three majority shareholders (Debisschop, William Scholtz and Harry Brooks). On November 18, a Honolulu Court ordered the Cheng Ho to remain in Honolulu until he is satisfied that the registry has been changed to the name of the company. Debisschop said that the registry of the ship in his name was the result of a clerical error in the office of the Governor of Tahiti.

Hearing of other actions is booked for December 8, in Honolulu.

NEW SHIPPING SERVICE BETWEEN NZ AND NORFOLK ISLAND—NEW CALEDONIA

THE vessel "Melva," which was recently bought from the New Zealand Government by the Union Manufacturing Company of Wellington, was scheduled to make her first voyage to Norfolk Island and New Caledonia at the end of November.

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INDIANS CLAIM FIJIANS AS THEIR 'BROTHERS'

Many Writers Seek Solution of Difficult Problem

From Our Own Correspondent

SUVA, Nov. 18.

THE widely-publicised editorial in the October "PIM" ("No Little India Will Be Tolerated in the South Pacific") has stirred up the commotion which is usually stirred up when someone steps on Indian political toes, asks pertinent ques-

tions, and says, frankly, what many people are thinking. It has also brought the usual hornet's nest of correspondents about the "Fiji Times," which had reprinted the article.

One or two points in the correspondence are interesting. A European writer

("O. Sagos"), for instance, seriously discusses the implications of the removal of the Indian population from Fiji, if such a course is feasible; and he suggests that it could very well be made feasible.

"In our hearts we know that any alternative could be only a makeshift, merely staving off the inevitable swamping," he writes. "... We cannot change the Indian psychology; nothing will ever alter that."

There would be dislocation, but it need not be crippling to the economy of Fiji, the writer continues. "For instance, the sugar industry at present is based on the principle of small holdings (for the most part) Indian tenants who farm with single-furrow ploughs and horses or bullocks. But, with modern methods of cultivation, areas of 200 to 500 acres could be economically farmed.

"For those operations where hand-labour is still needed the Fijian people would have to play a part, and this brings up the crux of the matter. It would be for the Fijians to decide whether they were prepared to work for their heritage, or whether they would rather see it taken by others, as has already happened to a very considerable extent.

"In my opinion, the Fijians are perfectly capable of setting up an efficient labour organisation under Government supervision, just as they proved themselves to be superb soldiers, willingly submitting to Army discipline."

Like many others, the writer agrees that things cannot be allowed to continue to drift. Since the 1946 census, he says two very common questions have been: "What will be the position in 50 years?" "Where will it end?"

"The usual reply is a shrug of the shoulders and 'God knows'—at which juncture we hastily reassess that the paramountcy of Fijian interests will be preserved, come what may."

INDIAN RETORT

ON the other side, an Indian (J. M. Christopher) writes: "Fiji is already the Little India of the Pacific, whether the 'Pacific Islands Monthly' likes it or not."

Replying to arguments raised in the editorial, Mr. Christopher makes these points:

- Are permanent English residents in Australia regarded as traitors to their adopted country if they welcome a new United Kingdom Commissioner in Australia?

- Before Australian publications criticise the court figures in Fiji they might do something about cleaning up the Sydney underworld.

- In Fiji, the big monopolies are in European (including Australian) hands, while many Indian and Fijian workers are hard put to it to meet the high cost of living. It is, therefore, inevitable that the European community should pay more in taxation than the Indians.

- During the war, the Indians in Fiji did not enlist because they were not and still are not offered equal status with Europeans in all walks of life, whether military or civilian.

- In some districts Indian children have no alternative to Christian mission schools. What about Roman Catholic children attending Protestant schools, and vice versa? Are such children compelled to change their religion?

- There are a number of Indian nurses in some hospitals, but the reason why they are so few is that Indians are not given the same opportunities as Europeans.

- It was neither the Fijians nor the Europeans who turned Fiji from bush-land into a land of milk and honey; but for the Indians, Fiji to-day would be like New Guinea. Therefore, it was logical for New Delhi to send a commissioner as



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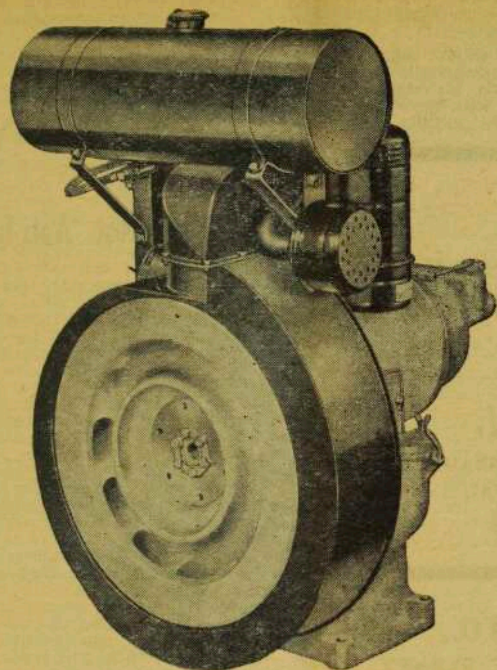
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soon as India had "broken away from the shackles of Imperialism," and the Indians have every right to cry ever more loudly for a large share in the administration of the Colony."

• As for the Fijians, the European "trustees" do not appear to do much for them beyond making promises on paper. The Indians have a great respect for the Fijian race, and have no expansionist designs against anyone.

"OUR BROTHERS AND OUR COUNTRY"

SOMEONE signing himself "Fiji-Born Indian" makes these statements in "Oceania Daily News":—

"We have, to a large extent, adapted ourselves politically, educationally and socially to the conditions prevalent in the Colony. We associate with the Fijians friendly, more freely, and wilfully than

Mr. Robson thinks we do. I am afraid he is not well informed.

"The entire population has reached a stage where we can see beyond, and the time is not far when our joint efforts will secure us things that Mr. Robson and his like would rather withhold from us.

We regard the indigenous population as our brothers and their country as our country, and we will ask Mr. Robson to let us alone, inasmuch as our policy to-day is 'Let the dogs bark.'"

Editorial Note

The 'PIM' Is Not 'Anti-Indian'

A GREAT deal of material has come in by mail, dealing with this Indian situation in Fiji, and our October article. Much of it is anti-Indian; much expresses, rather furiously, the Indian point of view. We have not space for all of it.

We dealt with the situation, frankly, and we believe truthfully, in October. We do not propose to recapitulate. We have printed the foregoing article just as we received it from Suva, because therein an attempt is made to present the Indian viewpoint; and, under the conditions of our Western civilisation, the Indian is entitled to express his opinion in this free newspaper.

The arguments of the Indians can be effectively answered; but that may be left for another occasion.

WE should like to say, however, that the attitude of the "Pacific Islands Monthly" is not anti-Indian. Only an ignoramus or a fool would merit such a description.

The history and culture of India—or, should we say, of the best of the races on the Indian sub-continent—give the Indians a place in human affairs which is just as high and as honourable as that of any European race. A cultured Indian quite properly ranks equally with a cultured European—or a cultured Fijian. Any distinction or discrimination as between such individuals is merely silly.

But the "PIM" is definitely anti-Fiji Indian, insofar as the Fiji Indian wants to control the Fijian race, with a view to imposing the ideas and culture of India upon it.

Because of circumstances which Europeans could not control, and conditions which we may not discuss here, the Fijian race was obliged to abandon the culture and living standards of ancient Oceania, and adapt itself to something different. For half a century, or more that adaptation was a sort of hit-and-miss affair, of little benefit to the Fijians or anyone else; but, for the last fifty years, it has been under the intelligent direction and control of Europeans, and the Fijians have been launched upon a sociological and cultural change which is calculated to take care of their national future, and from which they already have benefited much.

Already, in the councils of the Colony, there have appeared native Fijians who rank in ability, statesmanship and ideals with the Europeans, and who have gained, on their own merits, the goodwill and respect of the Europeans. If the policy inaugurated and the processes launched fifty years ago are not interfered with, there is nothing to prevent the Fijian people, in due course, taking administrative control of Fiji.

BUT there now enters into the picture the people of India, demanding—with an impertinence that is very hard to bear—co-trusteeship with the

(Continued on Page 70)

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FIJI'S SURPLUSES WILL BE USED FOR SOCIAL SERVICES

Financial Secretary's Review of Budget Promises Little Tax Relief

From Our Own Correspondent

WISHFUL thinkers in Fiji, who constantly demand bigger and better social services and simultaneously demand cuts in taxation have been sharply rapped on the knuckles by the Financial Secretary (Mr. R. M. Taylor) in his Budget speech in the Legislative Council.

Mr. Taylor said they had "Rolls-Royce ideas on a Ford purse."

At the end of 1948, the Colony's total surplus balances were expected to be £1,964,820, but it was a mistake to think that those balances would be available for taxation cuts, said Mr. Taylor. Every penny would be needed to finance development.

HE mentioned the schemes before the Development Revision Committee as follows:

Agricultural Station (Southern), £96,850.
Feeder roads, an unknown sum, but substantial and very necessary.
Industrial housing and slum clearance, £250,000.

Queen Victoria School, £82,000.
Ratu Kadavulevu School, £25,000.
Suva wharf improvements, £150,000.
Lautoka wharf improvements, £120,000.
Suva slipway, £100,000.
Share of hydro-electric scheme, £400,000.
These, he added, are only a few of the schemes. As plans crystallise the surplus balance will be gradually whittled down to

about £700,000.

"Total expenditure for 1949 is just over £2,900,000," Mr. Taylor continued.

EXPENDITURE LIST

THE full list of expenditure can be simplified as follows:

Administration: Governor, Accountant-General, Audit, Customs, District Administration, Labour, Lands, Miscellaneous, Printing and Stationery, Public Relations, Secretariat, Stores, Works Establishment; Portions of Public Works Recurrent and Public Works Extraordinary not otherwise allocated, 1948, £668,335; 1949, £703,237.

Law and order: 1948, £166,992; 1949, £175,964.

Social Services: 1948, (a) Education, £368,277; (b) Medical, £428,840, £797,117; 1949 (a) Education, £356,337; (b) Medical, £421,024, £777,361.

Public Debt: 1948, £88,725; 1949, £88,465.
Pensions: 1948, £91,200; 1949, £127,200.

Economic Services: 1948, (a) Agriculture, £156,619; (b) Forestry, £14,755; (c) Communications, £577,688; (d) Power and Water, £182,510—£931,592; 1949 (a) Agriculture, £123,464; (b) Forestry, £23,200; (c) Communications, £425,670; (d) Power and Water, £184,017—£756,351.
Defence: 1948, £75,121; 1949, £168,466. (This includes rehabilitation).
Subsidies: 1948, £141,500; 1949, £41,500.

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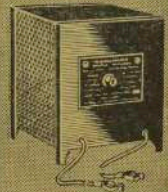
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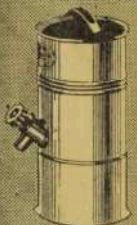
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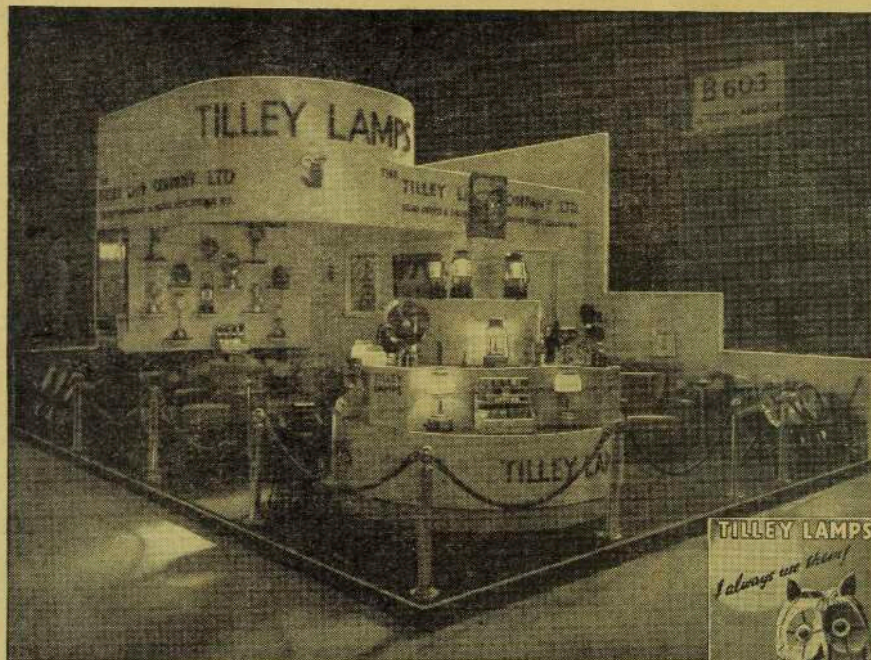
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SHIPS FOR SOLOMONS

Plea For The Direct Connection With Sydney

Letter to the Editor

THE best development in the Solomons this year has been the re-establishment of the Sydney-Solomons shipping connection by BP, in conjunction with other major interests. Admittedly, at present the service is not as firmly established as we would like; but the three runs of the "Mullama" in as many months has demonstrated the quality of the service the Big Firm can provide—so much so, that it is unthinkable that the Government can allow it to lapse for lack of inducement.

In my time, I've thrown more bricks than bouquets at BP. But I have never denied its ability and efficiency in running shipping. And its recent performance shows that the old hand has not lost its skill. So it is with pleasure and respect that I pay this tribute.

After a couple of years' experience with the "bent elbow" route—Sydney-Suva-Solomons—with its attendant ferocious double freights, double Customs duties often, delays and transhipment charges, we were mightily relieved when Government ceased trying to make water flow uphill, severed the "Kurimara" connection with Fiji, and decided to allow Solomons trade to revert to its natural channel—the direct Sydney-Solomons run.

Then, just to show how it is done, BP whipped in the "Mullama" in three quick trips; and orders which had been waiting in Sydney for an age came along pronto; overtook most of our shortages;

and left us grateful and gasping at the celerity of it all.

The heart-breaking delays and endless months of waiting on the arrival of goods via Fiji are a bad dream which we are glad to forget. And we hope the Government will never try anything like that again. Forget Fiji! It is not in our orbit, and never was; and all the political wire-pulling in the world will not alter the long-established fact that Sydney is the natural source and hub of the Islands trade.

Fiji had a marvellous run and a wonderful opportunity; but simply did not have what it takes to deliver the goods. It has been weighed in the balance and found wanting.

I am, etc.,

LESLIE F. GILL.

BSI, 25/10/48.

What Islands Communities Must Endure

IT is intended that the "Mullama," after she has completed her present runs to the Gilbert Islands, shall return to the Sydney-Solomons run. The "Morinda" also will continue to extend her run from New Hebrides to Solomons every three months. Enough copra for shipment from Solomons to Australia has been promised to justify this improved shipping service.

We asked Messrs. Burns Philp and Co. this month whether we might have details of the Sydney-New Guinea and Sydney-New Hebrides-Solomons shipping timetables for publication in advance; but we were informed that that is not practicable. None is more eager than the shipowner to run these Islands vessels on regular timetables; but, under the condi-

tions which now exist in the Islands ports (insufficient berthing and cargo-working facilities) and the Australian ports (chaotic labour control delaying the discharge and loading and turn-around of ships) it is impossible to adhere to any schedule.

These conditions impose maximum inconvenience and loss upon both the public and the shipowner, but we can

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expect no improvement in shipping conditions in the Southwest Pacific while the Australian Government fails to exercise control over the Communist-led trade Unions.

The ship-owners, naturally, refuse to comment. But they point eloquently to the ever-rising costs, which must force still higher freights and rates upon the Islands communities.

'Wanganella' Should Improve Eastern Services

THE resumption, on December 9, by the Huddart Parker liner "Wanganella," of the Australian-New Zealand service (interrupted in January, 1947, when she ran on the reef outside Wellington Harbour on her first post-war voyage)

should improve all surface communications between New Zealand, Australia, and the islands of the Central South Pacific.

The "Aorangi" now is running regularly between Australia and North America, with calls at Auckland and Suva; there is some talk of another liner entering this service in 1949; and it seems likely there will be another modern passenger-ship soon on the Sydney-New Zealand run.

The Trans-Pacific sea-communications position, which has been deplorable for years, should be better soon.

CAPTAIN W. L. KENNEDY

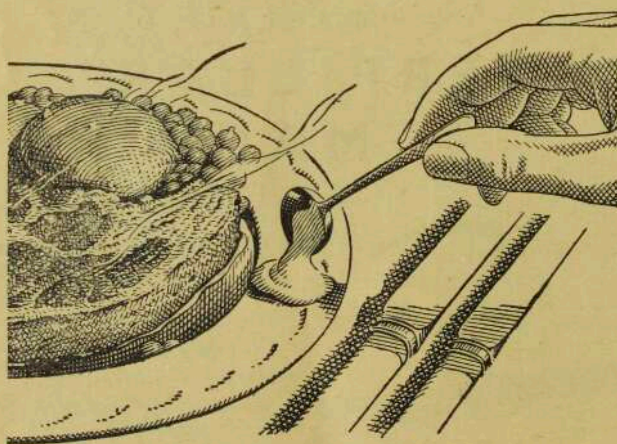
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These are only a few of the craft we have listed for sale. Write us your requirements and we shall forward specifications and photographs. Delivery arranged under own power for suitable boats to any part of the Pacific by arrangement. We are also sub-agents for several marine diesels and petrol engines and have many second hand units for sale.



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NOTES FROM TONGA

From Our Own Correspondent

NUKUALOFA, Nov. 11.

THE People's representatives in the Tongan Parliament this year claim they have "broken the ice," so far as getting things done. Previous People's representatives, they say, were either too slow and ignorant of the needs of the country, or too scared of their opposition—the Nobles and the Ministers. Whether this sudden enthusiasm will have results remains to be seen. We do know that our little Kingdom could do with some reforms and progress.

There is still talk of a new issue of Tongan stamps. For beautiful artistic designs for stamps, showing native scenery and native life in their natural colours, these islands are an artist's paradise. We do not seem to be expert yet in this stamp business, although new issues are badly needed. The big profit from the Pitcairn and Tokelau issues ought to have been sufficient encouragement for any Government stamp department, yet we are still "considering" it.

We have now a CMO establishment that is a vast improvement on what it used to be, at the Vaiola Hospital. Management there is carried out with clockwork precision, and serious cases are not told to go to Suva or Auckland for treatment—they are dealt with right here on the spot. Naturally, this progressive doctor has plans for greater improvements, but our Government is not reacting sharply, probably because of a fear of unnecessary expenditure. We can only hope that our CMO will not get discouraged.

Parliament rejected a garbage scheme for Nukualofa, proposed by the Medical Department. It is needless to point out the advantages of this scheme, from a public health point of view, but the "fakatonga" attitude prevails here still. Not to be outdone, the MD has initiated a voluntary garbage scheme of its own, well supported by both Europeans and Tongans. The only flaw is that small traders are obliged to pay the same fees as the big firms.

The yawl bought by the Church of Tonga arrived here the other day from Wellington. Quite a crowd went down to meet this new addition to Tonga's inter-island fleet of church boats, and disappointment was rather marked among some of them. They had expected, for their £3,000, something big and strong-made, to resist hurricanes and rough island handling, and not a show-piece, or pleasure craft that cannot stow copra and bulk cargoes. However, nothing can touch her here for fittings; with the exception of a radar outfit and hot and cold water, she has got them all.

Pastor J. A. Cormack, superintendent of Seventh Day Adventist Missions in the Cook Islands, arrived in Sydney in November. He is taking part in the SDA Conference, which is planning a wide re-organisation of the system of controlling its mission work in the Pacific Islands.

RIDICULOUS CURRENCY SITUATION IN SOUTH PACIFIC

Tonga Holds Australian Parity :: Three Grades of £, With Fluctuating Franc and No Dollars

From Our Own Correspondent

TONGA officially has decided against maintaining parity with NZ currency, which recently moved up 25 per cent. in value, to parity with sterling.

Our financiers should know best. Yet there are those who do not approve.

It is bad enough that we should now have to pay an extra five shillings for every £1 worth of NZ goods; but, whether affected or otherwise by this change, a 25 per cent. mania is now "getting" our people badly, even down to local purveyors of vegetables, butter and firewood.

In consequence, Price Control here is now merely another farce.

Coin manipulators also are busy with their hoards of NZ coins, dislocating business and copra buying.

Stocks are showing signs of sticking to the shelves of the stores, nowadays, and our big merchants are getting anxious. The days of quick turnover are slowly passing away. The arrival of large shipments by each boat is gradually glutting the market, at ever-increasing prices. So the wise trader is stepping warily, and doing much calculating.

Editorial Note

THREE KINDS OF £

THE Tongan decision—to maintain parity with Australian currency, and not follow New Zealand to parity with Sterling—creates a very remarkable situation in the Central Pacific groups of Islands—namely, Fiji, Tonga, Samoa and Cook Islands. Samoa and Cook Islands went with NZ to Sterling, while Fiji decided to stay where it was—namely, 12½ per cent. under Sterling.

Now, within the Central Pacific groups, we have:

Samoa and Cooks	Sterling
Fiji	12½% Under Sterling
Tonga	25% Under Sterling

To the south of the CP groups, and in intimate trading contact with them, is New Zealand, on parity with Sterling. To the southwest, and also trading heavily, is Australia, 25 per cent. under Sterling. To the northwest and to the east, but with little trade, are the French currencies in New Hebrides, New Caledonia and French Oceania, which are heavily discounted, in comparison with Sterling. In the far northeast, we have the Dollar areas—but Dollars are almost unprocurable.

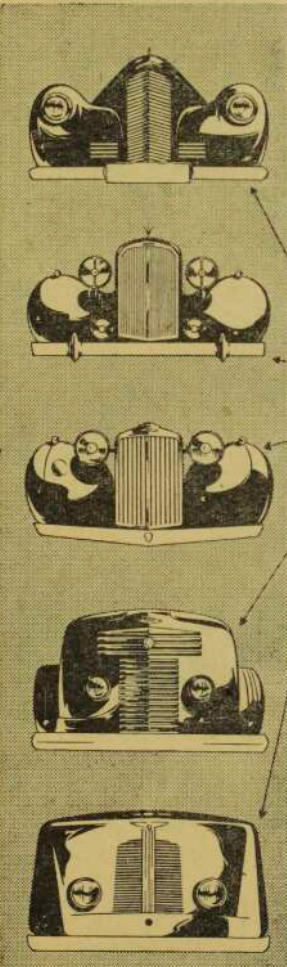
It creates a general exchange situation so confusing that it is likely to drive bank officials and Big Firm accountants into madness. It is also a ridiculous situation—it is astonishing that the Governments of the United Kingdom, Australia and New Zealand should have done nothing to reconcile these clashing currencies.

Actually, the Tongan Government took a wise decision. It would have spelled ruin for that little Kingdom, with its precarious economic balance, if it had followed NZ to Sterling parity, because only a small proportion of Tonga's exports (bananas) goes to NZ, while most of Tonga's imports have been coming from NZ. Tonga's main export (copra) is bought by Britain, so Tonga already was getting whatever benefits were available

to her from Sterling. By following NZ, she might have got some benefit from increased money for her bananas, but that gain would have been completely swamped by the much higher price she must pay NZ for goods imported from NZ. What she will do now, to maintain her economy, is to cease buying from NZ, and buy instead from Australia (whose currency, 25 per cent. under Sterling, is on par with

her own) and from Fiji (12½ per cent. under sterling). She may expect benefits from two sources—from higher prices for her bananas sold to NZ, and from an increased tourist traffic—for New Zealanders, finding their money now so much more valuable in countries which maintain the Australian exchange rate (25 per cent. under Sterling) will naturally want to visit places like Tonga and Norfolk Island.

But the whole currency situation in the British South Pacific Territories (Sterling in New Zealand, Samoa and Cooks; 12½ under in Fiji; and 25 under in Australia, Papua-New Guinea, Solomons, Norfolk and Tonga) is ridiculous and typical of the financial genius behind the Socialist Governments of Britain, Australia and New Zealand.



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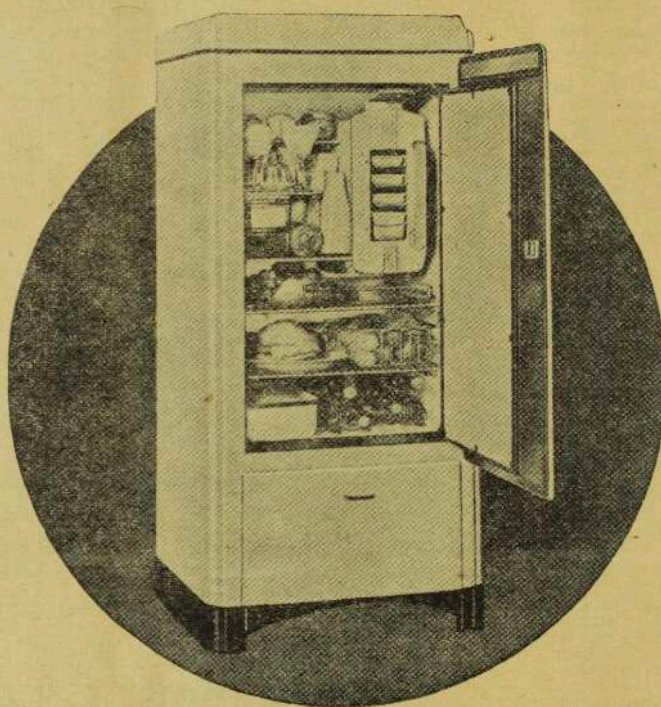
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Fiji's Customs Duties Cut But Copra Tax To Go On

From Our Own Correspondent

SUVA, Nov. 14.
THE most interesting occurrence at the opening of the Budget session of the Legislative Council of Fiji was the introduction of a Government motion revising the Customs tariff by a net reduction of about £65,000.

Broadly, the motion embodies the abolition of all import duties on food-stuffs and agricultural and industrial machinery of British origin, while the duties on foreign goods in the same categories will be cut by the same amount.

Thus, if there is a British preferential duty on an article of 20 per cent, while the duty on a similar foreign article is 50 per cent, the British article will be duty-free when the new regulation comes into force, and the duty on the foreign article will be reduced to 30 per cent.

Proposed alterations to the Income Tax Ordinance are estimated to benefit the taxpayers by about £16,000 a year.

In the course of his opening address the Governor (Sir Brian Freeston) referred to these proposals. But, he continued: "On the other side of the taxation account, we are proposing to derive an additional £100,000 of revenue from that section of the community which is undoubtedly the best able to spare it. I refer, of course, to the producers of copra, both European and Fijian."

After mentioning that a copra tax had been foreshadowed by his predecessor (Sir Alexander Grantham) as long ago as April, 1947, Sir Brian added: "As the other principal exports of the Colony—gold and sugar—are already subject to special taxation, it is difficult to see how, in common fairness, copra can claim to remain exempt from it. . . I would earnestly beg the opponents of the Bill (the Copra Tax Bill) not to expose the copra producers to the charge that they are preferring their own selfish interests to those of the community."

EXCHANGE EFFECT ON FOOD PRICES

From Our Own Correspondent

SUVA, Nov. 1.
BECAUSE of the general increase in the cost of goods from New Zealand since the rise in the Dominion's exchange rate, the prices in Fiji of New Zealand dripping, boneless beef, uncooked ham, mutton and lamb have all gone up within the last week.

A pound of dripping now costs 2/-.

"MARIPOSA" MAY STILL COME BACK

A HINT that one of the Matson Line ships may come back into the Sydney-San Francisco trade was given in San Francisco on November 21 by the US Maritime Commission's chairman.

He said that the Matson Line had indicated that it would complete the re-conversion of the "Mariposa" if the Maritime Commission bought the sister ship "Monterey." If anything came of this, "Mariposa" would probably run between the US Pacific coast and Hawaii during the tourist season, and to Australia and New Zealand for the rest of the year.

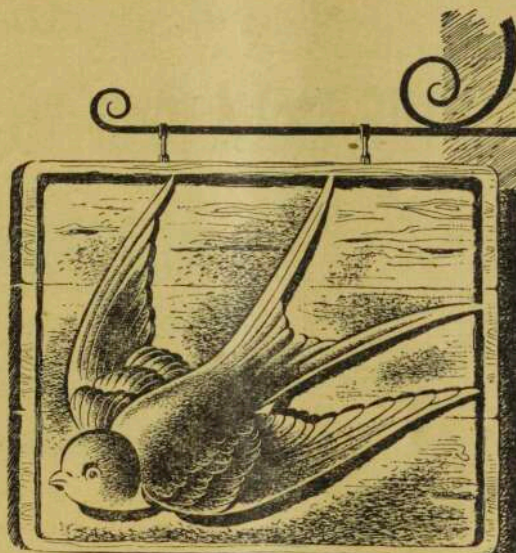
The Rev. Harold Short, well-known LMS missionary in Papua, spent a few weeks in Australia recently and has now returned to the Territory.

MORRIS HEDSTROM SCHOLARSHIP FOR 1949

SUVA, Nov. 14.
FREDERICK MANU GIBLIN, the 19-year-old son of Captain F. Giblin, has been chosen as Morris, Hedstrom Scholar for 1949. He was born at Levuka and was educated at the Levuka Public School, the Marist Brothers' Secondary School, Suva, and Sacred Heart College, Auckland. He proposes to study for a degree in Agricultural Science at either

the University of Queensland or Auckland University College. He is a nephew of Dr. Giblin, well known in New Guinea before the war. The selection committee comprised Sir Maynard Hedstrom (chairman), Mr. M. Arthur (Acting Director of Education) and Mr. Robert Munro.

