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November, 1950

Vol. XXI. No. 4.

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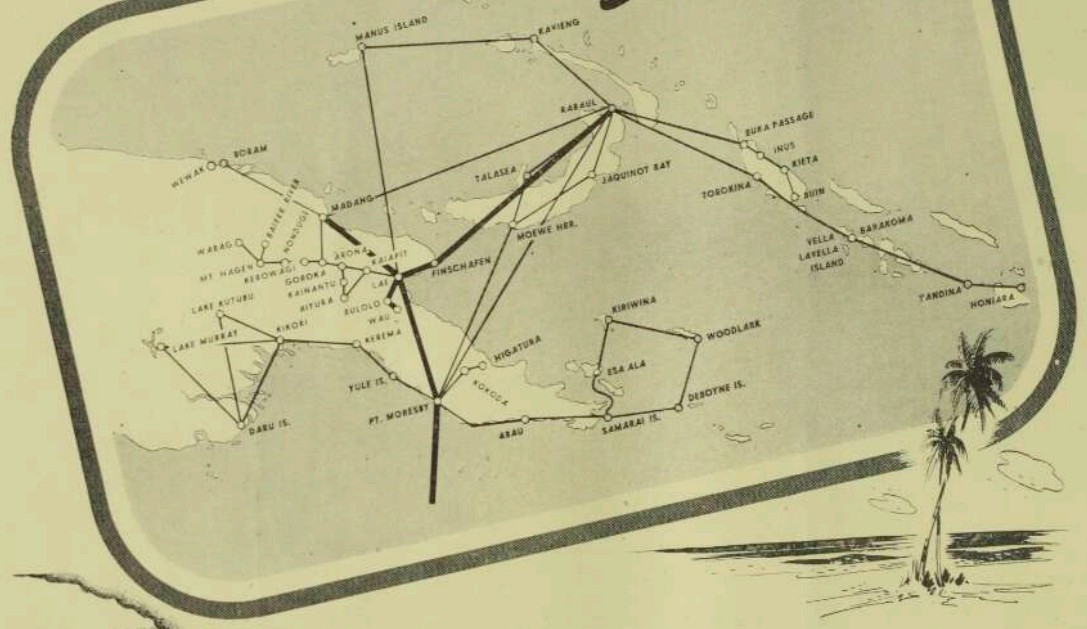
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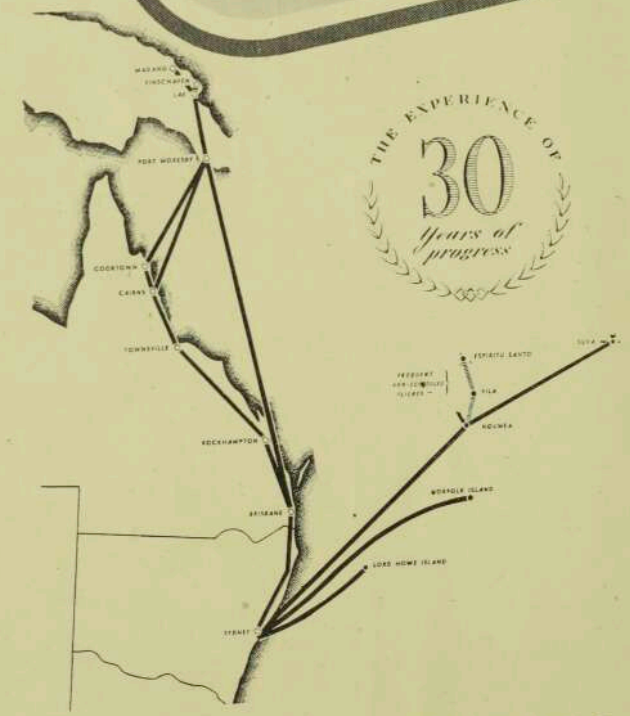
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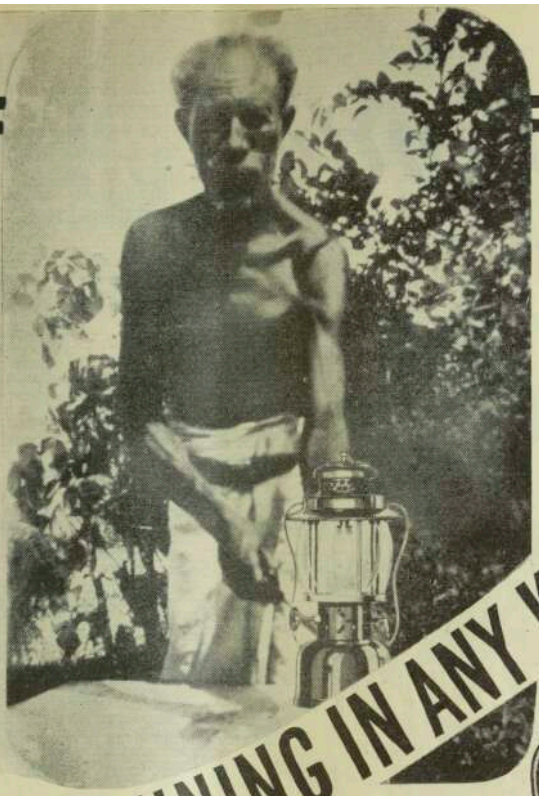
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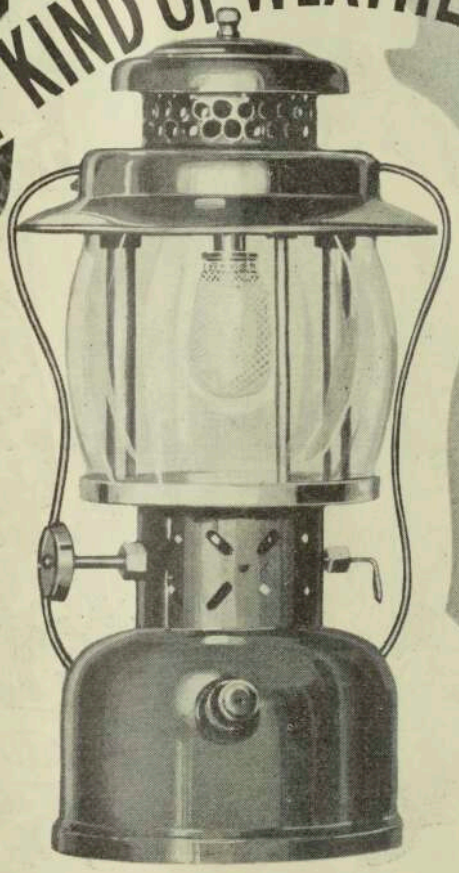
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Island World is Under the International Shadow

THE outlook, as 1950 comes to an end, is very bleak. The domestic field is so convulsed by politico-economic struggle that civil strife is clearly a possibility. The condition of international affairs is such that we are faced with the ever-growing danger of World War III.

The chief cause of all this is—beyond any doubt or argument—the determination of the Muscovite Reds to impose their form of Communism upon the whole world. We of the Western nations are to blame, of course, for allowing the Reds to burrow deeply into our politico-economic structure, where they are now so busily and successfully at work. Immediately World War II was won, all the Western peoples, except North America, committed themselves to the fumbling hands of Socialist Governments and, in the resulting fog of frustration and confusion, the Fifth Columns of the Soviet Unions have invaded us, and dug in so securely that we cannot get rid of them without convulsions—Red activities of the kind that, at this moment, are hamstringing the Australian Parliaments and crippling the Australian economy.

Because of its tragic lack of leadership and inspiration, the Western world presents a pitiful spectacle. Large sections of the people in every country, driven half-crazy by conditions which they simply cannot understand, are expending, in screaming at each other, energies that could usefully be employed in social and political reforms. In all these countries—Britain, France, United States, British Commonwealth—only one leader (Menzies, of Australia) stands out conspicuously. In other circumstances, Menzies would be acclaimed as a minor Churchill; but in Australia he is hidden behind a battalion of political nonentities, and ignored by a people who have surrendered themselves completely to their worship of the sheep, the horse, the dog—and the political goat! Britain is ruled by a harmless little professional politician, United States by an inconspicuous linen-draper, France by God-knows-who; and the clamour of the politico-economic confusion which is the natural result of such conditions increases day by day.

IF the Western nations were left alone, these things would right themselves—as, hitherto, they always have done. Having been completely sickened by their ill-judged dose of the Left, the democratic peoples naturally would swing off to the Right, and some sort of balance, with more peaceful conditions, would be restored.

But they are being given neither time nor opportunity to put their domestic set-up into order. While Moscow's cunningly-placed Fifth Columns are stirring up internal strife in all Western countries, Moscow itself is distracting the Western Powers by creating ceaseless international trouble. It was clear, back in June, that the Korea incident was designed by Russia to embroil the Western nations in Asia, and especially in China. Anyone can see that a fight between the United Nations and China would be like asking a trained boxer to use his strength and skill against a feather bed. But, steadily, by steps which apparently we could not avoid, we are on the point of war with China.

Russia has 3,000,000 men in her armies, trained and well equipped. She cannot do much against us with armies, unless she has dominance in sea and air; and it is now known that she has built up an enormous air force, and is building a very powerful navy, with emphasis on long-range submarines. It is calculated that, by 1952, she will be ready to strike at the Western nations, to implement her plan of placing the whole world under Red Totalitarianism, as designed and shaped by a gang of semi-criminal conspirators in Moscow. We are to be kept in a state of social disorder, entangled with Asiatics, Communists and any other satellites who can be induced to fight, until Moscow is ready to put the halter around our distracted necks.

The clash seems inevitable. The longer we, in our weakness and

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stupidity, allow it to be postponed, the more likely are we to see, in our time, the complete destruction of Western civilisation, and the end of an era. If we act now, unitedly and firmly, we can defeat the Moscow conspiracy, and retain our freedom, and the decencies of life.

It is most likely that immediate action will mean the use of the atomic bomb, and wartime horrors almost beyond imagination. But, better now, with a chance of survival and freedom, than later, with the certainty of another Dark Age.

The decision is very close upon us. We may have to make it in 1951.

DOES this seem an unduly pessimistic forecast? None prays more sincerely than the writer that his summary of international affairs is wrong. But we cannot escape facts.

Russia is ruled by an utterly unscrupulous gang of fanatics. Russia has created an enormous military power, and a subversive organisation that is operating in every country. If this is not all part of a plan for world domination, what is it? How can we escape enslavement by the Reds, if we allow Russia to choose her own battleground and her own time?

If we, in the madness which followed our 1945 victory, had not allowed the creation of this Communist Frankenstein — which now threatens our existence—we would have had before us a world in which we might have planned for a great and very rapid improvement in the living standards of all peoples, and in human happiness generally. Nowhere were there greater opportunities, of this sort, than in our little world of the Pacific Islands.

The possibilities of achievement and progress are still there—but completely overshadowed by international dangers. The threat of attacks by Asiatic Communists now actually touches the western fringe of the Pacific Islands. There is increasing trouble in Indo-China, in India, in Indonesia—there may be fighting in West New Guinea within months.

We have urgent problems for solution in Papua-New Guinea; in the Solomons, where the present set-up should not be allowed to continue much longer; in Fiji, where failure to deal with the Indian situation makes a solution ever more difficult to find; and in the archipelagoes generally, where it is urgent that we agree upon some principles for general application in relation to education and medical care of natives.

But how can any real progress be made, while the Red Muscovites keep the whole world in a state of jitters?

Forthcoming Articles In PIM by R. W. Robson

IN this issue, there are a number of articles on Papua-New Guinea subjects by Mr. R. W. Robson, editor of PIM, who has just spent a month there. Other articles to appear in December and January, include:

OUR STARTLING NEW DOMINION—A description of the very large, fertile, cool country which Australia took over, as part of "unexplored New Guinea," in 1920—and did not know she had until the early 30's.

LIFE ON A JUNK-HEAP—Something about the extraordinary conditions under which Europeans live in Rabaul.

THEY ARE PUTTING IT BACK INTO NEW GUINEA—The remarkable story of the Leahy brothers who, after pioneering the New Guinea mainland, and making fortunes out of gold and allied industries, are now staking their all on the development of a pastoral industry in the still primitive Highlands.

NEW GUINEA'S NEWEST HEADACHE—The Chinese community are increasing in wealth even more rapidly than they are increasing in numbers. What is to be their share in the future of the Territory?

HIGH AUTHORITY FIDDLES WITH PACIFIC'S GREATEST PROBLEM—It is argued that the failure of Australia to appreciate the fundamental importance of education makes her elaborate plans and lavish expenditure on "native welfare" look silly. And—what should be done about Pidgin?

TOWNSVILLE'S SIX-INCH WAVES

TOA's Moresby Plan is Suspended

BECAUSE of a curious and unexpected development, the inauguration of the Sydney-Port Moresby service by Trans Oceanic Airways has not been proceeded with. The Australian Department of Civil Aviation placed such restrictions upon the use of Townsville port as a place of call for flyingboats that TOA had to temporarily suspend its plans.

TOA made a survey flight, Sydney-Brisbane-Townsville-Moresby, and return, at the end of October. DCA gave the company, on this occasion, permission to use Townsville. Everything ran quite satisfactorily, and the regular service was to commence immediately.

Then TOA were officially advised that they could not land at Townsville if the waters at Townsville carried waves more than six inches high. Such ripples are common in Townsville—so Townsville was out.

TOA considered Bowen and Cairns; but marine and radio facilities, necessary if a port is to be used regularly by flying-boats, are not installed in those places. The planes could not carry enough petrol to fly from Brisbane to Moresby, and carry also an economic pay-load.

Argument about the use of Townsville by flying-boats is proceeding—with vigour. Meanwhile, TOA's Moresby plan is suspended.

Mr. R. R. Wright, Fiji Public Relations Office Photographer, is in New Zealand with his wife and family on leave.

Mrs. H. Searle, of Port Moresby was a visitor to Melbourne for the spring racing season.

PACIFIC TRAVELLERS



ABOVE: Recent air travellers between Auckland and Suva included (left to right):—Mrs. D. McCutcheon, who has returned to Fiji after visiting her parents in New Zealand. Mr Lachlan Grant (Acting Postmaster-General), Suva, has returned from an official visit to Wellington New Zealand. Mr. C. W. G. Johnson, son of Mr. W. G. Johnson, managing director of W. R Carpenter & Co., Fiji, who has arrived to spend Christmas holidays with his parents and who wil return to University in New Zealand next year. Mr. R. A. Ricketts, of Koro Island, Lomaiviti, who has been holidaying in New Zealand. Mr. R. Stinson, returning to Suva from Perth, WA, via New Zealand. He married while in Perth.

—Photos by Stinsons', Suva.



BELOW: Recent Matua passengers from Apia, W. Samoa, to Auckland, included (left to right) Judge C. C. Marsack, who was on his way to Wellington for a conference on Samoa's recent crim wave. Commander Smith, USN, and family, of Pago Pago, on their way to the United States, vi NZ. Mr. and Mrs. W. J. Taylor, returning to NZ—he has been Postmaster, Apia, for the last thre years. Miss Taylor, who returned to NZ with her parents. Miss Parker returning to NZ. Mrs Jackson returning to Fiji after a holiday in Samoa.

Superflash photos.

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TONGA'S CROWN PRINCE

Useful Visit to Australia

CROWN Prince Tugi, of Tonga, after a busy month in Australia, left Sydney for Suva on November 15, accompanied by his wife, the Princess Mata'aho.

Tugi probably is the most enlightened and progressive Polynesian in the Pacific to-day. He takes his responsibilities, as the hereditary future ruler of Tonga, very seriously; but his activities actually flow from his interest in government and his enthusiastic eagerness to apply his practical knowledge for the advancement of his people. He studied and graduated at Sydney University some years ago, and he since has made a special study of agriculture.

Like other Pacific administrators, Prince Tugi dislikes the idea of a coconut economy, solely—he wants, for Tonga, an alternative major crop; and, after investigation, he has settled upon peanuts (or ground-nuts).

He has just spent some time in Queensland where he investigated every phase of peanut culture, economics and marketing. He is satisfied that the average Tongan farmer can grow peanuts; that this form of production will be suitable for Tongan life; and that there is a profitable market in New Zealand for all the peanuts that Tonga can produce. Extensive experiments will be started very soon, in which the economic use of machines will be tested.

Prince Tugi's other chief interest is education. He is eager to find every possible medium for the better instruction of his people.

While in Sydney, he got Mr. Lex Halliday to show him everything possible about the taking, production and display of 16 mm. documentary films. The Prince is convinced that films of this class can be used effectively in the instruction of the Tongans; and he has taken some equipment back to Nukualofa with him.

Prince Tugi believes also in the printed word. The Tongans are increasingly literate, but there is no Tongan newspaper. The Prince has evolved a plan under which a fortnightly newspaper will be produced in Auckland, in the Tongan language, for distribution in Tonga. A Tongan native is being trained to operate a linotype; and the supply of "copy" to Auckland, and the carriage of the newspapers to Tonga, can be done easily by the planes, which run regularly.

RECEPTION IN SYDNEY

ON the evening of November 13, at the invitation of the officers of the Board of Methodist Overseas Missions, about 30 representative citizens of Sydney gathered at Wesley College, University of Sydney, to formally meet Prince Tugi and Princess Mata'aho. It was a very happy function. The guests enjoyed their informal conversations with the Prince, and were impressed by the charm and good looks of the Princess. Princess Mata'aho was educated in New Zealand, but was making her first visit to Australia.

Members of the Tongan Royal Family have suffered a good deal from vulgar and offensive publicity given them by a section of Australian and American newspapers, and both Prince Tugi and his wife were obviously dodging the limelight. Wherever they went, however, they made new friends and found new admirers. This attractive couple are likely to fill an important place in the South Pacific in the future.

MR. R. D. BLANDY, OBE

Retires From New Hebrides After Long Service

THE British Resident Commissioner in New Hebrides, Mr. R. D. Blandy, OBE, has gone on long leave, prior to retirement. Mr. and Mrs. Blandy are on the Morinda, due in Sydney at the end of November.

Brigadier H. J. Flaxman, who has been British Judge in the Condominium for the past year, will take over the duties of British Resident Commissioner.

Mr. Blandy is 59, and he has been in the British Colonial Service since 1911. He was in the Indian Police Force for 13 years, and he was chief of the International Police in Tangier in 1928-29. He became Assistant Resident Commissioner in New Hebrides in 1929, and was appointed to the senior position when Mr. A. G. Joy left in 1940. Mr. Blandy had a very harassing and difficult job there, close to the Solomons battlefields, during the war, and he gained a reputation as a courteous and competent officer. Both Mr. and Mrs. Blandy were held in high esteem by the European community in Vila.

Australia Cannot Use Cocos Airfield

THE Clunies-Ross family, which owns Cocos Islands (Indian Ocean) has refused the Australian government the use of the air strip there.

Cocos is the only suitable landing place between Darwin and Capetown. The Australian Department of Air therefore has to abandon its proposed Australia-South Africa air service.

Reasons given for refusal by the family were that they wanted to keep the island isolated from the outside world and they did not want the peace disturbed by air liners roaring overhead or by air line mechanics and other officials living on Cocos.

(They permitted the construction of the airfield as an emergency measure during the war. Cocos or Cocos-Keeling, is a group of about 20 atolls but only two of the islands are of any importance. The Clunies-Ross family has been established there for about 125 years.)

Another Ship Floats in Red Ink

Losses of Maui Pomare

From Our Own Correspondent

APIA, November 4.

A LOSS of £29,340 on the operations of the Government Island vessel Maui Pomare was recorded in the year ended March 31, 1950, compared with £52,764 loss for 1949, and £38,795 for 1948.

The Department of Island Territories says in its annual report that Maui Pomare's operations are uneconomic because of her comparatively small cargo capacity (720 tons) and the long distances she covers. The vessel runs between Wellington, Niue and the Cook Islands with an occasional call at Apia. She is to be withdrawn when the Union Company's new Tofua takes up the Fiji-Tonga-Samoa run next year and the MV Matua takes over the Niue-Cook Islands run.

SUDDEN DEPARTURE OF GOVERNOR

Speculation in Tahiti

NOUMEA, Nov. 1.

A STIR was caused in French Oceania, and in French Pacific circles generally, in October, when it became known that the Governor of French Oceania, M. Anziani, had been recalled to France in circumstances which suggested that he was, officially, out of favour.

Soon afterwards, it was announced that M. Petitbon, recently Prefect of Constantine (Algeria) had been appointed Governor in succession to M. Anziani, and would soon arrive in Papeete.

The Acting Governor, M. Louis Girault, announced on October 20 that the French Minister for the Colonies would make an early visit to French Oceania.

The cablegram recalling M. Anziani arrived about September 25. The Governor and Madame Anziani departed from Papeete on a French copra ship, Owendo, on Friday, the 13th. Although he had been well liked in Tahiti, there was no quay-side demonstration of farewell.

Rumour worked overtime. Some said Anziani had given offence by seeking popularity, so that he might become the new Senator for those parts, thus endangering the re-election of M. Lasalle-Sere. Others said that he was seen too much and too often in the company of Deputy M. Pouvanaa a Oopa who, to put it frankly, is regarded as very Leftist.

Others say that the Governor was blamed for the extraordinary amount of cement which has arrived recently in Papeete—in fact, it is suggested that there are elements of a "scandal" here.

One Papeete commentator referred to "La Valse Des Governeurs." Anziani was the 57th Governor Tahiti has had in 80 years!

LIFE OF BULOLO

Timber May Have Some Effect

THE chairman of Bulolo Gold Dredging Ltd., Mr. C. A. Banks, at the recent annual meeting in Vancouver, was frank about the probable life of the BGD enterprise in New Guinea.

He said the company may close down Dredges 3 and 6 earlier than expected, unless digging conditions improve.

The estimated life of dredges Nos. 2, 3, 4, 6 and 8 was between two and three years from May 31, 1950.

The deep-digging dredges Nos. 5 and 7 had a life of about 13 years and 11 years respectively.

Editorial Note.—

The only thing new about this is that the life of the goldfield is being shortened somewhat by the ever-increasing costs of operation, while the value of gold remains fixed. This means that tested country, previously classified as payable, now has no profit margin.

BGD, however, expects to play a large part in the exploitation of the great pine forests of the Bulolo area, which probably will provide enough timber for operations extending over 10 or 20 years. A joint enterprise, in which both BGD and the Australian Government will be interested, is being put into shape.

Suva's telephone exchange has become so overloaded that, except in cases of extreme urgency, no further connections will be made until the new automatic telephone exchange is opened in two years, at the earliest.

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NEXT MOVE IN DUTCH N. GUINEA?

Delegates for the Hague

REPRESENTATIVES of The Netherlands and of Indonesia will meet at The Hague in formal conference in the latter part of November in a final attempt to settle the future status of Dutch New Guinea.

When a Parliamentary mission of 10 Indonesians was leaving Djakarta (Batavia) on October 29 for Europe, the leader declared that they would "convince the world that Arian (Western New Guinea) is by right a part of Indonesia." Over 100,000 children paraded with banners reading "No peace without Arian" and "With or without negotiations, Arian must be returned to us."

It was part of The Hague agreement of November, 1949, under which the Dutch surrendered the Netherlands Indies to the Indonesians as from January 1, 1950, that the future status of Western New Guinea should be settled by December 31, 1950.

Neither side has shown any intention of abandoning its claim to Western New Guinea. Leading Indonesians have repeatedly declared that, if the Dutch will not surrender the territory, they will take it.

The Australian Socialist Government, in 1945-49, supported Indonesia in most things; but the new anti-Socialist Government has made it clear that it supports the Dutch on the grounds that Indonesia has no racial, geographical or political claim to the Territory and that Australia, anyway, does not want on the other side of its New Guinea frontier an Asiatic country that is more or less honeycombed by Communist and anti-European influences.

Meanwhile, only a few hundred miles north-west of Australian New Guinea, a bitter little war has been going on between Indonesian troops and the people of "East Indonesia" (Celebes, Moluccas and Ambon), who demand some freedom, and have appealed to the United Nations for help. The Indonesians have already, in 1950, destroyed and absorbed the semi-independent States of Pasundan (West Java) and Borneo and are trying in the same way to destroy East Indonesia.

Report About American Bases

ONE Sydney newspaper, on November 12, published a report that an agreement had been entered into between the United States and The Netherlands, under which USA would establish military bases in Dutch New Guinea.

Both Washington and Canberra, in the following 24 hours, said that they had no knowledge of any such development.

Such a thing would be most unlikely—and, diplomatically, impossible—in view of the fact that the future status of Dutch New Guinea, under The Hague agreement between Holland and Indonesia, cannot be fixed before December 31.

But anything can happen after December 31, when Holland will seek to hold on to the Territory, and the Indonesians—according to the Indonesians!—will demonstrate their determination to acquire possession.

America, naturally, will be deeply concerned with any move likely to affect security in the western Pacific; but her moves will be made through the United Nations, and not direct.

Such a development would emphasise, more than ever, the unwisdom of the decision taken by Messrs. Chifley and Evatt when, on behalf of Australia, they caused the United States to abandon the magnificent naval and air base that had been established in Manus.

Manus, as the Americans had it, would be very useful, if the Dutch and Indonesians start squabbling over Dutch New Guinea.

MOF COPRA PRICE TO BE CHALLENGED

Move by Solomons Planters

A SMALL group of Solomon Islands copra producers have decided to challenge the powers of the BSI Government in relation to the British Ministry of Food contract. They will ship certain copra away, in free ships, to the free market, and will accept the open market price.

They say they entered into no contract, and they challenge the right of the BSI Government to bind them to the MOF price. They point out that as they got no war damage compensation, are forced to pay a 15 per cent. export tax as well as income tax, and are charged 6/- per acre for their land, they are entitled in all fairness to the best available price for their copra.

The outcome will be awaited with interest by New Guinea planters and Fiji producers.

There is a strong movement afoot among NG planters to challenge the MOF contract. No one outside Canberra has seen the contract, or been able to get any details of it.

The planters want to know who arranged the contract, who signed it, and under what authority the Australian Government takes all their copra and sells it to Britain in return for Britain's now depreciated currency.

The Fiji and, now, the BSI planters support this demand for more information.

The MOF contract was made in 1948, for a period of nine years. Under it, the price may not fluctuate, in one year, more than 10 per cent.

NG Planters Await Reply from Canberra

THERE have been no further developments in the discussions which have been taking place between the New Guinea Planters' Association and the Australian Government, relating to the price being paid for NG Copra.

The NG planters—like all copra producers within the Empire who are subject to the MOF copra contract—are dissatisfied with the price they are receiving. Copra has a definite value in the world market; but this was not taken into consideration by Britain, when, after devaluation of the £ Sterling, she continued to implement the MOF contract for the purchase of Empire Copra.

In other words, Britain has continued to pay for the copra with the same number of £'s Sterling per ton, although in relation to world values the £ lost a substantial proportion of its former value.

Planters within the Empire have been protesting against this contract — which some of them describe as a "double cross" —and are seeking a revision. So far, the Australian ministers and officials concerned have not been in favour of the planter's arguments; but the discussions are not yet finished.

The NG planters have a particular grievance in the fact that Australian crushers — who take about half the NG production — have been getting the copra at MOF prices. As the Australian mills get world prices for anything they export, and as there is no reason why Australian crushers should get benefits at the expense of the NG planters, the NG planters are demanding that the Australian crushers should pay world prices instead of MOF prices for their Copra.

The crushers have presented to the Australian Government a series of arguments to show why they should receive preferential treatment.

These issues—presented in October by the delegates of the NG planters' association—are now apparently awaiting decision by the Australian Minister for External Territories, Mr. Spender, who has been abroad. He returned to Australia in mid-November but there has been no announcement.

DROUGHT STOPS NG SLUICING

THE extraordinary dry spell in New Guinea—declared by old hands to be the worst since "German times"—has adversely affected some mainland mining concerns which depend on water pressure.

Sandy Creek Gold Sluicing Ltd., reporting on October 20, said there had been insufficient water for sluicing since the beginning of June, except for a few days at the end of September. In 190 hours sluicing, they recovered 46 ounces of gold from 4,750 cubic yards.

SYDNEY NG WOMEN'S CLUB XMAS PARTIES

THE New Guinea Women's Club of Sydney have received the following donations towards their children's Christmas party:

	£	s.	d
Mrs. Stewart	4	10	
Mrs. Goss		11	
Mr. and Mrs. H. Downing	1	0	
Pacific Islands Monthly	2	2	
Mrs. Bruff		5	
Mrs. A. A. Innes		17	
Mrs. U. Adams	2	2	
Mrs. Perriman	2	0	
Lady McNicoll	2	2	
Mrs. Sturgeon		10	
G. Edgell & Co., Ltd.	1	1	
W. R. Carpenter & Co., Ltd.	3	3	
Burns Philp & Co., Ltd.	3	3	
Robert Gillespie Pty., Ltd.	5	5	
Mrs. Northam	1	1	
Mrs. Harvey		10	
Mrs. Haughton		2	
	£30	5	

THE children's party will be held th year on December 18, commencing a 2 p.m.

A Christmas cocktail party will also b held. This will be at 6.30 on Decembe 22. All former or present Territorian who are in Sydney will be welcome. Bot functions at the Feminist Club, 77 Kin Street.

MELBOURNE NG WOMEN'S ASSN XMAS PARTY

THE New Guinea Womens' Associatio of Melbourne will hold a Christma Party at the Business and Profes sional Women's Club, Melbourne, at 3. p.m. on December 16.

All past and present residents of Ne Guinea who are in Melbourne on th date will be welcome.

Mrs. J. B. Hicks and **Miss Patricia Hic** were passengers from Honiara, BSI, Sydney in the October Morinda. **Mr. B. Hicks**, who has had 20 years' servi with the BSIP Government, will jo them in December, and with his fam will sail soon after for the UK on leave

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NOT FOR N. GUINEA PLANTERS

Stabilisation Fund, £830,000, To be Maintained

ALL Papua-New Guinea planting interests examined, with lively comments, the announcement in the Papua-New Guinea Gazette of October 26, which showed that, on June 30, 1950, the Copra Stabiliation Fund of Papua-New Guinea amounted to £830,961.

The fund was established in its present form in 1946-47, when it received £35,240 from the Production Control Board, and by June 30, 1947, it was £38,274. After that, it grew in this way:

	Levy	Interest	Total
	£	£	£
June 30, 1948 ..	98,375	923	99,298
June 30, 1949 ..	375,091	5,090	380,182
June 30, 1950 ..	297,359	15,846	313,206
Totals	773,860	21,860	830,961

Many people had thought that this fund might now be distributed among the planters whose earnings created it.

The Canberra authorities have no such intention. The fund will be kept intact, —although the amount of the levy may be reduced.

A committee on which planters will have representation will be set up to supervise the fund. It is hoped that Canberra will give some indication of when and how the fund will be used for market stabilisation. The fund, held in Commonwealth Inscribed Stock, is now earning over £20,000 per annum in interest.

There may be a windfall, however, for planters in the accumulated profits of the Production Control Board, now reported to be over a quarter-million. Canberra says it intends to distribute these to producers, in some way. Some day, perhaps, Canberra will explain how and when it will make the distribution.

RSL's REALISTIC APPROACH TO N. GUINEA PROBLEMS

SOME important motions from the New Guinea branch of the Returned Soldiers' League were taken to the organisation's annual meeting in Hobart at the beginning of November by Mr. George Whittaker, representing the NG Branch.

The NG Branch urged that care be taken in setting up a military organisation in New Guinea. The revived NGVR should be a training-ground for units of the native military force, and the greatest care should be taken in the set-up of the native units.

The Branch urged the early constitution of the Legislative Council; expedition in settling ex-servicemen in the Territories, and facilities for financing their enterprise; a more realistic policy in building a new European hospital at Lae; some early effort in restoring land titles lost in the war. It supported the Australian Government in opposing the transfer of Western New Guinea to Indonesia.

BUDGET SESSION OF FIJI LEGISLATIVE COUNCIL

THE Budget session of Fiji Legislative Council will be opened by the Governor, Sir Brian Freeston, on November 19.

Main business of the session will be to consider the Government's financial proposals for 1951, and the reports of four select committees, appointed last session, may also receive attention.

Small Slice of Cake for Fiji Civil Servants

Compromise on Salaries Revision

From Our Own Correspondent

SUVA, Oct. 16.

FIJI'S Legislative Council rose on October 13 after having spent much of the time since October 3 on the question of Civil Service salaries revision.

Although no official statement has been made, it is common knowledge that the Civil Service objected to the report of the Salaries Commissioner (Mr. E. Mills) and to the Government's proposed amendments to the recommendations made in the report.

Unofficial members of the Council, after a detailed study in committee, reluctantly accepted the Government's motion for the adoption of the amended report, but urged that the proposed increase in expenditure (about £75,000 per annum) should be cut to avoid further taxation. Leave conditions, the unofficials stated in a memorandum, were too generous in certain cases, and they recommended the appointment of "a person with extensive practical commercial experience (not a civil servant) to look into and report upon the establishment and staffing of the Fiji Civil Service in general."

The memorandum added that "much dead wood could be pruned and unnecessary staff dispensed with." It expressed the view that the Civil Service is overstaffed, and suggested that if reductions were made higher salaries could be paid where they are deserved.

The memorandum was accepted by the Government, and at the end of the session the Governor (Sir Brian Freeston) said: "I am satisfied that we have reached a compromise, but, like all compromises, it is unsatisfactory."

The civil servants, the Governor said, had not been given a very large slice of cake, but they had not been sent empty away. He promised that the Government would do its utmost to avoid extra taxation to meet the bill, but declined to give an undertaking on this point, adding: "We do not know how this year is going to turn out."

European Civil Servants' Association.

AT the annual meeting of the European Civil Servants' Association on October 16, the salaries revision proposals were discussed at considerable length and it was decided to submit to the Secretary of State for the Colonies, through the Governor, the views of the Association on the proposals.

PAPEETE DRY DOCK OPENED

From Our Own Correspondent

PAPEETE, Oct. 15.

PAPEETE'S new dry dock (see Tahiti Notes, elsewhere this issue) was officially opened by Governor Anziani on September 28, and on October 5 the first two ships were docked.

The first was the two-masted schooner Moana (built 40 years ago for the old German "long-handled" firm usually known as the DH & PG). As soon as Moana had been hauled out of the water and rolled over to one side of the new dock, Orohena was also docked.

The Commonwealth Bank of Australia has given £3,500 for research in rice-breeding in New Guinea.

WEEKLY PAPER FOR W. SAMOA

FIRST issue of Western Samoa's new bi-lingual weekly paper made its appearance in Apia on November 3. This date was also the 50th birthday of its proprietor, Western Samoa's most energetic businessman, Mr. Eugen Paul.

Western Samoa's last newspaper, the Western Samoa Mail, edited and published by J. W. Liston, went out of existence early in the Second World War years and there has been no local news-sheet since. Mr. Paul's new paper is called Samoan Times—Tusitala Samoa, and is printed in English and Samoan.

Mr. Paul is of mixed parentage. His father was German, his mother an American Samoan. In World War I he served in the American National Guard and when he returned to Samoa in 1925 started the now prosperous Gold Star bus and taxi transport service. In 1935 he founded Samoa Theatres Ltd., and in 1945 he bought Mr. Liston's printery from which the new weekly will be issued.