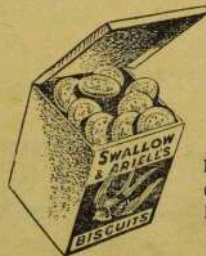
The French metropolitan shipbuilding programme includes the construction of four cargo vessels of 8,300 tons for the South Pacific trade. The programme is already well advanced according to Paris messages.



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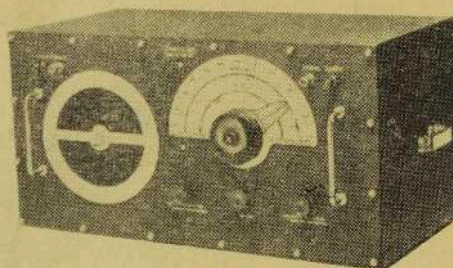
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POLYNESIAN STATUS IN INTERNATIONAL LAW

NZ Discusses The Australian Immigration

Embargo

THE immigration disabilities which have been placed upon Polynesians and part-Polynesians by Australia came under discussion in the New Zealand Parliament on August 17 when the British Nationality and NZ Citizenship Bill was before the House.

In the course of a speech, Mr. F. W. Doidge pointed out that the Minister in charge of the Bill had said that the people of Western Samoa and of Tonga had no British status in international law. "That seemed rather drastic" commented Mr. Doidge. "Tonga, it is true, is a kingdom, but it acknowledges allegiance to the United Kingdom, and the Tongan Group is a responsibility of the British Colonial Office. In the case of Western Samoa and the Cook Islands, surely New Zealand is directly responsible for the welfare and protection of those areas. The Minister said those island people were not British subjects, nor were they aliens and they were to be treated under the Bill as an intermediate class.

"I want to call attention to what recently happened in Australia where an Australian Minister shocked New Zealanders by refusing to grant members of the Maori race the rights of British subjects. The NZ Prime Minister interceded, with the result that the decision was revoked, and the order withdrawn.

"In Sydney there is published a very influential and widely read journal, known as the "Pacific Islands Monthly," which was interested in this incident, and called the attention of the Prime Minister of New Zealand to the fact that this injunction,

issued from Canberra, applied to other Polynesians; and it quoted the case of a blood relative to the Queen of Tonga, who also happened to live in Sydney, and was married to a Briton. That publication urged the Prime Minister of New Zealand to take a similarly insistent stand in regard to the people of the Cook Islands and Samoa, inasmuch as they are under the aegis of the New Zealand Government.

"Our Prime Minister's reply was published in that journal and he said, 'It does not appear that these are matters in which the New Zealand Government could concern itself.' So that it would seem that our Prime Minister is denying responsibility for these people and their welfare.

"I suggest that this debate provides an opportunity for our Prime Minister to explain just what he meant, because the Maoris, the Cook Islanders, the Samoans, and the Tongans are all of the same blood, and, it must be obvious to us all, it is our duty always to strengthen the ties which bind these people together, and which bind them to us. The Prime Minister's statement received very wide publicity throughout the Pacific."

Mr. Osborne: The Prime Minister made a further statement which was reported in the "Auckland Star."

Mr. Doidge: If that is so, I have not seen it. As far as I know, the Prime Minister has not made any further statement in the journal to which I have referred, and that is the journal which circulates to a far greater extent throughout the Pacific islands than does the

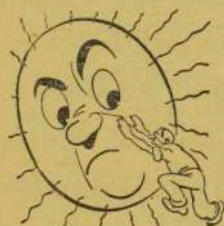
"Auckland Star," good a newspaper as the "Auckland Star" is, and wide as its circulation is. This debate clearly indicates that there is no doubt about where the sentiments of members on both sides of the House lie.

Dr. Finlay said that the Islands referred to are not part of any nation, as such, known to international law, and they have no nationality. Their status in the British Commonwealth is somewhere between that of a British subject and that of an alien. They are, in fact, "British protected persons," as defined in the Bill.

THE Prime Minister (Mr. Fraser) said that Mr. Doidge's statement that he, as Prime Minister, had limited his interest to one section of the Polynesian people, (the Maoris) was derived from an article in the "Pacific Islands Monthly" by the editor, Mr. Robson, and arose out of letters sent to him by Mr. Robson and his reply.

"I should like briefly to put the matter in its proper perspective," said Mr. Fraser. "It is well known that the statement was made in Australia about Maoris—Polynesians. That was cleared up quite satisfactorily at the time. A Maori wife living in Australia was informed that she could not be allowed to be permanently resident in Australia. I am not going to comment on Australia's attitude or on the question of various races in Australia or in the dependencies of Australia. There are many problems there, and there are problems extending far beyond the shores of Australia that affect the people of Australia.

"I am going to say, however, that we in New Zealand cannot divide up the Polynesian race—the Maoris of New Zealand, the Maoris of the Cook Islands, the people of Samoa, the people of the Tokelau, and the others for whom we have no direct responsibility or jurisdiction over, as, for example, the people of Tonga. Our responsibility as the Government of the



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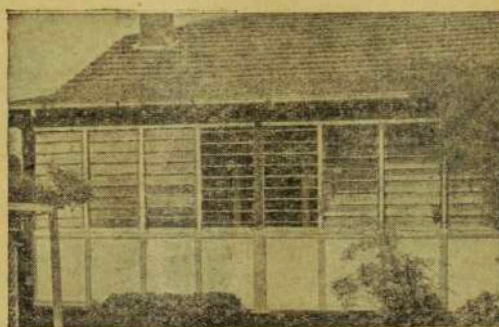
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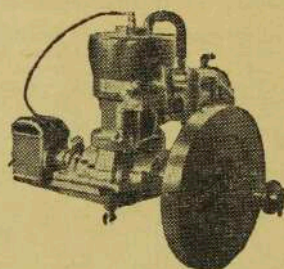
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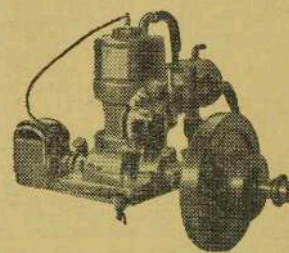
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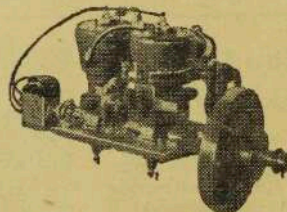
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country is confined to the Polynesians who are under the Government of New Zealand, and if we endeavoured, as Mr. Robson wanted me to do, to make representations on behalf of members of the very fine Tongan people, we would be told to mind our own business, and that that was the business of the United Kingdom Government and not the New Zealand Government.

"I made it very plain in a statement which appeared in the "Auckland Star" of July 8 that that was the position, and if members are sufficiently interested they can see there the view that I put forward. I have just paraphrased what I said on that occasion.

"I stated that the interests of the Polynesian people in the Cook Islands (an integral part of New Zealand) of Samoa, and of Tokelau Islands, were our concern, and I felt sure that, if we made representations to Australia, we would meet with the same result that we achieved previously.

"I have never hesitated to express my admiration for the Tongan people, placing them on the same level as the others, and entitled to the same human rights as the other Polynesian people; but it would not do for us gratuitously to interfere in the interests of citizens looked after by another Government."

EDITORIAL NOTE.—The "PIM" never suggested that New Zealand should make representations to Australia on behalf of the Tongans—that, clearly, is the responsibility of the British Colonial Office. The Polynesians for whom New Zealand is responsible are the Cook Islanders, the Samoans and the Tokelau Islanders; and it is gratifying to see that the NZ Prime Minister does now agree that it would be his responsibility to make representations to Australia on their behalf. There are other Polynesians who are just as much entitled to admission to Australia as the

Maoris, Cook Islanders and Samoans—the Ellice Islanders, the Tahitians, the Hawaiians, for example—but they are respectively the responsibility of Britain, France and the United States.

We now have written to the ever-courteous Prime Minister of NZ, asking him if he yet has made representations to Australia on behalf of Cook Islands, Samoa and the Tokelais.

'THE COAST WATCHERS' IS SOLD OUT

WE have had several inquiries from readers anxious to purchase copies of Eric Feldt's "The Coast Watchers." The first edition has been completely sold out and there apparently is not a copy to be bought anywhere in Australia.

The author informs us that there is no prospect of a reprint of the book. The publishers are of the opinion that there is not sufficient demand to justify it.

This seems absurd. Few Australian books have been attended with the success that met "The Coast Watchers," fewer have sold out more quickly. This is more remarkable when one considers the price at which the book sold—something over 17/- . Australians mainly come into the penny class of reading matter, their interest beginning and ending with the daily and Sunday newspapers.

Not only is "The Coast Watchers" of current interest but it is valuable as a reference book. An extraordinary amount of work has obviously gone into its compilation, its detail is immense and it contains, as well, very valuable indexes. It is an important contribution to the history of the war in the South West Pacific and, as such, should have a steady sale for many years.

The Tonkinese in New Caledonia are inveterate gamblers, and the Noumea police are their natural enemies. The other day the police made one of their successful hauls, which resulted in twelve Tonkinese appearing before the local court. The magistrates fined the owner of the house and the banker 2,000 francs each, plus brief terms of imprisonment. The other players had to pay fines of from 25 to 200 francs.

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DECEMBER, 1948 — PACIFIC ISLANDS MONTHLY

ORIGIN AND HISTORY OF THE TIN-CAN MAIL

Letter to the Editor

I REFER to Mr. H. E. L. Priday's letter in your August issue under the title of "Origin of the Tin Can Mail." One might slangily retort: "Why bring that up?"—for the Tin Can Mail has been dead since 1931. By this I refer to the real Tin Can Mail, or, to give it its proper title, The Swimming Mail.

For over 16 years I have derived quiet enjoyment from the effusive efforts of imaginative writers, and the gullibility of philatelists. The Swimming Mail was alone unique, and was perhaps—to use the over-worked adjective—romantic. There is little more novelty or romance in receiving mail in sacks from, and delivering to, a canoe, than from a wharf. Yet it was the Canoe Mail which brought the shekels to my old friend George Quensell, and "covers" into the albums of half the collectors of the world.

As Mr. Priday states, sporadic attempts had been made prior to my advent at Niua Fo'ou to deliver mail by rocket. Also on occasion natives had swum out with packets of mail. I commenced swimming, with one or two native companions, regularly each month to the "Tofua" in September, 1921, and continued to do so until the native lad Folau was killed by a shark in 1931. We swam day or night, according to the "Tofua's" arrival. I was twice away for periods of three months on leave. From 1931, until I left in 1932, we used a canoe when the seas would permit.

The method of our swimming is, or should be by now, well known. The outward mail was in paper packets, tied to

a 3 in. stick. The 7 ft. to 8 ft. Fau poles were used as floats, and the inward mail was in sealed tins from the "Tofua."

The joke of the matter—and the joke is also on me—is that apart from those who actually witnessed it from the "Tofua," the Swimming Mail was practically unknown to the outside world. It was during those ten years that the covers of letters would have been a real acquisition to a collector's album, had they been franked with the rubber stamp later used by Mr. Quensell. Their numbers were of necessity small, from the method of carriage—which would have enhanced their value. But I was the unimaginative fool who failed to realise he was swimming in a potential goldmine.

Wide publicity started when I emigrated to the US in 1932. A former assistant purser on the "Tofua," who had been transferred to the "Niagara" set the press sleuths on to me at Honolulu. Cabled press-news brought the Vancouver gentlemen of that ilk to the wharf. This was repeated at San Francisco, Los Angeles, and Beverly Hills. Thence the story went via the Associated Press all over America. Letters then commenced to pour into Niua Fo'ou in ever-increasing quantities, and George Quensell reaped a golden harvest from the crop I had sown.

I should like to correct Mr. Priday on a few points. His statement that Tongans (I expect he means the Tongans he met in the Solomons, and not Niua Fo'ou people) "give pride of place as postman to Mr. Quensell" will leave George as unimpressed by the unexpected honour as am I at being denuded of it. Mr. Quensell will also corroborate the fact that he was never "postman," as he has never swum with the mail. Under Government permission he acted as unofficial postmaster when the monthly

tidal-wave of correspondence inundated the island and drowned the native clerk. In this he was not "succeeded by his son Dugald." He continued right through until the Canoe Mail became another war casualty.

Mr. Priday makes yet another error in saying "Dugald used to swim out regularly with the mail from the time he was 10 or 12." At that tender age he was with his father on the island of Ha'afeva, in the Ha'apai Group. They moved to Niua Fo'ou in 1920, preceding me by about a year. Dugald and I have swum together with mail on many occasions, by day. I do not recollect his swimming at night, but may be wrong in this. He left for New Zealand not so long after my arrival, where he remained, until 1930 or 1931. He was at Niua Fo'ou when Folau was killed in '31.

Also, steamers did not "anchor half a mile out." They simply "hove-to" for the mail's receipt and delivery. And here is a tip to the "good Australian life-savers." Use a Fau pole as float, and you will need no great prowess as a swimmer to save life. We have frequently been early at the rendezvous and awaited the steamer's arrival literally sitting on our poles as on the top rail of a fence, with our legs dangling above the blue-black depths, and our chests and heads above water.

The difficulty of the swim lay in entering and leaving the water in rough weather—especially the latter. We were usually ignominiously hauled out at the end of a rope, which meant invariably leaving skin on the jagged rocks. The essential asset was a somnolent imagination in the daytime, and a totally defunct one at night. Even so there was always the disquieting conviction that one's legs were dangerously and superfluously long!

(Continued page 43)

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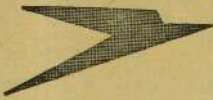
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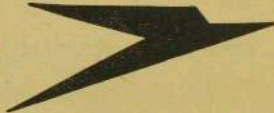


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I was later to swim with cans of mail at Niua Fo'ou from the Matson Company's luxury tourist-ship "City of Los Angeles" on each of her two cruises around the Pacific in 1934. As Assistant Cruise-director I gained the Company's permission to do so as a stunt for the passengers, but only after signing on the dotted line relieving them of any responsibility. On the first cruise I swam in to meet canoes from shore, with 2,000 letters. On the second voyage the number was enormously increased.

For a year or so after this the "Mariposa" and "Monterey" made monthly calls at the island, pouring letters in by the sackful; then suddenly cut Niua Fo'ou out of their itinerary.

So, we have the Tin-can-paper-packet-swimming mail, and the Mail-sack-canoe-mail. Philatelists, take your choice!

I am, etc.,

Ha'apai, Tonga.

C. S. RAMSAY.

Work of SPCA in Fiji

From Our Own Correspondent

SUVA, November 1.

THE Fiji Society for the Prevention of Cruelty to Animals ended its second year with a credit balance of £471, due largely to a Government grant of £500. With its headquarters at Lautoka the society has extended its activities throughout northern and western Viti Levu and as far afield as Labasa. It is still trying to get a branch started at Suva.

The annual report by the secretary, Mrs. D. Kirk, founder and organiser of the society in the Colony, shows a record of valuable educational work and practical achievement. An animal-clinic has been operating at Lautoka for a year and a first-aid and mobile lethal unit is doing useful work.

NZ Interest in Papua-New Guinea

Visit of Government and Commercial Party

From Our Own Correspondent

LAE, Nov. 1.

LAST month, representatives of the New Zealand Government and of private enterprise visited the Territory. The party consisted of Mr. Trevor-Smith, of NZ Public Works Department; Captain Webling, of the NZ Marine Department; Mr. Bryant, engineer NZ Public Works Department; Mr. E. Hirschfeld, Managing-Director of The Union Manufacturing and Export Company, of Wellington; Mr. Howard Allison, Pacific representative of the same company, and Mr. Burton, representing Fletcher Holdings Pty., Ltd., of Wellington.

UM & E Co. has bought extensive salvage rights throughout the territory and with the assistance of the NZ Government is interested in shipping out steel.

The party's job was to inspect the already-purchased areas and it is understood that the NZ Government is interested in certain of the goods contained therein. The Government representatives were present to find out if certain commodities under consideration were necessary to NZ economy and whether or not shipping could be allocated to remove them.

It is believed that the quantities of disposals goods involved will necessitate the employment of large vessels, including one 10,000 tonner.

The UM and E Co is interested in the purchase of steel in rounds, flats, RSJ, angle or sheet, and in non-ferrous metals, and piping. It is also intended to export

commodities from NZ to New Guinea and orders have been accepted from some well-known firms.

New Zealand's Pacific Treasure Hunt

AT present the New Zealand Government and other interests are scouring the Pacific for abandoned steel of any description. This is to relieve the current acute shortage in the Dominion.

The official lighthouse ship "Matai" has only recently completed a trip to New Caledonia and New Hebrides, where Quonset huts, roofing iron and old motor trucks were loaded. On the same voyage "Matai" called at Noumea to pick up about 60 tons of reinforcing steel and steel plates which were other legacies from the Pacific war.

It is estimated that thousands of tons of junk steel and iron in various forms and millions of oil drums are still lying in the grass and jungles of the Pacific. These have now assumed considerable value, particularly in New Zealand which has no steel industry of its own.

The Australian steel industry, which is extensive, and was capable of fulfilling all her pre-war local and export needs, cannot now meet the demand. This is due to the introduction of the 40-hour week, and industrial upsets both in the steel industry itself and in coal production.

It is, however, one thing to have junk steel and drums in the isolation of the islands and another to transport them to the places where they are most needed. It is obvious that this can be done only with the co-operation of Governments or big shipping interests. And in the meantime three years have passed since the end of the war and the jungle and the islands climate is having its way with

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Regular monthly meetings are held at History House, 8 Young Street, Sydney.

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this now precious abandoned war equipment.

Iron and steel are not the only valuables to be picked up on island beaches, either. Non-ferrous metals are also in demand. The "Morinda," on her last trip to Sydney from the BSI brought back 60 tons of scrap brass which is valued at £90 per ton in Sydney.

Mr. Howard Smith, District Services staff, died in Port Moresby Hospital last month.

'MARCHING RULE'

Police Raids on Fortified Villages in Solomons

From Our Own Correspondent

HONIARA, Nov. 11.

CARRYING on with the enforcement of the Government order against Marching Rule villages on Malaita to remove their fortifying fences, a daylight raid by armed native constabulary in charge of the District Commissioner was made on Iranunu and Alallala, two large villages in the Kolo area, on October 26.

The fences here were ambitious pallisades, complete with look-out towers. They were successfully destroyed without active resistance, many of the Marching Rule addicts taking to the bush and a number of others being arrested.

In Iranunu village, the Government was interested in the Marching Rule gaol, apparently currently in use, in which the so-called Marching Rule chiefs summarily imprisoned anybody opposing Marching Rule demands with barracks for the Marching Rule "duties"—a private police force to carry out Marching Rule methods of bullying the underdog.

Chief feeling in the affected areas appeared to be indignation against Marching Rule leaders (who skipped out the back way a few days before the raid), disillusionment that Marching Rule hasn't carried out its promises of a better way of life, and resentment that the Government called everybody's bluff.

Meanwhile, Malaita's rehabilitation is gradually getting under way to revive Malaitamen's interest in progress arrested by the war. One of Marching Rule's original demands, before it went off the rails, was for better education—which will be met, as a beginning, with the opening in November of the Government administrative experimental school at Auki. This will eventually take 72 students and aims to train picked Malaitamen to act, under minimum Government supervision, in the Government-sponsored native councils and courts.

The building of roads and bridges and the fostering of the practically extinct copra industry are other rehabilitation measures.

Elsewhere in the Group, Marching Rule seems to have died a natural death. Malaitamen, traditionally hot-headed and pugnacious, are expected to relinquish it gradually as they discover it is not bringing them anything but disorder and dissension among themselves.

The term "Marching Rule" is supposed to represent the native attempt to pronounce the words "Marxian Law." The movement swept over the big island of Malaita, and some of the adjoining territory, immediately after the war. It was apparently an anti-white nationalist plan; and the various communities set up their own governments, took the law into their own hands, and encouraged the growth of dictatorships. The British officials, making allowance for the profound disturbance of the war period, were patient, and left the natives very much alone for a couple of years; but, a year ago, when Marching Rule bosses began to arrest and punish natives who had offended them, the authorities finally moved, with strength and purpose. A couple of score of ML leaders were arrested and gaoled, and Marching Rule was practically outlawed. The movement is slow in dying, however—there have been some signs of recrudescence—and activities by Communist agents have been suspected, occasionally.



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MAGAZINE SECTION

Last Christmas In My Garden Of Sinners

BY the thirties, Salamaua was over the worst of its growing pains. No longer was it a haphazard collection of native huts where restless miners lived only long enough to gather stores before departing once more to the interior. It had become a township of neat bungalows along the foreshore; a place where ladies met over silver tea-pots to hold tea parties.

But one or two legacies from more primitive days remained. One was the stack of empty bottles—beer, whisky, champagne, wine—almost mountain-high, which had accumulated at the hotel; another was the wide stretch of swamp near the inner harbour where lurked large and lively mosquitoes.

To these two problems was added one of my own: that of providing light sentences for erring native servants without the time-wasting business of having them taken to the calaboose where they lazed their days away.

Then I was taken by a brainstorm! Why not kill three birds with one stone, as it were? Why not fill in the swamp with the Dead Marines, at the same time making it a punishment task? Why not, indeed! And that is how my garden of sinners began.

THEN and there I decided that any future petty lapses into thievery or roguery by my native staff would be dealt with by me personally, acting as prosecutor, judge and jury, and the sentence would be worked out on my landscape gardening scheme.

From a staff of 40 natives we could always be sure of a few who had kicked over the traces in one way or another, and, instead of calling in the Government to deal with the culprits, I hustled the minor criminals off to carry loads of beer, champagne and other empty bottles to the waterfront, where they had to be placed neatly. That my plan worked well will be shown by the fact that within the next few years a large patch of quite level land emerged from the swamp, in many places the bottles being nine feet deep.

I shall always remember with gratitude the late Cecil Leven, well-known local pioneer, who became so interested in my swamp-filling that he ordered his lorry, then the only vehicle on the beach, to bring me back a load of river soil each time a load of cargo was taken up to the newly-made drome at Logui.

The fine old toiler himself spent many a spare half-hour driving to and from the river flats a mile away, bringing me soil from there. Nature, too, assisted the work, by the heavy daily rains which soon levelled the soil between the bottles.

A huge cement retaining wall, running two hundred feet along the waterfront, was then constructed to finish off my bottle effort, and for some time this proved a bone of contention between the local agent of New Guinea Goldfields Ltd.

and ourselves. However, this matter was eventually settled amicably. Indeed, a mutual arrangement resulted in the company putting up a fine wharf from the retaining wall in question, and we finally had a large area of attractive waterfront garden, dotted with several rustic tea-houses. These were round in shape,

By ALICE ALLEN INNES

latted and had cement floors, and creepers rapidly grew up around them into a glowing blaze of colour: yellow alamanda, pink and white antigonon, mauve Dutchman's pipe, and masses of vivid bush orchids. Many Salamaua brides carried bouquets made from garden flowers thereabouts.

How such a profusion of plants and shrubs grew on that swamp as the years went by, was a continual mystery to me. Even great citrus trees bloomed profusely later; though so little soil and such deep stacks of bottles seemed poor nourishment for such large trees.

Don't be imagining that this charming effect was achieved without the usual setbacks to which I had become inured since setting up housekeeping and whatnot in Salamaua. Far from it.

One such occasion was when Bishop

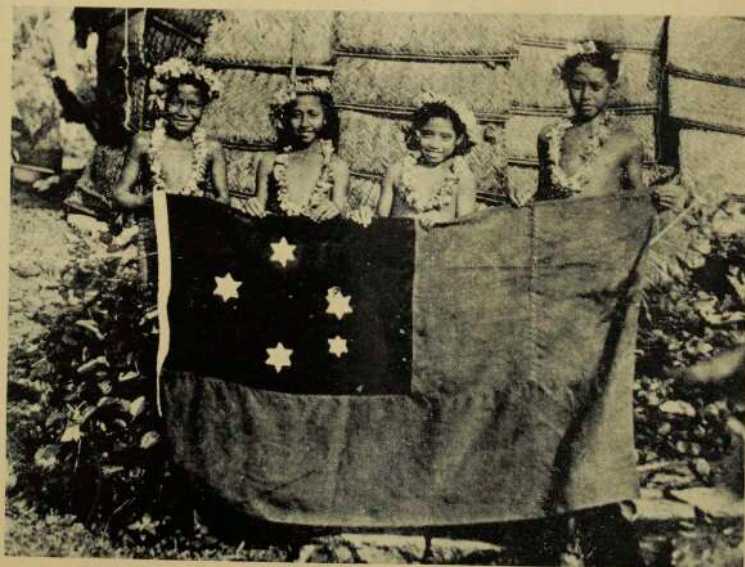
Baddeley very kindly offered me a trip, in the mission schooner "Southern Cross," down to Morobe and Buna Bay. The trip was a never-to-be-forgotten joy but, alas, a never-to-be-forgotten sight greeted my eyes on my return.

During my absence, Anah and her native cronies had decided to have a pleasant surprise awaiting my return. A large shipment of seeds, shrubs and other plants, had arrived from Yates, in Sydney, but had not been released from Customs at the time I left. Anah had collected them, and gathering all the local youths who could not dodge that energetic lady's demands, she soon had an army of labourers planting frantically in accordance with her idea of the perfect garden design.

Imagine my horror on returning home to find what looked like a series of new graves covering the whole area: The pergolas alone stood as I had left them. I found that the graves were garden beds, about seven by four feet, built up in high mounds and spaced evenly a few feet apart. On each grave drooped the precious trees and shrubs, sadly wilted. They had been grouped together according to their height when unpacked, irrespective of the species to which they belonged: roses and mango-trees rubbed shoulders on one mound, tree tomato and mandavilla hobnobbed together, banana passion-fruit sat with the salvia, whilst a custard-apple tree wearily drooped against a tired marigold plant. Well might the beds have reminded me of graves, for Anah's effort was certainly the cemetery of all those high hopes with which I had awaited the arrival of my southern plant consignment. I had left a nicely levelled area

(Continued on Page 63)

THEIR NEW FLAG . . .



Four young Western Samoans proudly display their new flag.

—Photo by Forsgren Studios.

"Territories Talk-Talk" this month appears on page 15.

PACIFIC ISLANDS MONTHLY—DECEMBER, 1948



Noumea to-day.

Noumea Had A Gaudy Past!

By H. E. L. PRIDAY

NOW that they have selected it as their headquarters, members of the South Pacific Commission may like to know that Noumea was once a lively and an interesting place to live in; but that was a very long time ago.

During the two years of the first nickel boom the port was busier than it has ever been before or since—except for the war years following Pearl Harbour—even though the official quay was then only 100 yards long.

The principal streets, leading from the quay, at right angles, were much as they are to-day, for the "Port Said of the Pacific" has not changed much. These streets of 1875 were white-looking, and broad enough for the old horse traffic, and they were even worse lighted than now. Houses, stores, cafes, shops, bistros were verandahed weatherboard buildings, sometimes of a most primitive nature—as, indeed, many are to-day.

The town presented, then, a grey white-washy appearance, but in a fine setting under a deep blue sky, the sea in the foreground, and the Semaphore Hill and ranges at the back, blazing in glory at sunrise and sunset. Add to this, in the first summer months, the blazing red glory of the flamboyants.

An Australian visitor of the boom-time wrote: "You are constantly running into startling and singular characters here, and many of them you will certainly hope never to see again. You will sit at table with men who have spent their lives roughing it in all parts of the globe; you will talk and be talked to by men rough, quarrelsome, drunken; you will make the acquaintance of the bluff good-natured prospector and speculator, visiting the island in the hope of making his pile; you will listen to stories of adventure among the wildest of savages; to the grumbling of Cornish miners, the spirited conversation of our neighbours across the English Channel, at least more superficially polite than ourselves, and certainly agreeable companions. At lunch and dinner all classes sit at the same table. There is a ball on Sunday nights, not of the select kind, but all right for Jack Ashore."

Stores were open from 6 to 10 a.m., when a gun was fired and all doors closed; and in the afternoon from 3 to 6. British miners from Australia and New Zealand swarmed into the place, bound for up-country, and stayed at either of the hotels, but wore a track moving between one

and the other throughout the day. They mostly favoured Three Star brandy and London gin. One frequently came upon Scotsmen singing 'Auld Lang Syne.' More English was spoken than French, and most of the newspaper advertisements were in English. The French quickly adopted Australian mining terms—words like prospector, jump a claim, reef, dish, nugget, shaft, up north, being added to the Australian farming terms paddock, stockman, whip, creek, which were already in the Caledonian currency.

ONE of the town's great inconveniences was lack of water. Wells were sunk in large numbers and they, and an unsatisfactory sea distillation plant, were the only resource. Water came around on bullock carts, and reserve supplies were kept in big drums. The convicts were about to start work on the pipe line from the Pont des Francais dams; and gangs of them were still draining the town marshes and levelling the port area, removing the hill known as the Butte Conneau (named after a brother of Napoleon III's doctor) making the town at last visible to ships entering the harbour.

Living costs were even higher than to-day. The cheapest class of board, sharing a room crowded with other lodgers, under a bare corrugated iron roof beside a mosquito-infested swamp, averaged £7/10/- a month. Eggs were 8/- a dozen. Vegetables were almost unobtainable, and scurvy was rife. Single men and women rented tiny, one-room shanties, made from packing cases and hessian bags, containing nothing but a makeshift bed, a rickety table and an old chair, for £3/5/- a month.