Unlike previous Apia papers (there was one in the German days, too) Samoan Times will be sold by newsboys in the streets.

MYSTERY OF SKELETONS AT HENDERSON ISLAND

SUVA, Nov. 6

HENDERSON Island, 110 miles from Pitcairn, was twice visited by the Suva-based New Zealand schooner Huia during a 6,000-mile trading cruise.

After returning to Suva, the Huia left for Auckland on November 2 and will make several trans Tasman trips before returning to the tropics at the end of the hurricane season.

Mr. N. W. Thomas, owner of the Huia, said that at uninhabited Henderson



A photograph, taken by Mr. Thomas, of the skeleton found at the entrance to a cave on seldom-visited Henderson Island.

(where the Pitcairn Islanders go for supplies of coconuts and miro timber) the skeleton of a powerfully-built man had been found half in and half out of a shallow cave. Later, Captain J. Webster, Marine Superintendent, Western Pacific High Commission, said he had seen at least eight skulls, and a number of other human bones in a cave near that where Mr. Thomas had found the complete skeleton.

The skeletons appeared to be of considerable age and, beyond the obvious theory that they are the remains of survivors of some forgotten shipwreck or shipwrecks, there is nothing to suggest how the Henderson Island victims arrived at the island or how they died.

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MORE WASTE IN NEW GUINEA

£10,000 for Manki Village

IT was announced in Port Moresby on November 11 that the Administration had agreed to pay the natives of Manki village the sum of £10,000 for the "rights" to timber on 24,000 acres in the Bulolo Valley, New Guinea. The natives are to get £500 in cash, a "model village" costing £3,000, and £6,500 is to be held in trust for them.

This is typical of the kind of lunacy which has distinguished the Ward-Murray administration of Papua-New Guinea since 1945. It is hard to believe that the present Australian Government has approved of the payment.

In European times, there has been little if any indigenous native population in the Bulolo Valley, where are large and valuable stands of pine and cedar. The Bulolo Valley apparently had been, for a long time, a no-man's-land between the very warlike Kukukukus of the remote and mountainous interior, and the more peaceable tribes of the grasslands country. After the goldfields were established, and thousands of native labourers were brought in, there was a little native settlement in and around the valley; but those natives had no more right to the timber than the Europeans.

We do not know the history of Manki Village; but even if it was there in pre-European days, the Manki folk have no real interest in the timber, any more than they have an interest in the gold.

The point is that these natives made no more use of the big timber on the hillsides than of the minerals in the earth. Neither timber nor gold had the slightest value in the native economy—those things only became valuable after the Europeans arrived, and because of the settlement of Europeans in the country.

This ridiculous payment of £10,000 to the Bulolo natives for timber rights is in line with the Administration's fumbling with the whole matter of timber (see article elsewhere in this issue).

It is also quite consistent with the Ward-Murray policy of giving away Australian taxpayers' funds, with both hands, to primitive bush kanakas. One result of lavish payments of Wardist "war damage compensation" to natives is seen in the vast enrichment of the Chinese traders. In Rabaul, to-day, every other Chinese merchant rides in a huge new glittering American car, imported through Hong Kong—and many of these were bought with "Wardist Compo" which poured through the natives' hands into the trade stores.

SAMOA FOR THE SAMOANS!

Letter to the Editor

THE decision of the New Zealand authority to appoint Mr. Charles Rivers, a Samoan of the Apia district, to the position of Postmaster at Apia—succeeding Mr. Taylor, who has returned to New Zealand—has given great pleasure to all those who believe that most of the principal administrative positions in Western Samoa can be filled by native-born.

It is only a matter of (1) Deciding upon this course as a matter of policy; (2) Providing the young Samoans with all reasonable education facilities and encouragement; (3) Insisting on vacancies being filled by Samoans, instead of young men and women from New Zealand, if there are suitable Samoans available.

This is the wish of our two influential Fautua, Hon. Tamasese and Hon. Malietoa; and it is the wish of the people here that in this they be supported both by their own people, and by the New Zealand Government.

I am, et.,
LEAGA TONU SAMOA.

Apia, 30/10/50.

30 Years of Safe Flying With Qantas Empire Airways

IN 1919, while they were making an air-route survey in Northern Australia for the Commonwealth—they used an incredibly ancient Model T Ford or Fords—Messrs. Hudson Fysh and P. J. McGinnis conceived the idea of opening up this vast country with air services. Both young men had been members of the Australian Flying Corps.

Backed by local station owners and businessmen they registered, in November, 1920, the Queensland and Northern Territory Aerial Services, Ltd.

That was the beginning of Qantas Empire Airways, to-day one of the world's top-ranking airlines with a safety record second-to-none.

QEA as now Australian Government-owned but Mr. Hudson Fysh, a vigorous 55-year old Australian, is still with them as chairman and managing director. He is one of the fortunate few whose youthful visions not only came true, but surpassed anything he could conceivably have imagined in those days of aviation infancy. It is a far cry from the unsuitable, World War I type of aircraft, all wires and wings, with which Qantas started their company, and the vast fleet of modern airliners and flying-boats which they use to span the oceans and the continents to-day.

AS well as the Kangaroo route to the United Kingdom, Qantas run services to Hong Kong, Japan, Papua-New Guinea, Fiji, the Solomon Islands, New Caledonia and New Hebrides. In Papua-New Guinea their local services have done something to ameliorate the chaos and frustration of the post-war period. It is likely that they will soon be running internal services in the Colony of Fiji.

It has been reported that Captain Hugh Birch is leaving shortly to make another survey flight for Qantas between Fiji and Tahiti. Air France appears to have abandoned its plan of running a regular service between New Caledonia and Tahiti.

The original service between Charleville and Cloncurry and other inland services are now no longer run by Qantas, but Australians, the overwhelming majority of whom have never seen these places or hope to, know them well only because the young men of Qantas put them on the map away back in the early 20's when commercial aviation was young.

QEA held an exhibition in Sydney during November to mark their 30th birthday. Whites Aviation, published in Auckland, NZ, devoted the whole of their November issue to telling the story of Qantas, as it was and as it now is.

PAPUAN TRADING CO. MAKES BIGGER PROFITS

THE boom being enjoyed by Papuan rubber-planters now, plus the enormous expenditure by Government on administration, and by oil companies on oil search, is reflected in the report of Steamships Trading Co. Ltd., of Papua. In the year ended July 31, it made a record net profit of £61,193, and is paying 10 per cent. on its issued capital of £286,473. In addition, the Co. has over £300,000 in reserves, and uses some £80,000 of bank money. It has over £200,000 in land and buildings, £56,000 in investments, and some £400,000 in merchandise.

It was decided, at the annual meeting in Moresby in November, to issue another 134,283 ordinary £1 shares, at a price not yet disclosed. In the previous year, 66,666 shares were issued, at a premium of 10/-.

Apropos of this company's big profits, it it worth noting that it was stated, at the annual meeting of the Dunlop Rubber Co. in Sydney recently, that that company was now paying 37½d. Stg. per lb. for rubber, as compared with 9½d. per lb. a year ago.

MACLEAN-SOLOMONS WEDDING

ST. STEPHEN'S, Macquarie Street, was the scene of a pretty wedding on October 18 when Miss Judith Nancy Solomons was married to Mr. Donald Maclean,. The bride is the daughter of Dr. and Mrs. Noel Solomons, of Mittagong, and the bridegroom only son of Mr. and Mrs. John Maclean, of Rangarere in the Baining District of New Britain.

The ceremony was performed by Rev. Donald Munro, of Bowral, and the reception, where over fifty guests gathered was held at the Amory, Ashfield, and the usual toasts were honoured and many good wishes extended to the happy couple.

New Guinea guests at the reception included Lady McNicoll and Mr. and Mrs. Gordon Thomas.

APC PROGRESS REPORT

AUSTRALASIAN Petroleum Company Proprietary Limited reported, in early November, as follows:—

WANA: The hole has been deepened 903 feet from 8,035 feet to 8,938 feet.

HOHORO: Rig foundations have been poured at No. 2 Test site and the derrick has been transferred from No. 1 site in preparation for erecting.

Island Exploration Company Proprietary Limited reports that rig erection at Omati is nearing completion and that the test is expected to spud-in during the coming month.

NEW TAHITI HOTEL OPENS

From Our Own Correspondent

PAPEETE, October 15.

THE re-organised Les Tropiques Hotel about a mile out of Papeete, is now open for business.

The hotel is now owned by Messrs. William Robinson, Bertrand Jaunez and Lewi Hirshon. It is built beside the lagoon with a fine view of Papeete Harbour. At present it has 20 individual cottages arranged in a tropical garden setting and more are to be built.

Mr. Al Bougerie, former office manager of the Moana Hotel in Honolulu, has been installed as manager.

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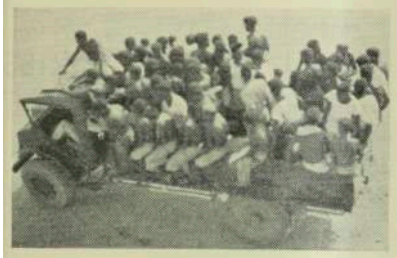
Some Notes by the Wayside

FROM R. W. ROBSON IN NEW GUINEA

MY first impression, on reaching Port Moresby, was that I had entered a roaring, wide-open mining town out of the American movies.

Natives swarmed everywhere—not the quiet, slow-moving people of before the war, but screeching lorry-loads of labourers hurrying hither and yon; impudent-looking boys loitering on the footpaths; groups of natives sitting under the shade trees, drinking out of up-ended bottles of "creaming soda."

All about the little town empty bottles lay in the gutters. Down south, such bottles are worth 3d.; but, to these happy children of the Ward-Murray regime, 3d. is not worth worrying about.



This lorry-load of howling native labourers was "snapped" as it passed the Hotel Papua, Moresby. Under the new regime, lorry-loads of dock and road workers pass constantly through the streets, and the natives demonstrate their satisfaction with present-day conditions by shrieking and yelling. The faster the lorries go, the louder they yell.

Everywhere, there is an air of commercial liveliness and prosperity—the result of spending millions of the Australian taxpayers' money, another million of oil-search money, and another few scores of thousands (God knows how much!) on "native war damage compensation."

Much of this money naturally finds its way through ordinary commercial channels, to commerce's great content; but a very large proportion circulates first among the natives. As natives, in money matters, are like children, all this loose currency simply trickles off along the line of least resistance—which, of course, is the trade store and the lollipop shop. Those shrewdheads who have gone out to specially cater for native tastes have reaped and are reaping fortunes.

:: :: ::

LAE, risen Phoenix-like from the ashes of 1942-44, was all new to me. At Qantas' most excellent new mess, in the new town on the terrace, I got a taxi with a native driver, and said "Burns Philp."

Driver: "No savvy."

Me (loudly): "Burns Philp."

Driver (looking sour): "No savvy."

Me: "Dammit, Burns Philp—down there"—waving generally towards the beach area.

Driver went down the hill, along past the new hotel, and away in the direction of Finschhaven.

I sensed something wrong, stopped the taxi beside a couple of Europeans and said: "I'm a stranger here. I want Burns Philp's store. This idiot doesn't seem ever to have heard of them. Can you direct him for me?"

They grinned. "Beepees," they said. The driver, with a wooden face, went back to the beach area and the assembly of temporary buildings which house BP's stores. He saw nothing funny in the incident.

:: :: ::

THIS morning (October 20) there came into Rabaul port, from back of beyond somewhere, a small Government boat, with a small complement of European passengers, and a small and irate Welsh skipper, who had lost his dental plate, and who lisps, anyway.

"I belong to Perthy Thpender'th conthituenthy," he declaimed, thumping the binnacle, "and I'm writing to Perthy right away about how we are treated on thethe boath."

It appears that he cannot get a cook, even for himself, let alone his passengers. He cannot get the little ship's linen washed, because wash-boys, as a species, have disappeared under the Ward-Murray regime. And the quality of the food with which his ship had been supplied was something he could not describe adequately without his teeth. He particularly resented the fact that he was compelled by regulations to charge his passengers 45/- each.

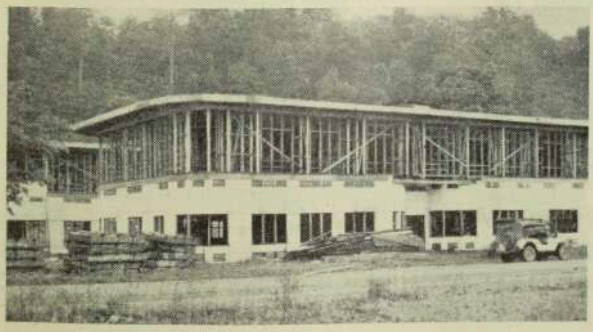
"Look what I've had to give the poor bathtardth," he cried, pointing dramatically to his cookhouse, and his weary-looking passengers. "They call this a thervith! I'm telling Perthy all about it."

So if the Hon. P. C. Spender, Minister for External Territories, is met on his return from the world's councils by a letter from a constituent in Rabaul, full of Welsh expletives, and critical of Shipping Control, he will know how it originated.

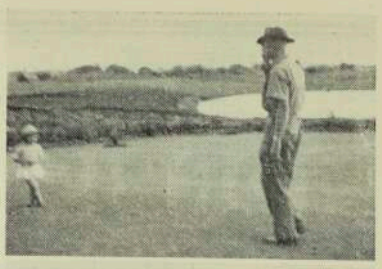
When I left, the skipper was apologising, on behalf of the Shipping Board, to the "poor bathtardth."



Believe it or not: This dilapidated hut, in Wau, New Guinea, is let to a Government clerk for 9/- per week by the Administration—which sternly reprimands and fines employers for housing their natives in buildings that, by comparison, are palaces.



Mrs. Stewart's new Cecil Hotel, on the waterfront at Lae, is now well advanced constructionally, and will be ready for occupation early in 1951. Of two storeys, and architecturally most attractive, it will have large, cool rooms and wide corridors, and all modern amenities.





TOP: Captain Nep Blood, manager of the famous Hallstrom ranch at Nondugl, in the New Guinea Highlands, is snapped with baby daughter on the lawn between his bungalow and the pretty artificial lake. Lawns and gardens and birdhouses surround the bungalow.

BELOW: The Nondugl sheep are flourishing. The recent lambing—quite satisfactory—increased the flock to about 1,000 head.

I AM still gasping over my laundry bill at the hotel in Rabaul. The little lot comprised exactly 16 articles, including handkerchiefs and other small things. The charge was 10/6, and the articles were only half washed and ironed.

I thought longingly of Fiji, where Indian laundrymen do the job so quickly and competently, at a third of the price.

Ten minutes after paying that bill, I walked through Rabaul's native market. The stuff generally was of poor quality, but the prices were extraordinary—1/- for a small bunch of bananas, or a pineapple, for instance.

I got a new respect for the harassed women trying to keep house within the budget, in this dusty junk-heap of a town.

POSTSCRIPT: Later, in Port Moresby, a native wash-boy demanded 12/- for washing and ironing three shirts, two shorts, two pairs stockings, one long pants, and a couple of small things. I give up!

PPS: Am I wrong in supposing there is a fortune waiting for the enterprising person who takes a washing machine, or machines, to Moresby, Lae, Rabaul, etc., and really tackles a most urgent problem by providing a good and dependable "laundrette" service?

:: :: ::

SOCIALLY, the Europeans are divided sharply. Those who lived here before World War II have little in common with the large numbers of younger folk who have come crowding in under the Ward-Murray regime. The two classes are usually called the Befores and the Behinds.

The Befores, of course, can see nothing good in the post-war set-up of uncontrolled and inefficient labour, spoiled and cheeky natives, incredibly

(Continued on page 33.)

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CPA Will Call at Auckland

Ban on Tasman Crossing Lifted

FROM next February 12, Canadian Pacific Airlines aircraft will call at Auckland, New Zealand, on their Sydney-Vancouver service. Australian and New Zealand Governments have agreed to let them fly the Tasman although they will not be able to enter that trade which is the monopoly of Tasman Empire Airways.

At present CPA planes do not run a service between Auckland and North America as do the other two trans-Pacific operators, Pan American World Airways and British Commonwealth Pacific Airlines. Neither PAA nor BCPA have made an announcement as to how the lifting of the ban on the trans-Tasman crossing for CPA will affect them.

No Canadian Subsidy for Aorangi

IT seems unlikely that anything will come from the renewed negotiations with Canada for a subsidy for the liner Aorangi. A Canadian Government spokesman said, on November 8, that they could not see their way clear to pay this as it was considered that Canadian Pacific Airlines catered adequately for Canadians wishing to travel between Canada and Australasia. In addition, Aorangi was registered outside Canada and had a non-Canadian crew.

It rests now with the Governments of Australia and NZ (and their willingness to pay the whole subsidy) whether Aorangi remains on the run.

(It was announced in July by the Canadian-Australasian Line, which owns Aorangi, that the vessel would be withdrawn from the Pacific service when she reached Sydney on January 29, 1951, if the Governments of Australia, Canada and New Zealand would not agree to pay a subsidy. New Zealand was willing to pay her share but Australia and Canada were not.)

'OCEAN OF ISLANDS'

Sewards Produce a Notable Book About the Pacific

A VERY notable compilation, "The Pacific, Ocean of Islands," edited by famous naturalist, Charles Barrett, has just been produced by N. H. Seward Pty., Ltd., of Melbourne.

It is a well-bound, beautifully printed book of 200 crown-quarto pages, and each of the 16 sections, covering almost every phase of Pacific history and description, has been written by an authority on the particular subject.

History is covered in three sections—Cartography of the South-West Pacific; French Navigators of the Pacific; and The Voyage of the Swallow, 1766-69. There is a section on Pacific Whaling; another on The Art of the Pacific; and a particularly interesting one on The Literature of The Bounty, in which the scores of books based on the famous mutiny, and on what came later in Pitcairn Island, are reviewed.

There are sections on the Missionaries, on the Plants of the Pacific, on the Megaliths, on the Birds of Paradise and one—covering a very wide field, indeed—on The Novelists of the Pacific. Sir Peter Buck, in one section tells the story of the Bishop Museum.

There are about 60 illustrations, dealing with innumerable subjects. Many are rare. They have been carefully chosen and are most skilfully reproduced—some must have a unique value.

This is not a closely integrated description of the Pacific Islands; but, within the several sections and the numerous illustrations — all of which have been cleverly edited and arranged—there may be found countless authoritative references to, and descriptions of, every facet of life in the Pacific, and of its picturesque history.

The book has been produced in a limited edition, and is being sold for Five Guineas.

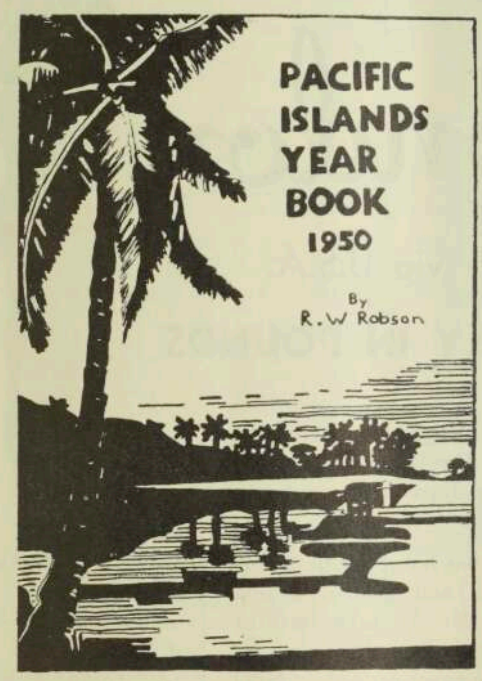
Mr. and Mrs. Reginald Stewart left Sydney in early October on their way to the Gilbert and Ellice Islands where Mr. Stewart has a Colonial Office appointment. They were formerly in Tanganyika.

FIJI EXECUTIVE COUNCIL APPOINTMENTS

IT was announced in Fiji in mid-October that Mr. Alport Barker and Mr. Sadanand Mahraj have been appointed to the Executive Council of the Colony, and that Sir Hugh Ragg and Ratu Edward Cakobau have been re-appointed.

The names of Mr. Barker, Mr. Mahraj and Ratu Edward were submitted to the Governor by the Unofficial Members of Legislative Council.

The appointments and re-appointments which will take effect from October 15, are for three years or until the dissolution of the present Legislative Council.



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W. Samoa May Trade With Japan, Germany

From Our Own Correspondent

APIA, Nov. 4.

THE Collector of Customs has advised importers that Western Samoa has been included in the Sterling Area Trade Agreement with Japan. The Territory has, however, been requested to keep imports of essentials within a certain figure and, therefore, it has been necessary to eliminate cotton goods from the list of permitted imports. Import licenses will be allocated for silks and rayons, enamelware, hardware, iron, nails, etc., tinned fish and other lines up to the allocation granted individual importers.

As Western Germany has been declared a soft currency area under the new Trade Agreement with Great Britain, imports of German goods are also allowed.

FIRE DESTROYS TONGAN PICTURE THEATRE

WHILE films were being screened before a small audience on the evening of October 26, a fire broke out in Maile Niu's new picture theatre in Nukualofa, and the building and most of the contents were totally destroyed. It is believed that the fire started amongst some films, which were being carelessly handled.

There was luck in the fact that it was a calm night, and the audience got out quickly, before the fire spread. It is hoped that the Tongan Government will take note of the facts that there were no fire extinguishers, no fire escapes and not even a tub of water with a hose available.



TOP: The theatre as it was.
MIDDLE: Photo taken while the theatre burned.
LOWER: Next day—a policeman guards all that remained. —Photographs by Hettig.

HIGH PRICES IN SUVA MARKETS

Tenpence Each for Small Taro

From Our Own Correspondent

SUVA, Oct. 16

IMPORTED foodstuffs are getting steadily dearer, and the prices of locally-grown produce at the Suva markets are reaching fantastic levels.

With price control "off" since July 1, the degree of exploitation of people of all races, and particularly of the lower-paid Fijian and Indian workers is almost incredible.

When truckloads of staple foodstuffs arrive at the Suva market, the vegetables and foodstuffs disappear into the possession of a frenzied mob of sharp-eyed people who in a matter of seconds remake the bundles of dalo and other produce into a series of smaller bundles before the masses of waiting consumers are permitted a look-in.

These operators — Chinese storekeepers and Indian merchants of various kinds, plus a number of Fijians who have been learning Asiatic methods rather too well—comprise the "middlemen," a class cordially detested by all who have to take what they can get and pay whatever is demanded.

At the Suva market to-day bundles of three pitifully small dalo were selling at 2/6. Baskets of tapioca (1/- under price control) cost from 3/- to 5/-. And so it went on, and goes on, with Fijians, Indians and others (including Europeans) muttering angrily and building up what must soon become a furious demand for the reimposition of price control and a properly-organised food supply with, if necessary, a Government-guaranteed price to growers.

Occasional gluts still occur. On October 14, for instance, there was a sudden flood of cabbages. Three good, solid cabbages could be bought at 9d. for the lot—not only that, at that price they were being eagerly thrust at potential buyers. In such cases it is a certainty that the growers suffer—not the middlemen.

On July 1 the Government promised to reimpose price control if retailers tried exploitation. The Government has already turned down one appeal to restore control; the present puzzle is to find out just at what point the Government will decide where exploitation has begun.



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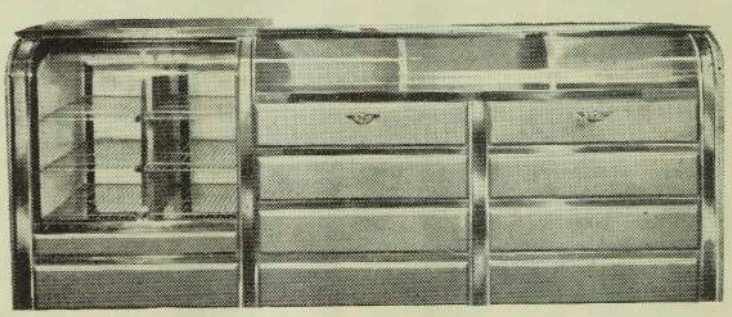
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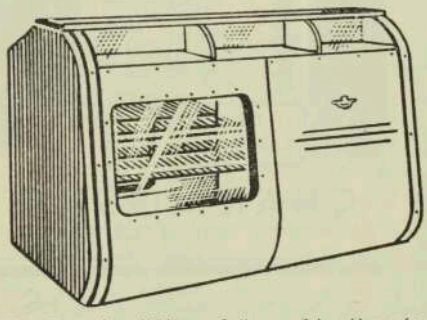
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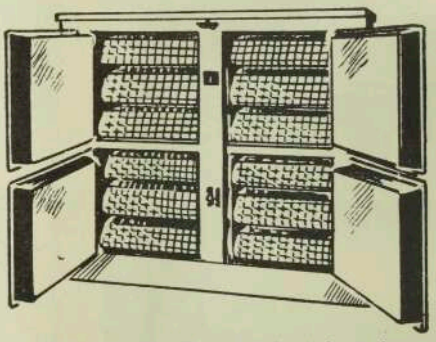


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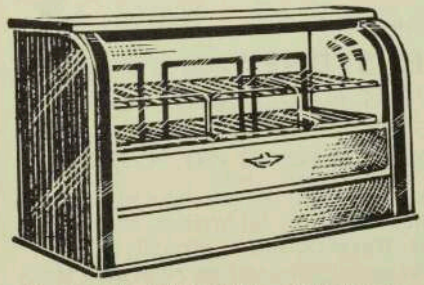


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SOUTH PACIFIC COMMISSION

Headquarters: Anse Vata Noumea, New Caledonia

Financial Allocations Made at Sixth Session

THE sixth session of the South Pacific Commission was held at Commission headquarters in Noumea between October 23 and November 2.

Chief representatives of member governments were: Mr. J. R. Halligan, for Australia, Mons. R. Lassalle-Sere, for France, Mr. J. B. D. Pennink, for the Netherlands, Mr. C. G. R. McKay, for New Zealand, Sir Brian Freeston, for the United Kingdom, and Dr. F. M. Keesing, for the United States.

Some time was taken up on purely housekeeping problems—such as housing, superannuation fund, advances to officials for the purchase of motor vehicles, etc.—but the two agenda items of general interest were the report and recommendations of the second meeting of the Research Council which met in Sydney in August, and the budget for 1951.

The Commission budgeted to spend £149,165 Stg. in the year January 1 to December 31, 1951. Of this amount about £17,000 is provided for Health projects, £21,000 for Economic Development and about £16,000 for Social Development.

HEALTH

THE allocation for Health will be spent mainly on continuation of projects already begun—£6,000, for example, for continuation of research into the tuberculosis problem in Pacific Territories under the control of member governments. Research in infant feeding and nutrition among the Islanders will also be carried on. Allocation for this is £3,225.

Allocations have been made for research projects on leprosy (£1,675 allocated), Ophthalmology (£2,125); malaria (£500); and venereal diseases (£2,125); but in all these cases, with the exception of malaria, member governments have been asked to submit their needs to the Commission.

ECONOMIC DEVELOPMENT

AMONG projects to be carried out or continued under the heading of Economic Development are the introduction and distribution of economic plants (provision of £4,000); the introduction and distribution of cash crops and the appointment of two experts to supervise the project (£6,000); the economic development of coral atolls (£2,800); research into the subsistence of indigenous peoples (£4,650).

SOCIAL DEVELOPMENT

SOCIAL Development allocations include £600 for a meeting in Suva of the Social Development Committee; £390 for visual education, and £950 for further-

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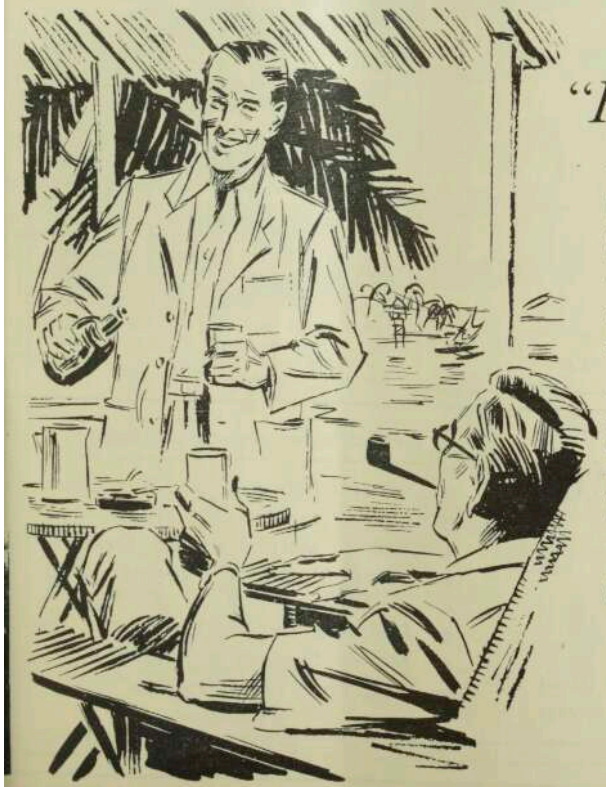
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ing mass-literacy campaigns in Pacific territories.

The Commission considered that the appointment of a social anthropologist to the Commission in 1951 was not warranted but agreed that an anthropologist might be retained by the Commission. For the whole field of social anthropology £2,000 was allocated. Linguistic research has been allocated £650 and the continuation of a survey to determine the most suitable types of native building, £3,750.

At the request of the Administration of Netherlands New Guinea, £1,000 has been made available for undertaking a Community Development project there; £1,000 has also been set aside for the establishment of a pilot Community Centre in an urbanized community. (It was reported after the session ended that it was proposed to use Rarotonga, Cook Islands, for this experiment. This type of community development work, it was said, would include provision of a canteen, books, films, discussion groups, demonstrations, organised games, classes in English, handicrafts, and child welfare.)

The Commission endorsed a Research Council proposal that a South Pacific Literature Bureau be created although they did not agree with the provision that such literature be published by the Commission; £2,365 was provided for this project.

The Commission decided that for 1951 the Research Council shall consist of 17 Members (in addition to the full-time Members) as follows:—

Health: Dr. J. M. Cruikshank, Dr. T. R. A. Davis, Dr. J. A. C. Gray, Dr. J. T. Gunther, Dr. M. E. J. M. Herkenroth, Dr D. Metselaar.

Economic Development: Mr. F. Bugnicourt, Dr. B. T. Dickson, Mr. D. R. A. Eden, Mr. B. E. V. Parham, Dean Knowles A. Ryerson, Mr. T. Strong.

Social Development: Dr. J. V. de Bruyn, Mr. M. Grangie, Mr. F. J. H. Grattan, Mr. W. C. Groves, Mr. H. Hayden.

The third meeting of the Research Council will open in Noumea about June 15, 1951.

SECOND SOUTH PACIFIC CONFERENCE

THE Commission dealt with resolutions passed at the first South Pacific Conference held in Suva in April-May this year when native delegates from Pacific Territories met to discuss some of their problems.

It was decided that a Second South Pacific Conference would be held in April 1953. It has not yet been decided where this will be held.

INFORMATION OFFICER

THE Commission approved the addition or an editorial and publications officer to the staff of the Commission to "perform such duties as the Secretary-General may determine."

The Commission decided, also, to issue a quarterly bulletin which will include Commission progress reports and also appropriate contributions from participating governments describing developments in health, social and economic fields within their territories, and also contributions from non-government organisations having the same common interests as the Commission.

APPOINTMENT OF DEPUTY CHAIRMAN, RESEARCH COUNCIL

NO appointment has been made to fill the vacancy created by Dr. Baas Becking, Deputy Chairman of the Research Council, who resigned some time ago. It is hoped that an appointment will be made after the Seventh Session.

NEXT MEETING OF COMMISSION

THE next meeting of the Commission (the Seventh Session) will be held at Commission Headquarters Noumea, about April 28, 1951.

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STILL IN THE GRIP OF THE PLANNERS

The Sorry Plight of Australia's Great Tropical Dominion

FROM R. W. ROBSON

PT. MORESBY, Oct. 30.

THE following is my summing-up of impressions gained in a 4-weeks' tour of Papua-New Guinea, just completed. This comparison is made between conditions as I knew them in 1939, and conditions today. I am told that to-day's conditions are somewhat better than they were in 1948-49; but I had no first-hand knowledge of the Territories in 1948-49.

There is demoralisation among the non-Highland natives who supply the native labour force.

This is due to (a) the Ward-Murray policy of wiping out the indentured labour system, especially the provisions for penalty in respect of breaches of contract; (b) the Ward-Murray policy of distributing huge amounts of money among natives as war damage compensation, on a very loose system.

There is demoralisation among non-official Europeans, who provide the mainspring of the private enterprise without which this PNG Territory cannot be developed and made less of a financial burden on Australia.

This is because of the failure of the administration to provide the Europeans with economic and efficient labour, and adequate security in land titles and leases.

Evidence of this is seen in the almost cessation of coconut planting; the continued importation of sawn timber at fantastic prices (although scores of persons and interests are clamouring for permission to cut local timber); the decrease in the number of individual gold-miners (who cannot carry on under present-day costs); and a general reluctance to engage in enterprise which could be wrecked by an unsympathetic government.

There is demoralisation among official Europeans, more especially among field officials, such as District Services.

This is due in part to the centralisation of authority and the almost incredible delays which occur in getting rulings and decisions from Port Moresby (and, it is suspected, from Canberra).

It is due in part to the introduction to the Territory of Works and Housing—surely the most wasteful and inefficient set-up ever seen under conditions such as these. The commonest types of white workmen in this set-up receive from £35 to £40 per fortnight, less about 16/6 per week for mess charge—the net result of which is that these people are being paid far more than the most skilled and experienced field officials.

It is due in part to the introduction of swarms of officials and "experts" who are running around the Territory on

(Continued on Page 101)

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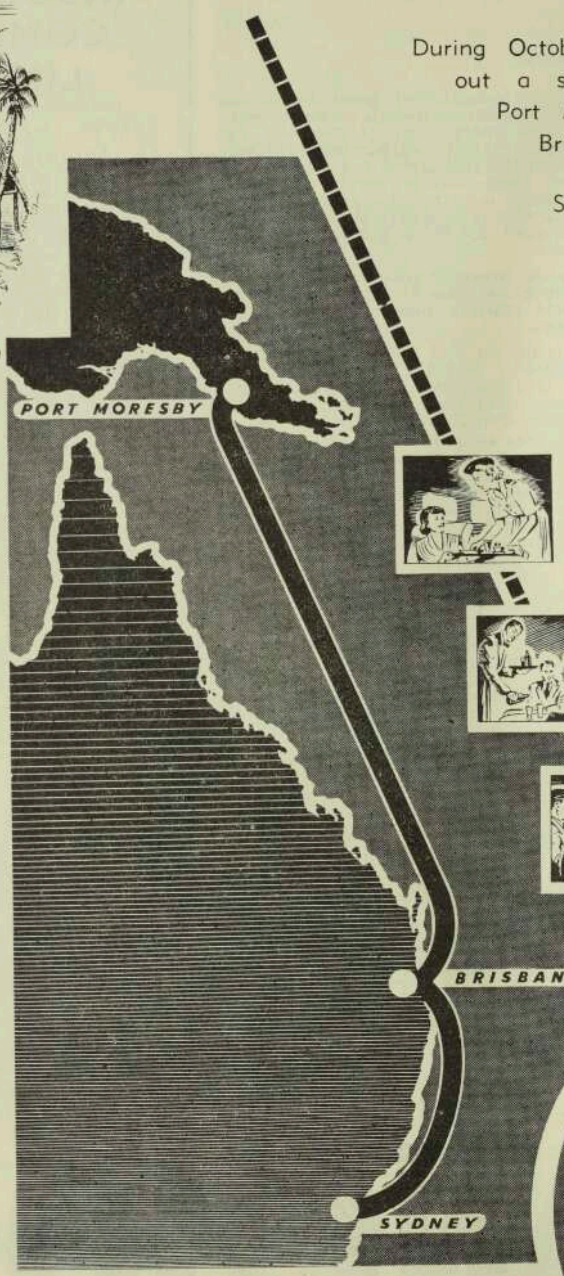
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During October Trans Oceanic Airways carried out a survey flight between Sydney and Port Moresby, calling at Townsville and Brisbane en route.

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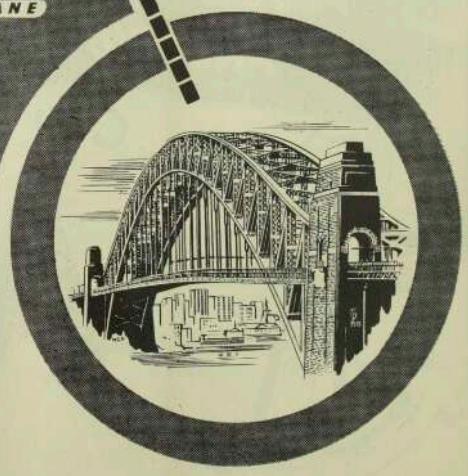
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Public Spirited Apia Couple Celebrate Golden Wedding

From Our Own Correspondent

APIA, October 14.

ON October 10, Mr. and Mrs. A. G. Smyth, prominent residents of Apia for long years, and well-known in other Pacific territories, celebrated their Golden Wedding. All Apia took part in commemorating this happy event and in expressing good wishes to two of the most outstanding and public-spirited citizens of the Territory.

Mr. Smyth was born in Australia and started his commercial career with Burns Philp Limited at Thursday Island. It was at the Quetta Memorial Church on Thursday Island that he was married to Miss Emily Richmond Brown, on October 8, 1900.

From Thursday Island he was transferred, as chief clerk, to Burns Philp's Bowen Branch and later to the Charter's Towers Branch. After 16 years' service with the firm he resigned and for two years conducted a business of his own at Bowen. In 1910 he went to Port Moresby to manage the business of C. R. Baldwin; then to Fiji to join Morris, Hedstrom Ltd., as Merchandise Manager of their Levuka Branch. Twelve months later he was made a director of this company. In 1916 he came to Apia to tender, on behalf of his firm, for DH & PG and Krause & Preuss stocks (German firms in liquidation). In 1918 he resigned from Morris, Hedstrom, Ltd., to accept a position with the late H. J. Moors of Apia.

Whilst in Levuka, Mr. and Mrs. Smyth had taken an active part in municipal and public affairs. Mr. Smyth was in charge of the Levuka Defence Force at the time Count von Luckner was captured. After settling down in Apia, the couple took just as active a part in public affairs of Samoa. When the disastrous influenza epidemic broke out in 1918 the first case occurred in a Samoan fale close to where the Smyth family lived at Vaiala. Mrs. Smyth nursed and fed at her own expense the village people at Vaiala and Moata'a right through the epidemic.

In Levuka Mrs. Smyth collected during two years of the First World War over £2,400 for the Levuka War Chest, apart from her work for the Fiji Red Cross and collections for a Tobacco Fund. In Samoa, during the Second World War she collected nearly £5,000 to buy a Spitfire plane for England.

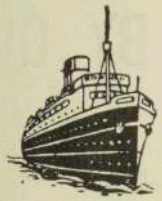


Mr. and Mrs. A. G. Smythe.

IN 1918 Mr. Smyth left Apia to open an office in Auckland for Messrs. O. F. Nelson & Co., Ltd., of Apia. In 1920 he resigned and purchased the Apia business of Neils Johannsen. He sold out in 1926 and went to Suva to liquidate the business of A. M. Brodziak, Ltd. He returned to Apia in 1930 and after managing the business of O. F. Nelson & Co. Ltd., during the late O. F. Nelson's absence, purchased the business of Mrs. N. Davidson which under the name of A. G. Smyth & Co., Ltd., he still conducts.

(Continued Next Page)





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Mr. Smyth has taken an active interest in all sport in Apia, promoting racing, bowling, boxing, rifle shooting and other activities. He has participated actively in local politics and was instrumental in persuading the New Zealand Government to open up the Aleisa settlement for local-born European settlers, where many families are now growing bananas, cocoa and taro. He was a member of the Legislative Council of Western Samoa for nine years.

In appreciation of his interest in and assistance to the Marist Brothers' School at Apia, the school gave a party to the couple on October 10 with appropriate songs, recitations and speeches in honour of the occasion.

At a cocktail party in the evening of October 10 a large number of residents and many old identities and friends gathered to pay sincere tribute to Mr. and Mrs. Smyth. Mr. E. F. Paul, MLA, in proposing their health, spoke of their public spirit and their many good deeds.

Instead of personal gifts for the occasion, Mr. and Mrs. Smyth had expressed the wish that a benevolent fund should be created in their name for charitable purposes and their friends have liberally contributed to the Mr. and Mrs. Smyth Jubilee Fund.

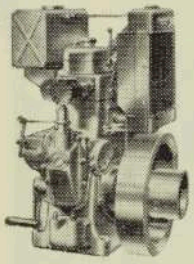
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Sugar Expert Sees Misuse Of Fiji Cane Lands

IN a statement made before he left Fiji in mid-October, after a four weeks' visit to Fiji, the general manager of the Colonial Sugar Refining Company (Mr. C. W. Rothe) expressed concern about the misuse of cane-land in the Colony.

He said that some farms had no cane and some were not fully planted. Others suffered from over-ratooning and lack of effective drainage; insufficient quantities of fertiliser were being applied and trash was too frequently burned instead of being ploughed-in.

In many cases contour planting, necessary to reduce risk of erosion, was not practised on hilly country. In certain areas the continued use of sledges is causing much damage to the land, frequently starting gully erosion.

Mr. Rothe said that these faults must be corrected if the sugar industry in Fiji was to attain the efficiency which was necessary to qualify for a sugar quota on the basis of that recently allotted to Fiji by the United Kingdom Government. This year's production of sugar was disappointingly small, as a result of bad weather and the faults he had enumerated. Next year's crop would be smaller still because to these factors must be added the campaign, some months ago, against planting and the ploughing out of some crops already established.

The Rev. G. Cook, of the Methodist Overseas Mission, Papua, was in Brisbane on furlough in November.

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W. Samoan Assembly Meets

Higher Export Tax on Cocoa Beans

From Our Own Correspondent

APIA, Oct. 20.

THE Legislative Assembly of Western Samoa opened its October session on the 17th and dealt with a number of new bills and ordinances which are to come into force in the present year.

An important new bill the "Samoa Customs Amendment Bill 1950" was passed on October 18. This increases immediately the export duty on cocoa beans and preparations and extracts of same, from 3½ per cent ad valorem to 10 per cent. ad valorem. This new bill will substantially increase the revenue of the Government. In view of the recent large rise in the price of cocoa beans, the Bill has not met with any opposition from growers or merchants.

At the same time the Bill abolishes the import duty on margarine (mainly imported from Fiji).

When the report and recommendations of the Trusteeship Council Mission, which visited Samoa in July, was tabled in the Assembly, there was an animated debate on various matters contained in the report.

Samoan and European members strongly recommended the creation and fostering of new primary and secondary industries in the Territory and particularly mentioned the establishment of cattle ranches, a dairy industry, and the canning of meat to save the large expenditure on imported canned meat from New Zealand. Soap manufacturing, biscuit making, growing of pineapples and sugar cane were also mentioned as offering great opportunities for the economic development of Samoa. Expansion of the desiccated coconut industry throughout the Territory was also recommended as desirable. Members also would like to see promotion of co-operative societies which had been discussed at the South Pacific Conference at Suva and which are operating successfully in Fiji, the Gilbert & Ellice Islands and Rarotonga. These would conform with Samoan customs. It was pointed out that the New Zealand Government had advanced large sums to the Rarotongans for the establishment of co-operative societies which sums have been paid back and that now the Rarotongans have substantial amounts standing to their credit.

Samoan members also agreed to the suggestion of the Mission that an Executive Council be established consisting of the High Commissioner, and senior officials, the Fautua and Samoan members of the Legislative Assembly.

The Samoan demand for the elimination of European assessors on the Land and Titles Court was again stressed as it was contended that this Court was a purely Samoan body on which Europeans should have no place.

THE Hon. E. F. Paul, senior European member, believed that the development of new industries should be left to private enterprise and not be undertaken by the Government. He favoured, particularly a local soap manufacturing industry as coconut oil, the main ingredient of soap, could be produced in Samoa. Cattle raising would also materially benefit the country and cut down imports of canned meats from overseas. Mr. Paul pleaded for consideration of European interests if a new Executive Council were created—Europeans, he said, were entitled to be represented. Another European member, the Hon. F. Betham referred to the fact that large amounts of money are lying idle at the Bank of New Zealand and the Post Office Savings Bank (estimated at £600,000) which could be used for the economic development of the country. He said that it was interesting to note that young Samoan planters in Savai'i have now started a co-operative society to develop their plantations. Some institution should be created to provide loans and technical assistance to these people to enable them to construct dryers for copra and cocoa and other developments.

Mr. Betham suggested the establishment of a Department of Economic Affairs to assist in the industrial and agricultural development of the Territory and particularly in the establishment of new industries.

AERIAL MAPPING OF FIJI

TENDERS are being called by the Crown Agents for the Colonies in the United Kingdom, Australia and New Zealand for air photography of the whole of Viti Levu and Vanua Levu, in 1951.

This is part of Fiji's Development Plan. From the photographs, accurate maps will be prepared which will give detailed and up-to-date information of great value in land classification and development, road construction, planning of water supplies, land drainage and power schemes, and in general administration.

Fiji's new Controller of exports, prices and foreign exchange, **Mr. W. E. Monk**, arrived in Suva in October.



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To Pitcairn in The Huia

Two Visits to Lonley Henderson

By Myrtle M. Ward

PITCAIRN, Oct. 20.

SHE suddenly appeared at our front door—just outside Bounty Bay—the schooner Huia (Captain McLeod) from Fiji.

We had heard she was coming. On September 12, while we were looking to the north-west, everyone was surprised to see her coming around the **south-east** corner! She had seen something of the **back** of the island as she approached that way.

Storms had delayed the vessel considerably. She had been fifteen days coming from Papeete, a trip that usually takes half that time.

Leaving Suva on July 29, the Huia made Rarotonga in thirteen days, with bad weather much of the time. Here Dr. T. A. Doran, of Fiji, and Sister O'Keeffe, of New Zealand, were taken aboard. They had flown from Fiji, to continue to Pitcairn Island on the schooner.

Six days' journey brought the vessel to Tahiti, where she was obliged to wait ten days for cargo from Fiji on the Waitemata—materials for public buildings on Pitcairn. In Papeete, another passenger joined.

Mrs. Ira Lintz, for many years resident in Tahiti, would pay a short visit to her relatives on Pitcairn Island, and the Huia's owner, Mr. N. W. Thomas, kindly arranged a passage for her. She is a descendant of Edward Young, of the Bounty.

The Huia arrived at Pitcairn on September 12, in comparatively calm weather, and the passengers were happy to disembark.

Doctor and Sister, assisted by the local nurse, went at once to their routine medical examination of the 127 residents. All were required to appear at the little dispensary, where physical fitness was checked for the report to the Western Pacific High Commission.





TOP: The Huia, in Bounty Bay, Pitcairn Island.

LOWER: Mrs. Lintz being farewelled by numerous relations in Papeete, before leaving by the Huia for Pitcairn.

There were several operations, including four tonsillectomies and one appendicectomy, besides numerous teeth extractions.

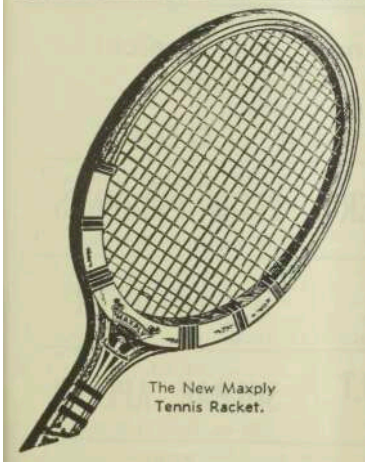
Several engines on the island were out of order, including those at the radio station. Mr. Thomas kindly loaned his

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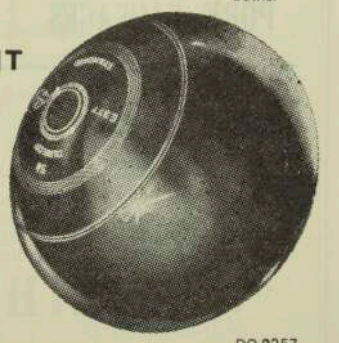
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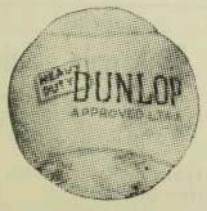
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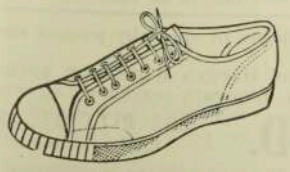
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chief engineer and Mr. Ron Round willingly worked hard and long over the many difficulties he found. Imagine our joy when it was announced, "Pitcairn Island is on the air again!" The engineer also set in operation the engines which run the electric lights for the Government school and residence.

WHILE the medical fraternity was busy, Mr. Thomas took across to Henderson Island all the people who chose to make the trip. Everyone was welcome to go—so long as they could content themselves with whatever place they could find to sleep. Fifty-five persons went, leaving (besides women and children) only eleven men on Pitcairn!

From Henderson they were to bring miro wood and coconuts.

Men, women and children had a great time. They slept on deck—being sheltered in the hold when it rained. On Henderson they spread the fronds of the coconut palm and slept on them. Children paddled on the long beach, and gathered shells, and women climbed for coconuts, while the men chopped the miro wood and ferried it in the small boat to the schooner.

They were to be back some time on Saturday, so when we sighted the ship returning on Friday there was a feeling abroad—"Something's wrong!"

Sure enough, as they approached in the dusk, they morsed with electric torches, telling how Joycie had taken bad with appendicitis while they were on Henderson the previous night. Within three hours, so splendid was the co-operation and good will, they had packed up in the moonlight and set sail at 2 a.m.

The doctor was at the landing to meet the patient and soon she was carried up to the little dispensary near the church, where an immediate operation was performed. It was 11 p.m. when the doctor left his patient in the care of the sister.

As the doctor had another week's work, it was arranged that the Huia should repeat the trip to Henderson. On Monday afternoon the little ship headed north-east again, expecting to return on Friday. When we sighted her Thursday we thought, "What's wrong **this** time?" The small boat had been damaged on the reef, so that work on the island had been discontinued.

It was well they had returned, for we had received news that the Athenic would call early next day.

How happy were the doctor and the sister when a message was received that the ship was able to take them! What

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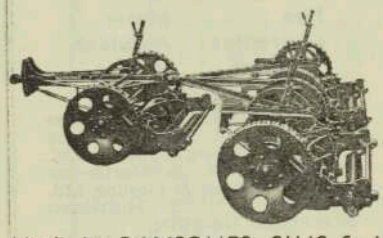
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if they did have to leave at midnight to embark on the Athenic at 3 a.m.! They would have a safe and comfortable trip to New Zealand, on their way home to Fiji.

The little Huia, now freed of responsibility for the doctor, made preparations to leave immediately. It was a big job to get water and fresh food out to the ship but at last it was accomplished. Many friends and relatives accompanied Mr. Theodore Young to the ship, where he bade farewell to his sister, Mrs. Lintz. A public meeting expressed to Mr. Thomas and his company our thanks for many favours, especially the trip to Henderson.

As the little Huia lay at anchor outside Bounty Bay, it was interesting to make comparison with the famous old Bounty. While the Bounty had a length of 90 feet, the Huia was 115. Bounty's beam was 20 feet, Huia's 25. The Bounty carried a crew of 45, while Huia managed with 10 (sometimes 9).

Mr. Thomas said there was a possibility that the Huia would be sold on the return trip. If not, they had some further trips planned: a cargo of 1,300 drums from Auckland to Suva, cement to Rarotonga, copra to Auckland. The Huia might enter the Australian timber run, carrying hardwood to New Zealand and softwood back to Australia.

When they got back to Suva they would have travelled 6,500 miles. Auckland to Auckland would total 11,000. We wish that the little craft might continue for many more thousands.

SPC Health Team Visits W. Samoa

From Our Own Correspondent

APIA, Nov. 4.

THE Tuberculosis Research Team of the South Pacific Commission (health Research Project H3) is at present visiting Western Samoa.

The team has already completed its work in Papua and New Guinea where 6,000 natives were examined, and in New Caledonia where 7,000 natives were examined. A short visit was also paid to Fiji before coming to Western Samoa. After completion of research in this Territory, the team will go on to Tahiti. To date, 700 Samoans have been examined.

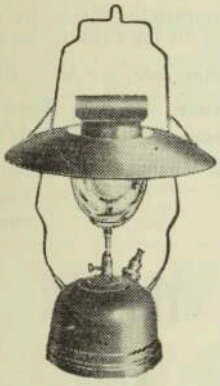
The T. B. Research Team consists of the leader, Dr. L. P. J. Guillermin, of Paris, a well-known authority and a member of the French Colonial Medical Service with wide experience in French Equatorial Africa and elsewhere; an Australian bacteriologist, Miss B. G. Balferu; and a well-known X-Ray Specialist, Mr. W. Hapi Love, of Wellington, NZ.

The objects of the investigation are:—(a) to compare the different antigens and methods used in Tuberculin tests in various racial and age groups; (b) to study and compare various bacteriological techniques for use in the field; (c) to compare the radiological appearances in different races at different ages within the World Health Organisation and, (d) to examine the possibility of producing simple techniques in radiography suitable under field conditions.

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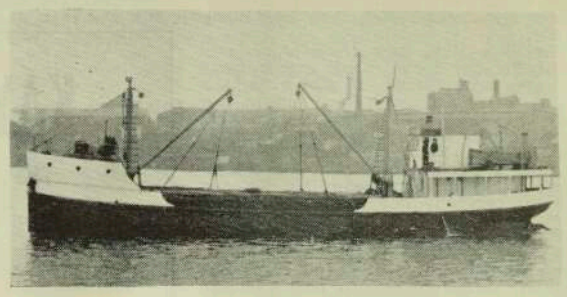
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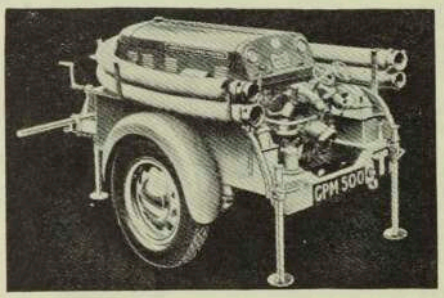


SHIPS AND SMALLCRAFT

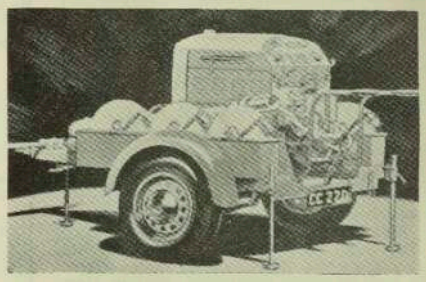


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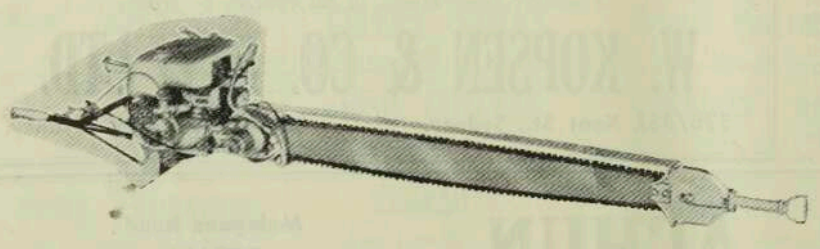


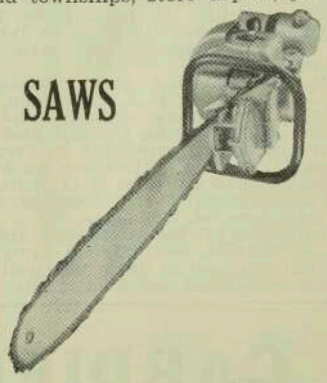
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THE BATTLE OF THE CECIL

The Lae Planners and the New Hotel

FROM R. W. ROBSON

LAE, October 15.

LAE is in the grip of the Town Planners, and a minor war is proceeding. Officialdom insists that all builders must build "on top" (on the green terrace behind the air-strip); but, for some reason, the trading community yearns for the flat area beside the air-strip, between the terrace and the sea, site of the original Lae, wiped out by war.

There has been rebellion against The



Mrs. Flo Stewart and her daughter, Miss Ela Gofton, photographed in front of their fine, new hotel, now nearing completion on the sea-front at Lae, New Guinea. Photo of hotel on page 11.

Plan. All real Territorians hate Planners, anyway. Leader of the rebels is the indomitable Mrs. Flo Stewart; and, to date, she has had the victory.

In 1946, she took over a collection of Army-made bush shacks, three miles out in the jungle, and opened up the Hotel Cecil (named after the hotel which was obliterated by bombs). She achieved miracles in providing a resting-place for transients; but, from the moment of her return, she aimed to rebuild the Cecil on the Cecil's old site. Officialdom said "No—the Plan provides for a hotel there, on the terrace."

The lady insisted on her right to build on her own land, site of the original hotel. Officialdom said: "You can't build without a title. Everything was obliterated by bombs. The area must be re-surveyed. But all is ready for you to build on top."

The stubborn woman would not build on top. The stubborn bureaucracy would not produce a title.

But the gods favoured the woman. The concrete floor of the old Cecil was still there, among the bomb-craters. A couple of iron posts, which were buried in concrete and marked the old tennis-court, were a help. Using these marks, Mrs. Stewart got her approximate boundaries—and after a four-years' fight, commenced building.

The new hotel is now in shape—frame, floors, walls and roof—and the tireless owner still hopes to occupy it by Christmas. But she is meeting all the usual frustrations and laziness, and it looks as if the bush pub will have to function for some months yet.

When the Cecil is finished, it will compare with anything in Papua and New Guinea—which includes the excellent Papua Hotel in Moresby, and Mr. Brown's fine new Ascot Hotel in Rabaul. With cool lounges, wide corridors, bedroom amenities and a tropical garden on the flat roof, overlooking the sea, and with gardens, lawns and a swimming-pool, Mrs. Stewart has planned a hotel that should put Lae clearly upon the tourist's schedule.

But it is "down on the beach," and officialdom still looks sourly upon the enterprise. Buntings, of Samarai, have also built on the beach—a fine new store on land they acquired from Henry Eekhoff—and one hears of one or two others who reckon they can defy the Town Plan.

Generally, however, the Lae community—now big and growing—is conforming to The Plan; and the indications are that it will be a lovely little town, cleverly arranged, sheltering from the tropical sun amid trees and green lawns, and fanned by the Huon Gulf breezes. It is less than half built, but despite temporary uglinesses created by the builders, it already has distinction and charm. The construction of the Number One hotel down on the beach will merely give variety to its charm.

Mr. and Mrs. P. Chandler and infant son, of Madang, New Guinea, were in Australia on leave in October.

The Minister for Overseas France, **M. Francois Mitterand**, who is the youngest member of the French Cabinet, is to visit the Pacific to study the French Colonies on the spot. A man with a briliant record, his visit is arousing great interest in Noumea and Port Vila. (He was expected on November 7.)

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Fiji Slums and the TB Problem

More Action and Less "Planning" Wanted

From Our Own Correspondent

SUVA, Nov. 6

MORE than a year ago the people of Fiji subscribed £62,000 to the War Memorial Anti-TB Appeal, and a Government subsidy brought the total to £82,000.

Although the original idea was to make an appeal every year for ten years, the overwhelming response to the 1949 appeal made a new appeal this year unnecessary.

From time to time the War Memorial Fund trustees make a statement of how money is being expended on the extension of hospital facilities and similar work. Yet the main objective, as far as the public is concerned, does not seem to have been tackled yet.

In the eyes of most Europeans, the most ghastly feature of the TB situation was that, with the disease making appalling headway amongst the Fijians, the hospitals found that they had no alternative but to send incurable cases back to the villages to die, after spreading the infection. It was determination to end this state of affairs that produced £62,000 in voluntary subscriptions in less than three months. Yet, a year later, it is still going on.

The Suva slums are amongst the worst, probably the worst, areas of TB infection. But although new buildings are going up in all directions, there is no slum clearance or even slum amelioration carried out anywhere. Slum landlords, it is said, will not rebuild because of rent restrictions.

The Government is aware of the situation; the Town Council regularly deplores it but is powerless to enforce demolition orders which would only increase the overcrowding; the missions are presumably aware of it; and private individuals who are not entirely blind must be aware of it also.

Yet nothing is done beyond a vague and futile reference to a rehousing scheme in the Development Plan.

If the Government borrowed some of the unused land in the Suva area and, in the name of a national emergency, built temporary houses, on modified Fijian traditional lines, the usual excuse of the lack of expensive imported materials would no longer hold good. And temporary rehousing for, say, five years would spike the guns of the more ruthless slum-profiteers.

Those who know something of the Suva slums and the effect they have on the people crammed into them, know that something like emergency measures are desperately needed. Decent living conditions are more urgently needed than are new shops, new cinemas or even new churches and schools. But nothing is done.

WHARF AT LODONI

From a Special Correspondent

IT is hoped that, at an early date passengers by launch from Suva to Levuka will be able to land at Matavatacou. Arrangements are being made for them to use the wharf near the school. This will save a wade in the sand at low tide, as has been the custom for travellers between Lodoni and Levuka.

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SAMOAN WOMAN DIES AT 102

From Our Own Correspondent

THOUGH the Samoan people are a strong and virile race, they are not renowned for longevity. Therefore, the case of a Samoan woman, Fau Patu, of the Apia village of Vaiala, who recently died at the reputed age of 102, attracted considerable interest in the Territory.

Fau Patu was a daughter of Patu Lauta, one of the High Chiefs of Vaiala, Vaimauga in Tuamasaga South District. She lived during the time of the last Samoan King, Malietoa Laupepa, and remembered clearly the hurricane in 1889 which wrecked the Adler on the reef off Apia. At that time her only son, the present Patu Va'afuti, Messenger Police Corporal attached to the Samoan Affairs Department, was already born. This son is now 67 years old. Pau married very late in life. In 1928 Fau Patu celebrated her eightieth birthday and was therefore at the time of her death, a few weeks ago, 102 years old. She was born in or about the year 1848.

Very few centenarians have been known in Samoa, and all such claims must be regarded with some suspicion, as they cannot be authenticated, no official records having been kept until the latter part of the 19th century. There have been no centenarians amongst the European population, though some nonagenarians have been recorded in the past.

Professor A. Guillaumin, one of France's leading botanists from the Paris Museum of Natural History, is visiting New Caledonia to study the local flora. He has, in 40 years, formed in Paris the world's finest collection of New Caledonian plants. He is author of the book "Flore Analytique et Synoptique de la Nouvelle Caledonie" published in Paris a couple of years ago.

CESSION DAY CELEBRATIONS

From a Special Correspondent

THE signing of the Deed of Cession 76 years ago was celebrated at Levuka, Fiji, on Oct. 9, by a large Sports Gathering in which the Levuka public, the Convent and the Marist Brothers, the Lomaiviti Provincial, the Moturiki and the Buresalu Schools took part.

Mr. G. H. Thomson organised the meeting and he was ably assisted by the staff of the Levuka public schools, Mr. Pickering and the Heads of the other schools. Mr. H. B. Gibson, the newly-elected Member for the Eastern Division formally opened the meeting and apologised for the absence of the District Officer and the Chairman of the Levuka Township Board.

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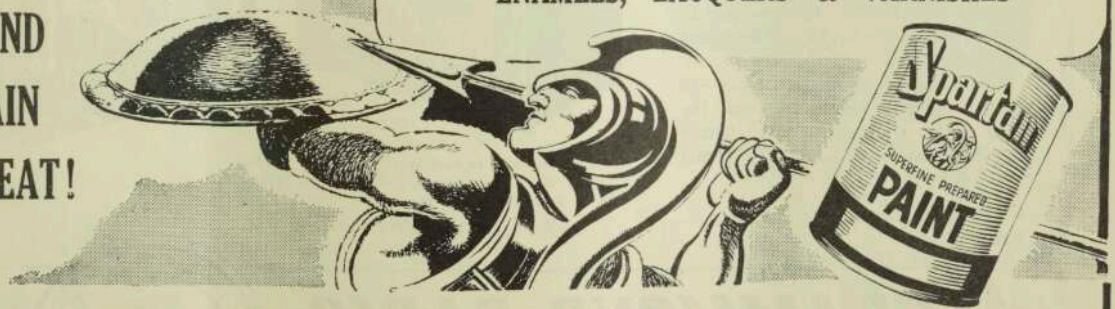
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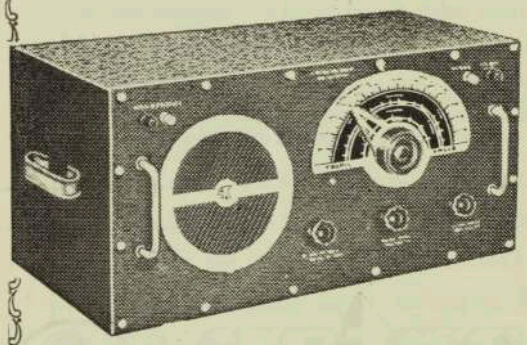
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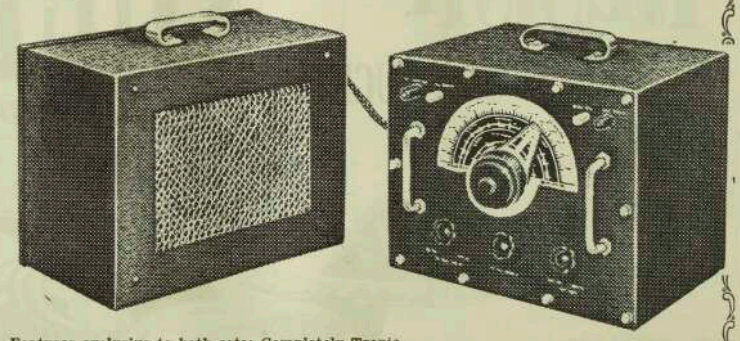


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NOTES BY THE WAYSIDE FROM R. W. R. IN N. G.

(Continued from Page 11)

expensive works and transport, and official indifference to private enterprise.

The Behinds, knowing nothing of the times before 1940, have little sympathy with the belly-aching of the Befores.

They cannot appreciate the fact that these Territories are riding on an economic pie-crust of extreme fragility, which may collapse at any time; and they care less. Hundreds and hundreds of young men and women, brought up here by the Administration and the big companies, live in messes, enjoy the life reasonably well, and count the days until they can get away South on leave. They are not in the least concerned with the future of this huge country. They have no pioneering spirit.

My sympathies naturally are with the Befores, who regard New Guinea as their own country, and passionately desire to see its development and growth. But the Befores are ageing; and if there is to be a future for Europeans here, we must look to the Behinds.

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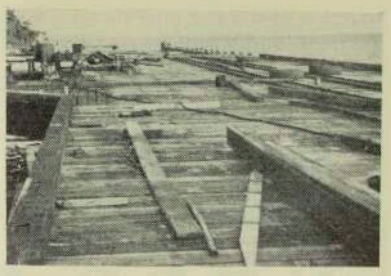
ABOUT the most depressing thing I saw in the Territories was in the native hospital in Rabaul, in front of the nine wards labelled respectively with the names of Administrators: Wisdom, McNicoll, Griffiths and Murray; Hubert Murray, MacGregor, Scratchley, and so on.

There, dumped down on the roadway, were a score of 44-gallon drums, filled with water from a peripatetic water-cart. Out from the wards which house the sick and the maimed and the confined, came a steady trickle of natives with cups, enamel basins, and beer-bottles, which they filled from the drums.

Believe it or not, that is the big hospital's water supply. One tank runs a supply through a pipe to the operating theatre. All the rest of the hospital inmates scramble through the dust, with hand receptacles, for all the water wanted for washing and drinking.

Having witnessed countless thousands being wasted on Ward-Murray "welfare" projects, I am tempted to comment bitterly on the Rabaul native hospital's water supply. But the facts speak for themselves—in fact, they scream.

The incredible "Works and Housing" come into this picture. Seven months ago, when the former Jap prisoners' camp was taken over as a native hospital, the officer in charge informed W & H that



The new wharf, just completed at Lae, New Guinea, after years of labour. All previous wharves have been destroyed by the scour of the Markham River; but this one, tucked away snugly in Milford Haven, right alongside the mouth of the Markham, and about 1½ miles from Lae town, looks like standing up.

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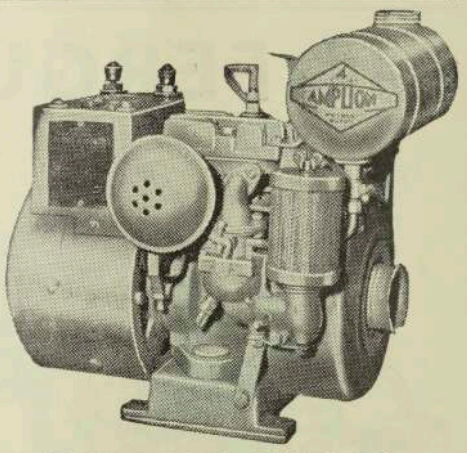
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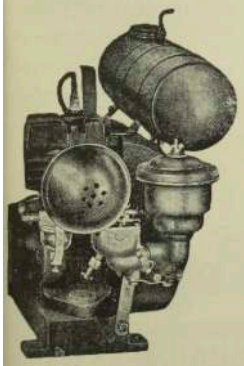
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he had a good water supply. An electric pump lifted water from a well to the surface; a Diesel lifted it higher and put it under pressure.

"Good," said W & H, happily. "We'll check it over."

They took the Diesel away for an overhaul; and it never came back. They sent men down the well to fix the electric pump; and it has not functioned since. For six months, in the worst drought Rabaul has known in 50 years, the hospital has been carrying its water in pannikins.