It surely was pioneering, with the usual shortage of women, and much mischief because of that. Australian barmaids were in great demand, then and for the next 15 years. Many did not exactly confine their activities to bar-maiding. "Young women of Australia, you go to Noumea at your peril," wrote one Sydney newspaper; but the "Bulletin" dryly remarked that the attempt to dissuade them from going there seemed uncalled for, "since surely there is not a young woman in the Commonwealth with even the remotest claim to respectability who would think of engaging for Noumea."

It added: "The agents of this French Colony who came here to recruit these so-called barmaids are not in the habit of mincing matters. On the contrary,

they explain, with the utmost frankness, why they are able to offer wages which these same girls could not hope to obtain in Sydney—as mere barmaids, at any rate. The women who accept these offers and go to Noumea are of a type that Australia can well do without."

Such comments drew rather a neat reply from a Noumea paper: "Fine words, indeed, to come from one of those Australian cities where a man can't walk a hundred yards in the dusk without being baled up by the raucous voices of the 'sisterhood'! This, to a seaman, is reminiscent of a foghorn let loose over an ocean of rum!"

Even as late as April, 1893, according to a note I once made, The Sydney "Sunday Times" (was there ever such a paper?) was describing Noumea as "The Pacific Haven of Vice," and protesting at the hiring of Australian barmaids by "a French hotel-keeper in George Street, an employment agent in the city and a woman with an address in Castlereagh Street." The article bore the heading: "A South Sea Minotaur."

The Noumea streets contained an even odder mixture of human types than one finds to-day. French army and navy uniforms, civilians and officials in light tropical clothing, here and there Communard political deportees in blouses, miners from the British Colonies in shirts and dungarees and wide-brimmed hats, a few local natives looking gloomy and discontented, smiling Loyalty boys, Oriental coolies, kanaka labourers from the New Hebrides and the Solomons, blackbirding skippers and crews, and batches of convicts passing through under escort, with picks and shovels on their shoulders. Not all the convicts were white, for there were quite a number from recently conquered Indo-China.

In the harbour were ships of all shapes and sizes—men-o'-war, the mail steamer from Sydney, a blackbird or two, coasting craft and yachts—the one traditional South Seas craft missing since the natives had deserted the area was the native war canoe.

Big crowds assembled as each Australian ship came in, when old friends greeted each other; but even more entertaining was the arrival of the labour vessel laden with wild, totally unclad kanakas, with pipes and shells in their ears and noses, their eyes dilating with astonishment at the sight of their first real white man's township. They would be escorted to the bare sheds where the immigration authorities lodged them, but a few days later they would have disappeared up country, to bush farmsteads or to Higginson's mines.

In the cyclone season, from mid-December to the beginning of April, when the weather grew hot and sultry, a strange calm would be succeeded by the dreaded cyclone, when the wind would rush along the rainswept streets, shaking the wooden walls, stripping houses of their roofs, bending the palms, filling the air with leaves and flying spars and rubbish, destroying shipping and blowing down everything not securely anchored to the ground, making a shambles of shanty-town. One year, all the shipping in the harbour was lost in one day, and 16 persons drowned.

SUNDAY afternoons afforded an amazing sight, with everybody, drunk or sober, out to watch or take part in the promenade around the bandstand on the Place. Here the convict band, directed by a conductor who had murdered his wife's lover, and including quite a number of famous murderers among the instrumentalists, discoursed Offenbach and military airs. In the shade of the flamboyants, vendors spread out their wares.

(See next page)

LOHIA

By Vyvian Garth

FROM the very first it was a battle between the old and the new—between the ancient, native customs, and the strange magic of the white man's civilisation slowly spreading over the land. He had been born to his native background; trained in it during the eleven north-west winds that had passed since he first opened his eyes in the village under the coconut palms. It was part of Lohia's life.

But against that was the pull of the white man's power; his knowledge, his inventions, his education. These called him irresistibly, too. He knew all the duties of a small boy in the village, now—how to fetch for the older boys, how to chop wood, and carry water. He knew all that was expected of him in the native school. He wanted something fresh, something bigger; something that only the white man could give. The village with its palms, its fishing, its school could hold him no longer.

So at eleven he got his first real job. He was my house-boy.

His keen little brain absorbed knowledge without any effort. Every day he learnt something new. His questions were continuous. It was not long before we realised this was no ordinary native boy we had with us. Taubada's long experience in the country assured him of that. It made us realise too, that unless that young brain was given scope for definite self-expression, Lohia would become a menace. If his quickness was not directed into the correct channels it would find expression in scheming and cunning. He would become a leader among his companions, keen enough to outwit even the white man.

It was in those first days after the war, and the law that no boy be employed under sixteen was not yet in force. So we kept Lohia, giving him light duties, and teaching him all we could, watching for some opening that would enable him to have proper schooling.

Fights were frequent between the tribes of the mainland and the Mare and Lifou boys, the natives being cheered on by their women (in bright Mother Hubbard dresses) who had just come down from the hymn-singing at the Protestant temple. The unfortunate New Hebrideans, unpopular with the locals, got it from all quarters, and were fast taking to drink, much to the concern of their bourgeois employers. Gin and rum and cheap Algerian wine, fortified to preserve its drinking qualities on the long voyage out, were the cause of the rough-house atmosphere. As usual, the black was eager to learn the white man's ways, vicious or otherwise.

That excellent journalist, "Vagabond," of the Melbourne "Argus," came to the conclusion that the most respectable section of the white populace were the deportees of the Commune. Noumea, he afterwards wrote, changed for the worse with their departure. He missed the cafe where of a Sunday evening they used to resort to drink their bock in company and talk of a Paris they had not seen for years.

He adds: "To-day the Rue d'Alma has its English hotels, and its Australian barmaids. I can't say I think much of the change. If a girl, through force of circumstances, has to work behind a bar there is no reason why she should be treated with less respect than that normally shown to women. I would advise no young girl to go to Noumea. In the prevailing circumstances she can preserve neither her modesty nor her self-respect."

And in this we were not alone. He came in one day shaking a fuzzy head in a worried way. "Sinabada, the teacher belong my village came to see me. Him say, 'You clever boy, Lohia. You come back school.' Me say, 'Me no clever. Me stay job.' Sinabada, village school him no good. One day me get water. One day me chop wood. One day me go school. No good. THAT no school!" There was scorn in his young voice.

SUDDENLY the way opened. The Government had started its post-war education for Papuan natives. Plans had been made and were slowly being carried out. The natives discussed them among themselves. Lohia came to me one day, eyes keen, face alight. "Sinabada, if me go school, me go Sogeri. Them talk English him school. Him very good school."

The idea was excellent. If he could be got into the Sogeri Training Centre, he could be trained as a native teacher, and his quick mind, with its almost uncanny ability to absorb knowledge, would have all the self-expression it needed.

Taubada lost no time in interviewing the Education Department. They were interested. That was the type of boy they wanted. What grade was he in? We did not know. Well, would we find out? Give them all the particulars. They would see what could be done. There were still vacancies. If he came in, it would be for three years, of course.

We told Lohia. He listened intently. Three years seemed an eternity to an eleven-year-old. If it had been one year—but three! He thought it over for days. Then that intense craving for knowledge pushed all else aside.

He told his people. After Christmas he was to go to Sogeri. It came as a thunderbolt to the village drowsing beneath the palms. Lohia go to Sogeri? Lohia who was earning one pound a month and his rations! Lohia who was still a small boy, and therefore could have all his money taken from him by the village, and most of his rations, too. Lohia to go to Sogeri? Definitely not!

The undercurrent of village feeling began to be felt, even by us, as the weeks passed. Lohia seemed continually conscious of it. One day he waved an expressive hand to the harbour where a village canoe was slowly moving toward the land.

"You see him canoe, Sinabada? Him canoe belong my village. Them Marys they come get my money." Then the whole story tumbled out. Before he had left the village, the old women had promised him that they would look after him when he was an old man, if he would go to work now and get them money. So he had come to me. The story seemed incredible. But there they were, ready for their pound of flesh, and Lohia could not say no. But he was rebellious. Small boy or not, he was already fighting the customs of the village. The first joy of independence was his. If he earned money he did not see why the Marys should have the spending of it. Not when the stores were full of attractions.

DECEMBER came, and my house-boy grew quiet and thoughtful. "Sinabada, my old mother she sit in canoe. She cry all day because I go Sogeri."

I boiled with indignation. "You have big brother, Lohia," I said. "He will help your old mother. You go Sogeri three years. Then you get good job. Plenty money. Then you help old mother."

He did not answer. There was a funny little smile on his face as if he had seen through his mother's plans to hold him

by her tears. But there are many things little brown boys do not tell their Sinabadas. They do not know native custom. They would not understand.

Through the last few weeks of that year the battle lasted. We felt that we were standing aside looking on at one of life's dramas—watching the struggle experienced the world over by a certain type of native when he feels the first real impact of civilisation on the ancient customs of his people.

Lohia was going home for three days at Christmas. The day before he left he paused in his work as if a great decision had finally been made. Squaring his shoulders he spoke with such decision that I started.

"Sinabada, I MUST go Sogeri."

"Yes, Lohia," I answered, "I think you must go Sogeri too."

"If God help me go Sogeri," he said as solemnly as if he was taking a vow, "I will come back and work for you."

I smiled. When Lohia had been three years at Sogeri he would be qualified for a better job than that of house work.

So he went home, and Christmas came and went. But Lohia did not return at the specified time. "The dances have proved too tempting for a small boy," I said to Taubada, and waited. Still no Lohia.

Then one evening a boy from his village came to the door. His eyes were downcast. "Sinabada," he said, "Lohia no more job you. Finish."

I looked at him in amazement.

Taubada more versed in native ways than I was, came to the door. "Why Lohia no come?" he asked, "Monkey business?"

The boy raised his eyes. He seemed genuinely distressed. "Me sorry, Taubada. Monkey business village. Them no want him go Sogeri. Lohia clever. Him learn quick Sogeri. Me think better him go. Humbug village." He shook his head disapprovingly.

We went back into the house. The village, seemingly had won. We were defeated. Yet, surely a village could not hold a brilliant boy like that?

Taubada left no stone unturned. He saw the District Officer. He talked things over with the missionaries who visited the village. We got no further. We were up against a stone wall.

Then out of the blue came a letter from the Education Department. We had forwarded them all particulars about Lohia some time before. Now they had written to say it would be impossible to take him. He had been only in grade two. They did not take boys at Sogeri till they had passed grade four.

So that was that. We thought of Lohia, his passion for knowledge; the fight he had put up against the village; his determined statement, "I MUST go Sogeri." And to us it seemed that the powers of darkness had won, indeed.

But we reckoned without Lohia. So in fact did the village. He had made his decision. Now nothing would turn him back.

The weeks passed. We heard nothing. Then I met a boy from his village.

"Where is Lohia?" I asked.

"Lohia gone Sogeri, Sinabada," he answered.

"Sogeri!" I gasped, "To school? But how?"

"Him go Sogeri, sign police band three years. Him play band morning. Him go school afternoon. Him very good."

IT was true. Lohia had indeed joined the Papuan Royal Constabulary Band. Determined not to give in he had left the village, and gone all those miles to Sogeri himself. Whether on arriving there he had discovered his grading was too low for the Training Centre, and joined the band instead, we never found out. But the battle was over. Lohia was attending school each afternoon. His love of music, and craving for knowledge were satisfied at last.

Why Don't We Have A Real Tourist Industry In The S. Pacific?

By LEX HALLIDAY

WHEN my employers told me I was to visit the Pacific Islands to establish their new 16 Millimetre Entertainment Film, I decided to take along my cameras and keep eyes and ears open. I had a strong suspicion that many hundreds of people in Australia and New Zealand would be surprised to know what tourist delights existed on their own doorsteps, as it were.

Now, I consider a plane by far the best way to arrive in a country—the journey is usually comfortable and quick, with fewer irritating delays and less tipping to keep possession of your luggage

than is the case with boat travel. This way, too, you have little time to build up false illusions about a country; you are there, ready to form your own impressions before some kind soul can form them for you!

I was glad, therefore, that my itinerary allowed for arrival in Fiji by air, and to drop out of the skies into Suva for the first time is a treat indeed.

To this day I vividly recollect the warm hospitality extended me in Fiji. Once friends start me talking about these isles there's no stopping. . . I relate how Tom French in his "Tom Thumb" plane

flew me from Suva to Nadi and showed me the line, as if drawn by a giant hand, clean across the centre of Viti Levu marking the dry belt from the wet, and the excitement of sneaking back along the valleys under a fast-gathering tropic storm; I describe the International Airport, as shown me by the OIC, Mr. Turner; the vast sugar-cane fields through which I was driven by Dave Ragg; the splendid lawn-tennis courts at Suva, scene of many a pleasant game with lads from the Bank of NSW.

Friends are amazed when I show them photographs of fine homes — the Trotters' lovely garden with its gorgeous flame tree, majestic Government buildings, the native bazaar, swimming baths, the GPH, excellent shopping centres, modern movie theatres.

Yes, Fiji has great scope for expanding its tourist trade. Already several people I have spoken to are anxious to take one of the Burns Philp fortnightly lugger trips from Suva to Savusavu, Taveuni, Rabi. Others intend doing the MV "Matua" trip to Tongatabu—Vavau—Samoa—and return to

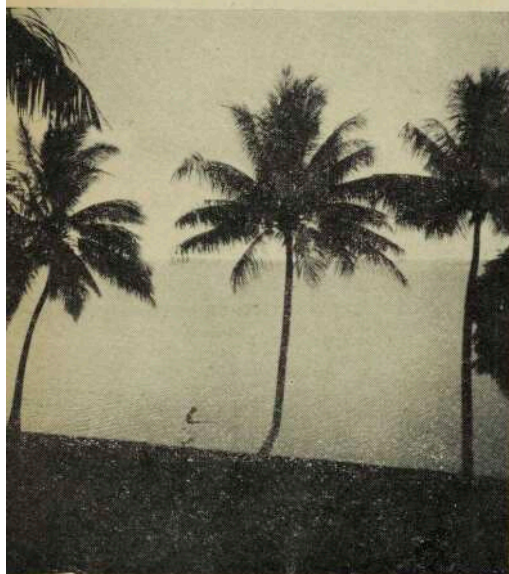
Suva. How few people in Australia and New Zealand know of this latter trip, ideally suited for winter holidays!

PROPERLY organised and well-advertised, the "Matua" trip could become one of the world's most pleasant short cruises. The twelve days away from Suva cruising over the normally calm Pacific waters, stopping one or two days in each of several fascinating island ports, represent the best value for money anywhere in the tourist business.

At Nuku'alofa one is besieged by natives who all but literally tear the shirt off your back. The two principal items in short supply this time last year were clothing and washing-soap. For an old khaki shirt I obtained a finely-woven cane tray. For one cake of the Union Steamship Company's soap I received a sturdy, hand-made basket.

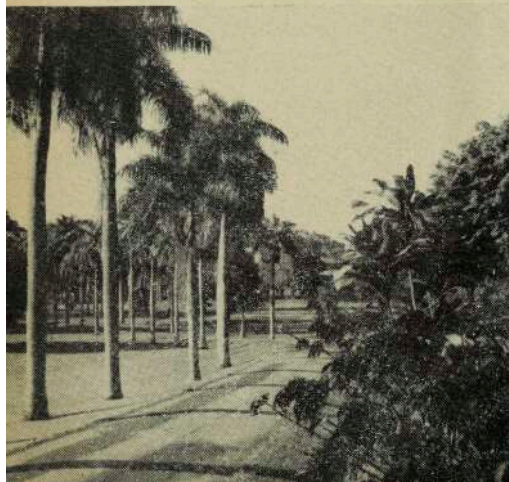
Nuku'alofa is normally one of the quietest and most peaceful places on earth. At night you can stroll a short distance from the township on a carpet of grass and wander amongst the clean villages nestling under tall palms, while leaves gently stir in the evening breeze. But Nuku'alofa, with the "Matua" in port is a hive of activity. Natives come from far and wide with water-melons, crates of bananas and other goods. You'll see Mr. Carlson, of Burns Philp, and Mr. Storer, of Morris Hedstrom's, and many others working at high pressure to catch the return mail. You'll wonder how the local postmaster manages the sudden rush of mail from business houses on the one hand, and passengers buying large quantities of Tongan stamps on the other. No wonder he forgets to post up notices of trading hours, closes early—and finds irate customers at his back door demanding an explanation!

Of all the colour-movie shots taken on that trip those I most treasure are those of the Tongan Guard and Brass Band turning out to farewell Queen Salote as she boarded our ship bound for New Zealand. And most vivid impressions of Tonga



Suva Harbour, Sunset.

Driveway to Government House, Suva.



Row ashore, Mister? . . . Apia.



were the native lads unloading and re-loading the ship's holds day and night at a pace that would put Auckland and Sydney waterside workers to shame!

PEOPLE on board ship, in smooth tropical waters, always seem more friendly and approachable than in cold climes. Davies, the ship's engineer, had many salty tales to tell of the Good Old Days. Herb Stern, my American friend, was writing a book. He was a subject for one himself, satirical and much travelled. Herb was Rita Hayworth's publicity agent but "chucked up Hollywood before he developed stomach ulcers, heart trouble or had another nervous breakdown." He was headed for the enchanting isles of French Oceania to write his book, "The Silent Days—When Real Films Were Made," or some such title.

In Vavau, more hilly, and consequently prettier, a night's trip away from Nuku'alofa, we filled to the plimsoll line with pineapples, inspected the hygienic pineapple canning factory and had dinner with Mr. Chris Sorensen and his charming wife. Neither Herb nor I remembered much about that dinner, except it was good. In pouring us a drink, Sorensen mistook the gin bottle for the iced water container; result—both Herb and I took solid swigs of neat gin! The Sorensens had many tales to tell of the lonely life they led for, unlike Tongatabu, Vavau has no fortnightly air service, and must rely solely on the boats that call.

Before our little crowd went off the ship in Apia, Western Samoa, they had never seen cocoa plantations before; they fascinated us. We came across them quite by accident after being dumped in an isolated spot by a bad-tempered taxi-driver. Ostensibly the driver was taking us to Sliding Rock, but we beat him down to such a low fare for his cab that he decided to dump us!

Taxis are not the only things to bargain over in Samoa. The natives weave beautifully fine wicker baskets, trays, mats and bowls, and ply round the ship (anchored off-shore because of reefs) wrangling the best price for their wares. Watch out, too, for the native rowers who offer to take you ashore for one shilling per person and upon landing insist on payment of one shilling per parcel! Some stores, too, sell "Coca-Cola," and although the bottles are original American pattern, the contents are locally made lolly-water. Don't argue about it for this is Samoa's

"Coke," and if you don't like it you can lump it. However, other shops sell the real McCoy "Coke."

From Singapore to the Cook Islands (with the possible exception of the Cocos Islands) I have never seen thatched houses with lawns and gardens as neatly kept as those in Samoa, neither have I seen so many half-built churches in all my travels. From the scenic angle, Samoa is a jewel to which it is difficult to give adequate praise, and here, too, Island hospitality is almost overwhelming.

IN contrast to the pleasant *laissez-faire* of the "Matua" trip, I next rushed by plane to the Cook Islands, stayed one night, and returned early to catch up on a delayed plane schedule. Even during the few hours in Rarotonga I could not but be impressed with the friendliness of all with whom I came in contact—W. P. Browne, D. C. Brown, W. H. Watson, S. G. Kingan—and to my delight I found that the local hotel proprietor and his wife came from my home state, Western Australia.

I left Rarotonga with pleasant memories and laden with delightful curios.

NOW, having seen how your Islands look through the eyes of a tourist, it remains only for you to go to it!

The two immediate problems appear to be:—

- (a) Accommodation; and,
- (b) Efficiently organised tourist attractions.

With both of these, of course, must go courteous attention, good service and better publicity. When in Suva I asked myself what of tourist-cars instead of dirty, crowded buses or, the only alternative, expensive taxis? They could be run economically merely with a little liaison between hotels.

What of local plane, lugger and fishing trips? Guided tours to photographic highlights? What of civilised drinking hours, and please, at least a lemon-squash at the GPH on Sundays. And where is there a good dance band playing regularly, or a cabaret overlooking the beautiful Harbour waters?

The present basis of tipping, too, needs rectifying; and tourists should be informed of the right and wrong prices to pay for different goods in the shops. The aver-

age Island storekeeper still seems to think that Australian and New Zealanders are wearing GI uniforms.

A positive instead of a negative attitude should be adopted towards the tourist trade. It should not be treated as a mere

Long before the Pacific war ended, residents of the Pacific Islands were talking tourism. The war has been over now for three years and they are still talking. But they have done nothing else.

In the whole South Pacific there is not one more room available for a tourist than there was before the war. There is not one new hotel. Transportation has not emerged from its wartime muddle. This state of affairs cannot be altogether explained away by helpless references to lack of labour, the high cost of supplies, inadequate shipping.

Possibly, as the writer of this article suggests, a positive attitude towards the tourist trade, instead of a purely negative one, is what is required.

Meanwhile those people who imagined that the Yanks would be back after the war, complete with friends and families, to swell our dollar funds, must be wondering what has happened to them. Probably they have gone to Hawaii, where a super effort on the part of all connected with the tourist trade has put that Territory right back on the tourist map. Hawaii is wide open for the tourist—welcomes him—puts itself out to please. How many other Pacific Territories can say that?

Tourism, in the abstract, has a great appeal to individuals and Governments in the South Pacific. But when we come down to tin-tacks the general attitude to the tourist himself is that he is a confounded nuisance.

sideline in the community's business, but as a vigorous and profitable item. Publicise your beautiful Islands, tell their attractions to the world; and back your statements with well-planned organisation.

Jagdish S. Raizada, Maithan, opp. Sikh Gurudwara, Agra City, UP, Indian Union—would like to hear from pen friends especially interested in philately, photography, coin collecting and also on all topics of interest.

Tonga's luscious watermelons—for export!



Where wet and dry zones meet—Viti Levu.



Tropicalities

ALLAN DAWES, Melbourne journalist, has something to say about Mr. Ward's desire that New Guinea natives call a saw a saw. He says that he'll find that easy—most of them do now, anyway.

Dawes also recollects a certain New Guinea Administrator who reigned about 20 years before Ward, who also banned Pidgin:—

The servants of Government House announced "Dinner is served, sir," and, with tray poised, purred, "Cocktails, Scotch or s'erry?"—and out in the kitchen the house-cook scratched a calf thoughtfully with a grubby toe and remarked, "Gov'ment he long-long too much." (H's Honor's off his nut.)

I happened to overhear the Old Man, when a certain VIP from Canberra was being dined. "No, no, you idiot, NOT the decanter—the BLACK LABEL!" he roared.

Privately I opined that the "Scotch" in the decanter might have been of a character even H.H. couldn't have done justice to in standard English.

Josef (who answered to Tovarurui in private life, but was Mission Josef) appealed to me tearfully at the French windows.

"Master, what name this black table? Guv'ment he got one feller table now he stop. Now me no savvy along Dick Anter—now whatname master this Dick Anter?"

THIS little Letter-to-the-Editor, apparently from a thwarted Australian rice-eater, appeared recently in an Australian newspaper:

It is reported that most of the rice grown here is sent to natives in the British Pacific area until they are able to grow the stuff for themselves.

The war has been over a long time now. When will they be able to grow their own?—G. L. Hobson, Narrabeen.

The writer must be an optimist or else has not heard of Mr. Ward, who really did not write that cheerful erstwhile popular ditty . . . "I've got a white man working for me . . ." long sung round New York's Harlem.

These days the same little ditty could be sung with much deeper and sadder emotion by our ex-Servicemen struggling to cope with conditions in New Guinea.

Pre-war the Government spent much time and money training natives to scratch their rich river flats and rain-drenched valleys to grow their own rice but these days we ship it from Australia to give the native more leisure.

—SAPPHO SUDS

BECAUSE the Qantas planes linking the Dutch East Indies with Australia are booked out weeks in advance, members of the New Caledonian-New Hebridean mission, which has been in Indonesia endeavouring to arrange a supply of Javanese labour for French planters and mining interests, are having great difficulty in obtaining passages to Sydney, whence they can without difficulty book to Noumea. The French Ambassador in Canberra recently had to intervene to enable the Noumea lawyer, M. Elie Solie, to get a place on the plane from Sourabaya to Sydney. The other members of the mission have had to make other arrangements.

SIGN of the times:

When a European was bewailing the fact that he had omitted to change his library books and had nothing to read, a Fijian friend immediately promised to remedy the deficiency. The result was awaited with a certain degree of curiosity. It was: (1) "Green Dolphin Country," by Elizabeth Goudge; (2) "A Surfeit of Lampreys," by Ngalo Marsh; (3) "See Here, Private Hargrove," by Marion Hargrove. Each was handed over with an adequate summary of the contents, (1) and (2) being recommended, but (3) dismissed as "too much American."

The interesting point was not that books of the kind had been acquired and read by a Fijian who had had little more than a primary school education—supplemented by a great deal of wartime travel but that it was obvious that the contrasting techniques of writers like Misses Goudge and Marsh were appreciated.

This sort of thing is unusual, but it is steadily becoming less so.

ANOTHER sign of the times:

A note from a Fijian to a European: "Dear Mr.—, Here is the 15/- IOU. I am sorry I cannot give it to you personally, but I thank you for the help. You realise, sir, how damned ruinous yet unavoidable Fijian 'what's yours is mine' is when a mataqali or domestic kerekere starts. I would like to have a talk with you about it some time."

There is a slightly ominous note about the last sentence, but it must be pointed out that the 15/- was lent to tide over a blackout in kerosene when a flood of country relatives descended without warning on a small-salary family in Suva. Kerekere, which worked admirably in the old days, can be a shameful imposition in these times of outrageous living costs, particularly for Fijian town-dwellers.—S.

WHEN the wooden wall of a wartime temporary-permanent public lavatory near the Suva Town Hall unexpectedly flopped flat one busy Saturday afternoon, creating the utmost confusion inside and near-hysterics outside in Victoria Parade, an Australian who helped to push the wall up again muttered: "Where but in Suva could this happen?"

Something of the sort might have been said also on a recent afternoon when a strapping young Fijian, radiating bonhomie to the world in general—he was outside a Victoria Parade hotel—stopped all the traffic for conversational purposes. The traffic, on the whole, responded well.

Among those stopped happened to be a European police inspector. After a good deal of handshaking and an exchange of pleasantries, the inspector suggested that the succession of traffic holdups was not altogether wise. The happy young man agreed to keep to the footpath and the inspector drove on. But he looked back at a turning and saw that a truck had been stopped right on a corner.

The inspector was at this point of his evidence in Court next day when the defendant (drunk and disorderly charge) announced that he pleaded guilty.

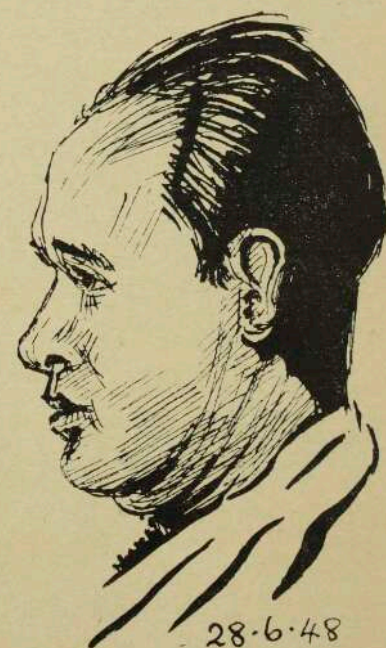
"Why didn't you plead guilty in the first place?" the Magistrate wanted to know. "Oh," said the defendant with a cheerful glance at the inspector, "I just wanted to hear what he had to say!" (Fined £3).

MR. DAN POWER, who left New Guinea last July (in disgust, he said, at so much Ward-ism) is now an Estate Supervisor in African Housing Estates, East African Railways and Harbours, with headquarters in Nairobi, Kenya. He secured a first-class job, with an excellent furnished bungalow, within a few days of arrival in Nairobi, and he is about to be married to an Australian lass whom he met on the ship en route to Capetown.

He writes: "In Capetown, I was amazed at the evidence everywhere of great prosperity—pity Australia could not get a few lessons here—or at least let some of these lessons be applied to New Guinea. I liked Durban so much that, before going on North to Mombasa, I decided I would return and get myself a job there—signs of prosperity and progress everywhere. I did not like the Indian situation here in Kenya, and was at first disinclined to remain here on that account—But now I have a new job, a new house, a new car; I shall have a new wife within a month and, within three months, I shall have a new language—because it is a condition of my appointment that I learn Swahili. . . . Nice healthy climate here—very much like Wau."

A NOTE from a member of the SDA Mission, newly arrived in New Guinea's Highlands, and concerning native salt-makers:

We took time to look over the salt factories en route to Omalikaukau. These are situated on the bank of a yawning chasm through which the Wahgi flows. The fact that these natives can make good quality salt from water containing a high proportion of hydrogen sulphate



THIS is Ray Jenkins, formerly of Los Angeles, USA, now of Santo, New Hebrides. Of all the thousands of Americans who passed through that Pacific base, during the war, he alone returned. He has settled in as a radio expert and electrician. Drawing is by Brett Hilder.

is interesting and until seen, almost incredible.