:: :: ::

BEST-KNOWN lady in Lae is Yorkie Booth's Great Dane, Bonnie. She is the only female in that bustling metropolis who associates on terms of great friendship and mutual goodwill with every class and colour—she is welcomed



Bonnie, Mr. Yorkie Booth's friendly Great Dane, is probably the best-known lady in Lae

in natives' taxis and managerial offices and reserved official bungalows. She really is a nice dog.

They say at the Hotel Cecil—where they unitedly cater for her awesome appetite—that Bonnie's melancholy expression is the result of a completely thwarted life. She is the only Great Dane in New Guinea, and goes everlastingly mateless. Scores of other—and much smaller—canines demonstrate their friendliness; but Bonnie's face, as she looks them over, expresses something that no typewriter could spell.

:: :: ::

IF you would like to become Heinz-minded in the liquor world, you should become a beer drinker in Papua-New Guinea. I never before have seen about 57 varieties of bottled beer assembled in one thirsty country.

Once upon a time—before the Chifley-McGirr geniuses put Australia in economic thraldom to the Reds—PNG was a natural market for Australian bottled beer. Sydney lagers provided the unit

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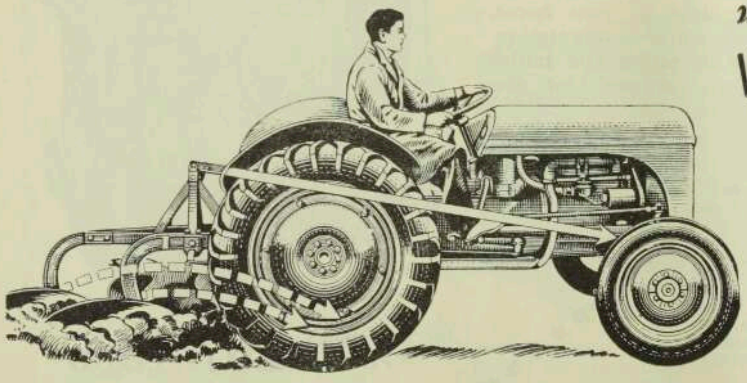
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Included in the wide range of implements available is the all-purpose hydraulic trailer. Capable of carrying 3 tons, hydraulic operation raises and lowers the tray in a matter of seconds.

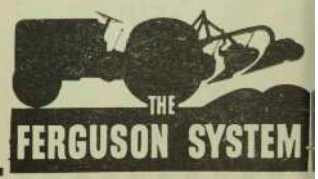
The Ferguson System is one that employs natural laws instead of using heavy in-built weight to give traction and penetration. This ensures that the tractor automatically adjusts its weight to the job—and the implement maintains an even depth by automatic hydraulic control on all types of ground. For maximum efficiency with utmost economy the Ferguson System has the complete answer.

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PORT MORESBY • SAMARAI • MADANG • LAE • RABAUL



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water towns; while the goldfield centres literally floated on a sea of Victorian Bitter.

To-day, believe or not, it is practically impossible to get Australian beer. So, as the place is lousy with money, and the demand for beer puts even the Sydney six o'clock rush into shadow, the alert traders have done their buying abroad.

There are bottled beers here from practically every country in the Sterling area. Except in Moresby (where the shrewd BP management doles it out at 1/4 per middy) the drinkers buy the beer at from 3/6 per bottle, and help themselves; and the total consumption is enormous.

In Moresby, they take it as it comes. In Wau and Lae, they favour Becks, a lager from Germany. In Rabaul, at the moment, everyone is drinking San Miguel, a palatable light beer from Hongkong. But their fancies change with the moon—next month, the Dutch, or the English, or the Danish, or the Roumanian will be getting a turn.



Mr. and Mrs. W. R. Humphries and the bungalow they built, on a hill-top in a glorious situation overlooking the lagoon, about 3 miles east of Port Moresby. Mr. Humphries, now the oldest officer of DO status in New Guinea, has had the thankless job of Director of Native Labour—a post which will probably be abolished when the new Ordinance comes into force shortly.

E. J. WAUCHOPE, of Madang, wants some information to explain the extraordinary behaviour of some young coconuts on his plantation.

The plantation was severely shot about during war operations on the north coast. Mr. Wauchope's tidy mind was offended by the spectacle of bare stumps of bomb-blasted palms, so he tried to fill the gaps by planting young palms close beside the old stumps. To his surprise, these young palms grew nearly as fast again as palms planted normally, and threaten to begin bearing in rather more than half the time of normal palms.

"Why do they do that?" asks Mr. Wauchope. "They've knocked some of our theories kite-high."

:: :: ::

SOME young folks in these Territories express their divine discontent with the tropical life by growing beards. People of the Time Before don't like beards, much.

Motor-driver Frank Staunton brought a beautiful specimen, long and fair and silky, into the bar of the Hotel Cecil in Lae, while I was there. He was talking over his shoulder to someone when Mrs. Stewart came in, and examined the "grass" disdainfully.

Then—she was lighting a lamp—she applied a match. The beard flared, and the lad lost half his hirsute beauty. It did not matter—the hair of his head falls in golden ringlets to his shoulders. They call him "Christ."

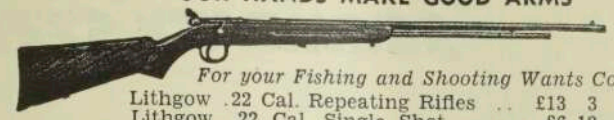
In the course of the ensuing goodfellowship, I heard the lad make use of the word "Iorana," which is the greeting in the Cook Islands. Thus I identified one of the engineers who last year brought that new ship down from Singapore for A. B. Donalds—they travelled via Sydney, Auckland and Rarotonga. Staunton, a member of a well-known Victorian family, has a marine engineer's ticket, and has been wandering all over the world. I do not know why he should be in New Guinea, growing hair and driving trucks: but it is typical of post-war restless youth.

:: :: ::

IN 1942-44, at colossal cost, the Australian Army built a road through the backbone of New Guinea—from Bulldog, on the Lakekamu, near the Gulf of Papua, over the mountain gorges, to a

(Continued on page 85)

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The Ferguson System was introduced to Fiji only six months ago and already it is breaking all previous tractor sales records as it is doing all over the world.

This patented system has given to the farmer complete mechanisation with simplicity hitherto unheard of. It has made other methods of farming obsolete.

Its hydraulic control is not just a means of raising and lowering implements from and to work but, MOST IMPORTANT OF ALL, AUTOMATICALLY CONTROLS THE IMPLEMENTS WHEN THEY ARE WORKING AND AT THE SAME TIME TRANSFERS IMPLEMENT WORKING PRESSURES TO TRACTION. This is a combination that was only a dream to farmers until Harry Ferguson conceived and introduced it only a few years ago. IT IS A FERGUSON PATENT AND INCORPORATED ONLY IN THE FERGUSON TRACTOR.

Farming can now be interesting and a joy to everybody. A combination of implements can be purchased to do any type of farming everywhere, whether it be cane, rice, peanuts, potatoes, maize or anything else.

Apart from cultivation implements, other attachments such as the 9 and 12 inch Post Hole Digger, 3-Ton Hydraulic Tipping Trailer, 30-Cwt. Utility Trailer, Earth Scoop, Grader and Terracer, Transport Box, Wood Saw, Hammer Mill, Manure Spreader and Loader, Mower, etc., can be obtained.

Our Lautoka Branch, in Fiji, has comprehensive stocks on hand, and will assist in making equipment and information available to places not yet carrying stocks.

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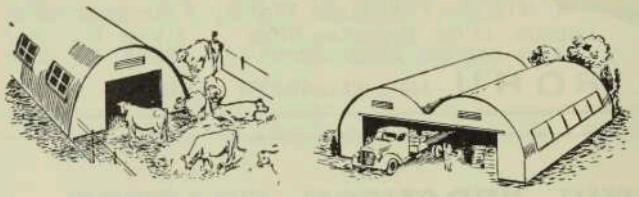
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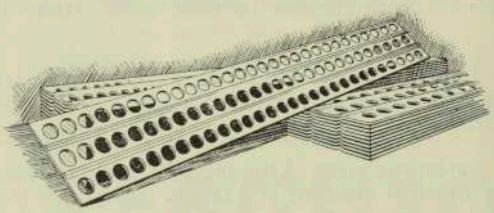
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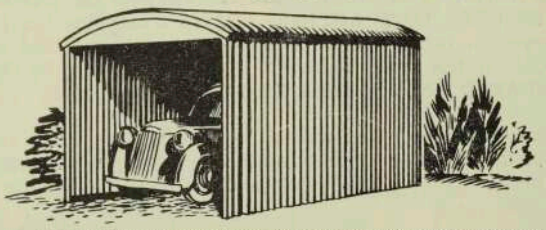
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Sizes are now 7 ft. 6 in. x 16 ft., price £85, and 11 ft. x 20 ft., price £155, Pre-fabricated.

Components include sides, back, front arch, 8 roof sheets and nuts and bolts. Can be erected on site in 2 days. Larger sizes can be supplied by arrangement.

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Solving Some of Moresby's Housing Troubles

From Our Own Correspondent

PORT MORESBY, Nov. 5.

THE Administration at Port Morseby is now well established in the building business.

Its first venture, the reconstruction of Hanuabada is just a year old, and there now is a line of 60 new timber homes along the waterfront. Another 75 will go up each year until 335 houses have been completed.

These make an impressive appearance, especially now that the Administration has given each native enough paint to paint the roofs. This is another £10 gift, in addition to a £300 house.

Tenants of Administration shanties, misnamed European houses, are now wondering why paint can be produced for native houses when Europeans are still living in grim, unpainted, brown-paper homes.

The second Administration building venture, started late in September, is the construction of small bungalows for single men of the Territory Public Service. This was the outcome of a rumpus which developed when the Papua and New Guinea Volunteer Rifles took over a RAAF building occupied by Administration single men. At a few days' notice the occupants were informed that they were to move out and share rooms with other single officers.

Apparently, the Public Service Commissioner could see nothing wrong with his arrangement, but things moved fast when the dispute was taken over his head to the Administrator. After an inspection of the proposed "share" rooms, a hurry-up building programme was initiated. In what must be almost a record high-speed land decision, a site was made available in Konedobu and Mr. G. Newton was switched from CRTS duties to officer-in-charge of the new project. Within a few days the first pegs were in place, and by November the piers had been installed for nine buildings.

Eighty lucky officers will occupy these quarters which are being built bungalow style in one-man, two-men and four-men units.

Then came a move to clear out the tin shacks in the native slum area behind Koki. This job is being handled by the District Services Department and provides for the erection of 25 Hanuabada-type timber homes on the salt pan at Gabutu, just beyond Banditi. Like Hanuabada this job gets its impetus from a Ministerial order but there is a sharp contrast in the two undertakings.

The Eddie Ward-inspired Hanuabada project is a free gift to the natives, presumably for their magnificent war service in making big money out of Australian and American troops passing through Port Moresby. Obviously, however, the views of the present government, as represented by Mr. Spender, do not include free houses for natives while Australian ex-servicemen are required to buy or rent war service homes.

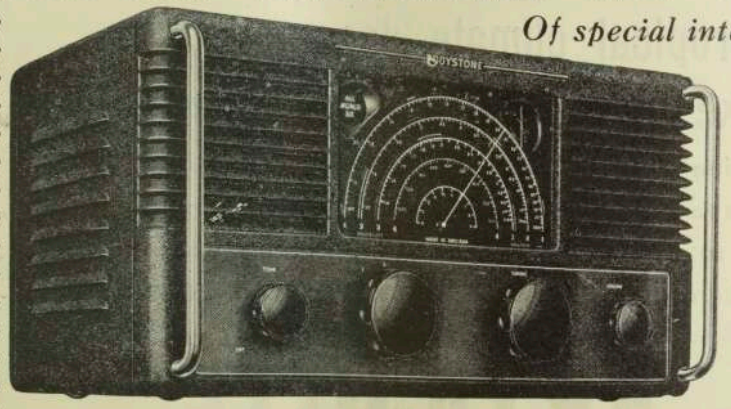
When the Koki natives move into their new homes they will pay a rental of from 5/- to 7/6 a week, and further, their tenancy will be conditional on keeping the new village in proper order and maintaining satisfactory hygienic standards.

No such requirement exists at Hanuabada where the filth around the new houses is as bad as in the old slum area.

Contract surveyors are now marking out the home sites on the Boroka Extension area at the Four Mile in the Port Moresby district. There will be about 200 building blocks of which the Administration and Commonwealth Departments will take over approximately half. This move is long overdue, for at the moment the Administration has not got a single building block for lease in the township. Private builders, however, still have several more months to wait until Boroka sites are thrown open, and meanwhile building costs are rising every month.

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A wealth of practical experience in the design of shortwave receivers for tropical markets has been embodied in the Eddystone **"All World Six" Receiver.** It is designed to provide the remote "out-station" listener with a specialist built receiver capable of first rate performance and possessing the important feature of low battery consumption. Selectivity, sensitivity, quality of reproduction and performance on all wave bands, including the highest frequencies, will satisfy the most critical. Workmanship and quality of materials used are of the finest to ensure the highest possible degree of reliability.

The wave range of the **"All World Six"** Receiver is continuous from 30.6 Mc/s to 484 Kc/s (9.8 to 620 metres). The current consumption is only 2.5 amperes from a 6 volt accumulator and no H.T. battery is required. This receiver is eminently suitable for those who, lacking electric supply mains, want performance equivalent to a mains-operated receiver, allied to the utmost economy in current consumption.

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Specialists in all Receiver and Communications Equipment.

THE first prefabricated houses to be imported into the Territory are due from Britain early in the New Year. These are aluminium buildings and there is much speculation as to their suitability for the tropics. This particular type has no ventilation at either end of the building, unless the tenants take to the walls with a pair of tinsnips. To overcome the ventilation problem the surveyors are selecting special sites at the Boroka estate for these homes. About seventy are to be erected in Port Moresby and the balance at Lae, Madang and Finschhafen for the Civil Aviation Department.

Apparently the overseas manufacturers have just heard of the Territory's home shortage and an influx of agents started this month. A representative of the Scandinavian Trading Company arrived early in November with a neat set of plans for prefabricated homes built in Sweden of Baltic pine. These, he said, were already treated for protection against termites, but any other treatment desired by the Territory could be undertaken before the timber units left Stockholm. By direct shipment in a specially chartered cargo vessel, the houses could be landed at Territory ports for £1,200 to £1,400 on the two-bedroom plan, and from £1,400 to £1 600 with three bedrooms. The price included all fittings, cupboards, windows, doors and interior fixtures. Furthermore, they could be erected by native labour under the direction of a skilled tradesman.

With just ordinary timber homes selling at around £3 000 in Port Moresby, the Swedish offer is arousing a lot of interest among prospective home-builders. The main difficulty will be to make up shipload orders, but with the possibility of government and business firm purchases, a few private individuals might be able to get in on a shipload deal.

The next arrivals in the prefabrication parade were executives of the Bristol Aeroplane Company Housing Limited whose former airplane factory in the West of England is now specializing in the output of aluminium schools and hospitals. Doubtless the bait which drew these representatives to the Territory was the £7,000,000 hospital building programme announced some time ago by the Minister for External Territories.

When a private resident queried the suitability of aluminium buildings for tropical areas, the experts hastened to explain that the outer walls of the Bristol Company structures have a 4½ in. cavity space insulated with glass silk, and that this was equal to an 11 in. brick wall cavity. This firm, too, is ready to send technical supervisors to direct the con-





A tropical climate does not make life any easier for them . . .

Growing children and nursing mothers particularly are prone to the lassitude, nerviness, fatigue, sleeplessness, etc., so common in tropical areas. During periods of rapid growth an adequate and balanced diet is essential.

'Akta-Vite' is delicious with iced milk, but also has great appeal when added to icecream and iced desserts. Kiddies love 'AKTA-VITE' on bread and butter or in sandwiches.



'AKTA-VITE'

NUTRITIVE FOOD TONIC

is an ideal supplement to the diet because it provides definite and stated amounts of four essential vitamins, with minerals and carbohydrate for energy.

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struction of any buildings purchased, and further, is convinced that native labour can handle the job under supervision.

Moreover, the firm says it can land the buildings in the Territory five months after the orders are received, and their object after delivery is quick erection.

If something develops out of these preliminary visits, Europeans in the Territory may possibly be able to get back to a self-respecting standard of housing. At the moment many white residents are living in shanties which would be condemned by any Western health authority.

Fiji Tapioca Crops Threatened by Disease

From Our Own Correspondent

SUVA, Nov. 6

TAPIOCA, the main food crop in many Fijian villages, is threatened by a disease which has been spreading throughout Viti Levu for some time unchecked. There is now the possibility of an acute food shortage in villages in all parts of the island.

Stating that the only remedy is to dig up and completely burn every diseased tapioca plant, the Agriculture Department has launched an all-out campaign, with the aid of the press, radio and displays of posters and photographs, to stamp out the menace.

A tragic feature of the disease is that it has been unwittingly spread by Fijians who, mistaking the curled, frilled leaves of the diseased plants for a new variety of tapioca, have named the infected plants "Lautoka" or "Makogai" and sent them as gifts to friends or relatives for planting in disease-free areas.

The disease is caused by a virus, and cannot be cured by any known treatment with insecticides or fungicides. It usually stunts the growth of the plant, reduces the yield of tapioca tubers by more than half, and causes soil infection for at least two years after the diseased plants are dug out.

Relic of Cook's Second Voyage

Medallion Found in New Caledonia

A FIND of considerable interest to Australians has been made in the Diahot Valley of northern New Caledonia by a planter named Jacques. While digging up the site of an old native dwelling he came, at a depth of 18 inches, on a bronze medal bearing the inscription George II, King of Great Britain and Ireland. On the reverse side was an engraving of the two ships Resolution and Adventure, and the words "Sailed from England March 1772."

This medallion was undoubtedly struck in England to commemorate Cook's departure on his second Pacific voyage of discovery, the voyage on which he came upon the island of New Caledonia and spent some days, gaining a favourable opinion of the natives, at Balade in the Diahot region. The date of his discovery and naming of New Caledonia was September 4, 1774, and 22 days later he discovered and named the Isle of Pines. Prominent features of the coastline still bear the names he gave them, names such as Cape Colnett (after the lookout who first spotted the island) and Botany Island off the south coast.

It is likely that the medallion will find its way into the Noumea Museum which has a notable, though neglected, collection of native objects and artifacts.—HELP.



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Look—both hands.

Aspaxadrene is ABSOLUTELY Harmless

Even the tiniest baby uses the same spray and same undiluted liquid as an adult; one baby even swallowed half-a-bottle without ill effect.

Below are a few sample testimonials from grateful parents from the hundreds (and hundreds) received. Full name and addresses have been withheld, but there is no chicanery in this, as full names, addresses and comments have appeared in our own monthly issue, and are in possession of this paper.

VICTORIA.

Mrs. ——, Wallace Avenue, Pascoe Vale: Very helpful for our little toddler.
Mrs. ——, Paradise, via St. Arnaud: Now use only as a guard against coughs and colds. Wonderful, and I thank God for the cure—and your discovery.

N.S.W.

Mrs. ——, Amosfield, via Tenterfield: Wonderful relief for my baby nearly 3—had asthma since 9 months.
Mr. ——, Armadale Road, South Grafton: Not only wards off my little girl's bronchitis, but coughs and colds as well.

QUEENSLAND.

Mrs. Whitly, 117 Mail Service, Monto: My son treats his 4 little children with it on slightest sign of cold—even 1½-year-old baby.
Mrs. ——, Murgon, Kingaroy Line: Wonderful—no terrible asthma attacks for my little boy now.

SOUTH AUSTRALIA.

Mrs. ——, Naracoorte: Twin boys—one asthma, other croup—now sleep soundly at night, arrests strained breathing like magic.
Lawrence Hannigan, Caltowie: Aged 12—most of my life in hospital. Set arrived 3 weeks ago, great relief and now can stay at home in comfort. Not much schooling so far but sure I will now (use this as you wish).

WEST AUSTRALIA.

Mrs. ——, Dalgeish St., Wembley Park: My two little children very much better after wonderful Aspax.
Master Craddock, Curtis St., Osborne Park.—Mrs. Craddock wrote in 1942: Doing my boy a lot of good—more effect than other remedies. In 1948, Master Craddock wrote: Better relief than anything: use this testimonial to help other sufferers.

TASMANIA.

Mrs. ——, Pearl Street, Moonah: My son has now wonderful sleep and putting on weight.
Mr. ——, Abbot Street, Upper Burnie: Instant relief my children—8, 6 and 3. No attack for several months.

NEW ZEALAND.

Mrs. ——, Hawick: God-send to our home—two boys benefit no end.
John ——, P.O. (employee), Auckland: My little girl generally in bed most of the winter. O.K. now!!

BORNEO.

Mrs. Smallwood, Sarawak Oil Fields, Miri: Small son now free for 18 months.

EGYPT.

Mrs. Healy, Ras Ghariz.

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RABAUL ROUNDABOUT

From Our Own Correspondent

RABAUL, Nov. 1.

ON October 2, the District Officer, Mr. J. K. McCarthy, and Mrs. McCarthy entertained the commanding officer of HMAS Culgoa (Lt.-Cmdr. Jerram) and Wardroom Officers at a cocktail party held at their residence. Later the same evening the party attended an official reception and dance at the RSL club, which had been arranged for all members of the Culgoa. Lt.-Cmdr. Jerram and his officers were guests of the RSL Executive, at the official table.

At 11 o'clock the following morning Lt.-Commander Jerram, with traditional ceremony and escorted by a naval guard of honour, laid a wreath at the RSL Cenotaph. The afternoon was given over to sport, in which Rabaul played teams from the Culgoa at Rugby League, Soccer, baseball and tennis. Billiards and snooker were also played against members, at the New Guinea Club. That evening a cocktail party was held aboard Culgoa at which President E. V. Smythe was the RSL representative. Following this, another dance was conducted at the RSL Club for officers and crew members who were on duty the previous night.

Also visiting Rabaul aboard Culgoa was Lt.-Commander "Snowy" Rhoades, Naval Intelligence Officer for South-eastern area, well known in the Islands as a former plantation manager, Coastwatcher and PCB inspector.

Culgoa departed Rabaul on October 4.

:: :: ::

WE do not know the answer to the October PIM editorial—"Is the Spender Policy being Sabotaged?"—but we do know that since Mr. Spender's visit, costs have risen. Who can afford 3/9 for a bottle of beer which holds only three glasses or 2/3 increase on each tin of 50 cigarettes? Last week butter was reduced from 5/- to 4/9 per lb. This week a further decrease of twopence brought it to 4/7. This does little to relieve the situation, however. We understood that it would be reduced by at least 6d. per lb.

Whether it be that costs have risen in Australia or that the retailer is reaping the benefit, the fact remains that the housewife is still the sufferer, irrespective of any "policy."

:: :: ::

MR. D. BARRETT, President of the Planters' Association of New Guinea, has arrived back in Rabaul following his visit to Canberra with Messrs. H. T. Allan and E. T. Fulton. These planters' representatives met Under-Secretary Howes and demands were made for higher copra prices as detailed in the October issue of PIM.

:: :: ::

AN informal dance held at the New Guinea Club on October 14, coincided with the arrival of the Naval deep-sea tug HMAS Reserve. The Commanding Officer, Lt. Stevens, and other officers including Commander Kennedy from Naval Base, Manus, were entertained as guests of the Club.

:: :: ::

RABAUL is now in its third month without rain. Never has the place presented such a dry and "burnt off" appearance. Dust is more prevalent than ever, mostly from the roads. Whether it be shortage of equipment or labour, Works and Housing do not seem to be able to fulfil their promise to seal the roads with gravel and thus minimise the dust hazard.

ALTHOUGH the Papua and New Guinea Volunteer Rifles have been established at Moresby and Lae, Rabaul has received no notice of the formation of the unit in this area. The Rabaul RSL offered the use of portion of their club premises for this purpose, and this was gratefully accepted. However, no further details have been forthcoming from Northern Command.

:: :: ::

DURING October, the Ascot Hotel opened in Mango Avenue, Rabaul. Well-known Territorian, Miss Dorothy Stewart, is the capable manageress. The building is tastefully finished and maximum use has been made of glass louvres, thus ensuring coolness. When completed, the hotel will fulfil a long-awaited want in providing accommodation.

:: :: ::

A COURT case of unusual interest to Rabaul took place in Moresby at the latter part of the month. Mr. A. Gaskin, sole surviving trustee of the Rabaul Anzac House Trust Fund, applied

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to the Supreme Court for a direction as to the disposal of these funds (approx. £3,500) which are at present held in the name of the Rabaul Sub-Branch of the RSL. Mr. Dudley Jones appeared for the latter organisation, and Mr. Cromie for Mr. Gaskin. Although the judge reserved his decision, it is anticipated that the ultimate direction will be satisfactory to all concerned.

Mr. M. J. Forster, who entered the Colonial Service in 1939 as a Cadet Administrative Officer in the British Solomon Islands Protectorate and has served in the Solomons throughout his career, has been transferred to the Malayan Administration.

Lower Bulolo May Wind Up

SHAREHOLDERS of Lower Bulolo Gold Dredging Co. N. L. and of Lower Bulolo Gold Dredging Co. No. 2 N.L. will be asked to consider proposals to wind up the companies voluntarily.

Archbishop Duhig (Roman Catholic Archbishop of Brisbane), who returned recently from a four months' tour overseas, said that Australia's immigration target should be stepped up with special emphasis on migrants to populate and develop New Guinea. Something must be done in New Guinea quickly, he said, as it was going to be a serious problem for Australia.



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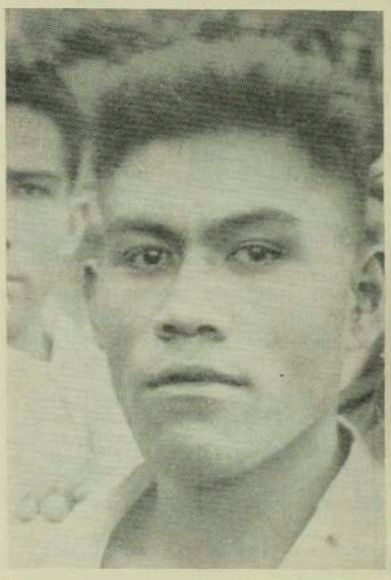
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Second Death Sentence In W. Samoa

From Our Own Correspondent
APIA, Oct. 14

A FORTNIGHT after the death sentence had been imposed on a Samoan for brutal murder of his young wife at Faleasiu village, another death sentence was pronounced by the



Fetuiu'i Togialua, who murdered his de facto wife and has received a death sentence.

Apia High Court after the murder trial of Miki Ekesia a Samoan aged 18 years. He had killed, with a machete, a chief of his village, Tofilau Lagu, following a dispute over the boundary of a taro patch.

The case was heard on October 13 before Chief Judge C. C. Marsack and a jury of two European and two Samoan assessors. In his summing up the Chief Judge said the reason given by accused constituted no excuse or justification for the offence. After a short retirement, the jury pronounced accused guilty of murder and the Chief Judge sentenced him to death by hanging—subject to confirmation by the Governor General of New Zealand.

NEW GUINEA BORDER PATROL SUGGESTED

IN the Australian Senate recently, Senator Roy Kendall asked: "Will the Minister consider the possibility of increasing the Papua-New Guinea native police force to such numbers as would allow a patrol to be maintained on the borders of Dutch New Guinea, and thus preclude possibility of infiltration and the dissemination of adverse propaganda?"

The following reply was given on behalf of the Minister: "The Police Force consists of the Royal Papuan Constabulary and the New Guinea Police Force. The numerical strength of the Force is determined from time to time as may be necessary to ensure the maintenance of law, order and good government in all parts of the Territory."

Which of course is not an answer at all—and a good example of the way in which the average Minister, no matter what may be his party colour, can dodge an attempt to get information to which the public is entitled.

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CORRECTION AND APOLOGY

OUR Rabaul correspondent reports that he was responsible for an error in the "Rabaul Roundabout," which he forwarded to us for inclusion in the July issue of the PIM. It was stated that the judge, in giving his verdict in a case in which a dismissed person proceeded against his late employer, Messrs. Colyer Watson Ltd., had remarked: "The agreement of employment was indeed a fine one for Messrs. Colyer Watson."

Our correspondent says: "After this had been published, and at the request of Messrs. Colyer Watson, I made further inquiries, and ascertained that I had received incorrect information, and that the judge did not use those words."

We regret the publication of the inaccurate report, and tender our apologies to Messrs. Colyer Watson (New Guinea) Ltd., for any annoyance which the unfortunate incident may have caused them.

MISS RABAUL COMPETITION



Rabaul is holding its first post-war Bathing Beauty Contest in conjunction with a Bathing Beauty Ball at the New Britain Club on November 25.

"Miss Rabaul of 1950" will be chosen from the many local girls who have shown a keen interest in the contest.

This function is being run by the Lady Associate Members of the New Britain Club, and Miss Audrey Woods of Colyer Watson's is chief "talent scout" and organiser. Miss Woods is shown here.

The proceeds will be in aid of the Children's Christmas Tree Party.

ASKING SPC HELP TO ATTACK TARO DISEASE

From Our Own Correspondent

HONIARA, Nov. 1

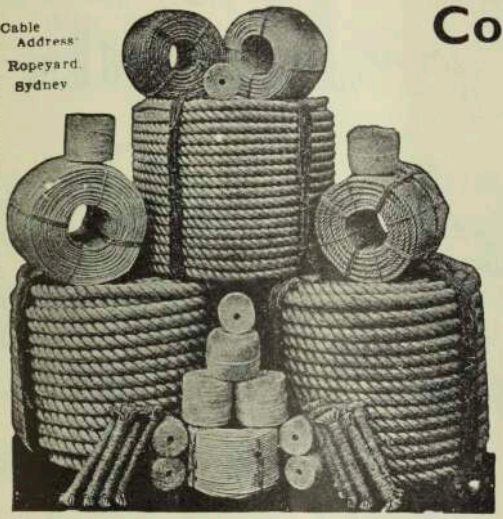
THE British Solomon Islands Protectorate Government has suggested that the taro disease which has destroyed taro crops in various areas of the Western Solomons during the past few years, should be brought to the notice of the South Pacific Research Council's specialist conference to be held in Suva shortly.

This conference will consider methods of collecting information on pests, diseases and weeds likely to spread in the South Pacific. The Conference will consider the question of uniform quarantine measures in the South Pacific.

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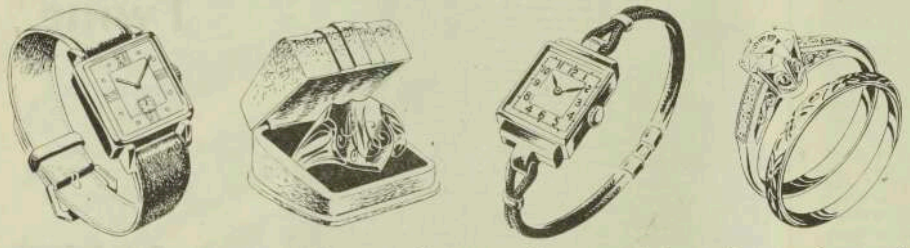
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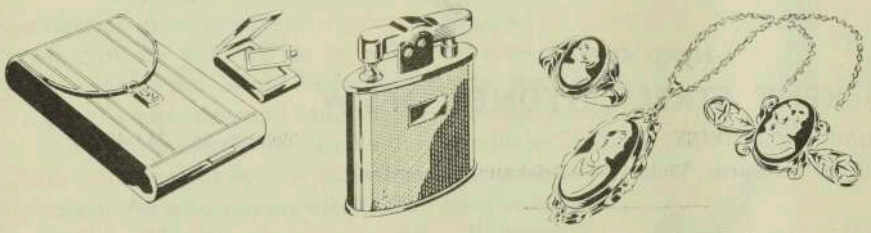
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AIR-DROP AT MENDI

Extending Administ'n in NG Highlands

LAE, Nov. 1.

THE landing, this month, of a plane on the new air-strip at Mendi, in the almost unknown region in the centre of New Guinea, between Mount Hagen (New Guinea Highlands) and Lake Kutubu (in behind the Gulf of Papua) will mark a new stage in aviation development and in administration.

Hitherto, the exploration and control of this vast new Highland region—which Australia, until about 1932, did not know she had—have been carried out mostly from the east. Step by step, from the Markham into the Benna Benna Valleys, and thence on westward through Goroka, Chimbu, Wahgi, Hagen and Wabag, the patrols followed the explorers, the air-strip makers followed the patrols, and the administrative machinery settled in alongside the air-strips.

Now, in all these great valley systems, there are good air-strips; and, under the direction of DO George Greathead, at Goroka, there is a series of government stations, serviced entirely by air, throughout the region. The way in which the Highlands have been brought under control and direction is the most creditable achievement in the record of the post-war Administration.

BUT the thrust has come from the east. Planes, in order to reach Wabag, away west of Hagen, have flown usually from Lae, in the far east, or Madang, in the north-east.

Now, the thrust has turned south-west and south from Hagen, around the western end of the central mountain mass which cuts off Papua from New Guinea. These fairly open plateaus run away south and lose themselves in the bad limestone and jungle country near the Gulf of Papua—explored in the 'twenties and 'thirties by Hubert Murray's young men (Ivan Champion, Jack Hides, etc.,) from Papua, and the gold-seeking Leahy brothers, from the north.

In September, a party under ADO Smith left the Lake Kutubu station (serviced by Catalina from Moresby) and made their way to a point midway between Hagen and Kutubu, called Mendi, and proceeded to construct an air-strip.

On October 15, a Gibbes' Norseman plane arrived in Goroka from Moresby, was loaded with supplies and, guided by ADO Timperley (from Hagen) and assisted by ADO Les Williams, from Goroka, they went out into this new country, located the air-strip party, and, in two trips, dropped the supplies, in war-time fashion.

Later on, ADO Smith's party returned to Kutubu and ADO Timperley took in a party to finish the job.

Not only will Mendi allow servicing planes to make a sort of round trip (Lae-Goroka-Hagen-Mendi-Moresby); but it appears also to be the intention of the Government to establish an important station there. It will be centre of still another valley system, carrying a large population, about which comparatively little is known.

The Rev. Fr. R. J. Quirk, of the Franciscan Fathers, and stationed at Vanimo, New Guinea, is in Melbourne on six months furlough. The new Catholic mission at Vanimo has risen from the ashes of the old one destroyed during the war. Fr. Quirk is the only European there, but besides his house there are schoolrooms, a church, dispensary and a small native hospital.

SALARY INCREASES FOR M. H.'s APIA EMPLOYEES

BECAUSE of the steadily rising cost of living, Morris Hedstrom, Ltd., have recently given considerable salary increases to their Western Samoa staff. Increases average about 22 per cent.

At the same time, however, a former incentive bonus has been reduced from 25 per cent. to 12½ per cent. on the increased salary.

It is hoped by employees that other Apia firms will follow the lead given by Morris Hedstrom, Ltd.

It is reported that as a result of their move MH, Ltd., have been swamped by an avalanche of applications from people seeking employment with them.