The water is obtained from a very small spring flowing out from a wall of rock and about this are grouped a lot of grass huts spread over an area of about three quarters of an acre. The water is run onto bundles of grass for three or four days; the grass is then put in the sun, dried, and eventually burned. It smoulders away very gradually until only a very fine grey ash remains. This is gathered up and laboriously carried up the canyon walls to the respective villages, where the final process is carried out.

In the hut through which we were shown it was very dark, the roof being only about four feet above ground; there were no windows. The ashes were poured into a funnel, the bottom of which is stuffed with dried grass. Onto the ashes water is poured for a specified period until the salt is considered to be completely washed from them. The salt water is then poured into a clay pan from the bamboos in which it was caught and a slow fire maintained under the pan until only the salt residue remains. We tasted the salt which is of good quality—a little grey in colour but much stronger than the salt we use. I understand these natives have become wealthy by selling the salt to other tribes.

THE arrival in Port Moresby of a skilled boot-maker, with a commission to measure the feet of the native Papuan policemen, has been regarded with interest and tolerant amusement by old Territorians. It is another instance of the intense pre-occupation of the Administration with native welfare; but the old hands doubt whether much will be achieved by extending the welfare movement to the feet of the policemen, and putting the Force into boots.

It is recalled that when coastal carriers first got up into the Bulolo-Edie Creek region, the fresh water—to which they, being "soda-water" natives were quite unaccustomed—played havoc with their feet. The humane employers—Mr. Ward doubtless will be astonished that humane employers were present in New Guinea as far back as 1926—decided to put their carriers into boots; and this operation was duly performed at Salamaua.

The line, very proud of its new boots, started off happily across the flats towards the foothills; but within an hour 90 per cent. of the boys had their boots hanging round their necks and were using their feet in climbing. As 90 per cent. of Papua and New Guinea is more or less standing on edge it is not expected that much success will attend any attempt to put into boots natives who are accustomed to using their toes on the steep hill-sides.

HONIARA (BSI) had a treasure hunt in November. The idea was to unearth a secret hoard of weapons and equipment reputed to have been laid down during the war for possible guerilla tactics if the Japs had pulled off a successful comeback.

Among the big underground "igloos" in the old American ammo dump in the foothills was spotted a mound of promising shape, unmarked by ventilator or doorway. The hopeful treasure-hunters converged on this, one blistering morning, and urged a somewhat languid pick-and-shovel gang into action.

Spectators, animated by varying degrees of optimism and scepticism, and discussing the likelihood of revolvers, binoculars, ammunition, an odd jeep or two (or perhaps just C-rations and Scotch), comprised four British, and a party of seven Americans, including a Lieut.-Colonel, a naval commander, a medico captain, a chaplain, and a roving reporter from the "New York Times" who

Tropic Verse:

Farewell, South Seas

It is thirty years and over since I made these tropic seas,
With blue lagoons and foam-encrusted reefs;
Where the days were short and sunny and one lived a life of ease,
And no one would condemn your true beliefs.
There was freedom in the Islands, and a carefree atmosphere;
Conventions were a quality apart;
You might have a mint of money, or be brother to a peer,
They were little value in the Islands mart,
Where one's credit was established by a free and open mind,
And legal currency most often used
Was the silver of companionship, the gold of being kind,
And the notes of keeping other folk amused.

Father Time is always changing, and the old gives place to new,
The same applies to South Sea Islands ways.

Where the currency has altered, leaving but an aged few
Who trade in values of the by-gone days.

I suppose I'm old and crotchety from living in these isles,
And prejudiced where money values go,
But I cannot stand the altered ways, the modernistic guiles,

The tinsel masters with their tawdry show.

And so, no doubt, it's best for me to break my island bonds,
And take a parting cruise among those scenes.

Where sea-spray from the windward reef caresses pinnate fronds,
And colour schemes are made of blues and greens.

There's an island down in Buka that I must go off to see,
And standing on a point at sunset hour:

To watch the red-gold glory scene—a flaming symphony
Of crashing chords with mighty colour power;

Then to watch the rapid fading and the changing colour scheme
As flame-reds in an instant turn to pink.

While clouds on far horizons stretch like castles in a dream,
Behind whose walls the sun begins to sink. . . .

There's a road along the foreshore from Rabaul to Kokopo,

I love to travel at the break of day,
Where the tang of husk-fires fills the air and smoke is drifting low,

And native waqas glide across the Bay.
Then a mist of steamy vapour from Tavurur blots them out.

As they land upon the shores of Matupi;
While in the background, standing guard, like some sentinel devout,

The Mother Mount, wind-swept from every sea,

While her daughters in the North and in the South keep watch with her,
All this I glimpse 'tween palm-trunks on the beach,

Where butterflies dart brightly, and the willy-wagtails whirr,
And rarest orchids hang—just out of reach.

When I've paid a parting visit to my well-loved hunting grounds—
From Ninigo to Tasman and the Feads—
When I've bid a fond farewell to all my old-time sights and sounds,

Of native tribes with half-a-dozen creeds,
Then I'll slip away some silent night bound for the Austral land

On twenty-thousand tons of modern speed;
Life aboard won't be so easy, 'twill be hard to understand,

As from the stern I'll watch my isles recede;
And it's lonely I'll be feeling as I miss the warm sea-breeze,

And the roar of South Seas breaking on the bar,
And the longing will grow greater for the whispering in the trees,

As Night and Day embrace the Evening Star.

Yes, it's lonely I'll be feeling when I reach that Austral land.

For no one knows how hard 'twill be for me

To leave my sunny South Seas, and the land I understand,
And only dream of days when I was free.

Rabaul, 9/6/45. —DON GORDON.

leapt about and took photographs, and a disillusioned-looking dog.

After three hours of fruitless manual labour, a bulldozer came clanking to the rescue and carried on, while the cynical inquired just how many guerilla parties were likely to have been equipped for bulldozing tactics.

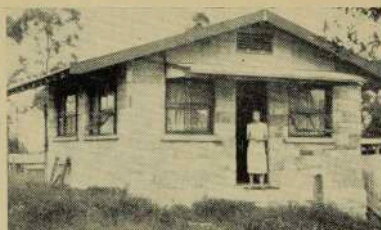
When the treasure-hunters finally gave up hope, spoils for the day were several tons of limestone, a few old clamshells and two violent attacks of hayfever from the Kunai grass.—R.M.

WE have received from Messrs. Bowler, Bannerman & Howells, Solicitors of Gore, New Zealand (who are endeavouring to finalise the estate of Mr. Dick Roche, who disappeared in Dutch New Guinea many years ago) an inquiry for the addresses of Mr. H. Cobb, Mrs. C.

R. Sheldon (formerly of Darwin) and Mrs. H. Vidgen (formerly of Thursday Island). Those three are believed to be the next-of-kin of the late Mr. H. Cholmondeley Jardine of Dobo, Aroe Islands. Anyone who can supply information is invited to write to the solicitors named.

The Resident Commissioner of the Solomon Islands (Colonel O. C. Noel) left Honiara on October 17 by Trans-Oceanic aircraft to join the "Orontes" in Sydney, for six months' leave in England. During Col. Noel's absence from the Protectorate, the post of Acting Resident Commissioner is held by Mr. J. D. A. Germond, Divisional Administrative officer, who came to the Protectorate at the end of last year from Basutoland.

SERVICE SECTION



Why Not A Blue Mountains Holiday?

THE Australian-holiday accommodation problem for Islands folk with a limited amount of money might have a solution in the cottages at "Heatherwood Village," Springwood, NSW. This project is at present being developed successfully on the 500 acre property of Mr. and Mrs. W. M. Reid; five charming stone cottages are already completed and six others are in various stages of construction.

Mr. Reid, a member of the firm of Robert Reid and Co., is well known in the Pacific, particularly in French Oceania, as is also his wife.

The houses now completed and the six others which will comprise the first block, are more suitable for holiday homes than for permanent residence but later, on another part of the property, it is hoped to cater for those who wish to make the Village their home.

Two of the five houses now available for letting (long or short periods) are shown herewith. That on the right is the first built; later types (left) have been constructed to make better use of floor space. Each house, externally, is different from its neighbours.

Each, internally, consists of a large living room, with many windows, a double bedroom, a bathroom with shower, hand-basin and toilet, a kitchenette with a small electric stove, primus or oil stove, a small porch and an outside rustic barbecue with a fuel stove.

The houses are completely furnished with the exception of linen, cutlery or blankets. There is sleeping accommodation for four.

PACIFIC ISLANDS SERVICE BUREAU

THE Pacific Islands Service Bureau has been established to assist Island residents who cannot shop for themselves. Briefly, we will perform those services for you, in Australia, which you cannot perform yourself, or are outside the scope of ordinary mail-ordering.

We will purchase and forward goods to you; have repairs made on your behalf; send flowers, sweets, fruits, gifts to friends in Australia for you, or to your children at school in Australia; match materials and sewing accessories; and arrange holiday accommodation and travel.

For these services we charge a small fee—in the case of shopping services, usually 10 per cent. of the purchase price.

If you missed the circular which explains this service fully and which was included in all copies of "PIM" which went to the Islands in March, please let us know and we will send you a copy of the pamphlet, free of charge.

All inquiries should be addressed to: The Director, Pacific Travel and Service Agency, Box 3408, Sydney.

Water and electricity are laid on from Council mains; the septic sewerage system is almost complete, as also is a large roadside store—both should be functioning by the New Year. When this first block is complete it will be laid out in extensive gardens, with a tennis court and a swimming pool, but even now the five completed cottages, in their seclusion of native bush, are very attractive. They are built mainly in cream stone, and the workmanship that has gone into them is remarkable.

Heatherwood, is about three miles from Springwood station; and Springwood is about 50 miles from Sydney, by road or rail. A bus connects Heatherwood with Springwood; taxis are also available. Bus services connect Springwood with other Blue Mountain towns and also with the South Coast.

The famous business train known as "The Fish" reaches Sydney daily from the Mountains at 8.35 a.m. and leaves again at 5.17 p.m.

Springwood is 1,200 feet above sea level; it is noted for its mild, sunny days and cool nights. It should be of particular benefit to children who have been overlong in the tropics.

Springwood has a good shopping centre and meat, mail, bread and groceries are delivered to Heatherwood; large Sydney stores also make regular deliveries. Milk, cream, eggs, vegetables and fruit in season are obtainable on the Village property.

For amusement there are horses to be hired; the golf course is 1½ miles away, there are many walks and picnic spots and a natural swimming pool (apart from the one which will later be built) on the 500 acre property.

Rent, payable in advance is £16 per calendar month; £4/4/- per week; 21/- per day for Friday, Saturday, Sunday, Monday; and 10/6 per day for Tuesday, Wednesday and Thursday.

Mr. S. G. Middleton, who was a resident of the Australian Pacific Territories for many years, is now Commissioner of Native Affairs in West Australia—an interesting job in which he, with the goodwill and co-operation of his Minister, is reorganising the Department along Administrative lines, similar to those of pre-war Papua. Some well-paid field positions are available in this service and Mr. Middleton hopes that he may attract thereto some of his old Papuan contemporaries. Persons interested should communicate with him—Commissioner of Native Affairs, 176 Wellington Street, Perth, W.A.

FIJI'S TRADE IN PEANUTS IS GROWING

But Indians Would Like It Stopped

INDIANS have been complaining of the shortage of peanut and other vegetable oils in Fiji, and there has been some agitation for restricting exports of peanuts to New Zealand.

In reply the Agriculture Department has stated that the New Zealand trade, besides being very profitable to the growers, is probably a flash-in-the-pan affair and will come to an end as soon as the Dominion can buy cheaper peanuts in pre-war markets in South-east Asia.

In 1947 Fiji sent New Zealand about 560 tons, valued at £38,541, and the development of the market has resulted in increased acreage—estimated at 1,200 acres in 1946.

The Department maintains that adequate supplies of other cooking oils are available.

At the same time, even Indians themselves are protesting against the extravagant waste of expensive ghee, which, despite appeals, was burned in large quantities at the Hindu New Year last week. Devout Hindus have declaimed against the waste, saying that coconut oil serves the purpose equally well. The Gujratis come in for most of the blame.

THE AUSTRALIAN GOVERNMENT AND NG AIRLINES

From Our Own Correspondent

WHILE in Lae in early November, the Administrator of Papua-New Guinea, Colonel J. K. Murray, was the guest of the mess of Guinea Air Traders. Thus an excellent opportunity was given some residents of the town to meet the Administrator informally.

In an after-dinner speech, Colonel Murray paid tribute to the pioneer airmen of New Guinea and their extraordinary achievements.

When asked if there were any truth in the current rumour that the Australian Government, in the shape of Qantas Empire Airways, intended to take over all internal airlines in Papua-New Guinea, Colonel Murray said that he had not heard of it nor did he believe that such a course was contemplated by the Government.

NEW STAMPS FOR COOK ISLANDS

THE present postage stamps of the Cook Islands, which were issued in 1932, will be replaced by a new pictorial issue next year.

Designs have been chosen (they were prepared by Mr. J. Berry, of Wellington, NZ) and the stamps are at present being printed in England.

The denominations of the new set and the subject designs are: 1d. (Ngatangia Channel); 1d. (Captain Cook and map of Harvey Islands); 2d. (map of Rarotonga and picture of the Rev. John Williams); 3d. (map of Aitutaki framed in clam shell with atoll in the background); 5d. (Dakota mailplane landing); 6d. (village scene); 8d. (native home); 1/- (map of Cook Islands with statue of Captain Cook); 2/- (native industry); 3/- (Island steamer Matua).

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Mrs. Lucille Iremonger, who has written a book, "It's a Bigger Life," about the Gilbert and Ellice Islands, appeared in the BBC television programme in England, in September, and showed her audience a model Ellice Islands canoe (borrowed from the Imperial Institute). The Director of Education in Fiji, Mr. Howard Hayden, also was in a television programme in September, and showed Yaqona bowls and Tabua from Fiji.

N. Guinea's Cocoa Industry Could Be Important

ACCORDING to confectionery manufacturers, Australian chocolate-eaters can expect a continued rise in price of chocolates, unless cocoa-growing is established on a fairly extensive scale in New Guinea.

At present Australians spend £4,000,000 annually on chocolates, the cocoa-beans for which must be imported. Although cocoa has been grown in New Guinea for many years, it has not been grown on a sufficiently large scale to make much impression on the Australian market. Australian manufacturers' supplies come largely from West Africa and from the New Hebrides. Such beans as do come from New Guinea have to be blended with others as they are unsuitable for use alone. All Western Samoa's crop goes to the United States.

All cocoa-bean prices are based on Accra prices. At present New Guinea and New Hebrides cocoa beans are bringing about £240A per ton in Sydney. Western Samoa is getting the equivalent price of £250A FOB Apia.

Parts of New Guinea are ideally suited to the growing of cocoa, and Australia's needs could be taken care of within a comparatively few years if European plants were given encouragement. However, so long as the Australian Socialist Government, now in command of the Department of External Territories, refuses to allow new planting areas to be developed by Europeans, and bases its agricultural policy wholly on native agriculture, little progress will be made. Although there are undoubtedly some natives who are capable of being instructed in cocoa growing, their contribution to Australia's cocoa requirements would be negligible. The majority of natives would be quite disinterested and incapable of putting their weight behind a cocoa-planting drive—which must be commenced without delay if it is to be any good at all.

Pimples and Bad Skin Fought in 24 Hours

Since the discovery of Nixoderm by an American physician it is no longer necessary for anyone to suffer from ugly, disgusting and disfiguring skin blemishes such as Eczema, Pimples, Rash, Ringworm, Psoriasis, Acne, Blackheads, Scabies and Red Blisters. Don't let a bad skin make you feel inferior and cause you to lose your friends. Clear your skin this new scientific way.

A New Discovery

Nixoderm is an ointment, but different from any ointment you have ever seen or felt. It is a new discovery, and is not greasy but feels almost like a powder when you apply it. It penetrates rapidly into the pores and fights the cause of surface skin blemishes. Nixoderm contains 9 ingredients which fight skin troubles in these 3 ways. 1.—It fights and kills the microbes or parasites often responsible for skin disorders. 2.—It stops itching, burning and smarting in 7 to 10 minutes, and cools and soothes the skin. 3.—It helps nature heal the skin clear, soft and velvety smooth.

Works Fast

mediately, clearing and healing your skin, making it softer, whiter and velvety smooth. Because Nixoderm is scientifically compounded to fight skin troubles, it works fast. It stops the itching, burning and smarting in a few minutes, then starts to work im-

In just a day or two your mirror will tell you that here at last is the scientific treatment you have been needing to clear your skin—the treatment to make you look more attractive, to help you win friends. Nixoderm has brought clearer, healthier skins to thousands, such as Mr. Bob Weedon, Edmund Street, Fremantle, who writes: "I was troubled with pimples ever since I was 15, and have spent pounds and pounds on so-called cures without results. I then tried Nixoderm with astounding effect. The pimples seemed to fade away, and after a week there was not the slightest trace of them."

Satisfaction Guaranteed

Get Nixoderm from your chemist or store to-day. Look in the mirror in the morning and you will be amazed at the improvement. Then just keep on using Nixoderm for one week and at the end of that time it must have made your skin soft, clear, smooth and magnetically attractive—must give you the kind of skin that will make you admired wherever you go, or you simply return the empty package and your money will be refunded in full. Get Nixoderm from your chemist or store to-day. The guarantee protects you.

Nixoderm 2/- & 4/-
For Skin Sores, Pimples and Itch.



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Cocoa Growing Prospects in Malaysia

A FORMER Professor of Botany at the Imperial College of Tropical Agriculture, Dr. E. E. Cheesman, has recently completed a 10,000 mile tour of Malaya, Sarawak, and North Borneo for the Secretary of State for the Colonies.

Dr. Cheesman was investigating the possibilities of cocoa-growing in these countries. In a report, printed in the October "Crown Colonist," he states that Malaya could eventually produce 100,000 tons of cocoa a year but that no considerable output could be expected for at least 10 years even if the many difficulties at present in the way could be overcome.

Sarawak might produce 10,000 tons a year—a small contribution to world requirements but a substantial addition to the Colony's resources.

North Borneo's potentialities would lie somewhere between those of Malaya and Sarawak, but much experimental work over a period of years would be required before its contribution could be assessed.

There appeared no likelihood that cocoa would become a major crop in Malaya, rivalling either West African production or the local success of rubber. What could be expected was that, on a relatively small and carefully selected acreage, it could fulfil a useful function by helping to diversify the country's agricultural products.

The major pests and diseases afflicting cocoa elsewhere are not recorded in Malaya.

Cocoa requires shade when young. One of the questions which only experiment can answer is whether rubber trees themselves, grown under the system of "avenue planting," would give the necessary shade.

The estate companies in Malaya are interested in cocoa as a possible adjunct to rubber, wishing to diversify their interests as some insurance against the risks of dependence on a single market.

Only a small fraction of existing rubber land, however, is suitable for cocoa, interplanted or not; and Dr. Cheesman regards any attempt to establish cocoa under old rubber as foredoomed to failure, or at best to only partial success.

He urges experiments on clear-felled land with bananas and other suitable plants for ground shade. The banana can be regarded as a good indicator plant for the success of cocoa. If the planter finds that he cannot establish a good healthy stand of banana plants to protect his young cocoa, he may as well save himself the expense of planting the cocoa.

The report stresses the need for careful experiment, and advocates the establishment of a central breeding station in Malaya. Scarcity of planting material, however, will, by itself, prevent any immediate development of the industry.

The five-years-old daughter of the Rev. V. H. Gough-Sherwin, of Port Elliot, South Australia, was struck and killed by a motor-car, in Victor Harbour, on November 12. The child ran unexpectedly from the footpath. The Rev. Mr. Gough-Sherwin was at one time a missionary in New Guinea, and he served there as a chaplain during the war.

JUNGLE COVERS WAR BASE

WANT of interest among residents has resulted in the deterioration of the several hundred miles of American-built roads in Santo. This, at all events, is the opinion of Mr. H. J. Kelliher, of Auckland, who recently made a trip to the New Hebrides.

Steadily creeping over airstrips and roads, jungle is gradually effacing the wartime installations which once made Santo the most important American base in the South West Pacific.

High wages paid by the US services to natives were still reflected in their reluctance to work, Mr. Kelliher said. Planters were experiencing difficulty in getting copra out and were trying to get labour in Java.

Planters last year were receiving about £80 per ton for copra and the New Hebrides altogether had exported more than 20,000 tons. However, planters found difficulty in obtaining dollars to import the machinery which they needed.

Death of Well-Known Indian Businessman

From Our Own Correspondent

A CROWD estimated at 2,000, and including Europeans, Indians, Fijians and Chinese, attended the funeral today of Mr. G. B. Becha, owner of the well-known Suva pharmacy of A. G. Swann and Co., and one of the most widely respected Indian businessmen in Fiji.

Universally known as "Gugu," Mr. Becha was born in Fiji 53 years ago. In 1913 he began work in the business which he subsequently acquired.

VALUABLE ROAD BUILDING EQUIPMENT LOST

From Our Own Correspondent

A BARGE owned by the Union Steamship Company and carrying building equipment and materials for construction work on the south coast of Upolu, West Samoa, was sunk off the coast on November 1. It was being towed by a motor launch.

A bull-dozer, stone-crusher, new motor truck, cement and dynamite were lost when the barge sank.

Over one million passengers used Suva and Nausori bus services in the 6 months ending December 31, 1947. Bus travel in Fiji is increasing and existing services will have to be extended in the near future.

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Plane Missing in Pacific

AN American flying-fortress plane which left Port Moresby, Papua for the Philippines on November 16, has been reported missing somewhere east of Luzon.

Planes and ships were making a search of the area in mid-November.

Sir Hugh Ragg has been reappointed a member of the Executive Council of Fiji.

The British Steamer "Ivybank" was in Apia, Western Samoa in November loading 2,000 tons of copra for the British Ministry of Food. Owing to a shortage of transport there was a large accumulation of copra stored in Apia sheds.

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MORE DRUNKENNESS AMONG FIJI INDIANS

From Our Own Correspondent

WHILE the number of Fijians convicted of being drunk and disorderly decreased in 1947 compared with 1946, the number of Indians convicted of the same offence increased by 66 per cent.

These figures in the newly-published Police Department report for 1947 are of interest when the bitterly-contested Liquor Bill (proposing to remove all liquor restrictions on Indians) is still temporarily shelved.

At the same time, Fijians convicted of other liquor offences in 1947 increased by 50 per cent, and Indians by 30 per cent. The report indicates that "the tendency of non-permit-holders to frequent licensed premises" accounted considerably for the increases in this category."

The total number of permits was 7,542, of which Indians held no fewer than 5,343, Fijians and others accounting for a total of 2,199.

MEMORIES OF 'BULLY' PROCTOR

Letter to the Editor

THE article on "Bully Proctor" ("PIM," September) interested me greatly, as I lived for nearly two years in Futuna, within a quarter of a mile of the Catholic Mission at Segrave, the only port with a good anchorage in Futuna. This was in the 1890's. Father Quiblier (or Patale Soane, as he was called) was in charge; and he told me about Proctor, exactly as you have it in the "PIM."

Proctor was a swine. I first heard of him at Savage Island (Niue) although he had never been there. Head, the trader, told me about him.

Then, again, in Apia, Robert Louis Stevenson and Blacklock, the American Consul, and Cusack Smith, the British Consul, mentioned him.

Afterwards, I found traces of him at Rotuma. He did not last long there, as there were two traders there who knew all about him, and were pretty slick with a shooting-iron. Thence he went to Wallis Island and Futuna.

Father Bataillon was one of the strongest men ever to live on Futuna—the natives used to tell me about him. Father Quiblier was an old man when I knew him in the 1890's—an old, lovable Christian—and although my wife and I were Protestants we were treated as if we were his children. He was loved by all, and respected. We were the only two Protestants on the island. Opperman and his wife (mentioned in Louis Becke's "By Reef and Palm") with whom I was working, had turned Catholics.

F. S. WHITCOMBE, Senior.

Levuka, 5/11/48.

Remembrance Day at Suva

From Our Own Correspondent

TO commemorate Remembrance Day, a parade of the Territorial units of the Fiji Military Forces, ex-Servicemen and women, Boy Scouts and Girl Guides, the Band of the FMF and groups of Suva school-children was held at Albert Park on November 7.

After two minutes' silence, the parade was inspected by the Governor (Sir Brian Freeston), who later placed a wreath at the Colonial War Memorial Hospital.

SOLOMONS COPRA

Industry's Slow Recovery

From Our Own Correspondent

HONIARA, Nov. 11.

COPRA production in BSI took an upward turn in October when an estimated 576 tons was turned out for the month, against the monthly average of 400 tons during the past year. The total for the past 12 months was 3,250 tons. Pre-war, the annual copra production was 25,000 tons. The copra ship "Ericbank," expected here mid-November, will take up to 1,200 tons to Great Britain.

NEW WHALING ENTERPRISE ON NORFOLK IS.

A SMALL factory has been erected at Ball's Bay, Norfolk Island, for the treatment of whale blubber, and it is hoped to resume commercial whaling there at an early date.

At one time, the Norfolk Islanders used to catch anything from ten to twenty whales per season, and recover the oil by somewhat crude methods. The industry—such as it was—was discontinued during the war. It is now being revived by Mr. Max Picard, of New Zealand, and Mr. K. Hansen, a retired mariner from Australia. They have assembled some plant, and an electric generating system, at Ball's Bay—most of it had to be lowered down the steep cliffs by block and tackle—and, with the co-operation of the skilled boatmen of Norfolk Island, a profitable industry should result. They could treat up to six whales per week. Whales in large numbers pass Norfolk Island during several months of the year.

In constructing the little factory, the promoters have used flattened iron from the innumerable oil drums left on Norfolk by the Air Force during the war. They have welded the iron with a special plant taken in by air. Building material otherwise was unobtainable. There still are thousands of empty drums rusting on the island.

Sudden Death of Mr. Victor Jacka of Suva

From Our Own Correspondent

SUVA, Nov. 14.

THE death occurred suddenly on November 11 of Mr. Victor Jacka, a well-known and popular resident of Suva, where he was born 55 years ago. He was on the staff of Morris, Hedstrom, Ltd., and was at work on the day of his death. In the late afternoon he suffered a heart attack while giving his launch a trial in Suva Harbour; he died shortly after.

He was the elder son of the late Mr. and Mrs. John Jacka, was educated at the Suva Grammar School and at King's College, Auckland. For a time he carried on his father's business as a general storekeeper, but ultimately disposed of the business and joined Morris, Hedstrom, Ltd. He was a keen Rugby football supporter.

Mr. Jacka is survived by his wife, two sons and a daughter, all residents of Suva.

New Caledonia's first wheat crop of 200 tons is stated to be of good quality. M. Henri Bonneaud has placed the silos of the old Lietard factory at the disposal of the growers, and Noumeans are looking forward to eating their first real "New Caledonian bread."



Your own job is big enough

The man who lives in the Islands may acquire additional responsibilities without warning. If he has been appointed executor of an estate several thousand miles away, distance alone makes it almost impossible to carry out these extra duties. In any case, he is most unlikely to possess the highly-specialised knowledge of taxation, investment and finance which efficient administration demands.

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ECONOMIC HEADACHES FOR BSI NATIVES

Strange Doings In The Copra Industry

Letter to the Editor

BEFORE is it too late, it is desirable to set down some facts for the record. Prices throughout will be in Australian currency.

At the bottom of the depression, in the early 1930's, bagged copra fell to the record "low" of 24/- per ton in the British Solomons. When it painfully climbed to £8, about four years later, though the price was still unpayable, planters and traders felt quite elated. When it reached £14 a ton, around 1937, they thought they were in Heaven.

Then a Big Firm stepped into native trading in the Western Solomons, with the announcement that it was so sorry at the poor prices which had been paid to the natives for so long, so "bring your copra along and we will pay you natives £14 a ton—all the same white man."

As insensate competition had always limited the small traders' profit to around £1 a ton (when it wasn't a loss), and as all the traders sold their copra to that Big Firm, this method of competing against its own clients evoked intense bitterness among the outraged traders. Both they and the Firm knew the implications of the position thus created: these things cannot be explained to natives, who at once drew the inference that the rascally traders alone had been responsible for the wretched prices paid to them during the long depression years and after—and many uninformed whites held the same opinion, and sympathised with the natives accordingly.

The anger of the traders was not against the competition of the Big Firm as such, but against the manner in which it had initiated the new policy. It held all the cards, so there was no call to "put in the boot." Later, copra reacted in price, and continued in a steady decline. The natives lived to see the day when the benevolent Big Firm, which had come to their "rescue" a few years previously, was paying around £3/5/- a ton for the major portion of the year prior to the evacuation.

And that is what happened under Big Firm Control.

The time, but not the scene, has changed. It is now 1948, in the post-war Solomons. Nearly eighteen years have elapsed since copra was 24/- per ton.

The Big Firm is absent from the scene. Copra-buying is now a Government Monopoly. The world price is now around £80 per ton. Solomons price is £40. Even the Big Firm will admit that it now has nothing to learn from Government in covering itself against "contingencies," and making a thundering profit at the producers' expense.

Once again a Saviour has appeared at the top of the market. (Curious how these benefactors turn up in Booms; never in Depressions.) Not so blatantly as the Big Firm did its stuff, but just as effectively, the Government has sold the native the idea that it alone is the creator of the present high prices, and that the trader, by implication, was responsible for the pre-war low ones. The poor blanky trader always seems, come hell or high water, to be cast for the villain of the piece.

It's impossible to argue against a success: and these things can no more be explained to natives than can the simple economics of business be explained to an unreasoning crowd of striking waterside workers. Which is one reason why the returning planter-trader in the Islands, and Missionaries also, find the natives—with important exceptions—neither grateful nor co-operative; a cocky, we-have-found-you-out-and-now-know-all-the-answers attitude prevalent; and manifestations of the Marching Rule spirit in evidence in unexpected and unpredictable places.

The natives are still unsatisfied, still highly critical (like they were in the last phase of Big Firm Control), because, in addition to receiving wholesale prices for retail lots, they are not receiving the

highly specialised, attentive service they received from the small traders.

And that is what has happened under Socialist Control.

I am, etc.,

LESLIE F. GILL.

Vella Lavella, BSI, 7/8/48.

Geological Survey For Fiji

From Our Own Correspondent

SUVA, Nov. 1

THE United Kingdom government has made a free grant of £22,220 (sterling), under the Colonial Development and Welfare Act, for a three-year geological survey of the whole of Fiji. Areas likely to yield valuable minerals are to be mapped in detail.



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British Funds For Pacific Research

From Our Own Correspondent

SUVA, Nov. 1

THE provision of funds for two research projects in Fiji and the Western Pacific has been approved, in principle, by the British Government. The first is the establishment and maintenance for five years of an Institute of Educational Research in Fiji and the second is the foundation of a medical research library for Fiji and the Western Pacific High Commission.

Details of both proposals are still being discussed.

Copra Growers' Goose Laid Few Golden Eggs But Fiji Government Would Now Like It Plucked

Letter to the Editor

AT the next meeting of the Legislative Council of Fiji a Bill is to be introduced for the purpose of imposing a tax on copra exported from or consumed in Fiji. This tax is to be, in the words of a highly placed personage, "an attempt to relieve the planters of some of the profits they are making out of the miseries of Europe."

This shortsighted view fails entirely to take into consideration the miseries of the planter during the days when Unilever

wielded the big stick and copra prices fell below the cost of production.

Figures recently worked out show that the average price of copra for the period 1928-48 was £12/15/- per ton, while the average cost of production (landed at Suva) was, during the same period, £10 per ton. This shows a truly handsome profit of £2/10/- per ton from which had to be deducted the wages of a European overseer.

A graph for the same period shows that the actual price obtained during the years 1930-42 fell below the average cost of production except for a brief period in 1937. The lowest price recorded was in the July-December period in 1934. Copra was then bringing £3/2/6 per ton.

A hurricane in 1929 laid waste many Fijian plantations and these did not begin producing again until 1933, by which time copra was worth about £5 per ton.

These figures will stand examination and in view of these facts it becomes difficult to see how any Government official, be he high or low, can sit in his office, secure in the thought of his regular emoluments, come rain or hurricane, and calmly propose depriving the planter of the hard-earned rewards of his labour.

But this is, unfortunately, typical of officialdom which rarely has to face up to the realities of a situation.

Fiji, Nov. 11.

I am, etc.,

C. P. GODHARD.

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NICKEL CO'S 'QUEBEC' IN S. PACIFIC SERVICE

From Our Own Correspondent

NOUMEA, Nov. 20.

THE Nickel Company of New Caledonia gave a party to welcome the arrival of the fine new addition to their fleet, the Canadian-built vessel "Quebec." Present were the Governor-General, the President of the General Council, the Mayor of Noumea, heads of Government services, and representatives of New Caledonian shipping companies, commerce and industry.

The "Quebec" is 113 metres long, with a displacement of 4,875 tons, fitted with diesel engines, and with a speed of 13 knots.

Her master is Captain Jago, who was in command of the collier "Notou" when she was sunk by a German raider in 1940. The Germans took him in through the blockade, and he was their prisoner for some time. M. Rapadzi, Noumea manager of the Nickel Co., recalled this incident in his speech of welcome, and he also read the roll of honour of the sister collier "Cagou," sunk with all hands by enemy action in 1942.

The "Quebec" will be a regular caller at Australian east coast ports.

French Singer at Santo

From Our Own Correspondent

SANTO, NH, Oct. 30.

AMONG Qantas passengers from Santo on October 29, was the French stage and screen actress Mlle. Mylene Fidellin. She was returning to Noumea after a short visit to Vila and Santo.

She arrived in Santo by TRAPAS and gave one recital at the Harris Cinema. Her programme was made up of two brackets of popular French songs, sung to the accompaniment of a guitar and to an audience which did not have sufficient manners to keep quiet.

P.F.

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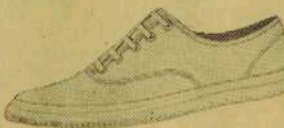
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Garden of Sinners

(Continued from page 45)

spaced with pot-holes of good soil ready to receive the precious trees and plants without the loss of time, but well-meaning Anah had upset all my carefully laid plans.

Fortunately, a few of the plants clung stubbornly to life, and we received another shipment later which among other things, included roses; and ultimately the flowers and the fruit sat in their appointed places, where the majority flourished.

In later years I found that all the woody trees and shrubs died, or white-ants attacked each one as soon as it was about six feet high. Limes, mangoes, rosellas and a few other fruits did well, and the gay and hardy annuals crowded along sociably in and out of season, at all times lending a cheerful note to the "garden-bottle," as the natives called it.

AMUSING arguments often went on between the staff as to which had helped most with the garden. Gimah could then strut boastfully along, pointing to his patches and, perhaps evolving some new "crime."

Many of these were unprintable. As all the work in the garden had been done by native servants in lieu of a term in jail for minor offences, each boy called the spot he had filled with bottles by the name of his offence at the time, with the result that the "garden-bottle" became a kind of crime record, details of which are better omitted here. The following incident will give a modified idea of the method of naming a particular patch.

Little Bobdubi, copying Gimah's marked swagger, appeared with a splendid plume of scarlet celosia in his hair and the light of a conqueror in his big, brown eyes.

"Missus, me got new fella flower 'long

garden belong me," he said, parading for my inspection.

I duly admired the unusual and lovely head-dress. "What part of the garden did you pick it?" I asked.

"Garden belong bloody fool before," he said proudly.

I was taken aback for a moment; then I remembered that Bobdubi had been sent to fill in the spot where the celosia now grew, because he had called the boss boy "Bloody fool."

There was the zinnia bed—always referred to as "pul-pul belong kick-cross" (flowers of football fight) and hinted of punishment when the hotel boys' football team got out of hand and punished their opponents more than the game warranted.

The unsporting team dug and weeded for so many afternoons that zinnias flourished in that particular bed for years.

So the zinnia bed reminded the boys ever after that football must be played without a "kick-cross" developing.

The borders could have been termed thieves edges, as they were tended and weeded by any boy caught stealing, and few missed out on being caught occasionally. Once I was surprised to see a conscience stricken culprit tugging weeds and clipping the blue Angeloma into trim tidiness.

"Now, what name trouble," I asked.

"Me man belong humbug," he replied.

(What male isn't, I thought.) Aloud I asked for further particulars.

"Me steal 'em sardine belong store. Me savee one boy belong house cook 'e look 'em me. Me like walkabout long Saturday, now me work 'em garden belong trouble to-day."

He had known the other boy would report him so he "made court" with himself and worked his self-given sentence out on Friday afternoon in case I punished him on Saturday when he wanted to go to a Sing-Sing.

So, out of a stack of bottles that

threatened to overwhelm us, a swampy patch that was an eyesore and a menace, and the explosion of a bunch of native offences, blossomed the bottle garden. What a shattering there must have been when the first bombs hit that "Garden of Sinners."

THE garden needed more humus and manure as the sandy isthmus had only a streak of rotted calophyllum bark in it—not enough to make zinnias

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distend themselves to the size of saucers, as the catalogue showed so temptingly.

Hopefully I made inquiries about mules; then I suggested cattle expectantly. However, planes eventuated—PLANES! I ask you. Have those tinned beasts of aerial burden ever given humus back to the good earth from their great panting engines?

They did—when some good soul taught me that artificial fertilisers could compensate for the lack of homely animals. That garden bloomed.

Sometime afterwards a large quantity of specially designed crockery with name and address branded upon each piece, was ordered from England. The pottery people evidently failed to cope with such an outlandish name and as we unpacked the crockery even the natives joined in the hilarious shouts of laughter. Himself rudely murmured something about "even the china manufacturers heard of your sandy garden's urgent need" for there, printed clearly on each of the many articles of dinner and tea ware, was—Allen Innes. . . Salamaua.

"Manua" at last came to Salamaua on cups and plates!

MY husband's office handled various guarantees, such as Landing Bonds, Native Labour Guarantees, and Uncontrolled Area Permits. Most newcomers appreciated these protective measures and conformed willingly, even if they were people of sound instincts.

However, one old prospector decided that it hurt his pride and he would fight it out with the Administration. He wanted to go to Wau to prospect but the Administration would not allow him to leave the Beach until the necessary permit was taken out. Neither side would give way, so he built himself a kunai hut on the narrowest strip of the Isthmus and sat down.

One day I took him some magazines and had a chat; he seemed a very interesting and well-read man so I followed up by sending him other books. He was rarely seen by any one locally but after two years of waiting the Administration proclaimed the desired district as a "controlled" area and he was at last free to venture forth unrestricted.

The garden, from the time of my Mambare trip, had grown rapidly into a jungle of plants and shrubs, but since Anah had lost all the labels and literature

in connection with the imported plants I could not identify them. Not knowing my plants by name, my garden pride was hurt. This was mentioned to the Hermit in casual conversation.

One bright moonlight night, hearing the dogs barking a great deal, I looked from the balcony to see the old man going slowly from shrub to plant; he would pause, kneel down, rise and then go on; it was like some strange ritual being repeated.

When I went to the garden in the morning, to my surprise, each of the scores of plants, trees and shrubs had a neat label fastened securely to its stem. Printed in copperplate hand was the botanical and common name clearly inscribed.

The Hermit had vanished. Thin wisps of blue smoke showed where his hut was still smouldering away in the distance. He had burnt down his little grass home and gone at last to prospect inland.

It was found out later that the old gentleman was a famous botanist and renowned traveller.

ONE Christmas morning dawned to find Binatang, Bobdubi and Anah gathering flowers for the table. Sounds of their voices came to me as they darted in and out amongst the hibiscus and gardenia hedges, filling lovely Buka baskets.

They were singing a Christmas carol—Sing belong Mission—and harmonising very sweetly. It remains with me as a picture of my last New Guinea Christmas:

"Ol wachman blong Betlem ol wach long bignait,
Ol lukim wan anglo, em anglo i lait.
Em tok long ol wachman, "Kirap kwik, kirap,
Long krib blong haus shipship Mesias i stap!"
... Nau yumi olgeder adorim Em tu,
Em Yesus, Ridimer, i God end Man tru."

(All Watchmen belong Bethlehem, all watch through the night,
All look for one angel, but the angel is late.
They speak to all the watchmen, "Get up quick, get up
To go to the manger in the house-sheep where the Messiah is."
... Now you and me adore Him, too,
He is Jesus, Redeemer, He's God and Man true.)

"MARELLA" SOLD

BURNS, PHILP'S 34-year old veteran "Marella" has been sold to a South American company and will in future sail under the Panama flag as the "Captain Marcos."

Before the war "Marella," with "Merkur," maintained Burns, Philp's Sydney-Singapore service.

She was handed over to her new owners in Singapore in November. The price paid for her is believed to be in the vicinity of £80,000.

Mission Work In N. Caledonia

THE French Protestant mission in New Caledonia, which always has done good work among the natives, is asking for 1,500,000 francs, with which to establish a native centre in Noumea. The General Council has passed the request on to a committee charged with examining questions of reorganisation of native affairs.

Although persons elsewhere usually think of New Caledonia as a Catholic country, half of the Melanesian tribes are Protestant, and they number among them some of the most energetic and influential groupings of the Loyalty Islands and of the mainland.

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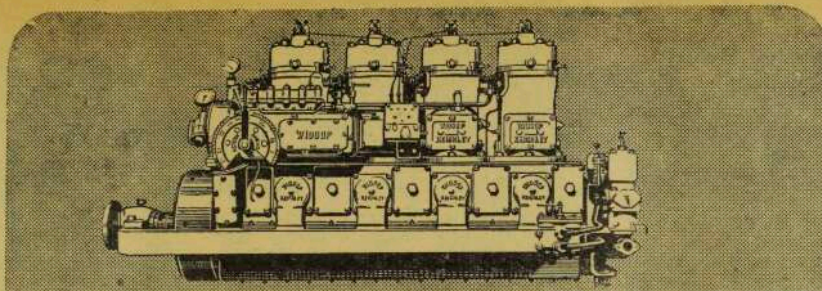
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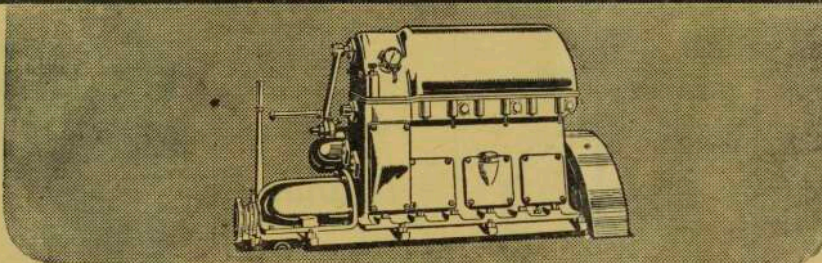
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BIG FLEET OF SMALL SHIPS

New Department of Western Pacific Commission

UNDER the new policy of economic control adopted by the British Colonial Office in relation to certain Territories in the past three years, the Shipping Department of the High Commission of the Western Pacific (headquarters at Suva) has assumed considerable importance.

The Department now controls a considerable fleet of small vessels including the following:

2 Trade Scheme ships, the old yacht

Kiakia, and 2 60-footers, used in the Gilbert and Ellice Islands.

5 Ships (Kuramarau, Mary, Myrtle, Majorie, Biliki) and a number of smaller craft, used in the Solomons. Under construction or alteration in Australian ship-yards; 1 300-tonner; 1 vessel 85 ft. long; and 2 65-footers—most of which are understood to be destined for the Solomons.

The "Awahou," which was recently at Pitcairn Island, is to be sold, according to recent reports.

In addition, the Western Pacific Commission has just bought a new motor-vessel of 300 tons which is to take the place of the "Nimanoa," as an administrative communication ship in the Gilbert and Ellice Colony.

"Nimanoa" was run on the reef in

Tarawa Lagoon by her crew to save her from the Japs when the latter invaded Tarawa in December, 1941.

The new ship may be named "Nimanoa II." Captain G. J. Webster, who has commanded various ships in the service of the Fiji Government and the Western Pacific Commission, arrived in Sydney in November to take over the new ship, which then was en route from Hobart. She will be prepared in Sydney for her voyage to Suva. Captain Webster brought 3 Gilbertese sailors with him in the plane and 12 more are on their way to Sydney by ship, presumably from Ocean Island.

Deck officers are to be engaged in Sydney; and an endeavour is being made to get the new vessel away from Sydney to Fiji before the holiday season.

This fleet of little ships is under the control of Captain H. G. Boys-Smith, DSO and Bar and various other decorations, who is now Marine Superintendent for the High Commission of the Western Pacific and whose offices are in the Government Building, Suva. Captain Boys-Smith, who had a distinguished war career, took over this position a couple of years ago.

Awarded US Decoration

A highly-prized award of the United States Government, the Medal of Freedom, has been conferred on Mr. Hugh H. Hickling, of the Cook Islands. The award recognises meritorious service by a civilian to the United States Government.



Mr. H. H. Hickling.

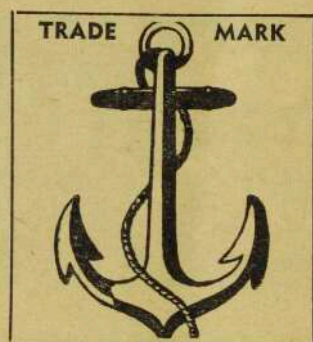
Mr. Hickling is now a teacher in the Cook Islands, and is on leave in New Zealand (where the United States Minister, Mr. R. M. Scotten, formally invested him with the medal). During the critical war years, he was Government Agent at Aitutaki, where the Americans built an important air base, and where Mr. Hickling was able to render consistently useful service to our Allies.

The Rt. Rev. S. G. Coulton, Bishop of Melanesia, returned to New Zealand from the United Kingdom, where he had attended the Lambeth Conference, at the end of November. He will return to his headquarters in the British Solomon Islands on the "Southern Cross" in late December.

Mr. Percy McConnell has sold his three Taveuni (Fiji) estates of Waitavala (529 acres), Gila (333 acres) and Mount Vernon (1,260 acres). The first has been bought by Mr. W. Halstead and the other two by Mr. W. Pearce. After spending much of his life in the copra industry, Mr. McConnell intends to retire to Suva.

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TO PAPUA BY LAUNCH

How the Midge Crossed the
Coral Sea 50 Years Ago

By D. H. Osborne, of Rossel Island,
Eastern Papua

IN April, 1899, when my brother, Frank, and I were at Port Douglas (North Queensland), we saw an old steam launch, the "Midge," for sale. She had been a Queensland Customs boat in her earlier days and was built of wood, with a single-cylinder, horizontal steam engine. It was said in Pt. Douglas that two men and a bottle of whisky were a full load for her.

One day I saw a man on board her and recognised him as Willie Arbouin, with whom I had worked in the Herberton hinterland for some time. He said he had just bought the "Midge" and intended taking her back to Papua.

I told him of my intention to go to New Guinea myself when I had saved a few pounds.

"Why not come along with me?", he asked. "I need someone to help me. My brother, Charlie, is manager of BP's at Samarai and, anyway, Bill Whitten will always give a newcomer a start."

We met my brother, Frank, and talked it over. "If you go to New Guinea, I go too," was his reply.

Arbouin told us that his partner was arriving on the next steamer, so we decided to leave things stand over until then. His partner was none other than G. J. Nelsson, who became so well known as a planter, trader and MLC in Papua in later years.

Finally, it was arranged that the "Midge" should travel under her own

steam to Cooktown, and from Cooktown to Samarai on the deck of SS "Moresby". Frank and I were to work our passages—it was quite easy for a willing person to do that in those days.

Our first job for Arbouin was to cut firewood, for "Midge" would steam on coal or wood. Next, we cleaned her up and got ready for sea-going. Queensland Customs were strict about sea-going vessels: all boats leaving one port for another had to have a master with a ticket. Arbouin engaged Barney Andersen, a retired master mariner, who was well known on the Queensland coast.

Pt. Douglas to Cooktown

WE left Pt. Douglas at 9 a.m. one Saturday late in April, with Andersen as captain, Arbouin as engineer, and Gus Nelsson, Frank and myself as

the crew. We carried one passenger, named Morton, a relative of Charlie Arbouin. We moved off under steam and sail; but in a short time the masthead carried away and the jib and peak were useless. The engine was not functioning well, either.

Cooktown lies 90 miles north of Pt. Douglas and, late in the afternoon, we were off Bloomfield River, half way. With the weather looking extremely dirty, the skipper ran into Bloomfield for the night, and we anchored off a farmer's homestead. He turned out to be Bill Collins, who knew both Barney and Gus—so we spent a pleasant evening with the family.

The following morning we sailed again and reached Cooktown at noon, Sunday.

The anti-climax was that the "Midge" proved to be too heavy for the SS

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"Moresby" to lift on deck. A small BP vessel, SS "Ysabel", was due to sail for Samarai the following Saturday and, since her speed was only seven knots, it was arranged that she should tow the "Midge" across. That suited Frank and me, for now we were sure of our passage.

We worked for several days making her ship-shape, as the mast had to be repaired and a new bilge pump installed.

A week or two earlier a heavy cyclone had wrecked a pearling fleet at Princess Charlotte Bay, and boats were bringing a lot of wreckage into Cooktown. No one about the town was eager to make the third man for our crew and neither of the owners wished to take it on.

On the last day Gus Nelson dug up an old beachcomber who had been on a bender and was hard up. A bottle of whisky and promises of more coaxed him

to make the voyage. He was known as "Billy Liverpool"—I forget his real name. He would not leave without a bundle of cotton waste, a couple of gallons of kerosene, and a pole—all for signalling if in distress.

We had been promised that the "Ysabel" would slow down each day at noon to pass us food, but Barney Andersen warned us: "Take some extra food on board—that old skipper won't slow down until he arrives in Samarai."

In Tow

MIDDAY on Saturday, April 28, 1899, saw our departure from Cooktown.

The "Ysabel" was to have slowed down before passing out of Barner Passage, to see if all was well with us—but she continued right on.

The evening turned out wet, with a

nasty sea running. We were shipping a lot of spray and leaking freely. Our tow line was a wire rope with no spring in it and that prevented the "Midge" from rising to meet the seas.

"This looks like my last night—and I haven't a drop of whisky left," lamented "Billy". He was not the only one who had doubts about living until morning!

I had given the engine a clean-up in Cooktown and must have let some cotton waste fall into the bilge; it apparently had got into the pump rose and I had a real job of cleaning it out, then pumping, while Frank did most of the steering. "Liverpool" was not in the mood to do much except feel sorry for himself and hold his aching head.

Before daylight we broke adrift. Immediately we burnt a flare, and then a second one. Still the "Ysabel" kept to her course. Finally, we saw her green light showing and she returned and hailed us. The skipper yelled that he would pick us up at daylight.

Daylight brought a boat with a coir hawser for us and thereafter the "Midge" towed much better. Bill scored a bottle of whisky, but no food was forthcoming. We heard later that when the "Ysabel" left Cooktown, most of the crew were the worse for liquor and that we were very lucky that they missed us after the towline snapped.

All went well during Sunday and Monday, save that we were wet through and thoroughly miserable. During Monday night we were near land, with nasty tide rips, and were making heavy going of it. Finally, the "Ysabel's" skipper called out "We'll go half speed until daylight." Later, she went dead slow and we were able to get a bit of rest until she resumed full speed at the first light.

We anchored at noon at Samarai. It didn't take us long to get aboard the "Ysabel", where a hot meal was awaiting us—and did we do it justice!

The "Ysabel's" captain told us exactly what sort of a risk we had taken. He shook his head and said: "I wouldn't have done it for £25."

Samarai In 1899

AT that time—May, 1899—the houses in Samarai were changing from native structures to European buildings. The town itself was quite lively, with a lot of drinking going on at the stores. Off-shore a number of boats were at anchor, including a fast sailing schooner on her way from Woodlark Island to Cooktown, with Captain C. O. Andersen in charge.

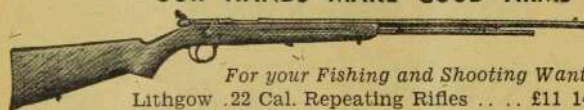
We stayed in Samarai until the Thursday, leaving early in the morning. All day sailing boats were in sight—but no motor launches. We spent the first night at anchor at Gyama, the second near Tofi, and finally reached Mambare Beach at sundown. The "Ysabel" discharged her cargo at night and, leaving us, went on her way at sunrise.

Sunday we spent making the "Midge" ready for the trip up the River, for she was to tow a large whaleboat. We set out the following morning, expecting to make the trip in one day, but we could not locate the channel into the river and had to return to the beach. Gus, Frank and I took a dinghy and with flag-sticks marked the channel.

Next morning we entered the river quickly. By sundown we were only about a third of the distance. Arbouin acted as engineer and fireman—but he soon became knocked up, as the work was too heavy for him, and no one among the passengers would help.

When we set off again, I took fire for fire with him. It was hot work, and the steam would drop after each stoking. By evening we still were a long way

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from Tamata and the bunkers were almost empty.

The mining warden was one of the passengers and he questioned a local native who was with him about firewood. He pointed up the river. We pulled in to the bank a short distance upriver and Frank and I, who had brought our axes from Port Douglas, chopped a load of wood, while the others stacked it against the boiler to warm it. The old "Midge" steamed ever so much better with this mixture of fuel and we reached Tamata in the early afternoon.

Willie and Gus gave us five shillings each to chop another load of wood to take them down stream again. They also gave us a pick, shovel, and dish for the extra work we had done coming up the river.

End of the "Midge"

THE "Midge" made one more trip up Mambare, but she was not suitable, being underpowered at 4 HP. Returning to Samarai, she later sailed for Woodlark Island, but was wrecked on a reef and her bones rest there to-day.

Frank and I, after a day's spell in Tamata, set out for the goldfield to seek our fortune. Little did we realize the hardships that lay ahead.

"Southern Cross" Makes Leper Survey

THE Melanesian Mission vessel "Southern Cross," which is at present in Auckland, New Zealand, undergoing overhaul, recently undertook a leprosy survey among the islands of the New Hebrides. An Australian doctor was carried and as close a survey as possible was made. Only four or five cases were found among the

natives examined, which was considerably fewer than expected.

The major difficulty encountered during the survey was finding the villages, which are not built on the sea shore but are hidden behind dense belts of coastal vegetation.

The "Southern Cross" will remain in Auckland until after Christmas, when she will take the Bishop of Melanesia back to his diocese.

Governor-General and Mme. Cournaire left Noumea by the patrol ship "Lotus" on September 28 to visit Wallis and Futuna.

Oil Exploration In Papua

AUSTRALASIAN Petroleum Company Pty., Ltd., reports that, during the month of October, coring was carried out at the drilling site at Oro, Papua, and on October 31, a depth of 1,266 feet was reached.

The British Seismic party has arrived in Papua and has now commenced work in the field.

The new issue of 2,500,000 £1 shares has been applied for by the shareholding companies.

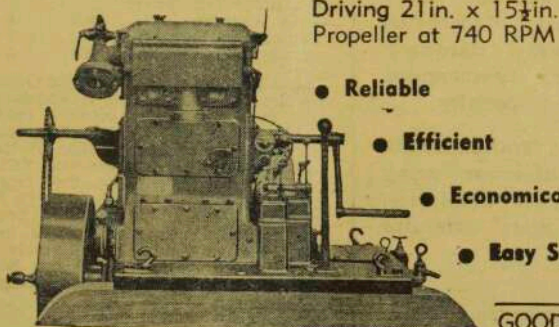
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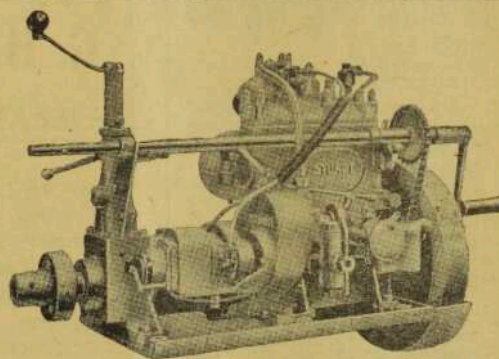


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THE "PIM" IS NOT ANTI-INDIAN

(Continued from Page 28)

British in the government of Fiji. The
British insistence that the Indian justify
himself before he makes such a demand
has nothing to do with racial distinc-
tions.

The Indian can share with the British
the responsibility for Fiji only if he can
(a) abandon entirely the ideas and in-
hibitions of Mother India, by which scores
of millions of people are shackled and
destroyed; (b) accept the ideal of a clean,
free young nation in the South Seas, in
which the fundamental rights of the
indigenous people shall be acknowledged
and protected; and (c) disclose that ad-
ministrative ability that is essential if
the Fijian is to be assisted to take his
rightful place in his own country.

It is that last proviso, above all, which
defeats the Indians' ambitions. There is
nothing in the recent history of India
which suggests that the Indians can be
entrusted with the government of a race
like the Fijians. The recent history of
the British Empire contains many ex-
amples to show that the British, espe-
cially, are equipped to assist the Fijians
to independent nationhood.

The Indians are intruders in Fiji. That
fact might have been overlooked if, in
Fiji, they had subscribed to the ideals
of good citizenship, entered fully into this
new life, and gradually grown away from
their Asiatic associations. They have not
done that.

In 1942-43, they had a unique opportunity
of standing beside the British and
Fijians in defence of Fiji, and thus earn-
ing an unchallengeable place in the future
life of Fiji. They did nothing—except, it
is strongly suspected, pray heartily for
the success of the Japanese. That was

their great chance; and they forfeited it,
and with it any right to ask for any share
in Britain's Fijian trustee-ship.

That is why the "PIM" is anti-Fiji
Indian. We cannot forget the Fiji Indian's
shameful record in 1942-43.

THE solution of the Indian problem in
Fiji will come when the anti-British
Indian lawyers and the mischief-
making Indian political opportunists take
themselves (or are kicked) out of Fiji;
when the Fiji-Indians are sufficiently
freed from their overseas associations to
allow them to grow up and develop natu-
rally as the decent, kindly people they are,
at heart; and when the British, as the
trustees of Fijian freedom and security,
are satisfied that the Fijians will not be
injured by conceding greater authority to
the Indians.

Until then the Indians, as the intruders
in Fiji, will retain their present status. If
they do not like it, there is nothing to
prevent their return to India. The wel-
fare of the Fijian is the paramount con-
sideration. As against that, the status
of the Fiji Indian does not matter two
hoots.

R. W. ROBSON.

NEW AIR SERVICE AUSTRALIA TO S. AFRICA

USING 324 war-time crossings of the
Indian Ocean, between Perth and
Ceylon, as a yardstick of experience,
Qantas Empire Airways has commenced
survey flights over an air route connecting
Australia with South Africa, across the
Indian Ocean. The first flight began on
Sunday, November 14.