Mrs. H. G. Gregory Smith and **Miss Gregory Smith** are expected to arrive in Sydney on November 16, by the Strathaird, en route to the British Solomon Islands Protectorate, where they will join the Resident Commissioner **(Mr. H. G. Gregory-Smith)** who arrived in the Protectorate last February. Mr. Gregory Smith was posted to the Solomons from British Guiana.

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AWARDS TO WESTERN SAMOA POLICE

From Our Own Correspondent

APIA, Oct. 14

A PLEASING little ceremony took place at the Apia Police Station on October 6 when, in the presence of the Hon. Fautua and other members of the Samoan Government, the High Commissioner, Mr. G. R. Powles, presented long-service and good-conduct medals and clasps to European and Samoan members of the Samoan Police Force.

Those decorated were: Sub-Inspector H. Irwin (appointed 16/12/1919), second clasp to medal; Gaoler, H. M. H. Bower (appointed 18/4/28), 1st clasp to medal; Sergeant Tafaeono (appointed 1/4/28), medal; Traffic Sergeant W. Johnston (appointed 14/1/29), medal; Corporal T. Tasi (appointed 8/12/19) 2nd clasp; Corporal Lepaio (appointed 18/3/30), medal; Constable Lemalu (appointed 15/12/20), second clasp.

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EDUCATION IN BSI

From Our Own Correspondent

HONIARA, Oct. 12

AN Education Conference was held in Honiara, on September 25 and 26, at which representatives of the Marist Mission, Melanesian Mission, Seventh Day Adventist and Methodist Missions discussed with the Judicial Commissioner and Director of Education the provisions of proposed new BSI education legislation and other matters of educational policy.

Under the proposed Education Regulations, on which agreement was reached in principle, the Government will make some financial contribution towards running costs of Mission Schools, the expenses of which have previously been met entirely by Missions.

Other matters discussed were the Government Experimental School recently opened at Auki, Malaita; the urgent necessity for a supply of trained native teachers; and a suggestion that some form of mass education campaign be launched among BSIP natives. Mission teachers of long experience estimate that it will be ten years before the handicap of complete lack of schooling for natives during the war, is overcome.

Ratu Sukuna for London

RATU SIR LALA SUKUNA, who has been attending the General Assembly of the United Nations in New York as a member of the UK delegation, will pay a short visit to London on his way back to Fiji.

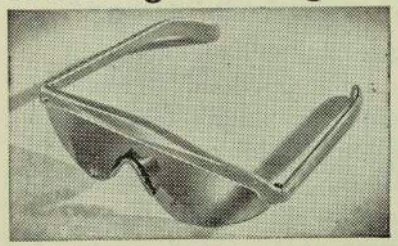
He is expected back in the Colony at the end of November.

Sixteen-year-old Hawaiian woman swimming champion, **Thelma Halana,** will probably visit Australia to compete in the Jubilee Championships next year.

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NG's Coolest, Healthiest Town

How a Community Spirit is Putting Wau on the Map

WAU, October 10.

WHEN the war came, Wau was a solid little business town, based on the gold production of Edie Creek, Golden Ridges, Koranga, Black Cat, etc., and—less directly—of Bulolo. There were indications of agricultural development. Coffee was being grown.

The war literally blew Wau off the map. The town, in common with every establishment in the Bulolo valley, was scorch-earthed. Australians, coming in dramatically at the last moment with their 25-pounders, fought a savage battle and smashed the invading Japs in the coffee plantation at the foot of the famous, sloping air-strip.

But now the big gold-mining people are back. The town is partly re-built. Planes come and go. There are, however, two notable differences: Higher costs have prevented much of a comeback by the small miners; and the use of the Wau-Lae road for heavy transport has greatly reduced the freighting planes.

THE 300 Europeans who live in and around Wau do not see a big or a long future in gold; but—with a virile community spirit I have never seen excelled—they are backing this Upper Bulolo area with everything they've got.

They say they are going to make this cool, green beautiful valley, nestling so attractively among the blue mountains, the health and hill station of New Guinea, and a great producer of European foodstuffs.

Hospitable to a degree, the Wau citizen likes nothing better than to get you to spend a weekend with him. You walk about in air that is like wine. You sleep comfortably under two good blankets. You are fed on local-grown potatoes, cabbages, salads, strawberries, milk, eggs, bacon; your room is decorated with glorious English flowers; and then, with deep cunning, the Wau citizen instils into the mind of every coast dweller the thought that it is easier and much cheaper, and pleasanter, to spend one hour in a plane, to weekend most comfortably in Wau, than twelve hours in order to "recuperate" in the industrial lunatic asylum down South.

A tireless committee headed by Norman White, Alec Malcolm, Joe Bourke, Ossie Ireland and ADO Seale led me along the primrose paths, and sold me Wau. I saw the Golf Club, one Saturday afternoon, raise over £100 for a swimming pool, and a social club, that same evening, gather £160 for some other community purpose. Over £400 raised in one weekend from only 350 people—which 350 includes about 50 of the prettiest and healthiest kids I have ever seen in the tropics.

THEY were eager to see the big secondary school established—they said that their hill-and-health station would be built around the school. A few days later, Canberra "canned' the school. On last reports Norman White, with sturdy henchmen and pitiless statistics, was headed for Canberra. These Wau folk will take some stopping. I forsee the day when Wau will be the Nawara Eliya of New Guinea.

Wau, of course, has rivals now. Places like Kainantu, Aiyura, Goroka, on the new Highlands, in climate, beauty and fertility can challenge the Bulolo centres. But none of them has got a European community—let alone a community spirit—like Wau. And, anyway, Wau is 100 miles nearer to the sweat-soaked coastal towns, whose people crave for fresh foods and cool nights.—RWR

Mrs. G. Kennedy, of Madang, NG, is at present on holiday in Australia. She will be joined later by her husband.

Mr. Albert Jensen, an old resident of Apia, Western Samoa, has received the welcome news that he won £10,000 in Tattersall's sweepstake. This is the highest prize ever won by a resident of the Territory.

QANTAS TO OPERATE INTERNAL AIR SERVICES?

CAPT. W. H. CROWTHER, of Qantas Empire Airways Ltd., was in Suva in October to discuss with the Government of Fiji financial aspects of the proposal that QEA should operate internal air services in the Colony.

The company recently carried out a series of survey flights to obtain information about operating conditions and to enable tentative itineraries to be drawn up.

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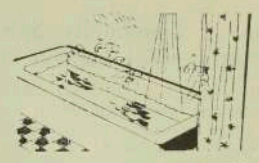
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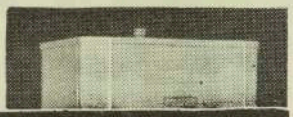
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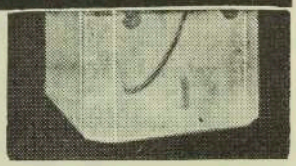
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Fiji's Rent Racket

Receipts Urged To Curb It

From Our Own Correspondent

SUVA, Oct. 23

ALTHOUGH no publicity has yet been given to it locally, there are signs that the Government of Fiji may be asked for legislation to enforce the giving of receipts in all business transactions where receipts are normally required.

This demand has been brewing for years, but several factors are now working to bring matters to a head.

The first of these is Suva's overcrowding problem in the slum and semi-slum areas. With alternative accommodation impossible to find, masses of low-wage workers and their families are at the mercy of merciless Asiatic landlords, who use devious means of evading the fair-rent regulations and who step up rentals to the last penny that can be wrung from people who dare not complain lest they are thrown out of the only shelter available to them.

And because few, if any, Asiatic landlords can be induced to give their tenants receipts the tenants are open to another form of despicable exploitation—threats of legal action for the recovery of rent which has actually been paid.

From any point of view the slum situation at Suva is a national scandal, and in a centre where the cost of living continues to be pushed up by overseas conditions, and is made worse by the profiteering in local foodstuffs, tempers are short over the rent racket. Fijians, of course, are the main victims.

Europeans who would like to see something done for the exploited Fijian are looking to a possible Fijian claim against an Indian landlord to provide useful ammunition. This Indian, it is alleged, with the support of an Indian lawyer, seized virtually the entire contents of the Fijian tenant's home in the absence of the owner and his wife. The Fijian maintains that the Indian's allegation of unpaid rent is untrue and is believed to be prepared to produce at least one witness of the actual payment. The tenant, of course, has no receipt.

It is known that in this case the Fijian made an appeal to a high Government authority and that prompt official action secured the return of the seized property.

In addition to the landlords, Indian tailors do not give receipts for payment.

IT is clear that the Government would find it hard to give any logical reason for not granting full legal authority to demands for receipts. Compulsory receipts would check the illegal excess-rent racket—at least until ways of getting round the receipts were worked out—and receipts could help in recovering the substantial sums lost every year through Asiatic evasion of income tax. (Officialdom openly admits and laments the loss but does not mention what would happen to any European with a medium salary who attempted some of the activities which wealthy Asiatics engage in with impunity). Finally, compulsory receipts would assuredly provide increased stamp duty returns.

SUVA FIRMS BUILD HOUSING UNITS

From Our Own Correspondent

SUVA, Oct. 16

BUILDING applications totalling £120,344 were made to the Suva Town Council in the quarter ended September 30.

The largest items were a £50,000 hostel for Morris Hedstrom, Ltd., and £11,400 for three double-unit flats for Millers, Ltd.

This could be taken as an echo of the reaction of workers from overseas to Suva's cost of living and the standard (and cost) of the present available accommodation.



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BSI REGRETS SUSPENSION OF TOA SERVICE

From Our Own Correspondent

HONIARA, Oct. 20

NEWS of the suspension of Trans-Oceanic Airways' flying-boat service to the Solomons was received with great regret by BSIP residents, a few of whom still remember TOA's pioneering efforts in 1947 when they battled gamely along with the organisation of the Protectorate's first civil air service.

The Company has announced that the suspension is temporary, and will be reconsidered when their new modern aircraft are delivered. Qantas Empire Airways now provide he only airline to the Protectorate—the Rabaul-Honiara link.

Fiji's new Postmaster-General, **Mr. J. A. Marais**, arrived in the Colony on October 25.

Levuka's Historical Assets

Cession Pageant Suggested

From Our Own Correspondent

SUVA, Oct. 16

CESSION Day (October 10), the anniversary of the signing of the famous Deed by which Ratu Cakobau and the high chiefs of Fiji handed over their islands to Queen Victoria, was as usual celebrated with a holiday this year.

In 1874 the Deed of Cession was signed at Nasova, Levuka, and the site of the ceremony is marked by a simple memorial. Usually described to-day as a pleasant and picturesque backwater, the one-time capital of Fiji is being accused of failing to make proper use of one of its greatest assets—its historical associations.

It has been suggested that if Levuka took the matter in hand with careful and imaginative organisation, it could make Cession Day an occasion of vivid and dignified pageantry that would be unique in the South Pacific.

This suggestion has been made by a Fijian, and there is little doubt that Fijians throughout the Colony would support any move to commemorate the greatest landmark in Fijian history. In recent years a number of Fijians have been hoping that somebody might hit on the idea of an authentic reconstruction and re-enactment of the Deed of Cession ceremony at the actual site.

If Levuka could be stirred to active interest, it is said, Cession Day week-end (the public holiday is the nearest Monday to October 10) could be made an annual rallying-point and demonstration of the survival of the best in Fijian culture.

Few people can deny the value of the suggestions if only because of the racial mix-up which Fiji has become. If the Colony is ever to achieve any sense of history, the Deed of Cession is the only peg on which it can be hung.

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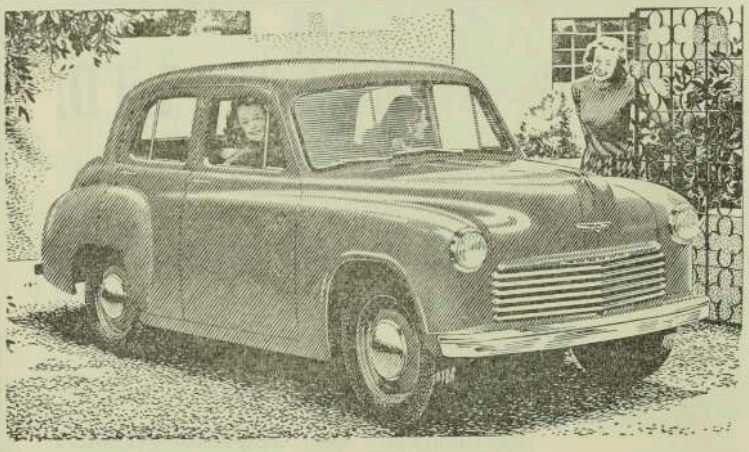
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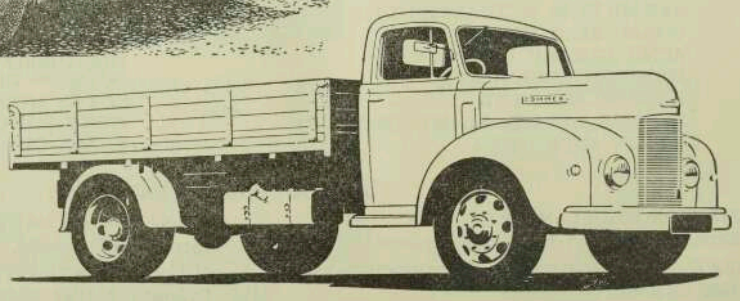


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THE CRAZY STORY OF THE WABAG "RUSH"

By R. W. ROBSON

WHENEVER people discuss the phenomenal riches of the Edie Creek-Koranga-Bulolo goldfield, they let their minds wander over the endless mountain gorges of New Guinea; and they say: "Surely there must be other Edie Creeks in this partly-explored country."

Every so often, there is whisper of a new discovery, and every "goldminer true"—and they all seem to have the fever in their blood, up here—gets restless and uneasy. That was the start of the "Wabag rush," last year. Jim Leahy, in an expansive moment, told me the story.

Administration officials Black and Taylor had been through the region west of Hagen—of which Wabag is a sort of centre—and they reported "no gold." But some of the Old Timers got the impression that the Government men were "foxing," and they watched closely.

Mick and Jim Leahy were in Australia, when the rumour spread that there definitely was good gold near Wabag and that BGD were going to press Canberra to open the field there. It is alleged that Mr. Cromie, well-known Territories solicitor, sent to BGD a radio that the Wabag valley would be opened on April 1, but that they were trying to get permission to go in earlier.

You can't keep that kind of message secret in New Guinea. Within a few hours, Mick and Jim Leahy, in Australia, had a garbled version of the report. A few hours later they were on a north-bound plane. When they reached Goroka, in the Highlands, they found the usual signs of a gathering rush.

Well-known Bill MacGregor (now running Baiyer River cattle station for the Administration) was at the head of the BGD party. Danny Leahy had joined Mick and Jim. John Black, who had resigned from the Administration, and Elphinstone, were also getting ready to go in. Nep Blood and Joe Searson led another eager party.

They all moved up to Hagen; and by March 31, using all available air transport they were at Wabag, 40 miles west of Hagen. There was intense, but good-natured rivalry—the gold fever was at its height. No man knew for sure that gold was there; but each man suspected the other of knowing, and "foxing." Each man was watching every other man, so that, when the knowledgeable one pegged, he could peg beside him.

THEN a patrol officer appeared. He said he had definite instructions from the Administrator that the gold-seekers could not go further in. The howls of the miners were something to remember.

All hands immediately came together in a protest meeting. They radioed the Administrator that they were going in, whatever he said, and would fight any action brought against them.

The Leahy brothers had arranged that a plane should follow them in, and keep touch. In the midst of the excitement, the pilot was quite accidentally shot in the leg. This was reported, outside, to have been the result of a fight between the baffled miners and the Government's officials.

The parties left Wabag for the alleged goldfield, six days' walk away. Soon after they left, a plane arrived with Ivan Champion (Director of District Services), Dr. John Gunther (Director of Medical Services) and Jim Taylor (Director of Native Labour). They sent a patrol, hot-foot after the excited miners.

By the time the patrol arrived, the miners were sitting snarling around a creek-bed, trying to decide which of them "had called this bloody place a goldfield."

There were good colours in places—but not a sign of gold in sufficient quantities to pay even the cost of the boots worn out in that long, weary walk from Wabag.

One wonders what would have happened had there been good gold there. Would it have been war between the invading miners and the Departmental heads who followed them in? Or would the officials have seen the light and become goldminers—as has happened in New Guinea before?

Mr. E. Bennett North, who in recent times has made his home on Norfolk Island, was in Sydney in October. He was one of the adjudicators at the recent City of Sydney Eisteddfod.

Dr. J. Legg, Director of Research in the Animal Industry Division of the Queensland Department of Agriculture and Stock, has commenced a cattle tick infestation and tick fever survey in Papua-New Guinea.

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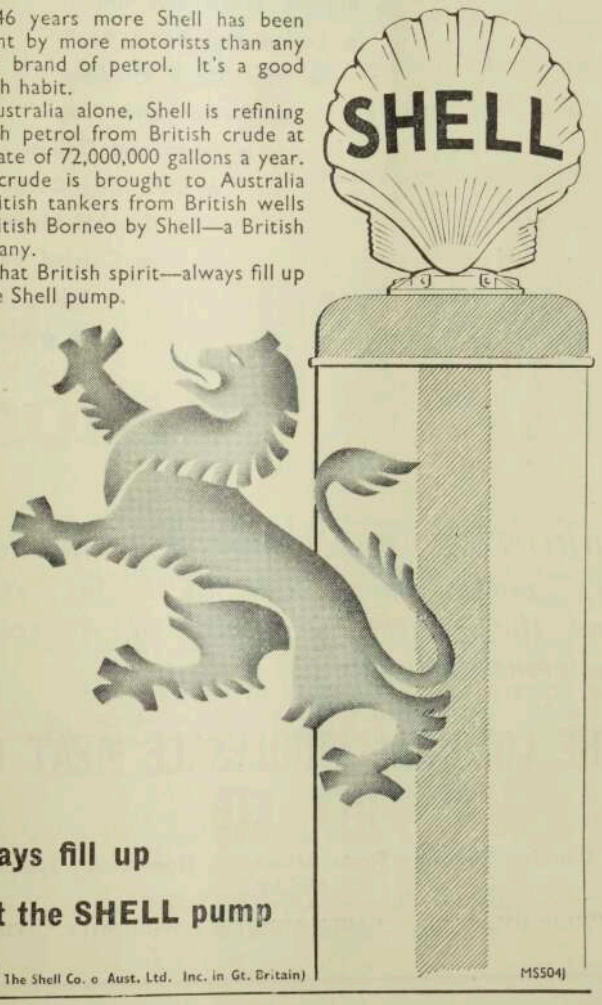
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EXPLORING GUADALCANAL'S MOUNTAINS

Three Months' Trek of Government Geologist

From Our Own Correspondent

HONIARA, Oct. 20

THE British Solomon Islands Protectorate Government Geologist (Mr. J. C. Grover) has recently returned from a three months' expedition into Central Guadalcanal. After some weeks spent in examining the Gold Ridge and adjacent areas, the party moved, via Mt. Tauna (3,030 ft.) and Mt. Jonapau (4,000 ft.), to the Sutakiki Valley where camp was made at the old mining site at Tambalusu at 1,700 ft.

The summit of Mt. Popomanisiu was reached on September 6 at an altitude of less than 8,000 feet. This summit is capped by low flat-topped trees, their trunks thickly draped with moss. In some places tree trunks cannot be found, the ground being knee-deep in colourful and decorative mosses and lichens in greens, whites and rust-reds. Opossums, rats, owls and eagles and large wild dogs were the only signs of life seen.

On Mt. Sambatangi (5,600 ft.) a bottle was found, believed to have been left by Mr. L. J. Davies, a well-known prospector of pre-war days. The paper inside it, however, was blank except for some native writing. Although the notch in the tree was located, the bottle reported to have been left by "Spearline" Wilson was missing, probably removed by natives.

At the summit of Popomanisiu, first climbed in 1939 by Mr Colin Burnside and Mr. Paul Kneen and later, in 1947, by three US Army surveyors, Burnside and Kneen's bottle with barometric pressures and temperatures could not be found but it was considered this might be still in place at a peak on the same level about 150 yards further to the West.

RETURNING to the Sutakiki River, the party followed its headwaters and tributaries and later the Sutakama River headwaters. The party then moved towards Mt. Tatuva (Lion's Head Mountain) which rises impressively some thousands of feet on the eastern side of the Sutakama River. A 2,000 ft.-climb brought the party to Vulolo village where a magnificent mountain panorama opened up to the south, of a much more rugged nature than that to the west of Tatuve. Following the ridge to Bung-ana and the saddle connecting it to Mt. Tatuve, at 3,250 feet, the party was prevented from proceeding further by the Headman and local natives. Tatuve is tambu and it is said that no man has ever climbed it.

In 1931 the botanist Kajewshi left Vulolo village secretly and entered the tambu ground, climbing to the first shelf at about 4,000 ft. He did not reach the summit but was compelled to go back, and got into serious trouble on his return, the natives blaming his breaking of the tambu for the death of a child.

The present party accordingly left Mt. Tatuve alone and returned to Gold Ridge, subsequently following the Sorvohio River Gorge down to the lower alluvial flats and across the plains to the Nalimbu River and the Government Farm at Ilu.

Laboratory and office work following on the expedition in now in progress.

The London firm of Sandford, Fawcett & Partners have been engaged to advise the Government of Fiji on matters connected with the extension and improvement of the Suva Water Supply. A representative of the firm, **Mr. P. R. Jeffcoate**, arrived in the Colony in October to carry out a preliminary investigation into the problems involved.

Mr. and Mrs. Don Eisenhauer, of Goroka, Central New Guinea Highlands, are spending five months leave in Australia.

ELEPHANTIASIS THREATENS HAWAII

FILARIAL infection has been discovered among members of the Samoan colony on the island of Oahu, Territory of Hawaii.

Prevalence of the filaria transmitting mosquito in the same district emphasises the gravity of the situation, and control measures are being taken by the health and medical authorities there.

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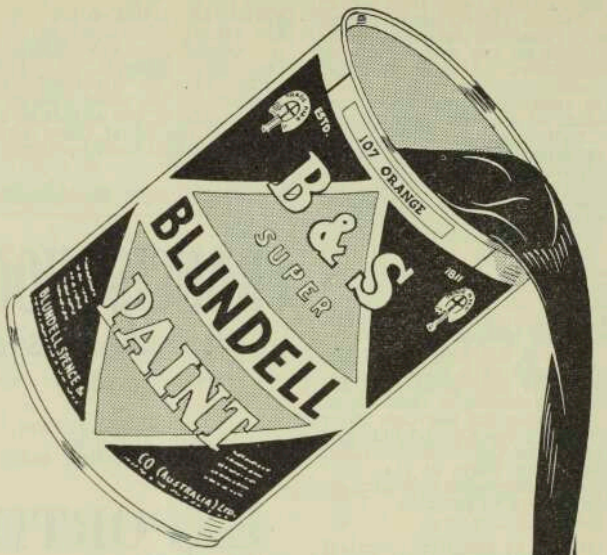
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MADANG NEWSLETTER

From Our Own Correspondent

MADANG, Oct. 30.

REACTIONS were mixed in Madang when it was learned that the proposed Wau High School would not eventuate. Most parents seemed to prefer a yearly grant of £125 plus return boat fare once a year, instead of the school. Reasons were several but the chief one is that it is generally thought inadvisable to bring children up in a native country or to keep them in the tropics altogether after they are in their teens.

Although the £125 allowance plus fare will cost the Administration real money, it is likely that it will, in the end, cost less than the building and maintenance of a boarding school.

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HMAS Culgoa was in port for three days during the month. Tennis, cricket and soccer matches were played, a dance was held at the Club and local children were shown the ship. On the last night in port, officers entertained about 50 guests at a cocktail party.

:: :: ::

MR. NOLAN Snr. has been visiting Mr. and Mrs. L. Nolan of the SDA Mission. At 73 he made his first plane trip—to Bena Bena in the Central Highlands to attend the SDA Conference. His young grandaughters, Ailsa and Robyn, on the other hand, think no more of a plane trip than city children do of a bus ride.

:: :: ::

THREE overseas ships and the usual plane services during the month brought an influx of returning residents. Mrs. K. Cahill and Miss Therese O'Brien returned after a long holiday in the UK and Europe. Mr. and Mrs. S. Clarke came back from leave in Cairns, with daughter Glynnis. Mr. and Mrs. A. Shields (he is Collector of Customs, Madang) with their small son returned by Malaita after nine months leave. Dr. J. F. F. Brown arrived to take up duties as local MO but fractured his foot and returned to Lae. Mr. A. Speers arrived to join the medical staff as a Medical Assistant. Mr. R. K. Hicks and his wife have been entertaining his parents, Mr. and Mrs. R. H. Hicks of Western Australia.

:: :: ::

AMONG those who went South were Mr. and Mrs. T. Warburton. Mr. J. Sherry will be acting Burns Philp manager during Mr. Warburton's absence. The job of shifting BP's store to make way for the wharf has begun.

Qantas staff are also being moved. After months of waiting families are being moved into their new homes at Kalibobo.

Yali is in Gaol

LAE, Oct. 12

THE Rai Coast native, Yali, who made himself prominent in connection with the leadership of the Cargo Cult, was brought before Judge Bignold at Madang, New Guinea, a month or so ago, tried on several charges and found guilty of some, and sentenced to six years gaol.

While some officials regarded Yali with contempt, one or two experienced District Officers thought him capable of creating serious unrest on the Rai Coast (where Cargo Cult has a hold) and were glad to see him go.

Ratu Mara, who has returned to Fiji after graduating in Arts at Oxford Univertity, has been posted to the Southern District, (headquarters Suva) as an Administrative officer.

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Vast New Country Seen In Central N. Guinea

From R. W. Robson.

GOROKA (N.G. Highlands) Oct. 14.

ADO Alan Temperley, from Mount Hagen, is here today organising an airlift. On Sunday, a plane will fly south from Mount Hagen and, at a place between Hagen and Lake Kutubu (western Papua) it will drop supplies to a large party which, under ADO Smith, from Kutubu, is clearing a new air-strip in this hitherto almost unknown and unmapped region.

This gives the measure of the astonishing progress made in the last three years by the officers of District Services in opening up the New Guinea Highlands and the "uncontrolled" region to the west and south.

There is to be another Government station at this new air-strip; and then there will be a continuous string of administrative posts from Lae, right across the Markham-Ramu-Hagen country to Wabag, in the west, and southwards to Kutubu and the Gulf of Papua, in the south.

The only really uncontrolled country left is that adjoining the Dutch border.

It is now evident that in this vast, fertile and beautiful plateau there are at least a million people.

Twenty Chinese residents of Fiji were passengers in a plane that left Sydney for Nadi in October. They had arrived in Sydney on the steamer Taiping. There were 10 Gees, three Fongs, three Lees, two Seetos, one Tom and one Low.

DEATH OF MR. PERCY R. HINDS

THE death occurred at Kikori, Papua, on October 27, of Mr. Percy R. Hinds, at the age of 69. He was one of Papua's well-known old traders. He went to the Territory some 30 years ago, to the goldfields. Later, he became one of the first staff men of Steamships Trading Co. For the last 15 years he had been running his own business at Kikori, as a trader and recruiter, with considerable success. When he died, he was negotiating the sale of his business, with a view to retirement.

He is survived by his wife and his daughter Judy.

A successful sports meeting was held at the Rove Police Depot in Honiara, BSI, on September 30. Some events were open to all Islanders, others only to police. Cups for all the major events were presented by public-spirited citizens.

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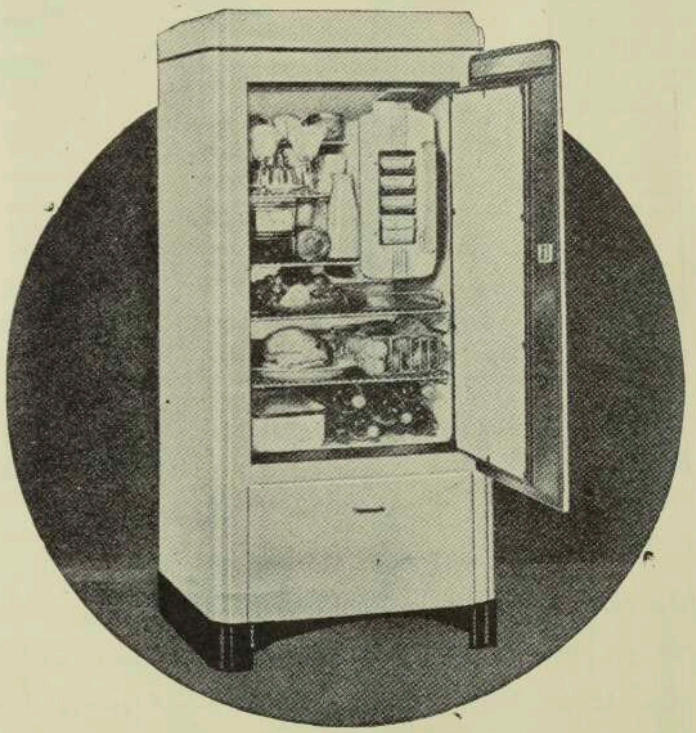
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MAGAZINE SECTION

Territories Talk-Talk

By "Tolala"

WHENEVER I read the present-day banner head-lines, referring to women going off into the jungles of New Guinea to face this and that and other sensational danger, I think of the real hardships which were endured by the women of New Guinea 40 or 50 years ago. I am sure that they might be pardoned if they registered a silent chuckle as they read of the present-day missionary European women going out to work among primitive New Guinea tribes, and such remarks as "two young American women, who have never been away from home, will tramp through some of New Guinea s wildest country to a primitive village 8,000 ft. above sea . . . "

I feel quite sure that these present-day missionaries do not seek such blah-blah from a sensational Press, but it gives one to think what a small amount of praise has ever been given to those women who arrived there half a century ago when there were no "uncontrolled areas," no air services and teleradio communication; when transport by sea was made in dirty, becalmed windjammers, and shanks' pony was the only land transport available. No motors, no aeroplanes.

There are still a few Roman Catholic mission sisters in the Territory who can look back on 50 years of NG life, but one seldom reads about them in the daily press, nor do they desire it.

I wonder what head-lines were given to the wives of Dr. George Brown and the Rev. Benjamin Danks when they left for New Britain and the Duke of York group back in 1875?

* * *

ALL roads, of course, led to Melbourne for the Cup at the beginning of this month, and amongst the travellers I noted an old NG trio in the persons of Messrs. Vic Pennefather, Tex Roberts and Ted Taylor, than which it would be hard to find a better combination. All three were well-known identities in TNG as early as First War days when Vic and Ted were in the AN & MEF and Tex with AWA. Much water has flown under the bridge (it doesn't matter which one) since those days, but Time has dealt kindly with them all.

Time has, indeed, a kind touch upon old Islanders. I have often noticed that white residents of both sexes, who have lived for any length of time in the Islands, wear far better than their brothers and sisters domiciled in the more temperate climes. Whence comes this Elixir of Youth amongst the so-called hazards of the tropics? Perhaps no trams, or trains, or hurly-burly of the city.

* * *

ANGLICAN circles are all agog these days with His Grace the Archbishop of Canterbury visiting within the Commonwealth. I was impressed with a remark he made over the air on his arrival at Perth, when he explained that one of the reasons for the Council of Churches was to obviate misunderstandings with the natives in mission work. He mentioned the confusion, born of the various denominations, working amongst the native races and the need for a common approach.

If the Council of Churches is really sincere in an endeavour to eliminate the stupendous confusion which the varied Christian dogmas occasion in native minds, and His Grace can put a stop to this self-same confusion, then his visit to Australasia will not have been in vain. I have always pointed out the adverse effects of the varied brands of Christianity foisted upon the primitive native mind, and the sectarian feuds which arise out of the differences in dogma, and I am of the opinion that if the various Christian missionizing sects cannot carry on their work amicably, and in a Christ-like manner, then their activities should be controlled by some outside body, in order that the peaceful propaganda of the Good Word may be assured amongst the native peoples who are urged to throw overboard their age-old traditions and creeds for the white man's spiritual doctrine.

His Grace might even peruse some of the old TNG Supreme Court files of cases which came before it as a result of some of the denominational strife on the mainland of NG in the 1930's. He would have plenty of material then to place before the Council of Churches.

* * *

ACCORDING to a London message, natives in the Belgian Congo who last month were accused of murder, claimed that their victim's death was the result of their own fear of being canned as corned beef for export to Europe! The whole business started when a Belgian canning factory used, as a trade-mark, a picture of a native's head on the label . . . . Reminds me of a time down in Faisi (BSI) when a gang of boys became frightened at the sight of a long sea snake coiled up amongst a heap of coconuts on a wharf, awaiting shipment. They refused to touch the nuts, until in desperation, I scoffed at their fears and told them it was as harmless as the salmon they ate from the tin. They believed me, but a few days later boycotted all tinned fish, as they had conceived the idea that tinned fish was sea snake! Tinned fish sales went off alarmingly, until the position was clarified.

There is quite a good story—and a true one, I believe—told about some early New Britain natives who had received as presents, tins of the usual "bulamakau' from a schooner, anchored off-shore to buy copra and trepang. Next morning the chief and some of his head-men formed a deputation to the skipper lodging a complaint about the "bulamakau." It was definitely no good on the palate, they said. The skipper could not understand, but made further enquiries which showed that the natives had torn off the labels on the tins, eaten them and thrown the tins away!

* * *

SENATOR Roy Kendall seems to be getting quite a good hearing in the Senate and his movements are being watched with a degree of interest by NG residents, who knew him before the war as Captain Kendall, more particularly of the "Induna Star," a vessel on which he did an exceptionally good job during the eruption at Rabaul in 1937. He was speaking recently in the Senate on the need for border patrols between TNG and the Dutch portion in order to police "Indonesian" infiltration. He also advocated "putting value back in the Senate" which cost about £250,000 per annum to run, although many Senators did not know the subjects on which they were speaking, and this led to personal abuse and vilification during their hour and a half s speech.

* * *

I AM glad to see that the Rabaul RSL is registering a protest against native units for defence without a thorough examination of the whole set-up. This may seem strange to some of the Rah-Rah boys who acclaim the native a "Fuzzy Wuzzy Angel," but the more experienced Islanders know how necessary it is for native units to be directly under the control of men accustomed to handling natives, and with a knowledge of native



Islanders are becoming almost commonplace on Australian Radio. Here Dick Fair, of station 2UW's Amateur Hour, finds Nathaniel, the lad with the guitar, very funny. Nathaniel could not speak a word of English or Pidgin so his friend Samuel (on the right, in gent's neat suiting) came along as interpreter. The boys were visiting Sydney on a mission boat.

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psychology, and particularly how it works in war-time. There are many boys who make excellent members of patrols. But it is a dangerous task selecting them without knowledge of their individual background. I saw too many one-time trusted police-boys doing dirty work for the Japs in the last War, and they got away with it when our troops returned in '45. There was little discrimination shown between the loyal and the disloyal native, and that is not as it should have been.