In charge of this survey were Captain
W. H. Crowther, Operations Manager of
QEA. The aircraft, a QEA Lancasterian,
VH-EAS, was commanded by Senior Flight
Captain L. R. Ambrose, with Captain
A. R. H. Morris as First Officer and
Deputy Captain. The remainder of the
crew were First Officer G. Jakinov, Nav-
igation Officer J. Cowan and Radio Officer
Clarke. A team of aviation experts was
carried.

The following are details of the route,
with mileages and flight times:

	St. miles	Hrs. Mins.
Sydney-Perth	2,056	9 30
Perth-Cocos Is.	1,833	8 —
Cocos Is.-Mauritius	2,670	12 30
Mauritius-Tananarive via Reunion Is.	603	4 —
Tananarive-Johan- nesburg	1,360	6 15

Qantas pioneered the Indian Ocean with
regular services in 1943, establishing con-
tact over 3,500 miles between Perth and
Ceylon after the United Kingdom-Aus-
tralia route had been broken by the Jap-
anese invasion of Malaya and NEI.

The Indian Ocean was first crossed by
air in 1939, when Captain P. G. Taylor,
with the Archbold expedition, flew from
Port Hedland, Western Australia, to Mom-
basa, Kenya Colony, via Batavia, Cocos
Island, Delgo Garcia and the Seychells
Islands, in the Catalina Flying Boat
"Guba."

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yield per yard were both considerably be-
low average. This condition may continue
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THE PROBLEMS OF NEW CALEDONIA

Search For Labour :: Planters Want Help From France

By Our Noumea Correspondent

THE mining of chrome ore is second only to nickel in New Caledonia's economy, and production is a guide to the state of the country. For 1948, an estimated 77,500 tons of chromite will be produced and 54,000 tons exported from the following mines:—

	Extracted	Exported
Tiebaghi	56,000	37,000
Franco	7,000	5,500
Chagrin	7,000	5,400
Pourina	3,800	3,800
P.B. and Childe Harold	1,700	1,700
Various	2,000	1,500

The British controlled Tiebaghi Company has made a remarkable reorganisation effort, which has enabled it to increase production from 1,000 tons a month at the beginning of last year to 6,000 tons at the present time. For metal content and productivity this is regarded as about the world's richest mine. Recent underground surveys indicate that, far from being played out, there still remains from half a million to a million tons. The two bad cyclones early in the year flooded the galleries and held up exploitation for a while; but plans are now under way to improve extraction methods and instal new machinery. A tunnel project is also being examined to bring ore to the surface on the Paagoumene side of the great Tiebaghi Dom, or mountain. Facilities for loading direct on to vessels, instead of from barges are desirable, but would prove a big undertaking.

Australian capital is interested in the Chagrin mine, which produces about 500 tons a month, but it is hoped to increase this to 800 tons. This year, the mine was incorporated in a new company, Societe Caledonienne de Chrome, grouping it with the Franco mine, operated by M. La Fleur, and with most of the chrome mines operated by the French Nickel Co. New capital permits the installation of new machinery and of machinery from the US-owned Fantoche mine, which is also situated on the Tiebaghi Dom. The Franco mine is now supplementing human labour by employing bulldozers. The Childe Harold mine is also on the Tiebaghi Dom, close to the Chagrin, but it is one of the island's tiny exploitations.

There are several rich mines in the south that could be brought into exploitation once the problem of road building is taken in hand. They include the North Star, owned by US capital, and the

Arvor mines, in the Ounia valley, sold by a local syndicate since 1941 to a Melbourne concern.

The Tiebaghi mine was discovered last century by a stockman, out looking for stray cattle. The Chagrin is so named to express the disappointment of the two convicts who discovered it, but were not allowed to return to their native France.

It is good news for New Caledonia that, after many years at 35 cents per lb (and only 33.75 cents since January, 1948, when the US reduced the entry tax on Canadian ore) the International Nickel Corporation has increased the purchase price of nickel by 6.25 cents, making it 40 cents per lb. In Pacific francs, this means that the USA is paying 42.33 francs per kilo compared with the recent price of 35.75 francs.

OUR main problem, just now, is the introduction of labour to work these enterprises.

A radio message, received in Noumea from Batavia, from the New Caledonian-New Hebridean mission which is negotiating for Javanese labour with the Indonesian authorities, states that the latter have agreed to authorise recruitment, but without contract.

This means that the engagees will be at liberty to accept or refuse employment;

(Continued on Page 73)

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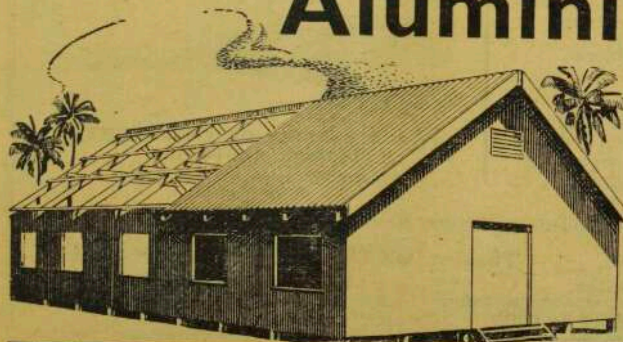
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Ruston 4-Cylinder Diesel Engine, 120 h.p., Size 4, Class C.V.R.,
Engine No. K82631, direct coupled to Lawrence & Scott &
Electromotor, Ltd., A.C. Generator, 80 K.W., volts 415 r.p.m.
300, 50 cycles, 3 phase, stator amps 140, exciter amps 25.4,
rating cont., exciter volts.

Ruston 4-Cylinder Diesel Engine, 120 h.p., Size 4, Class C.V.R.,
Engine No. 182630, direct coupled to Lawrence Scott &
Electromotor, Ltd., A.C. Generator, 80 K.W., 415 volts, 3
phase.

Lister 4-Cylinder Diesel Engine, 38 h.p., at 1,000 r.p.m., Engine
No. 60/359, Spec. 38/4/31, direct coupled to A.S.E.A. A.C.
Generator, K.V.A. 25, volts 415, amps 35, cycles 50, 3 phase,
rating continuous; Type G.A. 23, No. 399334, exciter volts
110, exciter amps 5, engine has hand starting; unit is
complete.

Switch Board, fitted with: Rotary Synchroniser, Frequency
Meter, 2 Voltmeters 500 volts, Ampmeter 20 amps., 3 Amp-
meters 50 amps, 2 Ampmeters 150 amps (one has no
pointer), 2 Ampmeters 200 amps., Ampmeter 250 amps,
Ampmeter 300 amps, Ampmeter 400 amps, 2 Kilowatt
Meters 12 O.K.W., Power Factor Meter, Frequency Meter,
44 to 56 cycles per second, and necessary Line Switches.

Overhead Running Gantry, fitted with 5-ton chain block.

Inside Fuel Service Tanks.

Outside Supply Tanks, approx. 400 galls. each, engine cooling
system is comprised of 3,000 gall. galv. iron tank with sprays,
spraying into pond; both Rustons and Lister are equipped
with mufflers, but the Murphy has open exhausts.

POWER HOUSE:

Murphy 6-Cylinder Diesel Engine, Model M.E. 650, Engine
No. 10318B, 160 h.p., at 1,200 revs., direct coupled to
E.M. Synchronous A.C. Generator, 60 cycle, 1,200 r.p.m.,
106 K.W., 132.5 K.V.A., 127-220 volt, 348 amps, 3 phase,
or 50 cycle, 1,000 r.p.m., 95 K.W., 118.7 K.V.A., 230-400
volts, 172 amps, 3 phase. Generator fitted with E.M.
Synchrostat voltage regulator, lub. oil heat indicator
broken, no Vee belts on blower drive, no engine amp-
meter; radiator and fan are available for this unit;
engine fitted with electric starting.

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also they must be guaranteed repatriation without any condition as to their length of stay here.

M P. BERGES, a leading New Caledonian planter and former President of the General Council, drawing attention to the sad plight of the local coffee grower, has charged France with looking after only the interests of the metropolitan French peasant, and with ruining a culture which is at the base of French colonisation in the Pacific.

He says that growers are getting less than it costs them to grow and gather their crop and plantations that have been created by the work of generations are being abandoned. What (he asks) is to become of the island's three thousand French families engaged in the industry when all the coffee plantations have disappeared?

He points out that in a country of periodic droughts, heavy rains and cyclones, it is not possible to change land cultivation processes like you change an old shirt. He also asks if the verdict of history is to class as imbeciles all those—French peasants, planters from Reunion and farmers from Australia—who, after long and patient trial, finally adopted coffee-growing as their basic means of livelihood.

M. Berges concludes: "The authorities in metropolitan France will indeed assume a heavy burden of responsibility if they allow the New Caledonian coffee plantations to die of discouragement."

The French ship Saint Nazaire recently left Noumea for Papeete to pick up 430 Chinese coolies (who have been working at the phosphate deposits at Makalea Island) for repatriation to Hongkong.

ANALYSIS OF CRIME IN FIJI

SUVA, Nov. 22.

PRESUMABLY because Indians can usually produce the cash to pay fines and Fijians cannot, many more Indians than Fijians were fined in 1947 and many more Fijians than Indians were sent to gaol.

The annual report of the Police Department of Fiji shows that 698 Fijians were fined during the year and 366 were gaoled, while 1650 Indians were fined and 194 were gaoled.

Eighty Europeans were fined and 13 were sent to gaol, while 130 part-Europeans were fined and 27 were gaoled.

The report states that the total crime for the Colony (population, 126,000 Indians, 120,000 Fijians, 10,000 Europeans) reached a new peak in 1947 and disclosed a general increase in the more prevalent crimes and offences—house-breaking, assault, larceny, carnal knowledge, arson and fraud by false pretences predominating.

Murders, robberies and offences connected with dangerous drugs and distillation showed a decrease.

Convicted of being drunk and disorderly the number of Indians increased by 66 per cent.; Fijians decreased by 10 per cent.; and part-Europeans increased by 50 per cent.

Of the 7,542 permits to consume liquor, on issue in 1947, 5,343 were held by Indians, and 2,199 by "Fijians and others."

Labour situation in Solomons is slowly easing—recruiters report a better response.

Signs of the Times:

FIJIAN MAGISTRATE WAS NOT IMPRESSED

SUVA, Nov. 22.

RATU PENAIA GANILAU, who returned to Fiji in April after completing a course in administration in England, was on the Bench at the Labasa Magistrate's Court when Mr. H. B. Gibson, a Labasa solicitor and a former member of the Legislative Council, was charged with driving an unlicensed jeep.

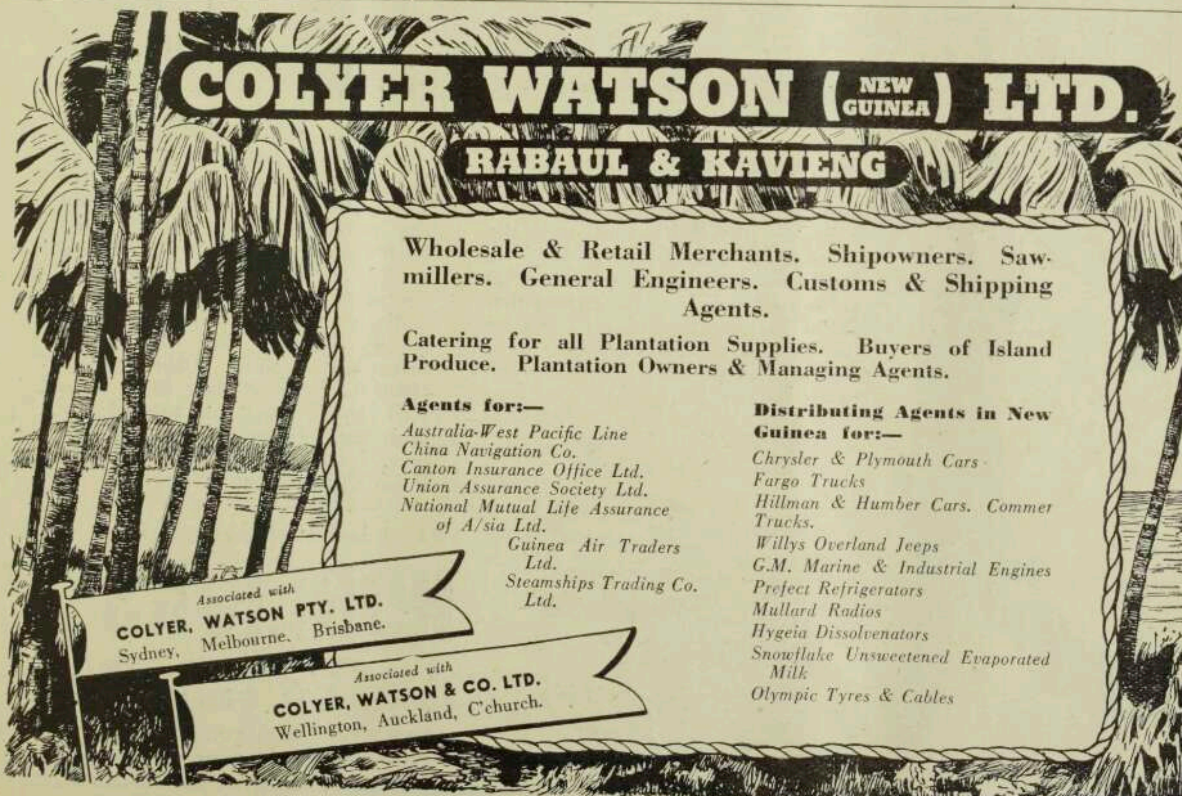
The defendant said that he had overlooked the matter of the licence because of pressure of work, and he added that the police should have notified him that payment of the fee was due. The police, however, flatly disclaimed any responsibility.

The defendant then claimed privilege, because part of his time was given to public work.

The Fijian magistrate ruled that the law applied to all alike, and said that there were no grounds for any claim of privilege. The defendant was fined £1.

Ratu Penaia is not the only Fijian official to occupy a magisterial bench. In former years the present Secretary for Fijian Affairs (Ratu Sir Lala Sukuna) on occasion occupied a similar position, and there may have been others. Fijian magistrates under the Fijian Administration deal only with Fijians in cases involving breaches of the Fijian Regulations.

Pastor O. Thiele, executive secretary of the Lutheran Foreign Missions, left Victoria for New Guinea recently to confer with the Rev. O. H. Schmidt of the USA Lutheran Church.



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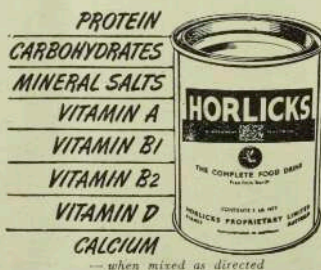
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16-OZ. TIN **3/6** 8-OZ. TIN **2/2**

(Prices slightly higher in country areas)

News and Notes From Buka and Bougainville

By a Special Correspondent

BUKA PASSAGE, Nov. 4.
MR. ELMA Good, who was out on a two months' visit to her plantation, Kessa, in North Buka, has returned to Rabaul. Mr. Good has taken over the plantation from the PCB and Mr. Percy Cream has been appointed as manager. Kessa has been in production for some months.

Mr. Cyril Doyle, who opened up Kessa for the PCB in November, 1947, has gone to the Kokopo district where he will manage Tokua Pltn. for Mr. Vic. Pennefather. Before the war, Cyril had managed Aropa Pltn. near Kieta.

Mr. Max Babbage now has his Karoola Plantation cleaned through and is in production with an increasing output. The place looks well and Babbage has faith in the future. He proposes to plant cocoa in the back areas, which he considers very suitable for the purpose.

Mr. Charley Quintal, who went south some months ago for a well earned holiday, and some medical attention, is expected back in Buka in November. He will rejoin Max Babbage at Karoola and take over the copra producing end of the business. His friends will be glad to see him back and once more restored to health. He has been many years in the BSI and Bougainville areas and is very well known.

The Rev. Clarrie Luxton, of the Methodist Mission in Buka, is on his way back from New Zealand after an absence of

nearly a year. It is understood that he will make only a short stay at his station, Skotolan, and will then proceed to Roviana, BSI where he will take up the duties of Asst. Chairman of the Methodist Mission Society of New Zealand, under that veteran missionary, The Rev. John F. Goldie. While pleased at his promotion, many people in the district will regret the departure of this pleasant and helpful personality. Few people, with time to spare, passed Skotolan and all were made most welcome by Mr. and Mrs. Luxton. The district will miss them both.

Sister Winifred Poole, who came from New Zealand to Skotolan Mission some 18 months ago, has been in charge of the medical side of the work there and has put-up a good show. Sister Winifred is a highly qualified nursing sister who enjoys the work and is keenly interested in the Territory.

Mr. Alf Long and his wife are now well settled at Bonis Plantation in Buka Passage. Mrs. Long accompanied her husband when he returned from southern leave last June, and likes the life. Bonis, of course, is very nicely situated on the edge of the Passage with a grandstand view of all that happens in the vicinity. Long is turning out a nice sample of Ceylon dried copra these days.

Mr. Gordon Wilson is in charge of the Komarou Agricultural Station on Buka. He hails from North Queensland and is a graduate of Gatton College, and so

climatic conditions hereabouts suit him well. He recently opened up another agricultural station in Buin, Southern Bougainville, for the Department.

Mr. Don Colley, recently returned from furlough, is in charge of the Burns, Philp interests in Bougainville, with headquarters at Soraken Plantation. These comprise a fine group of heavily producing properties and the popular Don is kept busy travelling by boat on inspection duties. He is assisted by Mr. "Nugget"

The Twinkle in Your Eye

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Good normal digestive and liver activity means good, normal health and fitness. If you are becoming gloomy and feel tired out, the cause may be a congested state of your intestinal tract. So many people are troubled with constipation, which, through the retention of waste in the digestive system, causes sick headache, biliousness, pimply skin, unpleasant breath, irritability, slackness and dull eyes.

Regain your bright and attractive appearance by banishing constipation with Pinkettes. Tiny, perfectly harmless, gentle yet effective, these famous laxative and liver pills painlessly exercise and strengthen the bowels, keep the food tract clean and active, stir the liver, and thus banish sick headache, bilious attacks, pimples, unpleasant breath and gloom. All chemists and stores sell Pinkettes, the perfect laxative and liver pills.

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KRAFT CHEDDAR CHEESE — a creamy-smooth, choice processed cheddar. Rich in Vitamins A, B and D, calcium, phosphorus, and other nutrients of milk. Always fresh whether in the attractive blue can or in its hygienic foil wrapping. Not too sharp — not too mild — just too good for words.



BONOX — pre-digested beef in its tastiest and most assimilable form. A valuable food for its high content of niacin (the anti-pellagic factor), and a powerful digestive stimulant. Dissolve in hot water for an appetising drink, or use as a spread or a flavouring for cooked dishes. *Eat it and drink it for a lift!*

Nugent, who joined up with the firm some time ago, and handles the plantation accounts. "Nugget" comes from Victoria but was in New Guinea during the war period and fits in nicely.

Old Timers in the District were grieved to hear of the recent death in Sydney of Mr. R. A. Robinson, who was connected for so long with the Burns, Philp plantation section. Before becoming the firm's Chief Plantation Inspector for New Guinea, "Robbie" had been Group

Manager at Soraken for a while and was a very popular resident.

Mr. Sid Paisley is in charge at Banui Plantation. He and Mrs. Paisley have been resident there for some months. Whilst no stranger to Bougainville district Sid is probably better known in Madang and Wewak areas, where he managed plantations before the war.

Word that Mr. Rolf Cambridge, had been appointed to the position of Chief

Inspector of Plantations for Burns, Philp, as a successor to Mr. R. A. Robinson, gave a lot of satisfaction to the same Old Timers as he, also, had been Group Manager at Soraken before the War and was logical successor to "Robbie." Like "Robbie," he had many years experience in the BSI before coming to this Territory, both having served with the late Allan Campbell there.

MR. CLAUDE CAMPBELL has his Raua Plantation in very good shape these days. He has a comfortable bungalow, good station buildings and a substantially built Ceylon Dryer and copra shed. The coconut palms are in good condition and carrying excellent crops. The plantation has more of the pre-war look about it than any other your correspondent has seen in the district. A force of "redskin" labour, from New Guinea mainland, has assisted in this desirable result. The Ceylon Dryer is turning out an excellent sample of copra.

Mr. Charlie Smith of Tinputz Plantation has been suffering from a dearth of labour for some time, but has now received a batch of "redskins" from Madang way, so hopes to make good progress. The introduction of labour from another district has a healthy effect upon the locals, who then find that they are not indispensable.

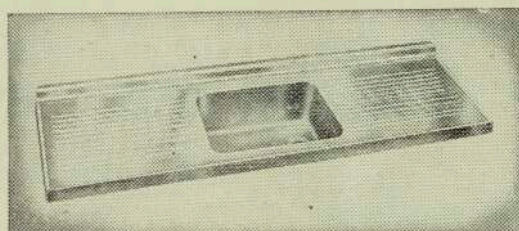
Tearouki Plantation, on Teop Harbour, has recently been acquired from Mrs. Eva Falkner by Bishop T. J. Wade for the Marist Mission's Headquarters when a move is made from Torokina. Tearouki is a fine plantation with a good frontage to one of the best harbours in Bougainville and should be ideally suited for the purpose. The Rev. Fr. Lebel is in charge at present and is energetically proceeding with the building programme which includes Mission house, church, native school and hospital. No one knows how to extract "sixty seconds worth of distance run" from every unforgiving minute, better than the Padre!

Mr. and Mrs. A. M. Stewart, who have been at Teopasino Plantation for some time are shortly proceeding to Australia on leave. Mr. Stewart opened up the plantation after the war and brought it into production. He is an old resident of the Territory, having come up for the Expropriation Board back in 1920 and was Plantation Inspector and Branch Manager for the Board in several districts. Like so many of our elder residents he served in both World Wars.

Mr. Paul Mason and his wife have made themselves comfortable at Inus Plantation. There is a good bungalow, built of local material and the cool breeze from the mountains makes it a pleasant place at night. Mrs. Mason was formerly a journalist and finds much of interest, and to write about, in her new surroundings.

PASTOR CYRIL PASCOE, who is in charge of the Seventh Day Adventist Mission in Bougainville, has established himself at a new station just north of Inus, and, with the assistance of his brother Ernie, has made a good show. He has recently taken delivery of a new 45 foot boat which will be used for the Mission work in Bougainville. It is a well built and fitted craft with a 50 horsepower Gardiner Diesel engine, and should be most suitable. There will be general satisfaction at the return of the Pascoes to the district.

Mr. "Sandy" Sandford is in charge at Numa Numa, whilst Mr. Drummond Thomson is away on a southern holiday. "Sandy" leads a busy life with an increasing copra production and a big labour line to maintain, but he gets away with it.



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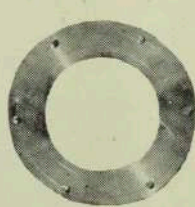
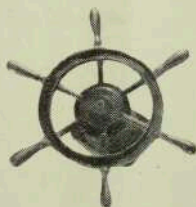
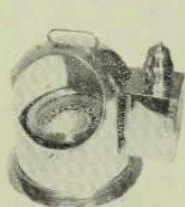
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His house is much admired by visitors as it shows a deal of ingenuity and improvisation, and just what can be done with the unconsidered trifles of military camps. Mrs. Sandford is a keen gardener and has achieved fine results.

Mr. Bob Stuart and his wife are settled in at Tenekau and are turning out copra in a satisfactory way. Stuart is one of the older Bougainville residents and in pre-war days put much hard work into the development of his plantation, which is now a valuable property.

Mr. Jim Joyes, wife and family of three, are living on Iwi, below Kieta. Joyes also owns Kekere, which is close to Iwi. He is getting copra out of both places, but, like all others at the southern end of Bougainville has had a continuous battle for supplies and shipping.

Mr. Robin McKay, who bought Aropa last year has had a busy time since taking over the plantation. Opening up a property and having to scratch for labour and supplies is no sinecure. However, he has plenty of enthusiasm and energy and has managed both cleaning-up and production. Mrs. McKay is at present in Australia.

Mr. W. A. L. Clarke, "Clarkie" to all, is running Toimanapu for Burns, Philp. It is an old stamping ground of his and the firm are old employers, so filling in the complicated monthly returns is no trouble. Mrs. Clarke is also at the plantation, and likes the life.

Messrs. Bob and Bernie Parer are still conducting their salvaging operations at Torokina, with the assistance of several helpers. The brothers are a busy and popular pair and do a deal of travelling in pursuit of their business. People like their genial ways and easy way of making a deal.

Shipping is Now Bougainville's Greatest Problem

THE plantations in the district are now producing more copra, and the natives are bringing in a considerable amount of trade copra, from the Buka area, to the various traders, so that the district output has substantially grown. The need for extra shipping to move it all is now felt.

Most of the plantations are producing Ceylon Dried copra—cooked in the half shell—but most of the native stuff is smoke dried, and the general quality of it leaves much to be desired. Brown brother realises that, in the absence of inspection, copra not fully dried is heavier and brings in more cash!

Bougainville is, of course, a heavy producing area and before the war the "Malaita," at 6 weekly intervals, picked up all copra from the bigger Burns, Philp plantations and Numa Numa, while 500-ton inter-island steamers came out from Rabaul at three-weekly intervals to deal with copra of the smaller plantations. Further, there were various 50-ton schooners that frequently brought loading out and returned to Rabaul full of copra.

Of late there seems to be a lack of reliable information, as to ships movements, both from the Directorate of Shipping and from the agents—even visits to the offices of both, in Rabaul, leaves the intending shipper and/or passenger rather bewildered. To the Outports man, anxious about his incoming cargo and copra shipments, the delay in leaving Rabaul, alteration of route and places of pick up, are an additional worry, and they consider that they are entitled to more consideration than they are at present receiving. After all, they do supply the freights and

the reason for the ship coming! But the shipping point of view, seemingly, is that the outports are lucky to have any service at all!

A bone of contention, and a serious one, is that on a number of occasions ships have passed Sohano—the HQ of the Bougainville District—without stopping to

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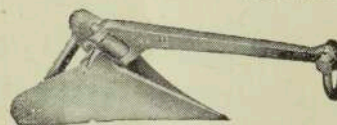
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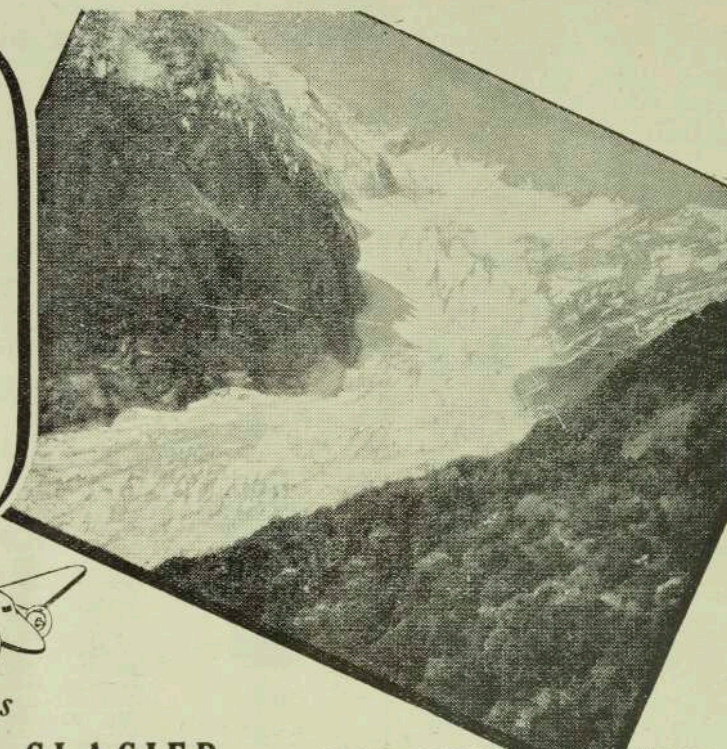
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pick up the inward (to Rabaul) mail. This lack of courtesy may well mean considerable delay to urgent and important letters which may thus miss one or two air mails from Rabaul. Surely His Majesty's mails are entitled to every consideration, as was accorded them at outposts in pre-war days. Will someone please take note!

Passengers, too, might well be accorded a little more consideration. The inward bound ships are nearly always carrying more passengers than there is accommodation for; and while passengers do not enjoy sleeping on a settee, or on any dry place on deck, they put up with it, if they must travel to Rabaul to do business.

To be informed, however, that he is "very lucky" and to be reminded, even jocularly, that extra passengers make the ship uncomfortable and imperil the food supply, is something no passenger enjoys. When he pays £1/10/- for the first day and £1 for every other day, or part thereof he feels that he is entitled to everything he gets—which is not much at all!

The Chinese stores at Buka Passage, conducted by Wong You and Laurie Chan, are hives of industry these days and the owners do a flourishing and increasing business. Both stores keep a good range of European goods, besides native trade goods. Prices compare favourably with those of the Rabaul stores, and most residents prefer to buy locally, and see what they get, rather than order from Rabaul and have their goods subjected to the "round the world tours" and eccentric deliveries, which seems to be an inseparable part of our present shipping set up. The local Chinese stores concede that the customer is often right and is entitled to every attention—which is a nice change!