* * *

MORE trouble with the "Hello" people on the exchange in Rabaul (according to Oct. PIM p. 37). What a pain-in-the-ear those "Hello" boys used to be. Perhaps with some cause, for the majority of them were mission-trained, and every now and again the Master's patience wore thin, and references were made to the parentage of the switchboard operator. Before the war, however, the solution was solved by the employment of easy-to-look-at Asiatic girls, whose voices alone were balm to the ear of an impatient subscriber. (Do you remember the soft female voice that came from Saigon?) Female operators working around the clock is the only solution unless they overcome the humidity factor and instal automatics.

* * *

"PANIC in the Place" (Oct. PIM p. 59) was quite an apt description of native window-dressing, but if the writer of such tales insists on using native terms, such as "luluai" instead of Chief, I wish he or she would spell it correctly. If no attempt is made to adhere to the original spelling of such words the general reader will get a confused idea of New Guinea etymology. One word, in particular, which has been generally mutilated from its original spelling is "lava-lava" (mis-spelt "lap-lap"). It comes from Fiji, and because of the Melanesian tendency to clip the vowel it is now almost generally accepted as "lap-lap"—which is not correct, unless usage has made it so. Then there is "pul-pul" the incorrect method of pronouncing "pur-pur"—the word for a "flower" in the Blanche Bay dialect. The corruption comes from the tendency amongst many natives to confuse their consonants, the "r" becoming an "l".

* * *

BITS and Pieces. Gone to her rest is Mrs. Evelyn Una Hore-Lacy, who made many friends in TNG who will mourn her passing at Bong Bong, NSW, on October 26. She had but recently returned from a trip to England and arrived in the Dominion Monarch . . . . Margaret Cilento, the clever red-haired daughter of Sir Raphael and Lady Cilento, has won an art scholarship to the Academie des Beaux-Arts of L'Institut de France in Paris. She is the first Australian art student to receive this honour. We can expect to hear big things of this lass . . . . Capt. A. W. R. McNicoll, a son of the late Sir Walter and Lady McNicoll has been appointed Deputy Chief of the Naval Staff, Melbourne . . . . Another McNicoll, Fred, was married last month in Melbourne to Myra, second daughter of Mrs. E. L. Warne, of Eltham, Victoria . . . . A son was born last month to Mr. and Mrs. Stuart Allan, of the Gilberts . . . . the Rev. F. R. Bishop, well-known to old Rabaul residents, but living in England for many years now, was married on October 20 to Miss Hilda Hampshire, at Tisbury, Salisbury Plain. He is rector of St. John's Church, Bath . . . . Pamela, second daughter of the late G. J. Handley and Mrs. H. Handley (of NG) was married on October 28 at Deniliquin to Mr. John Lamb.

How to Succeed in the Service

IF you want to be the perfect Colonial Service wife in six easy lessons, read Emily Bradley's book, Dearest Priscilla, which will tell you how.

Mrs. Bradley, herself a Colonial Service wife, wrote her book of sage advice in the form of letters to the mythical Priscilla, a young wife ready to accompany her new husband to his first Colonial Office job in Darkest Africa. But though Mrs. Bradley's experience was gained mostly in the African colonies, what she writes could apply equally as well to New Guinea, or the Solomons or Fiji or the Gilbert and Ellice. And although such a book could be silly or irritating or dull or bumptious, it is nothing of the sort. It is amusing, practical, full of good sense and enjoyment. Even I, who have no intention of doing any more tropical pioneering and certainly not of marrying a Colonial Service official, read it from cover to cover just for the pleasure of it.

Mrs. Bradley's Colonial wife is a bit of a paragon, but she is not impossibly so. We have all met one or two of her ilk. Even if, like all good advice, the book is ignored by those who most need to learn from it, it should be a real practical help to the earnest souls who want to help their husbands succeed in the Service.

Mrs. Bradley discusses with Priscilla such things as clothes, servants, gardens, how to fill in liesure when your husband is busy elsewhere, how to be a silent partner and keep your nose out of official affairs, living on your pay (unfortunately she does not produce a painless formula for this—there is only the hard way), and how to keep open house without going crazy or broke.

This business of hospitality, official or otherwise, turned my thoughts to today's District Officers and ADO's and their wives, of Papua-New Guinea outposts who are required, at a minute's notice, to turn their homes into hotels for the wayfarer.

There is, our writer explains, the casual "cutlet for cutlet" entertainment among friends and neighbours over which you have some control.

Official hospitality, however, comes into another category. There will, she says, probably be a yearly visit by the Governor or the Colonial Secretary, or Auditor then . . . . "If there are labour troubles, or a crime wave; if there are experiments or projects afoot in the realms of Forestry or Agriculture or Industrial Development or Public Relations, the experts will descend in succession, something hardly giving you time to change the linen."

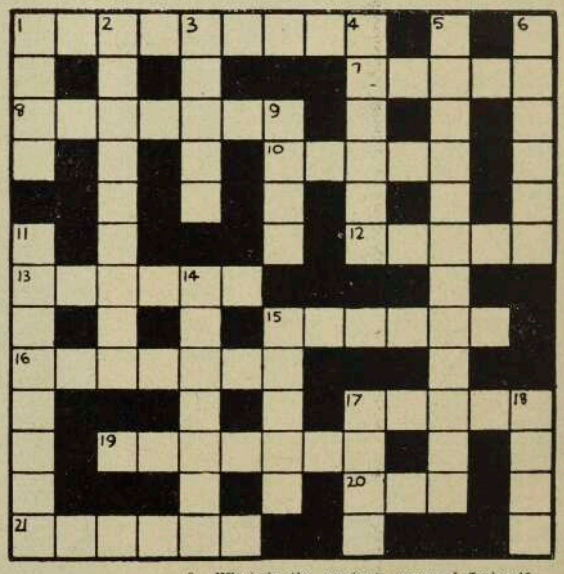
There seems to be nothing you can do about this, dear Empire Builder, except grin and bear it. Mrs. Bradley offers no solution and neither can I. As she says, most of these visits are very welcome—provided there is a let-up and the expense is not a "souring anxiety to you."

You will not, of course, presume upon the temporarily guest-host relationship between you and the exalted official. "You do not ask the Director of Medical Services for Aspirin, nor the Director of Public Works for new camp chairs, nor do you sit him on a broken one hoping he will take the hint."

Dearest Priscilla is published by Max Parrish & Co., Ltd., London. It costs 12/6.—JUDY TUDOR.

PIM Crossquiz — No. 11

(Solution on page 63)



ACROSS

1.—Who was the American lawyer, writer and lecturer and one of the world's greatest orators principally against Christianity?

7.—Who was the composer of "Fra Diavolo"?

8.—What was the name of the author of "Wind in the Willows"?

10.—What apparatus can locate objects by means of radio signals?

12.—Which Shakespearean hero is the symbol of the ideal lover?

13.—Which Italian lake near Naples was considered as the entrance to hell?

15.—What is the correct name for an easy gallop?

16.—Which American State is situated between Kentucky, Michigan, Illinois and Ohio?

17.—What is obtained from beet?

19.—What is the name of the French philosopher and Editor of the first French Encyclopedia which occupied him 30 years?

21.—What is the capital of Turkey?

DOWN

1.—Who is the "gloomy dean"?

2.—Which seaport is situated at the mouth of the Thames?

3.—Who wrote "The Martyrdom of Man"?

4.—Who was the recently deceased famous singer of Scottish songs?

5.—Which Bavarian city is famous for its Passion plays?

6.—What is the term for an Englishman or American among Spanish speaking Americans?

9.—What is the ancient name of Ireland?

11.—Of which Canadian province is Winnipeg the capital?

14.—In which "thal" or valley did Dr. Fuhlrott find a human cranium which became famous as one of the most ancient fossil human remains?

15.—What is the capital of Egypt?

17.—What is the printer's abbreviation signifying "let it stand"?

18.—Who was the British physician who traced Malaria to the mosquitoes?

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I Travel for Pleasure

By R. W. ROBSON

THE ticket which I handed over read "Rabaul-Sohano-Inus-Kieta-Buin-Kieta-Inus-Sohano-Rabaul." The Purser of the Catalina seemed a little shaken.

"Doing the round trip?' he asked, curiously.

"Yes—just taking a run around Bougainville, for pleasure,' I said brightly.

The Purser choked slightly, and left on his multifarious duties.

After gruelling days in the heat and dust, I entertained visions of several cool hours over green islands, while being served with dainty snacks by a shapely hostess.

There was no hostess.

The first hour was OK. My fellow passengers—three Europeans and two native police, obviously returning to duty—were so depressed they would not speak to each other, let alone to me. I had a good look at Cape St. George, and the plantations of Fred Archer the late Percy Goode and other old friends, on the Buka coast.

We descended at Sohano, and the Purser came into action. He opened the blister, threw out a port and starboard sea-anchor, collected three tickets, organised cargo discharge and sent the police-boys scuffling back to their seats, all in about ten seconds. He seemed to be in the air most of the time. I never saw a man move faster.

We floated in what seemed a series of ditches (Sohano Passage, between Buka and Bougainville), while outrigger canoes took away some cargo and the sad Europeans, and wished upon us much more cargo, 10 native labourers, 4 policemen and a Chinese trader.

We were flying for only 20 minutes between Sohano and Inus. I glimpsed some lovely plantations and mission stations. The Purser wrote tickets, checked cargo, discussed procedure with Captain Ross Tredgold, and counted "coons." He had few spare seconds—but he filled those by ordering the natives, in biting Pidgin, to stay in their seats and keep out of his ensanguined way.

IN Inus there was a maddened rush while cargo went in and out, we collected more natives, and the Purser tried to work his sea-anchors and his accounts simultaneously.

Distantly, through a forward window, I could see an outrigger alongside the plane, and in it were Mrs. Mason, with her famous thermos flask of cold lime-juice (she refreshes all travellers thus) and Paul Mason, her planter husband, famous in darker days as one of the outstanding heroes of the Pacific War. I wanted to talk to Paul and taste that lime-juice; but the area between us was devoted to cargo and "coons," in a state of continuous flux.

AT Kieta, 30 minutes further on, we hit broken water with a series of crashes and bounces. Packed among the natives I sweated and held my breath.

"If we hadn't the best pilot going in this craft, that would have torn the bottom out of her" said a DCA (Department of Civil Aviation) man, who had come aboard somewhere. "Did you notice how he handled her?"

I had—but I was thinking of other things. The weather was deteriorating.

I had planned to go ashore at Kieta, and get relief from native society. But Kieta, smothered in rain, had a dismal appearance, and I had no coat. The Purser paused long enough in one of his sidelong leaps to tell me the captain had had a signal that the weather was fine at Buin, and the sea calm. I stayed aboard.

As the Cat clawed her way around the southern ranges of that mighty island, I took stock. Packed in among the amazing cargo—bread, bottled beer, repaired wireless sets, storage batteries, motor parts, rice, a charging set—were sixteen native labourers, five police, a Chinese woman and child, the DCA man, and me.

The Purser crouched down near me, and held his head in his hands and moaned. "I've got malaria," he said. "And I've got a ring-in.'

He checked his accounts again, and then, with a menacing forefinger, he went again over his native passengers. "I should have 15 of them" he complained, "and I keep on counting 16. I don't know whether the wog's making me see double, or whether that (unpleasant expletive) at Sohano miscounted his slaves."

THE captain's signal had lied: the water before Buin was broken and ugly. But Tredgold, with a tight mouth (probably to keep within him his opinion of the weather reporter) put the hardworking Cat down into it.

The splash and the crash and the bounce were something I shall never forget.

The Purser moved so fast that he looked like a pyrotechnic display. Before the Cat was tied up, he had the sea-anchors in and out, outrigger canoes alongside, extra labourers aboard for quick handling, and the assistance of Cadet Jones, from the shore. The canoes tossed madly in the wild water.

"Quick time there!" howled the Purser. "You fella push 'im out there—you, fella, pull 'im in 'ere"—and he started unloading and loading simultaneously, with a team on each side of the blister, so as to get away from that dangerous anchorage.

There was a loud shouting from forward: "We're adrift!"

The mooring had broken, and the Cat was being driven on to a lee shore.

I knew the Purser was there by the noise he made. He moved so fast I couldn't see him. He pushed the canoes away, threw everything floatable after them, hunted the natives into a sitting posture, and closed the blister.

The Cat taxied slowly out into the sea, pitching and rolling.

I was jammed in the tail. The scene inside was a mad jumble of cargo, curses and coons. The Chinese woman looked out, terrified, from between a roll of matting and two live ducks in a grass basket.

The captain decided to fly back to Kieta, and he drove the Cat into the wind. But we had shed no cargo, and we had acquired four more natives and a healthy cadet officer. She wouldn't rise off that broken water.

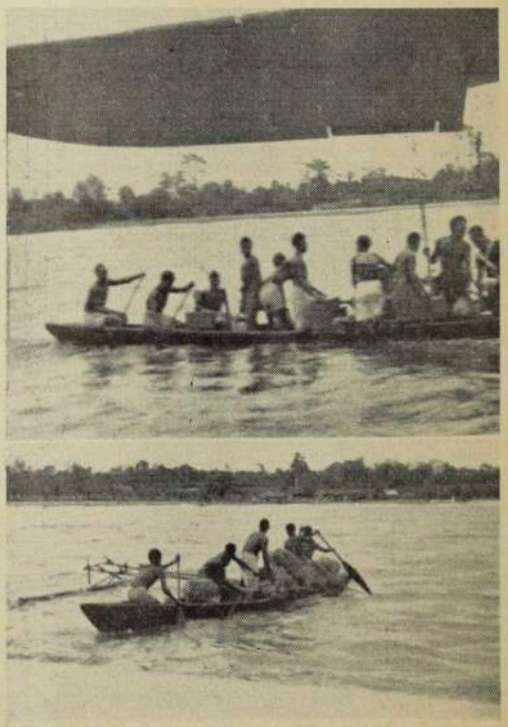
The Purser led us in an attack on the cargo and after some hot work, we got it piled up, so we could sit.

I sat tightly in among the natives and, after I had examined their sores, and watched the numerous flies at work a-

(Continued on page 76)

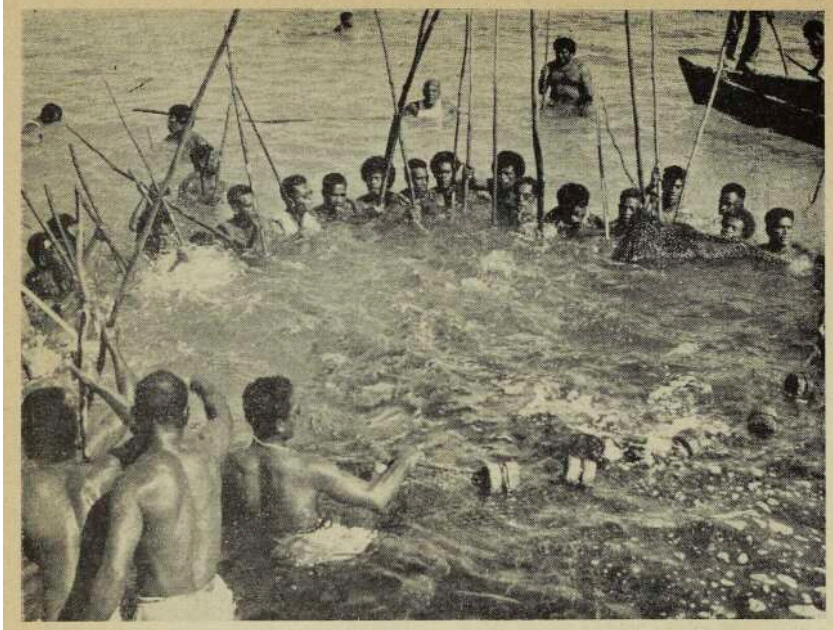


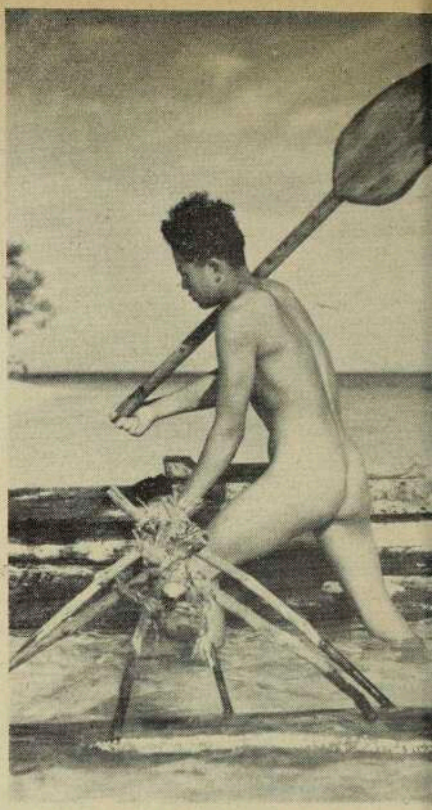
Purser Phillip MacArthur, at Inus, helps Mrs. Paul Mason to a seat in the Catalina after she had climbed from an outrigger canoe, pitching in a broken sea. (An awkward snapshot from the interior of the plane.)



Outrigger canoes taking cargo and passengers from the Catalina at Kauau Mission Station, after the flying-boat broke from her moorings at Buin, eight miles away.

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Top left shows natives fishing with nets in Fiji—photo by Public Relations Office. Above, a Hettig photograph of a young Tongan going out to fish in his outrigger canoe.

Pacific Islanders gather

SEA FOOD

from Lagoon and Reef

By Rosalind Redwood

PACIFIC Islanders depend on the teeming tropical reef waters for a large part of their food supplies, and their daily catches are startlingly varied and amazingly colourful. In the different groups islanders employ different methods of harvesting food from the sea, mostly age-old systems handed down from their ancestors who had to rely on their skill in ensnaring and killing fish in order to survive.

At the Island of Savai'i in Western Samoa, natives took me fishing in canoes. Two types of canoes are used there, one with covered ends for deep-sea fishing, and another and frailer kind for use within the coral reef. Some of these native canoes were carved from solid trees, but others were made from planks tied together with coconut fibre, laced through holes bored in the ends of the planks. They were always liable to capsize, and as I gripped my camera tightly and recalled there were sharks about, the native boatmen commented almost happily—"Many times tip over—have to swim!"

As we skimmed over crystal-clear reef water I looked down into fantastically beautiful coral gardens. Fine violet-tipped coral branched up from the ocean bed alongside delicate pink and bright red spikes of colour, and flat spongy-looking grey and blue masses offset clusters of snow-white leaves with sharply serrated edges. Gaudy butterfly fish, vivid yellow and black striped creatures, and shoals of tiny blue, scarlet and gold fishes darted boldly in and out of the coral where sluggish eels, gayly spotted, lay in wait.

The natives adjusted goggles, slipped overboard, and with tiny spears impaled the colourful fish. An octopus was lured out of a crevice with a stick, and a native bit the repulsive creature near the eyes in order to kill it. These hideous creatures are greatly relished and are cooked complete with entrails which are also eaten. Some of the fish such as bonito, mullet and flying fish are eaten raw by Samoans, and are served in coconut cups with a mixture of sea-water, blood, coconut cream and lemon juice. Natives understand that Europeans like their fish cooked, however, and the fish which was offered to me in native homes and at innumerable feasts, was always steamed in earth ovens and served in banana leaves. It tasted delicious.

Every day along the coasts of Western Samoa I watched women wading about the reef at low tide, poking into pools and returning with baskets of sea-food—crayfish, crabs, sea-eels, mud-worms, sea-eggs, shellfish and oysters. They walked bare-footed on the coral seemingly without any ill effect, yet one scratch on a European immediately causes dangerous poisoning. I rarely swam near the coral or ventured over it on foot.

When I reached Tonga, however, I managed to purchase a pair of rope-soled shoes and shod in these, I ventured cautiously across the reef at low tide. The place was a hive of industry. Men and women were scouring the crevices and with wire prods, were feeling for shellfish, black sea slugs and a variety of other queer reef products. A party of fisherwomen painstakingly demonstrated how to use the wire prod, and watched for results, but I found nothing. They laughed at my hopeless efforts, and sympathetically patted me on the back, while one Tongan woman picked out her fattest shellfish and placed them in my empty basket. This dusky lady was fascinated with my reef shoes, and after she had measured her feet repeatedly beside mine, I understood that she wanted me to give them to her in exchange for her beautifully woven basket. Later, I obliged, and she was delighted.

IN front of my Tongan boarding house the beach was marked with fence-like circles of sticks and a gate opening to the enclosure—one local version of the fish trap. Split coconut leaves attached to a length of rope-like creeper acted as wings or guides. The fish follow the guides into the trap where the natives catch them at low tide. Another type of Tongan fish trap is made by splitting and plaiting the coconut leaves which are spread over a long stretch of reef at low tide. As the tide rises, the natives wade out and prop up the leaves, trapping all fish in the enclosure. Crowds of men, women and children line up outside the trap to prevent fish escaping with the outrunning tide, and at a given signal they all jump into the enclosure and spear the fish in the shallow water. As many as a thousand fish may be speared at one time. These mass fish hunts are also carried out in Fiji and other Pacific groups.

(Continued on page 63)

Tropicalities

SAUNI KURESA of Western Samoa, who composed that Territory's national anthem (Banner of Freedom) in 1948 is believed to be the only man in the world who can play two cornets simultaneously (first and second parts).

Not long ago he visited New Zealand for a Seventh Day Adventist conference and dumbfounded a party of sceptical newspapermen who did not believe that it could be done.

Sauni, back in Samoa, teaches organ, piano, brass and woodwind instruments. He also conducts three brass bands and one choir. He told NZ newspapermen that he taught himself to play two instruments at once because a fellow in his band came back from Tonga and said there was a man there who could play two cornets simultaneously. If a Tongan could do it, said Sauni, then so could a Samoan. He practised for three months. Nothing doing. He practised for six months: "I play two cornets at once all right when I am by myself but very frightened of playing in front of audience." However he practised some more and now he can play the two instruments in front of anyone.

Later he learned that the two-cornet-playing Tongan was a myth.

:: :: ::

ERROL FLYNN, well-known in Hollywood and New Guinea, wed for the third time recently in Monte Carlo. The new Mrs. Flynn was Patrice Wymore, officially described as a "starlet."

After the ceremony 3,000 spectators showered the happy couple with rice. If Mr. Flynn had stayed in New Guinea this probably would have worried him—at £68 per ton.

Errol's new mother-in-law says that he is "such a solicitous boy," and that it is lovely to have him as a son-in-law.



HARRY CORNISH QUINTAL of Norfolk Island, Customs Boarding Officer, ex-whaler, saddler and leather-worker, fisherman and a few other things besides. He helped to land the anchor, from the wreck of HMS Sirius, which now stands in Macquarie Place in Sydney.

—Drawing by Brett Hilder.

THERE is a plan afoot to make a film of an Australian "X" force which landed on Borneo during the Japanese occupation. J. Elder Wills, one of the Rank Organisation's top producers is planning it.

The film (if it is made) will be called Red Herring, and will be filmed somewhere on the New Guinea coast in mid-1951. It is the story of five Australians who were sent to Balik Papan shortly before the Allies landed there. Their job was to create a diversion and draw the Japs away from Balik Papan.

It sounds as though it could be a good meaty story although it may be wondered why these film people cannot go the whole hog and film it in Borneo. Or alternatively, do a story of the New Guinea campaign which bristled with excellent film material—now, alas, just falling into the limbo of all forgotten things.

:: :: ::

SOME of the passenger buses around Suva have to be seen to be believed, for such variety of shape, size, and colour never was. Alas, however, all is not gold that glitters, and the fact that the paintwork is perhaps a beautiful pink or purple, adorned with pictures of palm trees, is no guarantee that the innards are any good at all.

I recently had to ride from Suva to Nausori in one of these wonderful wagons and it was I think, a typical kind of trip. We started off well but after a few miles the bus developed a bad cold and finally coughed itself to a standstill. Our Indian driver knew the answers apparently, for after ten minutes under the bonnet, away we went again. A few miles later a horrible noise came from somewhere inside, again we ground to a standstill, and again our driver-mechanic disappeared under the bonnet. After another eternity he re-appeared, took his seat with an air of resignation, then turned to me and said, "Boss this bus—he buggered."

And it was.—PERETI.

:: :: ::

THERE are many people who wonder why the Territory of Papua-New Guinea has no postage stamps of its own. Before the war both Papua and New Guinea each had its own issue and those of Papua, particularly, were sought after by collectors.

Recently, in Melbourne, a Mr. F. A. Thornhill paid £150 at auction for an album of Papuan stamps.

:: :: ::

RUSH job! A Mrs. R. Lambeth of Auburn, NSW, had a holiday in Fiji in 1947.

While there she posted an air-mail letter to her husband back home. It arrived one day in October, 1950.

:: :: ::

FOR the first time in screen history a film about the South Seas (usually too silly to be taken seriously) was a smash-hit in Suva. It was the British film, Blue Lagoon, which starred Jean Simmons, and which was filmed in Fiji a couple of years ago. Its four-night season in mid-October saw a Suva cinema sold out for every performance—probably a peace-time record. The film has its faults but also its virtues—including the Yasawas in Technicolour which were entrancing.—S.

IT is time that someone told postwar arrivals in New Guinea of the old Territorian tradition that one did not talk to Southern newspaper reporters.

It can have serious consequences but apart from that—well, I have now before me the harrowing story of life in the Wilds of Kokopo, just 15 miles from Rabaul. When her husband is away doing a "night patrol" (he is a Patrol Officer) says a holidaying wife, she "sleeps with an automatic under her pillow and a dark skinned guard within call." And, from these misguided words, the sob-sister embroiders two columns of drivel that are apparently calculated to make the eye-balls drop from the heads of the suburban hausfraus who read it. We get a re-hash of the old dish, of course—native servants, and giant pythons and earth-quakes—but my mind returns to toy with that automatic beneath the pillow. I wonder, (a) can the lady use it; and (b), if she can, and does, and pierces the hide of some wandering coon, what happens in these days when we are so anxious to keep these hides intact? Tut, Lady, do you not know that each one of those dear, brown boys is precious to the United Nations Trusteeship Council, and that such pistol-packin' would be frowned upon by our Uncle Joe?—MAC.

:: :: ::

WHEN Miss Nga Frisbie left Rarotonga by plane on October 7 for Honolulu — there to join her sister, Miss Johnny Frisbie — Polynesia said goodbye to the last of the four children of the American writer, the late Robert Dean Frisbie, whose books on Polynesia and Polynesian subjects had a considerable vogue in recent years. Frisbie married a Cook Islands girl and had four children—one boy and three girls. His wife died in tragic circumstances and he personally cared for the four children, right up to the time of his death. He assisted Johnny, the eldest, to write a book which was published in America. The boy was sent to New Zealand to join his half-brother; James Norman Hall, the Tahiti writer, was instrumental in sending Johnny to the care of friends in Hawaii; and now the last of them, Nga, is gone. The well-known Rarotongan merchant, Mr. W. H. Watson, had been taking care of little Nga, and he was most reluctant to let her go—but it was felt that she would have, in Hawaii, a better chance in life. She is described as a particularly attractive youngster.

:: :: ::

THIS happened last Christmas. A number of girls, returning to their homes in New Guinea from schools in Australia, encountered at a certain airport a particularly "officious" type of Customs official. The girls were carrying in their suit-cases certain Christmas presents for their relations — presents carefully selected, and hidden behind wrappings which were to be removed only on Christmas Day. But the snarling official of the Customs House had no regard for the girls' feelings—there, in the inspection shed, before the eyes of the people for whom the presents were intended, they were forced to unpack and unwrap the articles that had been purchased, and enter into discussions with the gentleman concerning values, etc.

The missionary who reported the incident to us says that he hopes that such conduct will not be repeated in the coming month. "If the Customs official does not believe in the spirit of Christmas," he says, "he should at least try to behave like a gentleman."

:: :: ::

A MILD correction comes to us from Judge Ragner Hyne, now of Sekondi, Gold Coast, but who formerly was well-known in the South Pacific. We referred, in the July issue, to the Kon-Tiki raft expedition as Swedish. In point

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of fact it was a Norwegian enterprise. Judge Ragnar Hyne says that he and his wife were in Norway not long ago, and the people there were enthusiastic about the achievement of their countrymen. It will be remembered that, in order to demonstrate a theory concerning Polynesian migration, the Norwegians brought their raft, drifting on ocean currents, from the coast of South America right into French Oceania.

:: :: ::

RICHLY gilt silver inkstands and ash-trays, each a gift of some British Empire territory or colony, are among the beautiful furnishings of the new House of Commons which was opened in London at the end of October.

Three of the ashtrays have been given by Malta, two by Gambia, two by Basutoland, and one each by Bechuanaland, Swaziland, the Falkland Islands, St. Vincent, Zanzibar and Nyasaland. Single inkstands have been given by Dominica, Grenada, St. Lucia, and by Fiji (who sent 50 ounces of her own silver for the purpose). Hong-Kong has given one triple silver-gilt inkstand, Nyasaland another and Bermuda two. British Guiana has presented four similar inkstands and, in addition, a fifth will be placed in the Council Chamber at Georgetown with an inscription to the effect that it is a replica of the gift presented to the House of Commons.

They were all designed by Sir Giles Gilbert and most of the work was carried out by some of the finest craftsmen in Britain in a workshop in the heart of London.

:: :: ::

COULD this be an omen? The Institute of Pacific Relations is having a book sale. "American Policy and the Chinese Revolution," 431 pages by Dorothy Borg, has been marked down from $5 to $1. "American Policy in the Far East," from $1.25 to 50 cents. "Future of South East Asia—An Indian View"—from $2 to 50 cents.—B.N.

:: :: ::

YEARS ago one of the New Guinea firms, in an endeavour to combat the grasshopper pest, sent out a swag of those brown frogs, with which most Territorians are so familiar these days, to one of their larger properties. It was by way of being an experiment, and the accompanying instructions directed the manager to release the frogs "under conditions conducive to further breeding."

The manager's letter in reply stated that he wasn't very well versed in the biology of the frog, but he had done as much as his limited knowledge permitted In fact, he had let the frogs go under a pale yellow moon, with a gramophone playing soft music. He hoped that this met with their approval, remaining meanwhile, their faithful servant.— SEAHORSE

Mr. E. J. Wauchope, who has been a coconut planter at Hansa Bay, near Madang, in New Guinea, for 25 years, has leased his plantations to **Mr. C. G. Bowman,** Administration Officer at Bogia, who shortly will retire. Mr. Wauchope has acquired a property at Wallacia, near Penrith, NSW, where he will reside in future. He has been one of the best known planters of the New Guinea mainland, taking a keen interest in public affairs, and his departure is a loss to the Territory.

Norfolk Islanders have formed a brass band under the direction of a conductor, who is a competent musician and who plays several instruments.

WE REMEMBER ROTUMA

A. L. Austin

AS the sea roared in battle with Rotuma's coral reefs, the Pioneer's passengers were taking a more than usual interest in the barometer. All were ashore with the weather very much on the ominous side, and while officials had checked up on departmental affairs on their one day's visit to Fiji's adopted island, the passengers had explored the hillsides and had been caught in a downpour.

The demand for dry towels and clothes had been satisfied and now the victims stood around on the verandah drinking tea and looking much like a group in vaudeville, for the men had requisitioned all the shirts and trousers from my husband's supply. Shirts, taut on the larger chests and trousers in determined encasement of corpulent waist-lines, contrasted amusingly with the corrugated look of the same sized clothes worn by the smaller men; but through their joking remarks there penetrated concern at the falling barometer needle.

My husband and I were then new to the colony, and as we had not experienced a hurricane we scarcely knew what to expect. We had been told, too, that Rotuma lay outside the hurricane zone, so that every few minutes of calm convinced me that the storm was over. But the glass-tapping continued and a funereal voice occasionally mourned, "It's still dropping."

With the wind's louder howl, the ship's officer literally blew in with the announcement—"The Captain would like you all to come on board without delay so that he can make for the open sea." So, with a final tap at the glass, our guests hurried their farewells, and later, through binoculars, we watched them leave the launch to mount safely the gangway of the Pioneer.

The storm soon increased to even heavier squalls. Our reed car-shed became air-borne while we hoped that the car itself would remain grounded. Much to the amusement of our young daughter, I was soon able to make and sail paper boats on the now flooded verandah. But the Pioneer had not managed to get away after all, and messages reached us from time to time, during the next two days, that she was cruising along on whichever happened to be the most sheltered side of the island. The ship's passengers were being distressingly tossed about and drums of oil had been emptied now and then upon the angry sea.

A faithful watcher—at the suggestion of the Rev. Fr. Griffon of the Roman Catholic Mission—braced himself on the beach throughout these nights keeping his lantern alight. At different times during the day we caught sight of the ship heaving about, and we felt especially sorry for the two children who were on board with their mother. Once or twice, during a lull, the concerned, sympathetic Captain Mullins tried to launch a boat to get some of the passengers ashore but the sea was too rough.

The usual devastation had taken place on land. Large areas of bush were blackened as if by fire. Tortured palm-trees lay around in whipped defeat, their twisted fronds piled in exhausted heaps over land strewn with scraps of fencing, roofing iron, spouting and empty tins. When at length the shaken passengers came ashore for a few days to recover from their unpleasant experience the sun shone once more. But we decided that it could not be said truthfully that Rotuma lay outside the hurricane zone.

IN that same year the British gun-boat, Laburnam, visited the island and the people made their biggest display of all time in the ship's honour. Every village took part in the celebrations and the old war-dances were executed with such vigour that the ground shook as the Rotumans stamped along the main road. Each man wore a magnificent head-dress of reeds and feathers, but as the excitement increased it became disarranged until it resembled a plucked carcase perched precariously on the head of an elated victor.

Wrestling, and Samoan sword dances added to the entertainment and after a sincerely worded speech of appreciation from the Captain of Laburnam he was presented with an old war club by one of Rotuma's chiefs who remarked, that, had the Captain been given the club in the bad old days it would have been incumbent upon him to kill a man with it.

IN our shipping facilities we were more fortunate in our time than the residents of Rotuma are to-day, but we had no wireless communication, and if the expected ship didn't arrive we were left ignorant as to the reason. This happened once when the monthly visit of the Makatea was overdue, and the vessel was looked for every morning and given up every evening for a further fortnight.

The lorries stood idle, as the stores had run out of petrol. Flour dwindled, and the little that remained was mouldy. We began to wonder whether the end of the rest of the world had come with our island as the only one remaining, but before we were reduced to hard tack instead of bread, the Endeavour appeared on the horizon and our exile was over.

OUR house was so situated that a "lifting" wind would sometimes sweep around the back of the building, and there were occasions when anyone occupying a particular room could be startled at night by the bed-clothes suddenly billowing like an opening parachute.

The house-boy's sleeping quarters lay in line with the hospital—in the same direction of the wind—and the Rotumans had feasted this boy's mind with many stories of prowling spirits. One morning, just before dawn, the boy came pounding along the verandah screaming that the devil was in his house, and had not only caught hold of his leg, but had sat upon his chest. Attempts to pacify him were useless. He would never again sleep in his quarters but rolled himself up near the kitchen door at night. He threatened to leave us before the arrival of every boat, but remained, after all, until our time was up.