Sister Shirley Grey and the Rev. Wesley Lutton sailed on the December "Bulolo" from Sydney to take up work with the Methodist Mission in New Britain.

TONGAN BERNADETTE Belief In A Faith Healer

From a Special Correspondent

NUKUALOFA, Nov. 17.

PERHAPS this may not interest the sophisticated and fast-living world; but perhaps the supposed gifts of a young Tongan girl are still worth recording, nonetheless.

Here is a picture of Taufa Motulalo Takai, who is causing a lot of talk throughout Tonga because of her alleged faith-healing power. Most Tongans believe in this young girl, and her fale (Tongan house) is crowded day and night with either sufferers from all kinds of ailments, or relatives of sufferers who are too ill to go to her. There are many reports of "cures" she has effected—among these being typhoid cases, rheumatics, lock-jaw, leprosy, ulcers, heart disease, children's complaints, etc. Pure drinking water, repentance, prayer and complete faith in God are what Motulalo prescribes for her sufferers. She has been credited, it is reported, with using her powers at the Royal Palace lately.

I had difficulty in persuading her to have her photo. taken, for she greatly dislikes publicity.

She has always a happy face; her manners are graceful without the slightest suggestion of acting; she answers questions quickly and to the point, in a soft musical voice. Her birthplace is Neiafu, Vava'u. She is 23 years of age, and a member of the Free Church of Tonga. She was educated in her Church mission school, and she says herself that she was a very dull pupil. Her confidence in her power to heal the sick is tremendous. She believes it has been divinely inspired—even to the date the



Taufa Motulalo Takai.

gift was given her (June 13, 1947). Motulalo politely refuses all offers of payment for her work.

Mr. Lloyd E. Ambler, who has given nearly 40 years of service to the Fiji Government and the Western Pacific Commission, in which he filled many responsible positions, arrived in Sydney in November, on leave, prior to retirement. Mr. Ambler's most recent service was in the Solomons.

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AN APPRECIATION OF MRS. E. FALKNER OF BOUGAINVILLE

BY S.A.G.

MRS. Eva Falkner, who sold her Tearouki Plantation, on Teop Harbour, Bougainville, to the Marist Mission has now built herself a home and garden on a small island in the Harbour. From this vantage point she sees all the shipping that comes and goes; there is a fine view of the Emperor Range, and every night the cold land breeze is a pleasant thing. Mrs. Falkner does not wish to leave the locality, where she has lived so long, for the doubtful joys of Southern civilisation!

Her late husband, Mr. Chris. Falkner, was at one time ADO at Buka Passage. He resigned from the Administration to take up Tearouki, which he developed into one of the best planted and best laid-out plantations in Bougainville.

Chris and Mrs. Falkner went through some hard times—the depression years and low prices for copra—before the plantation reached its full bearing stage, but they kept determinedly to the task and won through. Then Chris became ill and died and Mrs. Falkner bravely carried the plantation alone, running her own labour line and trading with surrounding natives. "The Missus belong Tearouki" was well known to all natives on the Bougainville east coast.

When Japan came into the war, and all women and children were evacuated in December, 1941, Mrs. Falkner elected to stay and look after her interests, and she remained in her home even when a Jap destroyer sailed into the harbour and an armed party came ashore. They searched the house and subjected her to a severe cross examination but did no harm to her or the house.

She continued living on the plantation until the end of 1942, attended by faithful native house-servants, and then in company with others—which included a party of Roman Catholic nuns—she was evacuated, almost from her front door, by a US submarine, and taken to Guadalcanal, thence to New Zealand by US transport, and on to Australia by flying-boat. It was a unique experience.

The late Christopher Falkner was a Norwegian of good family, who began life as a Naval cadet, and came out to Australia in 1914, still very youthful. He came of fighting stock so that when war came in August, 1914, he promptly joined the AIF and sailed with the first contingent. He served on Gallipoli and was decorated for bravery and given his commission. Later he won a Serbian decoration. He died in Rabaul and was buried in the old Cemetery, not far from the graves of the Australians who were killed near Bitapaka in September, 1914.

Mrs. Falkner is one of the brave band of women whom Territorians honour, because with true pioneering spirit, they accompanied their husbands to out of the way places, and helped them carve a home and plantation from the wilderness. Only those who have been through it realise the various vicissitudes that beset people who develop a coconut plantation—the loneliness, disappointments, sicknesses and the long wait before the palms begin to bear. It takes a lot of intestinal fortitude to see the matter through.

Bougainville residents will wish Mrs. Falkner the best of luck and good health through the years. The Falkners have left their mark—and a very good mark, too—on the island!

Cost of sending delegates from French Pacific colonies to the Regional Labour Conference at Kandy, Ceylon, under the auspices of the International Labour Office, will be shared by New Caledonia (65 per cent.), the New Hebrides (35 per cent.) and Wallis and Futuna (5 per cent.).

SHIPPING AND PLANE SERVICES

THE following sea and air services are running to schedules in the Pacific. Not all of the regular services which were suspended, owing to war conditions, have been restored; but preparations are under way for their early reintroduction. As they become available they will be announced here.

SHIP SERVICES

Australia—North America

THE regular passenger Trans-Pacific liners, withdrawn during the war, have not been restored.

Canadian-Pacific liner "Aorangi" (Sydney-Auckland-Suva-Honolulu-Vancouver) resumed running in August, 1948. A sister liner is expected soon. See time-table on following page.

Matson liners "Monterey" and "Mariposa" are not now expected back in the Pacific service. Matson ship "Marine Phoenix," carrying passengers, ran on a regular schedule—San Francisco-Honolulu-Suva-Auckland-Sydney; but was withdrawn in August, 1948.

New Zealand—Fiji—Samoa—Tonga

Monthly Service by MV "Matua"
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Auckland	Dec. 9	Jan. 11
Suva	Dec. 13-14	Jan. 14-15
Nukualofa	—	Jan. 17-18
Vavau	—	Jan. 19
Apia (WT)*	Dec. 15-18	Jan. 19-21
Vavau	Dec. 20	—
Nukualofa	Dec. 21-22	—
Suva	Dec. 24	Jan. 24-25
Auckland	Dec. 29	Jan. 29

*Western Time.

New Caledonia

THE New Caledonian Government has subsidised and maintained the coastal shipping services. The East Coast, the West

Coast, and the Loyalty Islands, under present conditions, receive 10 round trips per annum. The ships call at the following ports:

EAST COAST.—Yate, Ounia, Thio, Nakety, Canala, Kouaoua Kua, Moneo, Ponerhouen.

Tibarama, Poindimie, Wagap, Touho, Tipindje, Hlenghene, Tao, Oubatch, Pouebo, Balade, Pam, Arama, and return.

WEST COAST.—Pouembout, Kone, Temala, Voh, Ouaco Gomen, Koumac, Tangalou, Tiebaghi, Nehoue Poume, Baaba, Belep and return.

LOYALTY ISLANDS.—Mare (Tadine), Lifou (Chepenehe) Ouvea (Fajaoue, St. Joseph) and return.

The steamer "Neo Hebridaïs" runs regularly between Noumea and Sydney, with occasional trips to the New Hebrides (mostly Aneltyum).

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New Zealand—Cook Is.—Niue—Samoa

THE motor vessel "Maui Pomare," owned and operated by the NZ Government, maintains a direct service between Auckland and Rarotonga (Cook Islands), with alternative calls at Niue and Apia (Samoa).

Sydney—Norfolk Island—New Hebrides

THE SS "Morinda," Burns, Philp & Co., Ltd., runs at approximately three-monthly intervals from Sydney to Lord Howe Island, Norfolk Island, and main ports of the New Hebrides, and return.

Sydney-NZ-Fiji-Hawaii-Nth. America

THE Canadian-Australasian liner "Aorangi" (17,500 tons) recommenced a trans-Pacific service between Sydney and North America in August. Her itinerary is Sydney, Auckland, Suva (Fiji), Honolulu (Hawaii), Victoria (Vancouver Island), and Vancouver (British Columbia, Canada). Timetable for the Pacific section of her run is:—

RMS "Aorangi"					
Honolulu	Nov. 25	Jan. 27	Mar. 31	June 2	
Suva	Dec. 4	Feb. 5	Apr. 9	June 11	
Auckland	Dec. 7-9	Feb. 8-10	Apr. 12-14	June 14-16	
Sydney, arr.	Dec. 13	Feb. 14	Apr. 18	June 20	
Sydney, dep.	Dec. 23	Feb. 24	Apr. 28	June 30	
Auckland	Dec. 27-28	Feb. 28-Mar. 1	May 2-3	July 4-5	
Suva	Dec. 31	Mar. 4	May 6	July 8	
Honolulu	Jan. 7	Mar. 11	May 13	July 15	

Subject to Alterations Without Notice.

AIR SERVICES

Summary of Pacific Air Services

PAPUA AND NEW GUINEA.—Regular Qantas service from Sydney.

SOLOMON ISLANDS.—Frequent regular flying-boat service from Sydney by Trans Oceanic Airways.

NEW HEBRIDES.—Frequent regular flying-boat service from Sydney by Trans Oceanic Airways. Service from Noumea by French plane runs twice weekly.

NORFOLK ISLAND.—Regular service from NZ by NZ National Airways; from Sydney by Qantas.

LORD HOWE ISLAND.—Regular weekly service from Sydney by Qantas and Trans Oceanic Airways.

Fiji.—Regular services from Australia by Pan American and BCPA (to Nadi); Auckland by NZ National Airways (to Nadi); from Australia by Qantas (to Laucala Bay, Suva); from Auckland by NZ National Airways (to Laucala Bay).

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NOUMEA.—L. & W. Johnston.

NEW GUINEA.—Manager for Mandated Territory and Papua, W. A. Anderson.

PORT MORESBY—SAMARAI—LAE
—MADANG—RABUL

Burns, Philp (New Guinea), Ltd.

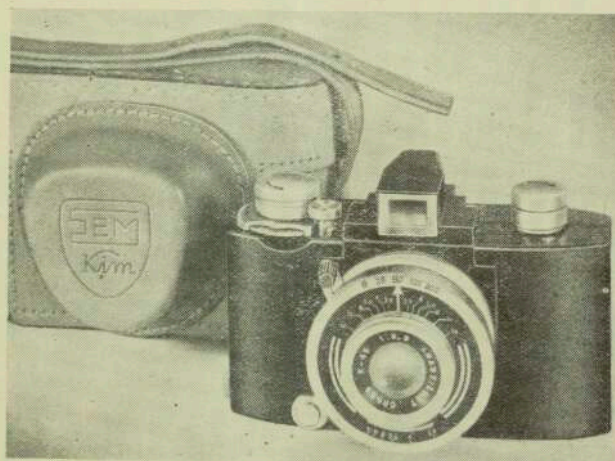
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WESTERN SAMOA, COOK ISLANDS AND TONGA.—Regular service from Fiji by NZ National Airways.

TAHITI.—Regular service from Noumea by TRAPAS plane suspended in March.

AUSTRALIA-NEW ZEALAND.—Regular service by Tasman Empire Airways.

AUSTRALIA-NORTH AMERICA.—Regular Trans-Pacific services by Pan American Airways and BCPA.

TOA Services

TRANS Oceanic Airways run the following Pacific services:—

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SYDNEY-NEW HEBRIDES: A regular monthly service with large four-engine flying-boats from Sydney, via Noumea (overnight stop), to Vila and Espiritu Santo. Fare: Sydney-Vila, £45; Sydney-Santo, £50; Noumea-Vila, £12/10/-;

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The very first dose of Mendaco goes right to work circulating through your blood and helping nature rid you of the effects of Asthma. Try Mendaco under an iron-clad money back guarantee. You be the judge. If you don't feel fully satisfied after taking Mendaco just return the package and the purchase price will be refunded. Get Mendaco from your chemist to-day and see how well you sleep to-night and how much better you will feel.

RELIEVES ASTHMA

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Now in 2 sizes 6/- and 12/-

Noumea-Santo, £18. Freight: Sydney-Vila or Santo, 2/- per lb.

SYDNEY-SOLOMON ISLANDS: A regular monthly service from Sydney, via New Caledonia and New Hebrides to Tulagi, Solomon Islands. This service is frequently extended to Lingatou, in the Russell Islands, and calls are sometimes made at Vanikoro, in the Santa Cruz Group. Fares: Sydney-Tulagi, £75. Free baggage allowance, 60 lb.; excess baggage and freight, 3/- per lb.

New Caledonia—New Hebrides—Tahiti

A TRAPAS amphibian runs twice each week between New Caledonia and New Hebrides. The days vary, but on the selected day the planes adhere to the following time-table:—

Noumea—dep. 0630.	Vila—arr. 0900
Vila—dep. 0945	Santo—arr. 1115
Santo—dep. 1145	Vila—arr. 1315
Vila—dep. 1400	Noumea—arr. 1630

A TRAPAS plane runs monthly between Noumea and Tahiti.

Papua-NG Local Services

MANDATED Airlines, Ltd., of Lae, New Guinea, and other private operators, run air services between Lae and the New Guinea mainland centres of Wau, Bulolo, Madang, Wewak, Aitape, Mt. Hagen, Finschhafen, Moresby, Kokoda—in fact anywhere in Papua or New Guinea where there is an air-strip. These planes carry passengers, mails and cargo on regular schedules or charter flights.

Guinea Air Traders Ltd., of Lae, New Guinea, employ six aircraft on local services, and on charter work.

Under arrangement with the Administration, a Qantas plane, carrying Administration personnel and cargo, and mails, flies once each week from Lae to Rabaul, Kavieng and Manus, and returns to Lae by the same route.

NZ National Airways South Pacific Services

THE Pacific services run by the New Zealand National Airways Corporation are as follows:—

AUCKLAND-LAUCALA BAY (SUVA): A "Sunderland" flying-boat leaves Mechanics Bay, Auckland, at 7 a.m. each Saturday for Laucala Bay, Suva (arrives 3.30 p.m.).

The aircraft departs from Laucala Bay, Suva, on the return journey at 7.30 a.m. each Monday, and arrives at Mechanics Bay, Auckland, at 4 p.m.

LAUCALA BAY (SUVA)-LABASA (VANUA LEVU): A "Sunderland" flying-boat operates this service on a charter basis. A return trip is made between Laucala Bay and Labasa each Sunday.

AUCKLAND-NORFOLK ISLANDS-FIJI-TONGA-WESTERN SAMOA-COOK ISLANDS: A "Douglas" airliner leaves Whenuapai, Auckland, on alternate Sundays at 8.30 a.m. (November 14, 28, December 12, 26) for Norfolk Island (arr. 12.30 p.m., dep. 12.1 a.m. Monday), Nadi (arr. 6.55 a.m., dep. 5.40 a.m. Tuesday), Nausori (arr. 6.30 a.m., dep. 7.15 a.m.), Tonga (arr. 10.45 a.m., dep. 11.45 a.m.), *Apia, Western Samoa (arr. 4.10 p.m. Monday, dep. 7.45 a.m. Tuesday), Aitutaki, Cook Islands (arr. 1.50 p.m., dep. 2.45 p.m.), and Rarotonga, Cook Islands (arr. 4.5 p.m.).

The aircraft departs from Rarotonga on the return journey at 7.30 a.m. on alternate Thursdays (November 18, December 2, 16, 30) for Aitutaki (arr. 8.50 a.m., dep. 9.45 a.m.), Apia, Western Samoa (arr. 3.35 p.m., dep. 8 a.m. Friday), *Tonga (arr. 11.15 a.m. Saturday, dep. 12.15 p.m.), Nausori (arr. 3.10 p.m., dep. 4.15 p.m.), Nadi (arr. 5.5 p.m., dep. 2 a.m. Sunday), Norfolk Island (arr. 8.10 a.m., dep. 1 p.m.), and Whenuapai, Auckland (arr. 5.45 p.m.).

An additional return service between Rarotonga and Aitutaki is operated on alternate Wednesdays when traffic warrants.

*Crosses International Date Line.

AUCKLAND-NORFOLK ISLAND: A "Douglas" airliner leaves Whenuapai, Auckland, every Sunday at 8.15 a.m. for Norfolk Island (arr. 12.15 p.m.), and departs on the return flight at 1.15 p.m., arriving at Whenuapai at 6 p.m.

FARES, single (in NZ currency): Auckland to Norfolk, £12/10/-; to Fiji, £28/10/-; to Tonga, £31; to Samoa, £34; to Aitutaki, £39; to Rarotonga, £39/10/-; Norfolk to Fiji, £19. Fiji to Tonga, £8/15/-; to Samoa, £13; to Aitutaki, £29/15/-; to Rarotonga, £31. Samoa to Rarotonga, £17/15/-; to Aitutaki, £16/10/-; Suva to Labasa, £4/10/-. Return fares, less 10 per cent.

BOOKING OFFICES: Wellington, Govt. Life Bldg., Customhouse Quay; Auckland Airways House, Customs St.; Dunedin, 8-10 Manse St.; Christchurch, Union SS Co., 168 Hereford St.; Gisborne, 74 Peel St.; Palmerston Nth., 107 Broadway Ave.; Hamilton, 8 Alma St.; Rotorua, Airport Bld., Fenton St.; Norfolk Is., Burns Philp, Ltd.; Fiji, NAC at Nadi and Suva; Burns Philp, Labasa and Lautoka; Tonga, Mrs. P. P. Melrose, Fou-amotu Airfield; W. Samoa, Burns Philp (SS), Ltd., Apia; Cook Is., Mrs. P. McVeagh, Aitutaki, and Mr. J. D. Campbell, Rarotonga.

Sydney-Vancouver BCPA Service

BRITISH Commonwealth Pacific Airlines Limited operate a three trips per fortnight trans-Pacific service from Sydney via Fiji, Canton Island, Honolulu and San Francisco; and a fortnightly service between Auckland and Vancouver, via the same airport.

Planes leave Sydney every Sunday evening and alternate Wednesdays, and Vancouver, on the southbound trip, every Sunday and alternate Thursdays. Planes leave Auckland every alternate Wednesday and arrive in Vancouver the following Saturday. This southbound trip commences from Vancouver on alternate Fridays. Fares are (in Australian currency): Sydney-San Francisco, £200 single and £360 return; Auckland-Vancouver, £A198 single; Auckland-Nadi (Fiji), £A39; Sydney-Nadi, £A55.

Skymaster aircraft carrying 30 passengers, in fully-reclining slumber-seats, and a crew of nine are used on the service.

Trans-Tasman Service Sydney—Auckland

TASMAN Empire Airways, Ltd., operate a flying-boat service between **Rose Bay**, Sydney, and Mechanics Bay, Auckland. Large flying-boats, capable of carrying 30 passengers, are employed. The trip is comfortable, and takes approximately 8 hours.

The flying-boats leave both Sydney (6.30 a.m.)

and Auckland (8 a.m.) every morning except Sundays. Six flights each way per week. Fares: £35(A) (£28 NZ currency) single; £63(A) (£50/8/- NZ currency) return.

In addition, this flying-boat service is, at present, supplemented by a Skymaster service, details of which are available on application to TEA offices in Australia and New Zealand.

Bookings may be made at Tasman Empire Airways in Auckland and at Qantas Empire Airways, Carrington Street, Sydney.

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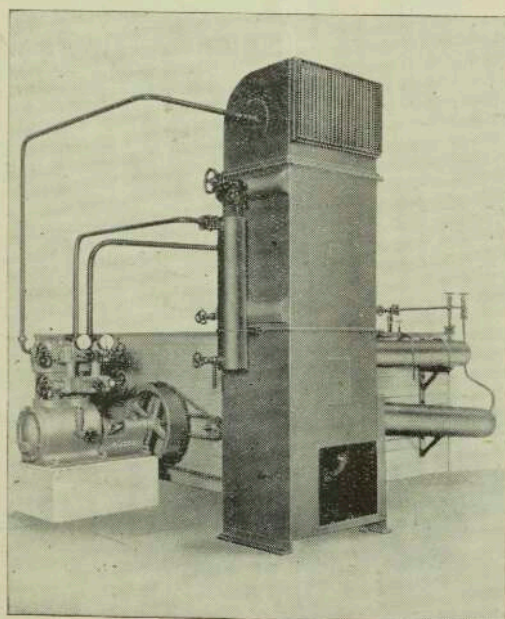
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Planes leave Sydney every Friday and Tues-
day, and fly via Tongatapu (New Caledonia),
Nadi (Fiji), Canton Island, Honolulu, to San
Francisco, and return along the same route,
leaving 'Frisco every Tuesday and Saturday.

Planes leave Auckland every Friday and fly
via Nadi, Canton Island, and Honolulu, to San
Francisco; and leave 'Frisco for Auckland every
Monday. Fares are given below, in Australian
currency:—

	Single	Return
	£ s. d.	£ s. d.
Sydney-'Frisco	200 0 0	360 0 0
Sydney-Fiji	55 0 0	99 1 3
Auckland-'Frisco	184 1 3	331 5 0
Auckland-Fiji	39 1 3	70 6 3
Fiji-'Frisco	145 0 0	260 18 9

(Time-tables and fares subject to alteration
without notice.)

To convert to Fiji currency, reduce above
figures by about 10 per cent.

Free baggage allowance is 66 lb. per person.
Excess baggage at 1 per cent. of single fare for
each kilogram of excess (1 kilo—2.2 lb.).

Sydney—Noumea—Suva

ONCE fortnightly a Qantas flying-boat (a
Catalina), leaves Sydney in the early
morning, and goes directly over the Pacific to

Noumea. From Sydney to Noumea is a journey
of about 11 hours. An overnight stop is made
in Noumea, and Suva is reached the following
afternoon.

Intending passengers should book through
Qantas offices in Australia. Burns, Philp (South
Seas) Company, in Suva; and T. Johnston in
Noumea.

Fares: To Noumea, £35 single; £63 return.
To Suva, £52/10/- single; £94/10/- return.
Noumea-Suva, £17/10/- single; £31/10/- re-
turn.

**Sydney—Queensland—
New Guinea**

QANTAS Empire Airways, Ltd., employing
DC3 planes, operate a regular service
between Sydney, Port Moresby, Lae, Finschhafen
and Rabaul, and return, via Brisbane, Rock-
hampton, Townsville and Cairns.

This service is now known as the "Bird of
Paradise" Service. DC3 aircraft, carrying 19
passengers, are used.

Planes leave Sydney on Mondays, Wednesdays,
and Fridays at 9 a.m., and arrive at Lae at
1 p.m. on Tuesdays, Thursdays and Saturdays.
The plane which leaves Sydney on Wednesday
and arrives at Lae on Thursday then goes on to
Rabaul. It returns on Friday.

Planes leave Lae at 5.45 a.m. on Wednesdays,
Saturday and Sunday, and arrive in Sydney at
10 p.m., accomplishing the Lae-Sydney run in
a day.

The return plane from Rabaul leaves at 1.30
p.m. on Fridays.

Bookings may be made at Qantas offices at
any of the towns named. At present, berths are
available only to passengers holding official per-
mits to visit Papua or New Guinea.

**Sydney—Lord Howe Is.—
Norfolk Is.**

QANTAS, Sydney, run a Catalina once weekly
from Sydney to Lord Howe Island. Fare,
single, £12. Return, £24.

Trans-Oceanic Airways Pty., Ltd., 14 Martin
Place, Sydney, run a large flying-boat regularly
between Sydney and Lord Howe Island.

Qantas run a land plane about once a fort-
night from Sydney to Norfolk Island. Fare, £22
single; £39/12/- return.

(For Norfolk Island, see also under NZ
National Airways.)

Noumea—Fiji—Tahiti

TRAPAS (a French company with headquarters
in Noumea) ran an air service once a
month from Noumea (New Caledonia), via Nadi
(Fiji) and Aitutaki (Cook Islands) to Papeete
(Tahiti), and return.

It was announced in January that this was
to become a fortnightly service; but service
was suspended in March owing to hurricane
damage.

**New Caledonia—
New Hebrides**

A PLANE based on Noumea runs between
Noumea and Port Vila (New Hebrides), with
calls at Santo and other places as required, and
returns, twice each week.

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NOVEMBER MEETING OF MORESBY RSSAILA

A GENERAL meeting of the Port Moresby Branch of the RSSAILA was held in Branch premises at Ela Beach on November 23, at 8 p.m.

The vice-president, Mr. D. L. Pullen was in the chair, the president, Mr. S. E. Reilly, being in Australia on leave.

Seventy members were present. After the meeting had stood in silence in memory of fallen comrades, the chairman welcomed several new members and announced the retirement of Mr. Keith Scott who is returning to Australia. Mr. Scott became treasurer of the Branch soon after its revival in 1946. His services have always been willingly given and he will be hard to replace. The meeting voted him an honorarium in appreciation of his work for the Branch.

A considerable amount of discussion was given to the proposal that a State Branch for Papua-New Guinea be formed. It was eventually decided to await the return of the president, when the question will be again placed before a general meeting of the Branch.

It was, however, decided by the meeting to go ahead at once with the inauguration of a building fund for the construction of a swimming pool and alterations to the Club bar.

Existing medical services in Port Moresby were also discussed—general opinion of members being that they were inadequate. A sub-committee was appointed to examine this whole question and to report to the Branch.

REPORTS were received on various Branch projects, as follows:

Billiards and snooker: Matches are being played three nights weekly between eleven teams from various Port Moresby clubs. The RSL No. 1 team is at present in the lead.

Children's Christmas Tree: Preparations are going forward for the children's Christmas party, which will be held on December 18. The names of 290 children who will participate have already been listed.

Hospital Visiting: Members are visiting the local hospital and distributing gifts of cigarettes, etc. It was decided by the meeting not to discriminate between ex-servicemen and other patients.

Beer Supply: The treasurer was able to report that the Branch's first consignment of New Zealand beer for the Club was on the "Bulolo" and that another consignment would be on the "Malaita." Only small quantities of beer have been available in Port Moresby in the past two years.

Billiard and Snooker Trophies: The secretary reported that two magnificent silver rose-bowls had been presented to the Branch for snooker and billiard championships. One came from Steamships Trading Co. Ltd., and the other from Burns Philp (New Guinea) Ltd.

PAA's NEW PACIFIC LINK

THE recent inauguration of a Pan American Airways service between Honolulu and the American Pacific Coast towns of Portland and Seattle makes it possible for Australian and New Zealand travellers to reach those airports without first going to San Francisco.

Australasian passengers by PAA may break their northbound journey at Honolulu and pick up the new service from there.

On the first connecting flight from Auckland, in November, letters and gifts of Maori carved boxes were sent from the Mayor of Auckland to the Mayors of Portland and Seattle.

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THE MONTH IN MORESBY

From Our Own Correspondent

PORT MORESBY, Nov. 1
SLOWLY Port Moresby's face is being lifted. Too slowly, but nevertheless surely; new houses have been filling in gaps in the landscape. The roads are being put in better order, although mainly with red gravel, which will doubtless wash away when the north-west brings the rain, as it gives promise of doing earlier than usual this year.

The main street looks more presentable than it did 12 months ago. The trees down the centre have been enclosed in a neat rock-garden, and the road has been widened. And Burns, Philp have apparently come by a large stock of green paint, for the roofs on their store and the two hotels have been freshly painted. Seats have been provided for bus-passengers and weary shoppers at the main corners.

The cynics say that these are the fruits of the newly revived tourist traffic!

THE United Nations Appeal for Children has stepped up the town's social life. We have had an Olympiad (proceeds £300); a Repertory Evening, provided by the Amateur Dramatic Society (proceeds £50); a Race Meeting (proceeds £500—mainly from the totalisator); and a Monster "Housie" Night (proceeds as yet undisclosed).

If gambling has been more profitable than culture—and the figures above seem to suggest it—we can at least say that it is in a good cause. It was nevertheless ironical to hear, shortly after the race meeting, that a group of natives had been

given a month's imprisonment for gambling. Natives are asking questions nowadays!

A CARNIVAL ball held in the RSL Clubrooms on October 29, raised a further £720 for our section of the Appeal. Over 600 people, including the Administrator (Colonel J. K. Murray) and Mrs. Murray, attended. Fortune tellers, Hoopla stalls and all the trappings of a carnival were in evidence. A mock Court proved one of the main attractions of the evening. Colonel Murray was fined £1 for being out after nine o'clock without permission. Judge Gore was another who fell foul of "the law" to the tune of a pound. A good time seemed to be had by all, although we did hear one of the dancers ask why they had surfaced the floor with en-tout-cas.

THE Moresby Golf Club has now been in full swing for some time, and competition is keen in the regular Saturday afternoon events. Club champion for 1948 was Denis Shields, who defeated the Club's president, Judge Gore, in the final. A full nine holes are in use, and the course is longer than most Island courses.

The RAAF occupy most of the Club's old course at Konedobu, and the post-war course is picturesquely situated on the Kila Road with a pleasant ocean view across the water to Ela Beach and Paga Hill.

Much of the credit of the Club's revival must go to its tireless secretary, Mr. Bill Leydin.

MEMBERS of the London Missionary Society, from all Mission stations in Papua, have been conferring here, under Rev. Susan Rankin (Chairman of the Mission for 1948). A considerable expansion of LMS activities is foreshadowed. More teachers, nurses and missionaries will arrive soon.

Dr. Neville Anderson has selected a site for a Mission hospital in the Delta. There is now no hospital with a qualified doctor in charge west of Port Moresby. Sister Rachel Leighton, of Gemo Isolation Hospital, will assist Dr. Anderson at the proposed new hospital.

Among those at the conference were the Reverends S. Rankin, R. Rankin, P. Chatterton, D. E. Ure, W. Reilly, Perry, Roberts, Clark, Brown, Sisters Leighton and Fairhall, Messrs. C. Fisher and S. Yates.

FIFTY native trainee teachers, who have been doing an intensive course at Sogeri Education Centre over the past year, have now completed their work and will take up duty in various parts of the Territory. A break-up ceremony was attended by the Administrator (Colonel J. K. Murray) and the Acting-Director of Education (Mr. G. T. Roscoe).

TWO recent visitors to Port Moresby have been associated with the United Nations Trusteeship Council. Former Sepik D.O. G. W. L. Townsend, now on the permanent staff of the Trusteeship Council, is spending a few weeks' holiday in the Territory; and Dr. W. C. Klein, who has also spent some weeks here, is an authority on Dutch New Guinea and a member of the Dutch delegation to the South Pacific Commission. Dr. Klein, who was in Papua before the war, is writing a book on Dutch and Australian New Guinea, and will acquaint himself with recent developments here.

Dr. Klein commented on the amount of European labour used in the Australian Territories. In Dutch New Guinea, he said, most of the skilled labour is done by Indonesians, and is consequently cheaper.

(Continued on Page 91)

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HERE ARE THE DETAILS of the "Brahol" Export Counter Case *(as illustrated)*

To help you to get an accurate picture of the "Brahol" Special Export Glass Counter Case, here are the main specifications:—

- Overall size is 6 feet long x 1 ft. 9 ins. deep x 3 ft. 3 in. high. Made from first-class, well-seasoned Queensland Maple, hand french polished, wax finished, in natural maple colour. Glass parts are $\frac{1}{4}$ inch British plate glass.
- The inside is lacquered ivory colour, and the recessed base is lacquered burgundy.
- There is a pair of solid core sliding doors, and one glass shelf, 14 inches wide, on adjustable nickel-plated brackets.
- Storage space below is 11 inches high.
- The plate glass front is 22 inches high.

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MOORESBY taxi proprietor, Mr. R. Corlett, has obtained a modern streamlined bus, to carry native passengers from Elevala Village to Koki. Fares: Elevala to Port Moresby, 6d.; Port Moresby to Koki, 1/- . Despite reports about natives' post-war wealth, it is hard to imagine many of them paying 1/- for a two-mile bus trip. The Government, so often abused as the natives' benefactor, runs a free bus service—for Europeans only.

DESPITE the harsh provisions of the White-women's Protection Ordinance, there has been recently a wave of offences against white women here. Two cases of being in a dwelling with indecent intent, and one case of attempted rape, were before the Courts in November.

BEFORE he goes on leave shortly, the Administrator is having a good last look at his domains. Almost as soon as he returned from a two weeks' tour of the New Ireland-New Britain area, he left again for another fortnight in the Sepik-Central Highlands areas. His exhausting itinerary included calls at almost every Government outpost. Now he has left on a two-days' visit to Daru.

THE re-classifying officers looking into the Territory's public service are apparently lightning workers. After a day in Samarai, last week, they have left for Lae, Wau, Madang, Rabaul, etc., and expect to be back in less than a week.

SURFACE mails probably mean less nowadays than before the war, but they are still very welcome. The "Empire Mountain" and the "Nelore" were not well received last week—neither had brought any mail. Apparently our only surface mails are to be on the monthly "Bulolo" which, unfortunately, is not running monthly. Her arrival at the end of November, broke yet another fresh food and potato famine. The only beer available for months has been English beer (1/6 per glass).

TIDAL WAVES REPORTED FROM RAROTONGA

TIDAL wave conditions at Rarotonga, Cook Islands, probably due to a submarine disturbance, were reported in a message received in Wellington from the Resident Agent on the island, on November 25.

The disturbance around the Avarua Harbour reef caused the schooner Tahiti-tienne to break her moorings and she became a total loss on the west of the reef. As a safety measure the Union Steam Ship Company's launches and lighters were removed to the landward end of the wharf.

NEW OFFICIAL AT FUTUNA

M. CRESSON, French Colonial Administrator, has arrived in the Pacific to take over the post of French Resident at Wallis and Futuna Islands (north-east of Fiji).

Hitherto, the duties of Resident have been carried out by the Government doctor. The Group, since French annexation in 1917, has been under New Caledonian administration.

Guinea Gold's First Dividend For Eight Years

GUINEA Gold NL, Adelaide, has declared a dividend of 6d. per share payable on December 9.

This follows the resumption of dividends by Bulolo Gold Dredging Ltd., in which company Guinea Gold has very substantial interests.

Guinea Gold's last dividend was paid in 1941.

Colonel H. T. Allan, of Rabaul, New Guinea, was in Sydney for a few days in November, after representing New Guinea at the annual Convention of the Returned Soldiers League in Brisbane. He returned to Rabaul in November.

SOUTH PACIFIC HEALTH SERVICE

THE South Pacific Health Service agreement between the Governments of New Zealand and Fiji and the Western Pacific High Commission has been extended for 12 months from September, 1948.

During the present extension the agreement will be reviewed in the light of experience gained and the relation of the South Pacific Health Service to the new South Pacific Commission will be considered.

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helps retard falling hair; stimulates
the scalp and dresses the
hair in a handsome,
natural way



Tapioca Mill Marks Introduction Of New Industry To Fiji

THE installation of machinery for a tapioca mill at Nasinu, Fiji, by Mr. G. A. Cederman, a New Zealand engineer, in November, was an event of importance, because this represents the introduction of a new industry to Fiji by the enterprise of a co-operative association of Fiji natives. Hitherto, all starch extraction has been done by hand.

The plant—made in New Zealand from wooden moulds prepared in Fiji from

plans first drawn in Malaya—was ordered by the Fijian Co-operative Market Association, of Nasinu. It is in three sections—a washing machine, a rasping machine and a straining machine. It was made in Mr. Cederman's workshop in Hokitika, and thence shipped to Fiji.

The United States State Department in Washington announced in November that the United States Consulate at Suva, Fiji, will be closed on December 31 because of lack of Consulate business for Americans there recently.

Alleged Anti-Exploitation Movement in Hebrides

Missionary Accuses Planters- Traders—Again!

ACCORDING to Mr. L. W. Murray, New Zealand secretary of the Presbyterian Overseas Mission, there has been a growth of nationalism and a violent reaction against "exploitation" by traders and planters among the natives of the New Hebrides.

He described this to a meeting of the Presbyterian General Assembly in Wellington, NZ, in early November, and spoke of what he called the "Jon Frum movement" in Tanna, which manifested itself as a resurgence of native superstition and heathenism as well as reaction against exploitation. This took place in 1940 and again in 1942.

Mr. Murray said that the Resident Commissioner had told him that within 24 hours the whole native population had turned against the white people and had plotted to massacre them. The movement had not reached such a stage in other islands of the group although there was a trace of it in Santo.

These were some of the reasons why it had been decided to establish a separate church in the New Hebrides. "If there should be a surging up or the idea of nationalism in these islands, with a desire by their peoples to govern their own affairs, it might be an advantage that the church should also be under the control of its own people," said Mr. Murray.

(EDITORIAL NOTE: The old mission howl of "exploitation"—a silly Communist term designed to tickle the ears of the ignorant—is so well known to "PIM" readers by this time that it would be tedious to discuss it further. But what Mr. Murray calls the "Jon Frum movement," and describes as a new feeling of intense nationalism on the part of the New Hebrideans, seems to be nothing more or less than what is known in Papua and New Guinea as "Cargo Cult." There is nothing new about "Cargo Cult." There have been outbreaks of it, from time to time, during the last 50 years. And there have been many articles about it in the "PIM" in recent years. A section of the missionaries think as Mr. Murray does; the big bad "exploiters" (that is the traders and planters), on the other hand, will tell you that it is the fault of the missions, who break down the native's ancient institutions and disturb his normal life. It probably is a bit of both—that is, the native reaction to the impact of European civilisation. There is, however, a distinct difference between "Cargo Cult" and the Solomon Islands "Marching Rule," which is a direct result of the war. But, as Mr. Murray describes it, it would appear that "Jon Frum" is just "Cargo Cult" under a new name.)

Samarai Will Have Second Jury In Papuan History

PORT MORESBY, Dec. 1.

EARLY in December, Mr. Justice Gore, of the Papua-New Guinea Supreme Court, will conduct, at Samarai, the trial of two Europeans, Albert Edward Downey and Arthur Louis LeBoutillier, who have been charged with the murder in 1942, at Misima, of one native, and inflicting grievous bodily harm on another.

The accused will be tried by jury. Old-timers can recall only one other jury trial in Papuan history.

A European charged with a capital offence is here tried by a jury of four. All other criminal charges are tried by a judge alone.

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CHRISTIAN-BATAILLE WEDDING

THE marriage of Miss Mildred Nash Christian to Mr. Richard Albert Bataille took place in St. Barnabas Chapel, Norfolk Island, on November 17. The bride is a daughter of Mrs. Emily Nash Christian and a descendant of Fletcher Christian of the "Bounty." She was given away by Mr. M. Edwards and attended by Patricia Mitchell, her niece, as trainbearer, and by Miss Fay Bataille, sister of the groom, and Miss Kathy Quintall, as bridesmaids. Groomsmen were Mr. J. and Bruce Olsen. A reception was later held at Rawson Hall for 500 guests.

BRUTAL MURDER IN TAHITI

From Our Own Correspondent

PAPEETE, Nov. 20. A FRENCH resident of the district of Papara, Monsieur Delamar, on Saturday, November 13, was ruthlessly bludgeoned to death by two Tahitian youths, named Totoria, and Jean Taetae, aged 17 and 18 respectively. They silently entered his home about 8 p.m. and struck him down from behind as he was preparing his evening coffee. His body was found next morning by a passer-by who gave the alarm. Monsieur Pascault, the Police Commissioner, quickly arrived at the scene of the crime and, in a short while the youths were apprehended. They finally confessed to having murdered the man for money. They found 2,500 francs. Monsieur Delamar owned a small store in Papara, and was respected by his neighbours as a quiet, law-abiding citizen.

ANOTHER TRANS-PACIFIC AIR-LINE

From Our Own Correspondent

SUVA, Nov 1 CANADIAN Pacific Airlines, the third of the great Pacific airways linking North America with Australia and New Zealand by way of Fiji, expects to start operating next July. This was announced by officials of the company who have just passed through Nadi Airport on their way to Australia.

Two New Guinea RC Bishops Consecrated

TWO Roman Catholic New Guinea missionaries — Stephen Applehans (43) and Leo Arkfield (36)—were consecrated as bishops in a solemn ceremony at St. Mary's Mission House at Techny, Illinois, USA on November 30. Bishop Arkfield, believed to be the youngest bishop in the world, has been working in New Guinea since 1943, and Bishop Applehans has been Director of the New Guinea Mission since 1944.

Both are American-born and replace Bishops Francis Wolf and Joseph Loerks, who died from wounds after a Japanese prison ship was strafed by American planes in February, 1944.

Miss Patricia June Wauchope, daughter of Mr. E. J. Wauchope, of Madang, New Guinea, has announced her engagement to Mr. B. W. G. Hall. Lieutenant "Ben" Hall was a notable Coast Watcher during the war, and was awarded the DCM (British) and the Bronze Star (American).

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TAHITI NOTES

From Our Own Correspondent

PAPEETE, Nov. 20.
THE French steamer "Saint Nazaire" (Messageries Maritime) sailed on November 7 with the largest number of passengers ever to leave Tahiti by one vessel. She had 580 Chinese on board,

bound for Hongkong. Some were returning to their homeland to die; others, born in Tahiti, were seeking new opportunities in China.

The "Saint Nazaire" discharged here over 4,000 tons of cement and rice, taking on the equivalent tonnage in copra.

A large crowd, bright with garlands of flowers, attended the departure of the Chinese, who have had a large part in

the life of this Colony. As the first batch of Chinese embarked, a heavy downpour of rain caused everyone to think of the old Island saying: "Tahiti is weeping for her lost ones."

Doctor Colonel Bonnaud, Chief of the Government Health Service, left on the "Saint Nazaire," after having completed excellent service in the Islands.

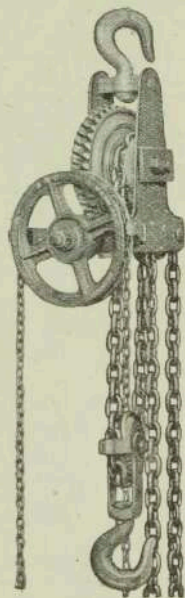
The death of Madame Adele Simon, nee Lehartel, occurred in Papeete on October 9. She was respected and liked by the community. One of the daughters of M. and Mme. Simon, was married a few months ago to Mr. Marc Bambridge.

Mr. and Mrs. Victor Frogier, on October 24, lost their only daughter, Raquel, aged 11.

Monsieur Louis Andre Girault, the new Secretary-General to the Governor (M. Pierre Maestracci), arrived with his family at Papeete recently.

Monsieur Alfred Poroi, entering into his 7th year's service as Mayor of Papeete, is leaving about December 20 on the ss "Waitemata" for an extended visit to the Antipodes. After 30 years as a sub-manager of the Union Steamship Co. of New Zealand, he is having a well-earned vacation, at their proposal.

November 11 (Victory Day) was solemnly observed by a review of troops by the Governor, and the laying of a wreath on the Soldiers' Memorial. Religious services were held in memory of France's Glorious Dead, and for soldiers everywhere who died, or are still fighting, for liberty and freedom.



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The hand-operated Wormgeared Hoist is a general purpose lifting device, compact and easy to handle. The Wormgear is designed to give comparatively high efficiency and long life. A simple and effective brake insures safe holding of the suspended load.

Available in rated capacities from 10 cwt. to 3 tons.

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"Victor" Spurgeared Chain Hoists from 10 cwt. to 20 tons.

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Weston Chain Blocks from 5 cwt. to 2 tons.

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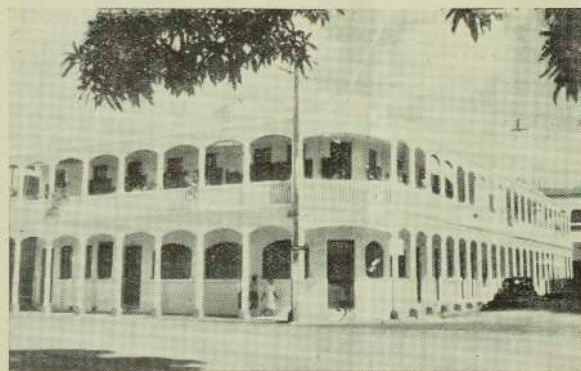
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WANTED: Philatelic Correspondents in Oceania—Medium Advanced Collector—All Letters Answered. R. L. Jones, 19 Albert Street, Parramatta, N.S.W.

Plantation Manager Wanted

Experienced plantation manager wanted for Raus Estate, Bougainville, New Guinea. Knowledge of cocoa planting desirable but not essential. Good salary and commission. Send all details of experience, condition, salary wanted and when available to C. I. H. Campbell, Raus, Bougainville, New Guinea.

POSITION VACANT

WESTERN AUSTRALIAN STATE PUBLIC SERVICE.

NATIVE AFFAIRS ADMINISTRATION.

APPLICATIONS are invited for appointment to the position of District Officer, West Kimberley Division, with headquarters at Derby.

Applicants should possess a knowledge of natives and some experience of Native Administration. They should also have some knowledge of practical anthropology—i.e., the study of customs, traditions, sociology, etc., of natives.

Salary range: £637-£662, plus District Allowance of £80 whilst in the Derby Area.

The successful applicant, subject to a probationary period of service, will receive a permanent appointment under the Public Service Act and will be eligible to join the State Superannuation Fund.

Applications, addressed to the Public Service Commissioner, Treasury Buildings, Perth, will be received up to December 18.

S. A. TAYLOR,
Public Service Commissioner.

FIJIANS SPEAK OUT FRANKLY TO THE INDIANS

From Our Own Correspondent

SUVA, Nov. 22.
A REMARKABLE thing in Fiji to-day is the way in which the Fijians are at last speaking out in relation to public affairs—usually with moderation, fairness and good taste. The war had a lot to do with this new upsurge of Fijian self-reliance and (in the best sense of the word) independence.

"The 'Fiji Times,' has been encouraging the natives to express themselves. The result has been surprising. Within the last week, for instance, Fijian correspondents have written on such topics as the danger to health caused by the thick daily coating of dust which swirls over Fijian villages on the main highways in dry weather; the danger caused by the high growth of weeds along the highways, often at points where the view of drivers is badly obscured; and (in a tone of justifiable indignation) dirty drinking water served to a Fijian in an Indian restaurant. ("This would not have been done to an Indian or a European.")

To an Indian who had had the temerity to write that "in addition to making Fiji a paradise, the Indians have civilised the savages" ("Fiji Times," November 18), a Fijian replied:

"I do not care to discuss the untruth that Indians brought 'civilisation' to my ancestors. Indentured Indians came to Fiji and found—for them—a Land of Canaan. Compared with their own country, Fiji was, and is, a land of milk and honey. But is there any sign of Indian gratitude for the benefits con-

ferred on them by the British and the Fijians? . . . I believe that the Indians in Fiji chose not to fight in the Second World War because of an instinctive knowledge that Fiji is not their land."

In the same issue as this reply (November 20) a European wrote: "If the Indians were to prove that they are prepared to accept responsibility and live as law-abiding citizens, fully prepared to play their part in the community and to shoulder their share of communal duties, we might be more tolerant of their aspirations. If they cannot—and past events have shown that they cannot and are not willing to try—then let them go back to India. In fact, let us assist them to go."

NOUMEA-TAHITI AIR MAIL

THE TRAPAS air service (French) between New Caledonia and Tahiti, via Fiji, Samoa and Cook Islands, was resumed in November, and was heartily welcomed. Tahiti, in a mail sense, has been isolated to an embarrassing extent since the then newly-established TRAPAS service was suspended early in 1948, when a hurricane destroyed some of the TRAPAS planes in Noumea.

Australian air-mails to Tahiti go via New Caledonia, and Australian air-mails to New Caledonia close in Sydney every two or three days. The air-mails go on from Noumea to Tahiti once each month; and the airmail from Australia for Tahiti via New Caledonia closes in Sydney about the 14th of each month.

Airmail rates to Tahiti from Australia are: Post-cards, 5d.; other articles, 9d. per ½ oz. or portion thereof.

It is hoped that the TRAPAS Noumea-Tahiti service soon will run twice each month.

NO DISCHARGE AT HONIARA Carpenter Ship Carries Cargo On To Tulagi

From Our Own Correspondent

HONIARA, Nov. 21.
DIFFICULTIES would seem to have been placed in BSI Government's path, stirring up dissension and cries of "Back to Tulagi—down with Honiara," by the visit of R. W. Carpenter & Co's. "Admiral Chase" to Kukum (Honiara's overseas wharf) on November 20.

Although carrying 50 tons of cargo for Honiara residents, the "Admiral Chase" declined to discharge any of it during her stay of some hours. She received free wharfage, and was serviced with water free of charge; but all she did in return was to submit to a doctor, unload 77 bags of mail, and then whisk Honiara's precious cargo over to Tulagi, some 20 miles away, where Messrs. Carpenters' BSI branch retain their offices, and guard their war-time purchases from the American Disposals Committee. Portion of these, to be shipped out, was the reason for the "Admiral Chase's" visit.

Here the Honiara cargo was unloaded onto Tulagi wharf, to await some future Government vessel to drag it back to Honiara. Added cost per ton will be £2; inconvenience to Government and private cargo consignees—immeasurable.

These are some of the occurrences which do not make any easier the BSI Government's work of rehabilitating the Group under trying conditions.

Rev. W. F. Paton, who has retired from the New Hebrides mission field, after many years' service, arrived in Melbourne in November.

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ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian Currency)

COCOA

Cocoa beans imported into Australia from the Pacific Islands come mainly from New Guinea and the New Hebrides and are purchased almost wholly by the Commonwealth Chocolate and Confectionery Manufacturers' Association. Their buying price is based on the current price of Accra beans, now in short supply. Recent quotations for sales of Pacific cocoa beans are:—

New Guinea: £240 to £246 per ton.

New Hebrides: £240/7/6 per ton.

Western Samoa's cocoa production goes to USA where its distribution is controlled by the International Emergency Food Council. The price in Apia is about £200-210 per ton, f.o.b.

TROCHUS SHELL

Irregular shipments are handled in Sydney by several Pacific Islands trading firms. A parcel of New Guinea trochus shell was sold in Sydney in December at £70 per ton.

COFFEE

No coffee trading is permitted in Australia without the consent of the Tea and Coffee Control Board, to which all offers must first be submitted. Nominal quotations as follows:—

New Guinea and Papua: £120 to £160 per ton (c.i.f.), according to quality.

New Caledonia: Production is being taken by France, at considerably higher than normal rates (equivalent to around £200 Australian per ton for Arabica and £160 Aust. for Robusta).

Java: No quotations at present.

Mysore (India): £200 to £250 per ton (c.i.f., Sydney).

VANILLA BEANS

No supplies available—traders are not making any firm quotations.

Production of the main Pacific vanilla-producer, French Oceania, now goes to USA.

KAPOK

Only a small movement in Javanese kapok, with the nominal quotation at 2½ per lb.

Indian kapok is being quoted for indent at 1/6 per lb. c.i.f. stg.

COTTON

All controls on the import and sale of raw cotton have been lifted by the Australian Government. The Australian price for cotton is subject to the fluctuations of the world markets. At present, no cotton is coming to Australia from any of the Pacific Territories.

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IVORY NUTS

No firm quotations available—no supplies have been received from the Pacific Islands by Australian firms since the war.

RICE

No free-trading in rice at present. The whole of the Australian rice crop goes to the Government for allocation to countries where rice is a staple of the native peoples. Rice shipped to Pacific Islands ports is fixed at a price of £45 per ton White and £49 per ton Brown.

GREEN SNAIL SHELL

There have been sales in the Sydney market at £100 per ton, f.a.q., in store.

PEARL SHELL

Last Australian prices were: "B" Class, £200 per ton. "C" Class, £190 per ton. "D" Class, £135 per ton.

Overseas transactions are reported, however, at considerably more than double these figures—for instance, American firms are quoting £525 per ton for Torres Strait pearl shell.

PRICE OF GOLD

Pine	Standard
oz. £10/15/3	oz. £9/17/3½

(Australian Currency)

COPRA

COPRA PRICES DURING WORLD WAR II
The copra market was controlled by Governments from outbreak of war in 1939 until the end of the war in 1945. Controls are still being exercised in the post-war period.

London Fixed Price, per ton, c.i.f., Plantation Hot-air:

	October, 1939—January, 1940	January-April, 1940	After April, 1940
Plant'n	£12 7 6	13 5 0	12 17 6

Fiji Local Buying Price, in Store, Fiji Currency.

	Plant'n	FMS
June, 1942	£16 0 0	£15 0 0
July, 1942	16 12 6	15 12 6
June, 1944	19 10 0	18 0 0
October, 1944	20 0 0	18 10 0
December, 1945	19 7 6	17 17 6
January, 1946	18 5 6	18 0 0
August, 1946	23 10 6	23 5 0
February, 1947	29 15 6	29 10 0
June 9, 1947	36 19 0	36 13 6
December 8, 1947	38 5 6	38 0 0
March 15, 1948	46 5 6	46 0 0

From January 1, 1949, the British Ministry of Food is buying Fiji copra at a fixed price of £48 Stg. (£F54 or £A60) throughout 1949. For each subsequent year until the end of 1957 the price will be adjusted by negotiation, but will not be more than 10 per cent. higher or lower than the preceding year.

New Hebrides

From a maximum of £70/12/6 (Aust.) per ton, early in 1948, the price of New Hebrides copra has firmied to around £50 (Aust.) per ton.

Western Samoa

Canadian buyers are paying £53 (£66 Aust.) per ton in Apia for Samoan copra.

TERRITORY OF NEW GUINEA

ANGPCB Fixed Price, Delivered to Ship's Slings:

	Hot-air	Smoked
Jan. 7, 1947	£28 0 0	£27 0 0
June 17, 1947	31 2 0	
Nov. 23, 1947	35 10 0	
April 8, 1948	40-£45	

(According to quality) —
All prices quoted are for copra delivered to ship's slings, or to the Board's warehouse.

Official Price for NG Copra sold in Sydney.

	Hot-air Dried	Smoked
January, 1947	£36 10 0	£35 10 0
July, 1947	51 5 0	£50 5 0
April, 1948	61 0 0	£60 0 0

RUBBER

	Para.	Plantation
Price on—	per lb.	Smoked per lb.
January 3, 1936	6¼d	6¾d
June 5	9d	7¼d
January 8, 1937	1/2	10¾d
June 4	1¼d	9¾d
January 7, 1938	7¼d	7d
July 1	6¾d	7¼d
January 6, 1939	7d	8¼d
July 7	7¾d	8¼d
January 5, 1940	13d	11.6¾d
July 5	15d	12¾d
January 3, 1941	13d	12.47¾d
June 6	16¼d	13.5¾d
October	10—	Price officially fixed at 13¾d

PAPUAN RUBBER PRICES

During World War II Papua's rubber production was controlled by the Australian Govern-

ment. The fixed prices paid at plantation, per lb. (Australian currency) were:—

	Grade 1	Grade 2	Grade 3
September, 1943	1/6½	1/4	1/2
September, 1944	1/6½	1/5½	1/3½
July, 1944	1/4½	1/3½	1/1½

Current Rates

Since the price control on rubber was lifted, most Australian trading firms are using the Singapore day-to-day quotations as a basis when buying Papuan rubber. The Singapore Exchange gives buying prices for four grades and average rates ruling last month were:—
No. 1 RSS, loose, 42 cents lb. (1/2 4d. Aust.)
No. 1 RSS, baled, 42 cents lb. (1/2 4d. Aust.)
No. 2 RSS, baled, 40½ cents lb. (1/1 8d. Aust.)
No. 3 RSS, baled, 38½ cents lb. (1/1 2d. Aust.)

QUOTATIONS FOR MINING
SHARES

	Aug. 1939.	Nov. 1.	Dec. 1.
Emperor Mines	b9/11	b14/6	b13/-
Loloma	s25/6	b19/6	b18/3

NEW GUINEA

Bulolo G.D.	b124/-	s135/-	b100/-
Enterprise of N.G.	b27/6	b25/-	b20/-
Guinea Gold	b13/3	b13/6	b13/3
N.G.G., Ltd.	b1/10	b2/6	s3/-
Oil Search	s3/11	b5/11	b5/5
Placer Dev.	b68/6	b199/-	s185/-
Sandy Creek	b1/5	b1/-	s1/-
Sunshine Gold	b6/5	b12/3	b13/9

PAPUA

Cuthbert's	s16/6	b9/6	s10/-
Mandated Alluv.	b3/8	b1/6	s6/6
Oriomo Oil	b5/-	s3/2	s3/2
Papuan Apinatpi	b4/11	b6/-	b4/-

Exchange Rates

THE following exchange quotations show the rates existing in Sydney in December:—

FIJI

Through Bank of NSW and Bank of New Zealand:—Australia on Fiji on basis of £100 Fiji: Buying, £A111/2/6; selling, £A113. Fiji-London on basis of £100 London:—

	Buying	Selling
£ s. d.	£ s. d.	
Telegraphic transfer	111 2 6	113 0 0
On demand	111 2 6	113 0 0

WESTERN SAMOA

Through Bank of New Zealand:—Australia on Western Samoa on basis of £100 Samoa: buying, £A123/12/6; selling, £A124/10/9. Samoa on London, on basis of £100 in London:—

	Buying	Selling
£ s. d.	£ s. d.	
Telegraphic transfer	100 7 6	101 10 0
On demand	99 9 3	101 10 0

Samoa on New Zealand, on basis of £100 NZ:—Buying, £100; selling, £100/10/-
Samoa on Fiji, on basis of £100 Samoa:—
Buying, £111; selling, £110.

Samoa on USA and Canada, on basis of £1 Samoa:—

	Buying	Selling
Dollars	Dollars	
Telegraphic transfer	4.03736	3.91872
On demand	4.07943	3.92118

The Bank of NZ in Apia pays the following

Samoa currency prices for overseas notes:—
NZ notes £1 for £1
Australian notes 15/6 for £A1
USA notes 4/9 per dollar
Fijian notes 17/6 per £F1

Silver coinage as accepted at the following rates: Australian 2/- (equals 1/6), 1/- (9d.), 6d. (4d.), 3d. (2d.). Fijian 2/- (equals 1/9), 1/- (10d.), 6d. (5d.), 3d. (2d.).

NEW GUINEA AND PAPUA

Bank of New South Wales, which now has branches in Port Moresby, Lae, and Rabaul quotes an exchange rate between Australia and NG-Papua of 10/- per £100.

Similar rates through Commonwealth Bank.

FRENCH PACIFIC COLONIES

SINCE the end of 1945, the franc, instead of having the same value in all parts of the French Empire, has been given different values in different Colonial Groups. There are three groups, Group 1: France, North Africa, West Indies, French Guiana, Group 2: All African Colonies, Madagascar, Reunion, St. Pierre, Miquelon, Group 3: New Caledonia, New Hebrides, French Oceania. The Group 1 franc was devalued in January, 1948. Exchange values, in francs, are (nominal only):—

	£ Stg.	USA Dollar	£ Aust.
Group 1	860	216	684
Group 2	508.23	126	409.5
Group 3	200	49.6	159



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