ONE day, the men decided to explore one of the island's extinct volcanoes. With stout rope and other mountaineering gear they set off with Rotumans as guides. The floor of the crater was guaranteed safe to stand upon, and one by one the men were lowered in and brought up again. The first man down disturbed some hundreds of bats and reported the carcase of a dog lying on the crater's floor. The last man to be lowered was the manager of a store buying a fair amount of copra at a poor—though ruling—rate of payment. No sooner was the store manager inside the crater, than the Rotumans, in great glee, threatened to leave him there unless he gave them a better price for their copra. The poor man looked at the bones of the dog and didn't like what he saw, but all ended happily when the Rotumans had had their joke and brought him to the top.

THEN there was the day when the Japanese paid a peaceful visit to Rotuma in search of drinking water. Their

(See opposite)

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SEA FOOD

(Continued from page 60)

Fishing was often carried on far into the night, and in Tonga, curiosity lured me towards the bobbing lights on the reef. Natives armed with long knives and torches made from the dried sheaths of coconut flowers, were wading about in the water, and as the fish swam towards the lights, they were caught. Other fishermen were cruising beyond the reef in canoes, and while holding a torch at one end of the craft, were spearing the fish attracted by the light. At midnight I viewed the catch by the light of a lantern. There were large bulging-eyed scarlet fish, vivid blue ones, flat, striped fellows, large, slimy eels, some spotted and others striped like zebras, and tiny gaudy fish of all colours, sizes and shapes, along with a vicious looking octopus.

The Tongan method of catching an octopus is to bait it with an imitation rat, cunningly made from tiger shells split in halves and fastened to a cone-shaped stone, with a long tail attached. The "rat" is trawled on a long line from a canoe, the fisherman constantly bobbing the bait up and down to attract the attention of the octopus which dives for the bait, and while clinging to it, is hauled up.

I found that fishing in the deep water held even greater thrills for the onlooker. From the deck of a launch I watched naked Tongan boys dive into the depths on the outerside of the reef. Equipped with a one-pronged spear they hunted the coral caves and ledges for deep-sea fish, and fearlessly tackled and brought up fish as big as themselves.

Tongans rarely seem to get badly mauled or bitten by sharks. And in the great shark fishing grounds which lie between the main island of Tongatabu and the island of Eau, Tongan natives actually noose sharks. There is an ancient legend concerning the peculiar method of fishing here. It is said that a beautiful woman called Hina was racing with her lover near Eau Island when a whirlpool caught them. From the spot where Hina was drowned there sprang up the sharks, and today natives believe that their song to Hina will call up these brutes. Fishermen go to this particular spot in their canoes and while they beat the surface of the sea with coconut shells tied to a long stick, they chant their song to the goddess Hina, and as the sharks come towards the canoes they are noosed and killed with clubs.

CRABS form an everyday item of diet in many islands. In the Fiji group I had my first introduction to the many varieties of crabs which exist in the tropics. Everywhere I went there were crabs, all sizes, shapes and colours, from pale pink to red, purple and black. In all market places there were crabs, threaded on strings like beads graded according to size, with big fellows at the bottom and each one above getting smaller and smaller. On every island, crabs pock-marked the ground with their holes. They slid sideways under rocks on the beach, and they even climbed trees. The tree-climbing variety are huge with powerful pinchers capable of crushing coconuts. At one European planter's home I heard crabs clatter through the house at night. Another host actually had a pet crab which lived under an open board in the kitchen. He fed it on scraps, and once it carried off the cat's saucer of milk, kept it for a few days, but finding it couldn't eat china, returned it to the exact spot from which it was stolen. My close association with crabs, however, did nothing to banish my horror of them, and I could never fancy them either as pets or as food. Pacific Islanders might regard them as a tasty item along with their gaudy coloured fish, black sea slugs and raw sea worms, but for myself, I longed for nothing more exciting than a piece of blue cod or groper.

Solution to Crossquiz from Page 58



We Remember Rotuma

(Continued from previous page)

sailing vessel was well out to sea and the crew came ashore in a dinghy minus utensils of any kind. Borrowed buckets were filled from the tank and carried to the shore to be emptied into the waiting dinghy. After several journeys to and from the tank, the Japanese returned the buckets to the Rotumans, jumped into the dinghy, and with their feet in the drinking water, rowed off.

THERE are photographic memories of the long white sandy shore dotted with palms which grew to the water's edge and extended back to the pineapple-planted slopes; and of the eighteen miles of road where, at different points, the fine shore sand was used for surfacing, causing the vehicles to slither and slide on their tortuous way. The same roads were flanked in so many places by rich foliage of croton, fern and flower, encouraging numerous birds to nest and carol there. But if one were inclined toward lingering, the mood was soon nipped in the bud by the swarms of mosquitoes which monopolised the loveliest parts of the island to such an extent that one was unable for long to stand and stare.

But Rotuma—with its kind and likeable people, hospitable, generous and sincere—is a jewel of the South Pacific seas bringing me memories both grave and gay.

IN TELEVISION.



Visitors from the South Seas faced the BBC television cameras recently. On the left, Mr. Stuart Ramsay, "Tin Can Mailman" of Niuafoou, Tonga; and on the right, Tasi, a Polynesian visitor to London.

Sixty Years Asleep

By E. E. Bush

Gone are the days when my heart was young and gay;
Gone are my friends, from the cotton fields, away.

YES, all gone from the cotton fields of Le-ifi-ifi, in the town of Apia, Western Samoa. But one life has re-awakened, after 60 wears, to remind us of the cotton fields of Le-ifi-ifi. For 60 years it has slumbered, and now it has sprung into life to tell us of cotton fields and days of long ago.

In the cotton field of 60 years ago, a cottage was built. That cottage had a concrete floor. Later the cottage was demolished to make room for the Anglican Chaplaincy buildings. The concrete floor was left, and an additional layer of concrete put on it.

Comes 1950, and progress. The work of the Church in this place has extended to the point when the temporary church that served for 16 years, can be replaced by an edifice that will serve the congregation in its worship. Some time ago the site was surveyed and laid out. The concrete foundations of the former buildings were removed.

And now, there is growing a plant strange to all who see it. None could recognise it. A plant, now some three feet high, of bushy appearance, with silver-green leaves, bright and glossy. A creamy yellow flower adorns it. The plant has the appearance of a very large and pretty Scotch thistle, though the flower is by no means like the thistle family.

I have seen the plant, or its genus, in Botanical Gardens. It has been tracked down in a Dictionary of South Pacific plants as "Argemone Mexicana," whose description reads:

The Papaveraceae is represented by the Mexican poppy, Argemone mexicana, with its rather large yellow flowers, yellow sap and thistle-like usually mottled leaves.

And, anti-climax, this description was found under the heading of "Some Common and Characteristic Weeds."

The Chaplain is besieged with requests for seeds. His answer to me was that there was uncertainty whether our newly discovered friend might not be a noxious weed. A sample is to be sent to Suva for a decision. Hence the distribution of seeds is in abeyance. Far be it from me to assist in the spreading of a noxious weed. But I should be pleased to have a plant adorn a corner of my garden. I could point to it and say, "Oh, that. That's a Mexican Poppy. Argemone Mexicana, you know. The only one in Samoa. The original had to be pulled out to make way for the new Church."

BUT how did Mexicana get there at all? Was it a weed growing amongst the cotton? Was it some treasure planted beside the cottage? Will its re-appearance stir in someone's mind the memories of those cotton fields, and his friends, in the days when his heart was young and gay? For 60 years it slumbered beneath its concrete bed. For a brief span it flourishes, to tell of days of yore. Soon, another concrete floor will cover the seeds that it has dropped.

Who knows how long they will sleep?

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CORNER FOR THE CHILDREN

On the Harbour

HERE ARE SIX DIFFERENT VESSELS ON THE HARBOUR. DO YOU KNOW THE NAME OF EACH? YOU'LL FIND THAT THEY FIT INTO THE CROSSWORD.

ANSWERS TO LAST PUZZLES.

				T		C				
				C	R	U	S	O	E	
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SHE WAS GOING TO BUY A CABBAGE.

KITES to colour

fashion . . .

A frock in mercerised cotton with stitched-in front and the new peaked cuffs of white pique. Skirt has unpressed pleats. The white grosgrain, head-fitting hat is this year's

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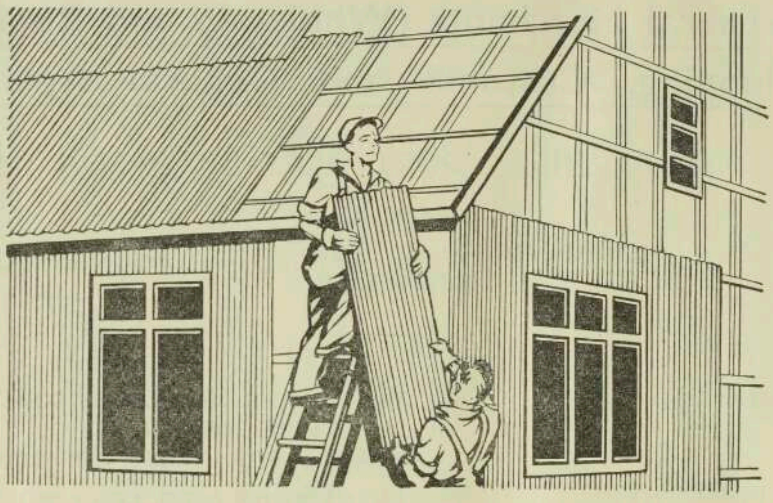
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ROADS TO INTERIOR OF N. GUINEA

How New Bridge Over Markham Will be Used

FROM R. W. ROBSON

LAE, October 12.

NO visitor should fail to travel the Lae-Wau Road. The intelligent observer thus will learn much about the basic road-making and transport problems of New Guinea. The whole of the hundred miles is packed with interest.

The road is now in regular use for all heavy freight between coast and Bulolo Valley. It is no longer one-way loading (coast to goldfield); the new timber industry (when it comes) will provide valuable backloading. There will be more backloading when Wau achieves its ambition to become a substantial producer of vegetables and fruits.

Works and Housing men at present are maintaining this Army-built road, and doing much to straighten and strengthen it. They have camps along its entire length and larger gangs at work.

I gather that the chief headache is a section of several miles in the Snake Valley, near Mumeng (the attractive village on the cool hilltops, about half-way).

The road here has been brought along the side of a steep gorge, down near the river. Storm-water run-off here is such, that no road or bridge can stand against it. Either the road must be re-routed, or they must keep there always a bull-dozer outfit, to reopen the road after each heavy storm.

The main obstacle, of course, is the slow and costly punt voyage, from Labu to Milford Haven, across the mouth of the Markham. The road from Bulolo comes down through the Snake Valley, on to the south side of the Markham; and it cannot cross to the north side of the Markham, and Lae, except by punt.

From the point where the road emerges from the Snake River country, on to the Markham at Labu, where it crosses by punt, there is a stretch of 30 or 40 useless and unprofitable miles, most difficult of maintenance. Yet, on the other, or northern, side of the Markham there is a wide and fertile valley, leading from Nadzab airstrip right down to Lae, where there is already a road.

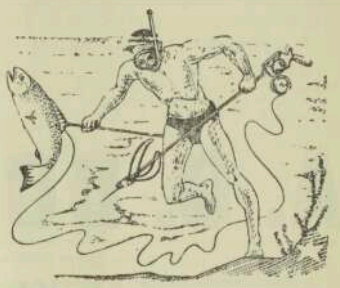
For obvious reasons, everyone wants the new bridge over the Markham to be near Wampit, thus cutting out the long, expensive and unprofitable section from the Wampit down to Labu. Works and Housing want it at Markham Point, more than half-way down towards Labu. The argument has gone on for a long time.

It is now formally and officially announced that the bridge will be at Markham Point, because of engineering difficulties in the way of any other plan.

It is further announced, however, that—as a result of discoveries made by a new survey—a considerable section of what is now the Markham Point-Snake River Road (leading on into the Bulolo) will be re-routed, apparently through the region between the Snake River and the Markham, which leads on towards the Watut Valley.

This latter section will be part of the main road eventually leading from Lae, up the Markham Valley, towards the Upper Markham and the Ramu Divide and the Highlands; and the road to the Bulolo will break off that main road somewhere in the vicinity of the Watut.

THE general plan is this: The main road to the interior will leave Lae and follow generally, the present Lae-Nadzab road to Markham Point; there, it will cross the Markham by a new bridge; then, in this area south of the Markham, it will be re-routed abandoning certain sections of the present Lae-Bulolo road, and will be carried by a new route over into the Watut country; and there



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the road will branch, one section picking up the present highway to the Bulolo, and a new section providing the new highway on towards the Highlands.

Sooner or later, there must be a road connection between the vast, newly-discovered Highlands region, and its natural port, Lae, at the mouth of the Markham Valley. Whether they are right or wrong, the road engineers of today are trying to combine this project with that of improving the present Lae-Wau road, and cutting out the Labu-Lae punt crossing, at the mouth of the Markham.

Mr. Everard Judd, of the Rural Bank of New South Wales, was in Fiji in October to advise the Government on a scheme for industrial and rural credit. Mr. Judd's brother, **Mr. James Judd,** was a former District Commissioner in Fiji.

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DEATH OF MRS. LILIAN BAILEY

MRS. LILIAN BAILEY, who taught at Levuka Public School and later the Suva Girls' Grammar School for over 20 years, and who then became Matron of the Suva Girls' Grammar School Hostel, died on September 30, in Georgetown, British Guiana. She was living there with her daughter, Mrs. D. ffrench-Mullen.

Mrs. Bailey was born in Tasmania. She went to Fiji to join the staff of Levuka Public School. Her husband was a partner in the once well-known Levuka firm of Hjorring & Bailey.

CHEAPER ELECTRICITY FOR SUVA

WHILE everything else is going up in price the Suva Town Council has reduced the charges for electric current.

The charge for lighting has been reduced from 5½d. to 4¾d. a unit and the charge for industrial and domestic power has come down from 2½d. to 2¼d. a unit.

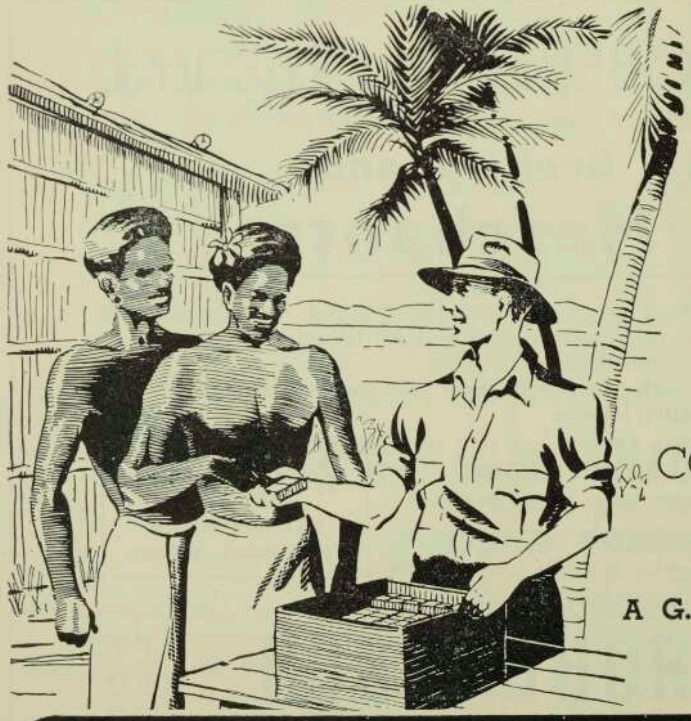
The Mayor (Mr. Alport Barker) explained that the reductions had been made possible by the increased demand for power.

FIJI HEALTH STAMPS

HEALTH stamps will be issued in Fiji about the middle of next year and profits from their sale will go to the War Memorial Anti-Tuberculosis Fund.

Stamps will cost 2d. (1d. postage and 1d. for the Fund) and 3d. (2d. postage and 1d. for the Fund).

The designs for the stamps were submitted in a recent competition in the Colony by Mr. Charles A. Stinson and Miss Inez Stinson.



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Newsletter From Tahiti

From Our Own Correspondent

PAPEETE, October 2

DUE to an exceedingly long dry season, Tahiti is experiencing something of a drought. Although rain continues to fall in the interior mountains of the island, and clouds hover above the coastal districts, the plains are parched and dry. Cattle are commencing to look gaunt and to forage afar for fodder, while feed of all kinds is becoming more and more difficult to obtain.

From the same cause, apparently, numerous minor sicknesses are reported among children and have assumed almost epidemic proportions. For the time being schools have been closed as a precautionary measure. Everyone is looking forward anxiously to the seasonal rains which are expected to commence in another few weeks.

:: :: ::

THE new 800-ton dry dock at Papeete is rapidly approaching completion. The enterprise was made possible by means of the Economic Co-operation Act of 1948 acting jointly with the Public Works Department of France. Initial work was begun in July 1949 by the Tahiti Department of Public Works which made good progress and prepared the way for American civil engineers on their arrival in December. Construction will be completed this month.

The new dry dock is of the railway or marine type which enables vessels to be hauled in a cradle from the water along a track by electrical machinery. Sliding bilge blocks supported on transversal beams and operated by chains and hand winches are located along the docking platform at each side of the cradle to keep the vessel on an even keel. By means of a side transfer dock, after the vessel has been drawn up from the water, it may be moved laterally to an adjoining platform, thus doubling the normal 800 ton capacity of the dock, and allowing two ships to be worked on at the same time.

Construction and installation of the dock and necessary machinery has been in charge of Civil Engineer V. I. Hight of Crandall Dry Dock Engineers, Cambridge, Mass. Total cost of the undertaking is about $200,000. All material employed, except stone and sand locally produced, was imported from America.

:: :: ::

THE new building of the Institut de Recherches de l'Oceanie Francaise in Papeete, was officially opened on September 9.

Guests were welcomed by Governor Anziani and Dr. Mille, Director of the Institute, who were attended by the Secretary General, the president of the Representative Assembly, the Public Prosecutor of the Republic, the Chief of Cabinet, the Commandant of the Autonomous Company, the Mayor of Papeete, the civil and military doctors of the city and other distinguished residents.

Accompanying Dr. Mille were Doctors Beye, Rosen and Kessel, the latter on a misson from the University of Southern California in which he is president of Filarial Research. From the same University also was Dr. Edgar, since returned to America, who with Dr. Rosen, in co-operation with Dr. Mille, had started the organising of the new institute of research in Tahiti.

In his speech to the assembled guests, Dr. Mille stated that the Institute is the first permanent centre of investigation established in the Pacific which is devoted to the study of tropical diseases generally, and to the investigation of syphilis, tuberculosis, leprosy and elephantiasis. The incidence of these latter diseases is not confined to Oceania, and therefore the work of the Institute will interest and be of assistance to medical practitioners generally.

Following Dr. Mille, Governor Anziani gave a brief summary of the history of the new Institute which has been founded by close co-operation between the University of Southern California and the French medical profession. Funds for this work have been contributed by American philanthropists and by many benefactors in Tahiti. The Governor concluded his address with a tribute of appreciation to the splendid work of Drs. Beye, Rosen and Edgar.

Guests later wished the Institute success in champagne.

The building has been constructed throughout according to the best principles of modern architecture, particular attention being given to lighting and ventilation.

Although the new Institute has been launched with great eclat, disappointment is being expressed in Papeete that only

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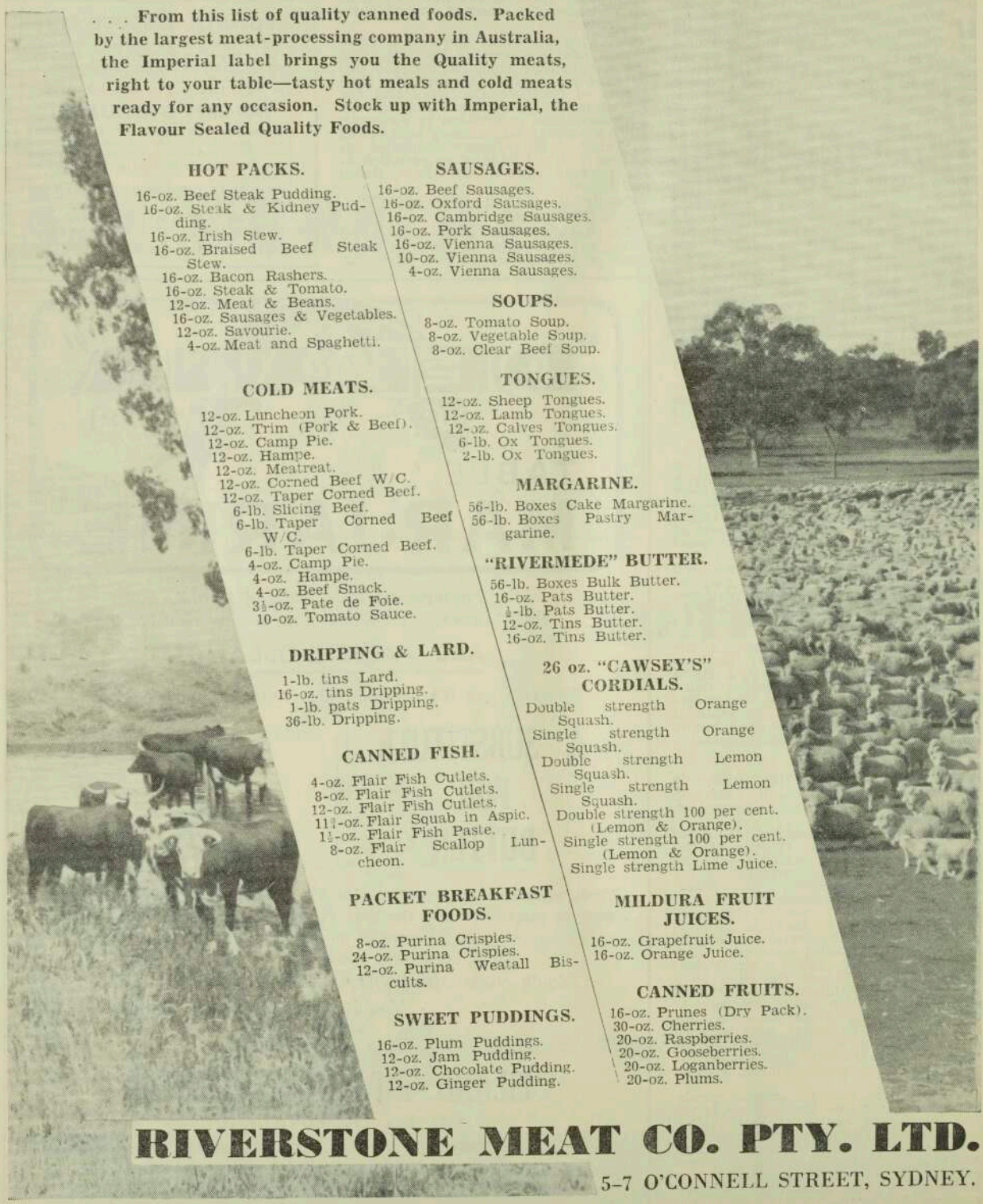
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16-oz. Beef Steak Pudding.
16-oz. Steak & Kidney Pudding.
16-oz. Irish Stew.
16-oz. Braised Beef Steak Stew.
16-oz. Bacon Rashers.
16-oz. Steak & Tomato.
12-oz. Meat & Beans.
16-oz. Sausages & Vegetables.
12-oz. Savourie.
4-oz. Meat and Spaghetti.

COLD MEATS.

12-oz. Luncheon Pork.
12-oz. Trim (Pork & Beef).
12-oz. Camp Pie.
12-oz. Hampe.
12-oz. Meatreat.
12-oz. Corned Beef W/C.
12-oz. Taper Corned Beef.
6-lb. Slicing Beef.
6-lb. Taper Corned Beef W/C.
6-lb. Taper Corned Beef.
4-oz. Camp Pie.
4-oz. Hampe.
4-oz. Beef Snack.
3½-oz. Pate de Foie.
10-oz. Tomato Sauce.

DRIPPING & LARD.

1-lb. tins Lard.
16-oz. tins Dripping.
1-lb. pats Dripping.
36-lb. Dripping.

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4-oz. Flair Fish Cutlets.
8-oz. Flair Fish Cutlets.
12-oz. Flair Fish Cutlets.
11½-oz. Flair Squab in Aspic.
1½-oz. Flair Fish Paste.
8-oz. Flair Scallop Luncheon.

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SAUSAGES.

16-oz. Beef Sausages.
16-oz. Oxford Sausages.
16-oz. Cambridge Sausages.
16-oz. Pork Sausages.
16-oz. Vienna Sausages.
10-oz. Vienna Sausages.
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SOUPS.

8-oz. Tomato Soup.
8-oz. Vegetable Soup.
8-oz. Clear Beef Soup.

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12-oz. Sheep Tongues.
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16-oz. Grapefruit Juice.
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CANNED FRUITS.

16-oz. Prunes (Dry Pack).
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20-oz. Gooseberries.
20-oz. Loganberries.
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those who subscribed large amounts to the building fund were deemed worthy of invitation to its inauguration. In an undertaking, dependent for its success on the co-operation of all classes of the community, it is essential to enlist the continual interest of all its members, and not to dampen the ardour of the less affluent by ignoring their past help. After all, the widow's mite was her all. Many of those in Tahiti who donated their small subscriptions to the cause gave as liberally of their means and are as much entitled to recognition as those more fortunate who contributed of their wealth.

ON September 15, in the presence of Governor Anziani and many other distinguished residents of Papeete, the Reverend Pastor Charles Vernier, President of the Superior Council of the Protestant Churches of Tahiti was awarded the insignia of Chevalier of the Legion of Honour of France.

Mr. Vernier comes of a family long distinguished for its devotion and outstanding services to the people of Franch Oceania. His father, the elder Vernier, commenced his pastorate in the Colony in 1867, only relinquishing the Presidency of the churches in 1907. His three sons, Paul, Andre and Charles, were all born in Tahiti and held high office in the Protestant church there with characteristic ability and success.

The Reverend Charles Vernier is an erudite scholar and authority on the Tahitian language. He possesses deep understanding of the Polynesians. During the late war he lost both his sons. In 1945, together with Madame Vernier, he made a visit to France where he remained two years. Upon return to Tahiti he was induced to offer himself as candidate for election as Deputy for French Oceania to the Legislative Assembly of France, but, to the regret of his many friends, in this he was unsuccessful.

MR. CHARLES HENDERSON, British Cousul at Papeete has announced his resignation from office and will shortly depart for New Zealand. Lately he returned to his post in Papeete after a vacation of some months because of ill health. Unfortunately whilc absent he was involved in a car accident and returned to Tahiti not fully recovered. His presence will be missed in social gatherings in Papeete.

Mr. W. W. Asmus who was in charge of the Consulate during the absence of Mr. Henderson, will now become British Consul in Tahiti.

:: :: ::

INFORMATION has been received of the promotion of Monseigneur David le Cadre, Apostolic Vicar of the Marquesas Islands to the dignity of Officer of the Legion of Honour. The same honour has been conferred on M. Emile Martin, industrialist of Papeete, at present residing in Paris.

:: :: ::

MR. ARTHUR E. MOORE, manager of the Yorkshire Insurance Company was a departing passanger to New Zealand aboard the SS Waikawa on August 23, after a visit to Tahiti in the interest of his firm.

He expressed himself well pleased with his six months in Papeete and said that he would have much to report regarding the progress seen in all parts of the city—the reorganisation and rebuilding of the Royal Tahitian and Tropiques hotels, the completion of the new 800-ton dry dock, the new building of the Institute of Medical Research and the establishment of a permanent amusement park.

The day he sailed, he asked Oscar Nordman jocularly, whether the captain of the ship on which he was leaving would blow the traditional three blasts of goodbye. Mr. Nordman had, some time before, installed a ship's syren at his home for just that purpose, and when Mr. Moore's vessel left the quay, he was no doubt surprised to hear a prolonged farewell salute come blaring across the harbour.

Mr. Nordman says that he intends, from now on, to salute all departing passenger vessels in the same way. He says it is his ambition to see built on the rocks at the entrance to the harbour, a tall tower embiazoned with the word "Iaorana" and illuminated at night, to welcome visitors in the same way that Honolulu greets tourists with its celebrated Aloha tower.

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MR. GEORGES BRANGIER, prominent industrialist of Honolulu, was an outgoing schooner passenger on October 1, for Fiji where he will take a plane back to Hawaii. He has been on a lengthy vacation to Papeete since the arrival of the SS Thor, on June 1.

On July 4, before a large gathering of French and American guests at a vin d'honneur given by Governor Anziani, he presented the latter with a handsome kou canoe paddle bearing an inscribed silver plaque, a goodwill offering from Governor Stainback of Hawaii. On his own behalf, he presented Madame Anziani with a handsome silk lei woven in the national colours of the French Republic.

Upon his arrival on the Thor, he donated to the Red Cross of Tahiti and the Old People's Home, 500 yards of dress and other material, and two sacks of used clothing, the latter contributed by friends in Honolulu.

Mr. Brangier is an American citizen of French extraction, and is well-known in Papeete from former visits.

ASHES OF ENGINEER SCATTERED IN W. SAMOAN WATERS

From Our Own Correspondent

APIA, October 20

MR. H. KNEWSTUBB, for 14 years Chief Engineer of the Island steamer Matua, who by his genial ways had made a large circle of friends in the Islands and particularly in Samoa, died last September in Auckland Hospital. Before he died he directed that his ashes should be buried at sea off Samoa. During the last stay of the Matua at Apia, on October 16, his wish was carried out.

The motor launch Taumafai carrying a small party of his friends went out from Apia, and three miles off shore, a short burial service was held, read by Captain Russell of the Matua. At the end of the impressive little ceremony, the urn containing the ashes was consigned to the sea which the engineer had loved so well.

Amongst those present were Messrs. G. T. Jackson, K. Meyer, H. S. Newton, M. Brodie (of Suva), B. L. Russell (Union SS Co.), Danny Aitchison, Refrigerating Engineer Matua, the Chief and 2nd engineers of the Matua, the Chief Steward of the Matua, and the Harbourmaster, Mr. Jones.

Miss Pamela Handley, second daughter of the late G. J. Handley and of Mrs. M. Handley of New Guinea and Sydney, was married in October to **Mr. John Lamb** of Deniliquin, NSW.

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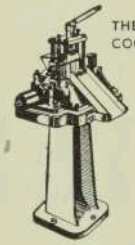
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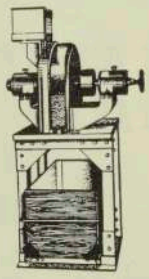
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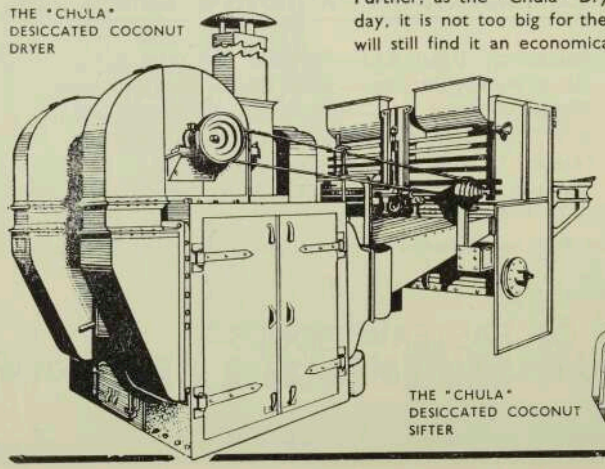


THE "IZOD" COCONUT PARER

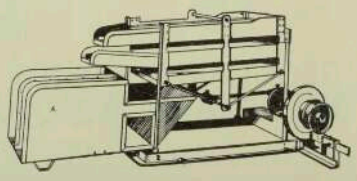


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THE "CHULA" DESICCATED COCONUT SIFTER



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This is the product which uses every particle of the coconut, without waste—the kernel becomes desiccated coconut, the parings are dried to recover their oil content, and even the husks and shell provide fuel for the drying fires.

The machines here illustrated have been specially designed to carry out the various processes in the making of desiccated coconut in such a way as to produce a product of the highest possible quality at the lowest possible cost per ton.

Further, as the "Chula" Dryer produces 1,500 lbs. of desiccated coconut per 10 hour day, it is not too big for the smaller plantation, while the owner of the large plantation will still find it an economical proposition to instal a battery of "Chula" dryers, with the necessary number of parers, disintegrators and sifters.

By using Tyneside Foundry machines, you can vary your outlay on machinery to match your crop production.

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IN DEFENCE OF NEW HEBRIDES LABOUR SYSTEM

(A Letter to the Editor)

IN your July issue a Mr. C. Jackson claiming to live, or have been, on Aoba Island, New Hebrides, makes certain charges against the so-called indentured system of labour employed in the New Hebrides.

I have lived here in the Hebrides for 48 years and recruited native labour over that period for my plantation, but Mr. Jackson is unknown to me and, on inquiring from the District Agents in charge, he is unknown also to them.

My experiences have taught me that if he did the things that Mr. Jackson complained about, the employer of native labour would certainly go out of business quickly—the wily natives of to-day can look after themselves if they wish to.

Natives can and do exaggerate incidents, and when they have an axe to grind, they do not hesitate to do so, as many new chums to the Islands find out to their cost. As for the "Ned Kelly" method allegedly employed in trade stores, it may be possible to overcharge if the planter is living in a remote part, but there are hundreds of stores (white and native) operating throughout the Islands, and competition is so keen that the dishonest master exploiting his labour as Mr. Jackson implies, could not possibly stay in business for any length of time.

And as for brutally kicking natives around, as he says he has seen, Mr. Jackson has only to try that on a native, and he will soon see what happens.

If he is sure of his facts, why did he not report the matter to the local Government District Agent to be dealt with on the spot, instead of writing such a pitiful tale of woe.

I would like Mr. Jackson (if he really exists), to come out into the open and show himself.

No doubt we residents who have a real stake in the country and who have built up its commerce, incidentally giving employment and a living to many people, would then understand his motives.

I am etc.,
M. G. WELLS

Malo,
New Hebrides,
Oct. 19, 1950.

EDITORIAL NOTE—The letter written by "Mr. Jackson" and received by us in July appeared to be genuine, and was published in good faith. We now admit however, that enquiries we have made have produced no Mr. Jackson of Aoba, and we now suspect that the letter was just another bit of subversive propaganda. It is part of the Reds' world-wide campaign against the Western Powers to create the impression that, in our colonial territories, we are oppressing and exploiting the natives.

It has been part of our policy for over 20 years to open our columns to any man or woman who desired to express an opinion over a genuine signature. But, it now would appear, from this and other incidents, that the Red progagandists—whose main tools are deception and treachery—have no hesitation in making use of that system for propaganda purposes, by means of a faked signature.

Mr. W. C. Gee has been appointed Divisional Engineer of the Posts and Telegraphs in Papua-New Guinea. He has recently been on the staff of GPO, Hobart but he was formerly a Colonial Service engineer in Hong Kong, West Africa and Malaya. He is described as the "most highly qualified radio engineer in Australia."

MYSTERY ERUPTIONS IN WESTERN SOLOMONS

From Our Own Correspondent

HONIARA, Nov. 1

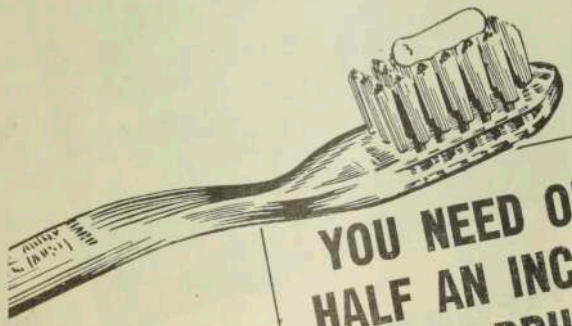
A MYSTERIOUS volcanic disturbance has been occurring in the ocean to the south of Tetepari in the Western Solomons. The eruption often occurs several times in a week and is then absent for a month or so.

Local natives say there is an audible explosion, accompanied by earthquake shocks, with a pillar of "smoke" at the eruption, first white, then turning black. It is succeeded by a heavy swell on the ocean, and pumice stone is occasionally washed ashore.

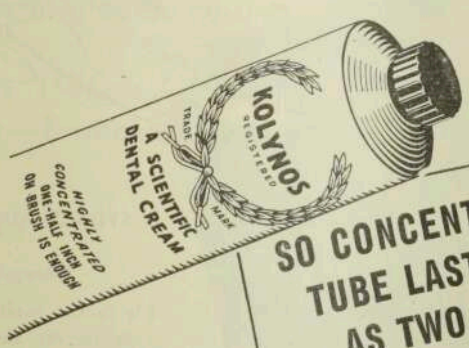
There are several well-known areas of volcanic activity in th Western Solomons, but this is the only one so far reported erupting through the sea.

Wolaroi College, Orange, NSW, now has two students from the Pacific Islands—one is **Gordon Lee**, a Chinese lad from Rabaul, NG, and the other is **Ariedada Akuwo**, a Nauruan ,who is known to the other students as Sam.

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Conferences and Navy Visits Enliven Honiara Life

From Our Own Correspondent

HONIARA, Oct. 16

A CONFERENCE of BSI Protectorate headsmen opened in Honiara by the Resident Commissioner (Mr. H. G. Gregory-Smith) on September 28, was attended by more that 50 Government headmen from all over the Group.

The conference is an annual event during which headmen are given an opportunity to see the various activities of Government Departments in the capital, to hear addresses on administrative matters and to confer with District Commissioners, who were holding a conference of their own.

HMAS Culgoa visited the Protectorate at the same time, arriving at Gizo on September 23 and arriving at Honiara on the 27th with some of the Western headmen as passengers.

On September 29, Father de Klerk of the Roman Catholic Mission at Tangarare, on the weather coast of Guadalcanal, entertained officers and men from the Culgoa, other European visitors, headmen, and local natives at a great feast which had taken four months' organisation and at which traditional native dancing in the proper style, now rarely seen, was one of the entertainments.

European visitors and headmen returned to Honiara on September 30, the Culgoa sailing for Rabaul on the same day.

Advisory Council Meets

HEADMEN and District Commissioners left for their various Districts on October 6, allowing harassed Government officers only a few days before the opening of the 1950 meeting of the Protectorate Advisory Council on October 9. The Council has not met since 1948.

An innovation this year is the nomination of four Native Members, in addition to the five non-official and four official members. The Resident Commissioner opened the Advisory Council on the morning of October 9 with an address in which he summarised progress made during the last 18 months and touched on proposed future plans and development in the Group. The Council then adjourned till October 12, while non-official members prepared their Address-in-Reply and considered the Protectorate's 1951 Estimates.

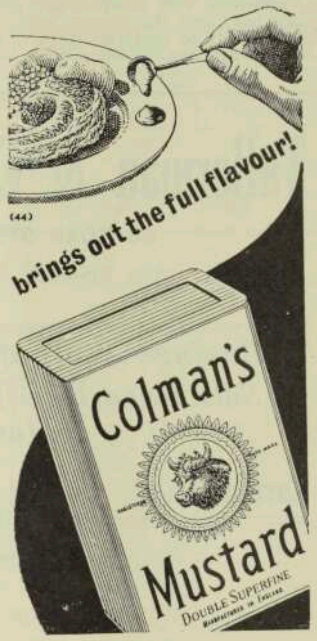
Many questions were asked during the session, native members being mainly preoccupied with the need for more schools in the Group. Non-official members sought information regarding problems of copra producers and traders, Income Tax and other taxation, Government expenditure, and general policy. The Advisory Council meeting ended on October 12.

NON-OFFICIAL members for 1950 are the Rt. Rev. S. G. Caulton, Bishop of Melanesia, Mr. L. C. Thomas, General Manager of Lever's Pacific Plantations Pty., Ltd., Mr. R. C. Symes, Mr. L. F. Gill, and Mr. G. H. Kuper.

Crown Prince Tungi, of Tonga, and his wife, **Princess Mata'aho**, visited Canberra in mid-October. They were entertained at dinner by the Governor General. Prince Tungi later discussed agricultural problems with departmental experts.

About 40 European and Asiatic children are now in regular attendance at the Lutheran Mission Sunday School in Madang, New Guinea.

A little mustard



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I TRAVEL FOR PLEASURE

(Continued from page 59)

mong us all, I decided that I probably would acquire yaws, leprosy and tropical ulcers.

I was sitting wondering how we were going to get out of that sweating hell-hole, and watching a small, reddish native being painfully and meticulously sick in a paper bag, and the Purser was abandoning himself to malarial misery, when he caught my eye. I suppose I looked wan.

He got up, crawled painfully over a heap of cargo and said, "Don't worry Mr. Robinson. Qantas has the lowest accident rate in the world!"

CAPTAIN Tredgold got out of it by taxi'ing very slowly along the coast, for eight miles, to Kauau mission station. They grasped the situation quickly there and sent out canoes, and we lay on a sea-anchor close to the beach, and slowly discharged all cargo and passengers, which were sent to Buin by jeep.

Then the empty Cat went blithely back to Kieta, where the now merry Purser brought aboard two weary Europeans, a miscellany of cargo and a stretcher (wherein was an old native with a broken femur) which was placed between the double row of seats, at our feet.

Rain was coming down and the sea was getting up, and we bounced hard again at Inus.

Some well-known Bougainville women joined the plane . . . if that is the correct term for transferring oneself and one's bag, etc., from a pitching little canoe to a big rolling aircraft.

All was well, however. The Purser, hitherto a terror to the native passengers and a bounding devil with the sea-anchors, now became a very Galahad. Six ladies were brought aboard under difficult conditions—but not even a fingernail was chipped.

I greeted Mrs. Paul Mason eagerly. "I've heard of your hospitality," I said. "Have you, by any chance, a bit of biscuit in your bag? You see, no one eats aboard this craft—they're much too busy—and I had my breakfast at 6 o'clock."

It is typical of Inus's chatelaine that she is still apologising because she did'nt have second sight, and therefore did not know that I was aboard that plane in an ill-nourished condition.

From Inus to Sohano I argued quietly with Mrs. Bob Stewart. I said that the source of an offensive odour was a bag of fish, from Kieta. She—a stubborn woman—insisted that it was the incapacitated native, lying so quietly in his dirty old blanket at our feet.

He was hospitalled at Sohano; and, as we rode into Rabaul in the dusk, I was able to forget the clamourings of my outraged stomach in pointing out to that argumentative woman that the offensive smell was still with us.

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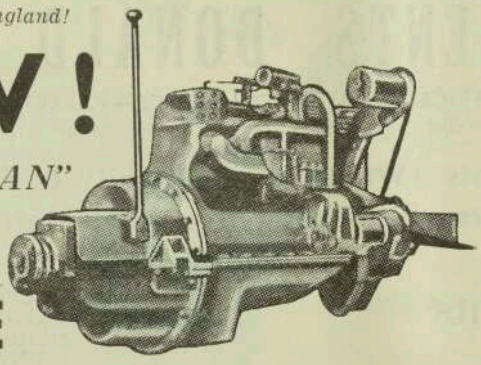
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NEW GUINEA'S NEW HIGHLAND LABOUR

Some Big Employers Are Critical

FROM R. W. ROBSON

RABAUL, Oct. 25

AS I stood in the hallway of the nearly-finished Ascot Hotel, in Rabaul, talking to Manageress Dorothy Stewart, I noticed four very intent boys laying tables in the dining-room. They put forks and glasses and salt-cellars carefully upon the tables, and then a white assistant swept them away, and they did it all over again.

"A new sort of chess game?" I asked.

"Those are Chimbus being trained as waiters," said Miss Stewart.

Everyone here calls the Highlanders Chimbus. Actually, the new contract labour comes from four or five of the great valley systems—but mainly from Benna Benna, Garoka, Chimbu and Hagen. However, to the coastal employer, they are all Chimbus.

"I got some of them this week," said Miss Stewart. "Bit dumb, but willing enough. Got up at daylight this morning, and scrubbed 'em."

I had just come from the Highlands. Most of the natives there know no lingo but their own (of which there are scores of varieties); they have never even seen inside a European's house; and their normal dress comprises a few woven strings hanging in front of the abdomen, plus a liberal smearing of pig-grease, to keep out the cold of the nights.

"Two boys helped me," said Miss Stewart. "We had a drum of hot water, plenty of soap and scrubbing brushes, and we got off a lot of grease. We told them they had to wash like that every morning, and don clean calicoes."

I examined the new waiters. They never took their eyes off the salt cellars and forks, and their healthy skins literally shone.

It might seem to non-Territorians to be a pretty grim set-up for a new dining-room; but they do not know Dorothy Stewart.

SINCE the Highlands labour was made available to the PNG employers nearly a year ago, the better part of 10,000 native men have been sent out (nearly all by air) under a system closely organised and supervised by the Administration.

The Administration generally selects the men, and sees that they are healthy and inoculates them against diseases to which they may be exposed on the coast, and makes them available to approved employers. The employers, generally through agents, engage as many men as they want for one year (counting from day of departure to day of return), and in most cases transport them by plane.

Air transport is enormously costly; but it is forced upon employers because, by any other means, the already inadequate year's service (product of the Ward-Murray regime) is seriously reduced.

When they reach their place of employment, the Highlanders usually need a good deal more training and instruction than the more sophisticated salt-water folk who have been in contact with Europeans. They have seen cars and jeeps on the Highlands, and planes; but the sea, and all that goes upon it, and machinery, and streets, and so forth, are all entirely new.

They "shake down" more quickly on the plantations than in the ports and on the mines—probably because there life is less complex; but all need a period of "shaking down"—and that is an exasperation to the employer, who has got them for only a year, anyway, and (taking fees and air fares and what not into consideration) at very heavy cost.

AS an experiment, the introduction of this Highland labour has not been an unqualified success. But it did fill the gap when every employer in New Guinea and Papua was crying out for labourers, and there was talk even of bringing in labour from Asia. One effect of introducing the "Chimbus" has been to stir the coastal natives out of their lethargy. Some employers say that it now is easier to engage salt-water natives.

The net result is clear: While employers are complaining, none are saying now that they cannot get labour at all.

Some employers, who have been patient and painstaking, have had very good results from their Highlanders. Others—Carpenters, at Madang, and BGD, at Bulolo, among them—have sent them back

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to the Highlands, before the expiry of the year, as "hopeless." The majority have grumblingly made the best possible use of them. Few praise them. Most employers say that they are "dumb"—which is not surprising, in the circumstances.

In course of time, as this very raw labour comes back on a second contract, with some knowledge of the European and his ways, the standard of service should improve. But, under the conditions established by the Ward-Murray regime, it is very costly labour; and a very small shift in prices or revenues would make it uneconomic.

WHEN they are returned, the Highlanders are received at the District Offices, and sent into quarantine compounds for a fortnight, to guard against the introduction of coastal diseases to the crowded inland valleys.

About 300 have now returned. Generally, they do not retain their pay in our currency. They either spend it at once in the trade stores, or change it into cowrie and gold-lip shell, the regular currency of the Highlands natives.

There are a very few Europeans running farms and plantations in the Highlands, and most of them have trade stores. As the thousands of time-expired labourers return to the Highlands (and the trickle back is now becoming a stream) the business of changing their money into trade and shell will become pretty important.

The Chinese trade store—a feature of the landscape all over the Territory, except Papua—has not yet appeared in the Highlands. One application for land for a Chinese trade store at Garoka is in, and will be granted. Many people are anxious to keep the Chinese traders out of the Highlands; but, under Trusteeship principles and laws, that may not be done.

There are perhaps a million people in these great upland valley systems, between the Ramu and the western border. Already, they have discarded the stone axes for the iron tomahawk, and the firestick for the kerosene lantern. Old traders see a great new market opening here. But the Highlanders, as yet, have not much to offer in exchange, except labour.

There is some uncertainty about the future purchase by the French Army, for use in Indo-China, of New Caledonian tinned beef. The position is that this beef, of which some 130 tons is usually bought annually in this way, is being seriously undercut by tinned beef from Madagascar. The latter product is, however, alleged to be of an inferior quality.



QANTAS MEN

Two men well known to Qantas Empire Airways travellers. At left, M. Jean Brock, QEA agent in New Caledonia. On the right, Captain John Solly, well-known pilot of Sandringhams on the Sydney-Noumea-New Hebrides, and the Sydney-Suva runs.

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BSI AIRMAIL SERVICES GO UP

From Our Own Correspondent

HONIARA, Nov. 1

POSTAL rates on Air Mail carried by the Qantas service within the British Solomon Islands are being increased, and as from November 1, postage on letters and all postal articles carried by Qantas within the Protectorate will be 2½d. per half ounce.

Qantas planes now land regularly at the Barakoma strip on Vella Lavella and the Renard Sound airstrip in the Russell Islands. This service is greatly appreciated by residents, particularly in the West where surface mails are irregular and infrequent.

Carriage of passengers within the Protectorate is not so satisfactory at present, as owing to the amount of fuel which must be carried for the Rabaul-Honiara flight, passenger carrying capacity on this flight is limited, and intending passengers are sometimes unable to obtain bookings. It is reported that Qantas are considering this aspect of the service with a view to making more passenger space available as soon as possible.

BSI's WHARF PROBLEMS REVIEWED BY EXPERT

From Our Own Correspondent

HONIARA, Nov. 1

MR. KENYON BELL, the Crown Agents' Consulting Engineer, spent a fortnight in Honiara in October. Mr. Bell, who has very wide experience in marine engineering problems, came to advise the Protectorate Government about a slipway which it is proposed to construct at Tulagi. He also inspected wharves and sites in the Honiara area.

His preliminary conclusions favoured the construction of a small slipway at Tulagi, and of a wharf, adequate for small and medium-sized vessels, in the Point Cruz area, larger overseas vessels to load and unload by lighter.

His final report from London is being awaited. Meanwhile the old American-built wharf at Kukum it to be kept in the best condition possible, for the handling of overseas ships and cargo, but its present state is not good and its life, even with constant repairs and maintenance, appears to be limited. Mr. Bell was not in favour of large-scale harbour and wharf construction in the Point Cruz-Kukum area, because there is no natural all-weather harbour on this coast.

Mr. J. Anthony Moore, who has retired after a successful career as a Commissioned officer in the Fiji Police, paid a brief visit to Australia in October.

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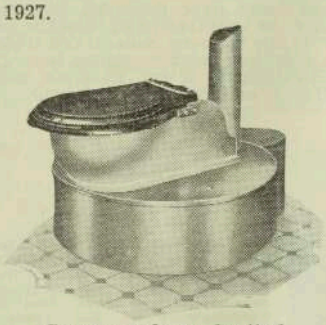
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NEW GUINEA COASTAL SHIPPING

In Poor Shape—Little Prospect of Improvement

By R. W. Robson

MADANG, Oct. 15.

ONE gets the impression that the coastal shipping services are better than they were—which is not praising them. The Government shipping monopoly set up by the Ward-Murray Administration was a maddening and calamitous thing and, in the 1948-49 period, it crippled enterprise and drove most of the copra-producers to madness.

When the Socialist Government was thrown out, it was decided—in an effort to get something approaching efficiency and willing service—to hand coastal shipping over to private enterprise. But private enterprise has been very shy. All the private concerns had had such a hiding under Wardist Socialism that they are not willing to risk their money and their fleets in Papua-New Guinea, unless they are secured by guarantees which officialdom is not ready to give.

So the coastal services are being run, as before, under a so-called Directorate of Shipping.

The Directorate really is doing its best. But its good intentions are being frustrated by a demoralised native labour force utterly inadequate wharfage and storage in the chief ports, and inability to get all the efficient European personnel required.

Conscious of these things, I hesitated to criticise. So I turned for advice to an old friend—Mr. R. Crookshank, a retired Commander of the Royal Navy who is well-known in South-west Pacific, and who at present is looking after the shipping which carries copra and supplies to Carpenters' big desiccated coconut factory at Madang. Commander Crookshank's comments were forthright and pointed.

"THE freights here have just been raised another 50 per cent.," he said. "They already were too high. Now, they are four times what they were before the War. Although the cost of operating ships in these waters has risen enormously, I do not think that it has risen enough to justify the new rates.

"The higher costs are due to several factors, and I think most of them are avoidable.

"One is insufficient wharfage in Rabaul, Kavieng and Madang. It is not unusual, in Rabaul, to take ten days to turn round a vessel of about 100 tons, R.T. Should an overseas ship be at the Government wharf, it is almost certain that you will be much delayed, as the PCB Wharf can only take two small vessels at once.

"Then there is the labour trouble. The hours worked are very short—in actual fact, from about 8.45 a.m. to 11.30 a.m.; and from 2 p.m. to 3.30 p.m. The native labour is usually there at about 7.30 a.m., but the European staff has to have breakfast, and the business of their day does not really begin until about 8.45, and they stop loading at 11.30 and 3.30, so as to have the wharves cleared by noon and 4 p.m. respectively.

"It is the rule rather than the exception, to see the Shipping Directorate's entire fleet in harbour at once, awaiting a berth, also any other unfortunate privately-owned vessels that get caught in the crowd.

"The PCB wharf in Rabaul is very cramped, which prevents full advantage being taken of the limited facilities that do exist.

"When a ship is discharged, the only places where she can load are the Government wharf, if available—it will not be, if a big ship is in port—or the remains of Burns Philp's wharf at Malaguna; and ships usually have to queue up for that too.

"The Shipping Directorate ships, for the most part, are unsuitable for their work. With the exception of, I think, three "4-posters," they are poor carriers for their size.

"The European officers are very underpaid and this means, of course, that the Directorate is securing mostly only those officers who have failed to secure a job anywhere else. In my opinion they do surprisingly well, considering the circumstances, but naturally the Shipping Directorate has very little control over the good men, as there are plenty of jobs about that pay more than the Directorate. If any of them has a mind to, he just walks off. Many do, and vessels are frequently held up while they try to find a new man.

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work when in port; whereas, in real life, they have to do it all.

"The reason for the low wages paid is hard to understand, as an inter-island job, if properly done, is both arduous and difficult, and requires a considerable amount of local knowledge—a commodity that is difficult to accumulate if the men employed change round too frequently.

"If a man is unfortunate enough to be married, it is very difficult for him to get a house for his wife, and very expensive to live in it, if he can get it.

"The climate is still, in 1950, a good deal worse than, say, the Australian Coast.

"No overtime is paid to the Europeans, although the natives get it—which seems to me to be a pretty considerable injustice. A bonus system would probably speed up the shipping part of the show—but it would be of little worth unless both wharves and copra storage were greatly improved, too.

"Many of the Shipping Directorate's vessels are not supplied with enough boats, and many of the boats they have are of unsatisfactory pattern. The inter-island trade in New Guinea waters is almost all dependent on boats, and many of the anchorages are very bad, consequently there is usually a pretty heavy casualty list in boats. Before the War, spare boats were always kept ready and repaired in harbour, so that a vessel coming in with damaged boats could change them without delay.

"Another cause of delay would be removed if the native crews were signed on on any sort of agreement," concluded Commander Crookshank. "At present, much delay is caused by the native crews walking off, whenever they feel inclined. It is, and always has been, easy to get boats crews. But the present system just doesn't work—it wouldn't work with Europeans, or any other kind of crew I am acquainted with, either."

A CASE IN POINT

Mr. Percy J. Wood, of Brisbane, writing on November 9, says that, before World War II, a company in which he is interested (Sawataitai Ltd., which has a plantation on Normandy Island) could land copra in Samarai for £7 per ton. In 1949, the cost of the same service was £24/4/- per ton.

Pastor George M. Masters, who was with the Seventh Day Adventist Mission in Fiji for 20 years, is now principal of the Adventist Correspondence School in Sydney. Recently he and his mother motored across Australia to Perth, Western Australia.

Vessel for the Solomons

THE New Auki, a 55 ft. schooner-rigged vessel, with a 42 HP Southern Cross auxiliary diesel engine, left Sydney for Honiara, British Solomon Islands, on November 15. She is being delivered to BSI on behalf of W. S. Tait & Co. Pty. Ltd., Islands agents of Sydney, by Captain George O'Brien. Mr. Bill Davis is mate and the crew comprises four Malaitamen. The vessel has a nett tonnage of 19½ tons.

Captain O'Brien will collect the Fairymead Sugar Co.'s ship Ruena in the Solomons and bring her back to Bundaberg, Queensland.

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New Caledonia's Melanesian Society, which is doing a good deal to arouse interest in the Coloney's native life and ancient history recently, with the co-operation of the Native Affairs Dept., held a successful "session folklorique" in Noumea. The entertainment included a show of native art; a showing of the film Oceanie, made by the Rev. Father O'Reilly, who spent a long time in the French Pacific and who is now attached to the Musee de l'Homme in Paris: a brief coloured film of the Noumea-Santo flight made by Air France; and singing by natives of Mare.

Healthy Profits of Reparation Estates Benefit Samoans

From Our Own Correspondent

APIA, Nov. 4

PROFITS from the New Zealand Reparation Estates in Western Samoa for the year ended March 31, amounted to £86,093, an increase of £8,663 over the previous year.

The New Zealand Department of Island Territories' annual report explains that the disposal of profits from the Estates rests entirely with the New Zealand Government but the policy has been to use them in the interests of Western Samoa. To date £359,915 has been spent from accrued profits in this way, mainly on broadcasting, housing, education and health.

It has been proposed, in the Legislative Assembly, to divert the profits to a special fund at the disposal of the Samoan Government in accordance with promises made by the former New Zealand Prime Minister, Mr. Peter Frazer.

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SUVA'S MODEL MARKET OFFICIALLY OPENED

From Our Own Correspondent

SUVA, Nov. 6.

SUVA'S new municipal markets provided what was probably the best display of locally grown produce ever seen in Fiji when they were opened by the Mayor (Mr. Alport Barker) on November 4.

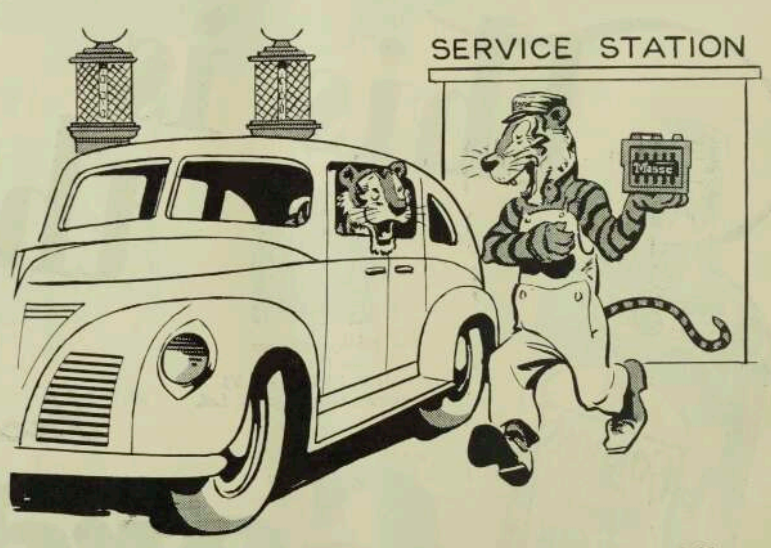
With 200 stalls, a floor space of 30,000 square feet, and a fish market in one corner, the market building is expected to go a long way towards ending the haphazard arrangements which have been a profitable field for middlemen rather than anybody else.

The cost to the Town Council is about £26,000, the expenditure being made possible by a Government loan at extremely reasonable terms.

The opening ceremony attracted a crowd of thousands.

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NOTES BY THE WAYSIDE

(Continued from Page 35)

point in the valley behind Edie Creek—that is, the next valley system westward of the Bulolo.

It was built, presumably, as an insurance against a Jap occupation of the Bulolo area. If he had established himself there, a road through from Bulldog would have bothered him. When the Jap failed, and departed, the Lakekamu road fell into disuse.

Recently a party from Wau—including Old Timer Joe Bourke, ADO Seale and Surveyor Owers—walked over the road, from Edie Creek, to within 18 miles of Bulldog. They report that it has been rapidly overgrown, and is blocked in places by landslides—in one place, there is a slide 500 yards long. Their unanimous report: "A hopeless maintenance job."

:: :: ::

I HAD a pleasant, mellow evening with the staff of a big native hospital; and they were induced to tell me something of their errors.

One man—a skilled surgeon—went on duty in the operating theatre. They brought to him a young woman, suitably prepared for an appendix operation. He studied the carded record—a clear case of appendicitis. So, as he expressed it, "I whipped out the appendix—a neat job."

But when the lady's husband visited her, he seemed discontented. He could not quite see how an ulcerated leg could be helped by "cut im belly belong im." The horrified staff found that the case cards had got mixed—that particular patient was in for special leg treatment. No harm done—it was a good appendix job.

The other incident was really funny. A 12-years-old boy was found to have venereal disease. One official takes a serious view of this kind of thing among native youngsters, and tries to eradicate infectious agencies. So, when he heard of this case, he had the boy sent to his office, and gave him a lecture, and then he demanded the name of his girl friend. The youngster was reluctant—even stubborn—in giving away the lady's name; but, under severe pressure, he finally yielded up the required information.

Medical orderlies brought the lass into the hospital, and she resented the subsequent proceedings, and was vociferous and indignant. Moreover, she appeared to be perfectly healthy.

The puzzled officer sent again for the boy—and another boy appeared. He was the real culprit. There had been an error—the conscientious official had third-degree'd the wrong boy!

:: :: ::

WHEN walking off the Bulolo at Brisbane some time ago, Mrs. Alice Bowring, Edie Creek goldminer, saw a queue. Having wartime habits, and assuming it was part of the disembarkation ceremony, she joined the queue. She was near the head when she learned it was a queue to buy tickets in an Interstate Lottery; so she decided to go on in and buy a ticket.

She was next to the window when a rough and tough lorry-driver forced his way in in front of her. She only laughed. "Probably he's in a real hurry—we're not," she told her friend.

When the Bulolo got to Moresby, an excited radio officer told her that her ticket had won the first prize—£15,000. There were fun and games that evening in Moresby.

Mrs. Bowring says the whole £15,000 has been invested in her mining property at Edie Creek.

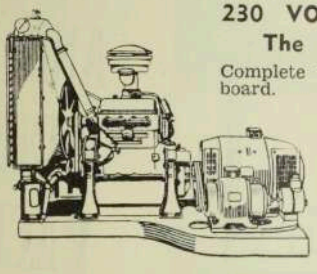
RESPONSIBLE people are concerned about the increase in drinking and gambling among the natives in the Rabaul district—evils inseparable from the distribution of too much money among primitive and uncultured folk.

The Missions, who have been appealed to for help, say the growing drunkenness is due to three things—the sale of case lots of liquor to natives by certain Euro-

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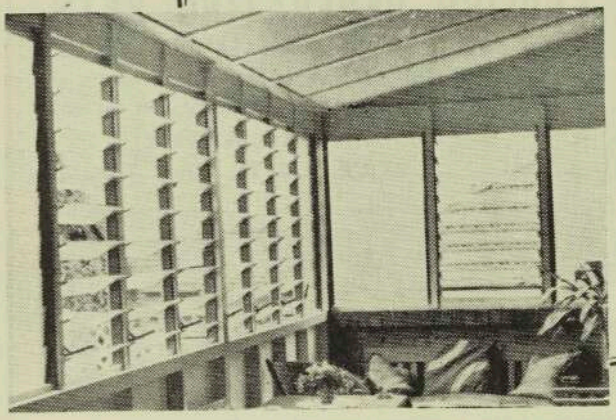
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Without a doubt—

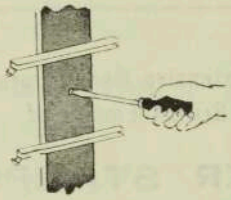
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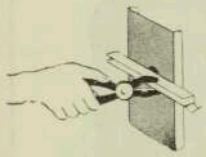


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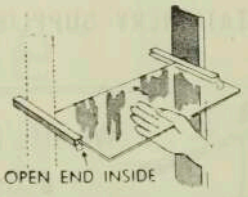
1. Screw on frames—use old window frames and simple uprights—and use 1¼ in. x 8 round head screws. Never over-tighten screws.



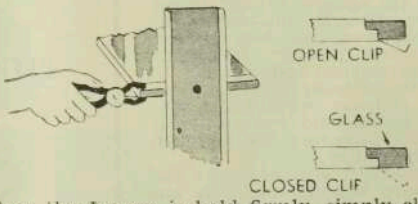


2. Close the clips to glass thickness with a pair of pliers. Remember, never force ¼ in. glass into 3/16 in. frames.

3. Insert glass. If loose, remove it, and, with a pair of pliers, crimp the clips slightly. Replace the Louvre. Repeat this procedure until glass is held firmly.

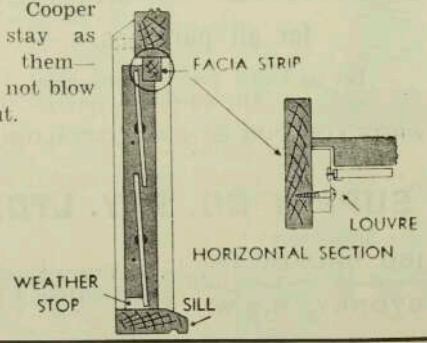


The Cooper Louvre



4. When the Louvre is held firmly, simply close the clip at each end and the job is done. Replacements are simple, speedy, and cost only a few pence per blade.

5. In order to assure complete weather protection, nail or screw on a facia strip at the top and a weather stop on the sill of each rack of Cooper Louvres. Cooper Louvres stay as you set them—wind will not blow them shut.



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peans; the direct sale of liquor to natives by Chinese trade stores; the distillation of spirits from bananas and similar things by the natives themselves—an art taught to them by the Japanese.

"Difficult thing to deal with—especially when we do not get the co-operation of all classes," said one missionary director. "We could get more help from the Chinese traders to whom licences have been given to sell liquor. To whom do the Chinese traders sell liquor, if not to natives?"

:: :: ::

PROSPECTIVE travellers are always asking the PIM: "What is the hotel accommodation like in New Guinea?" Here is the answer:

PORT MORESBY.—Two modern hotels —both good. The Papua Hotel has all the amenities and is very well managed, and at present is the best in the Territories.

LAE.—The Hotel Cecil is a large establishment arranged in temporary ex-Army buildings, about two miles out in the jungle. Lacks amenities. Mrs. Flo Stewart is now building her large and very modern Hotel Cecil on the waterfront and, if plans are fully carried out, it will be the biggest and most attractive hotel in the SW Pacific. Should be ready early in 1951. Qantas travellers can now be accommodated in very comfortable bungalows, with all mod. cons., at Qantas mess in Lae.

WAU.—Rooms badly designed and lack amenities; but otherwise the Wau Hotel is well conducted by Mr. and Mrs. Ireland.

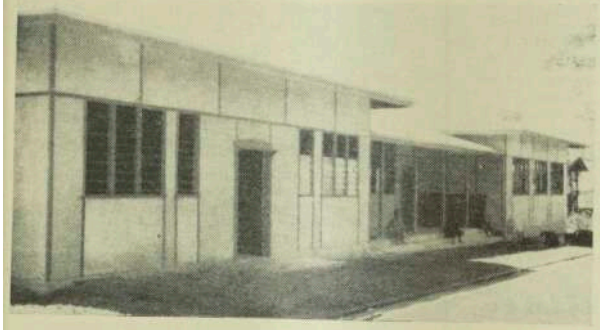
MADANG.—Boardinghouse, made of native materials, conducted by Mrs. Pitt, who achieves wonders in the way of cooking and comfort in the face of incredible difficulties.

RABAUL.—Cosmopolitan Hotel, conducted by Bert Gaskin, has provided accommodation, and a social rallying-place, in the face of great natural handicaps, for three years. It is a huge shed-like building, divided into rooms by paper walls, and it echoes every sound; but, being right on the waterfront, it is the coolest place in the town area. Ascot Hotel, goodlooking, with all mod. cons., accommodating 40, just been built by Arthur Browne and is being managed by Dorothy Stewart. It will rank, pending completion of Lae Hotel, close to the Papua Hotel in Moresby. As soon as Ascot Hotel was opened (November) the Cosmopolitan Hotel was partially closed for internal reconstruction.

MUMENG.—Built at a height of 3,000 feet, half-way on the Lae-Wau road, by Mark Schultz, in the belief that coastal residents would run up there for a cool weekend. Quite a good hotel, but depends almost entirely on the road traffic, which is not heavy.

It is catch-as-catch-can in the other Territories centres—which means that you generally plant yourself on the long-suffering District Officers.

(Continued Next Page)



Front view of the newly-opened Ascot Hotel, Rabaul, New Guinea, which has accommodation for about 35 people, with all modern conveniences. It is one of the very few modern buildings in Rabaul, where the Government, trying to induce a general shift to Rapopo, has discouraged new construction.

Here's Hope For A Persistent Worry

CONSTIPATION, forerunner of many troubles, affects people of all ages and walks of life and causes much annoyance and worry.

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*** Remember BOVRIL makes excellent sandwiches, and improves all dishes**

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AS I travelled over the Wau-Lae road (I have written about the road and the Markham bridge problem in another article) I recalled the fierce controversy of the 'thirties.

The Wau-Bulolo goldmining community, sick of paying high air-freights, demanded a road, either direct over the mountains to Salamaua, or via the Buangs to Lae or Salamaua. The airways people, supported by many engineers, contended that it could not be done economically—that the cost of building and maintenance would be so heavy that road freighting could not compete against the then prevailing air freight of 3d. per pound.

Finally, the Administration doubled the royalty on gold, and announced that the additional revenue thus raised would be used for the building of a road. Time passed, nothing was done, and the exasperated miners were preparing to put in the road themselves, with their own boys and shovels, when the war came.

The Army built the road via Snake River (generally north of the Buangs) and it is now in constant use.

But what has become of the road-building fund created in the late thirties by a special tax on the gold-producers? The bureaucrats should not be allowed to get away with that.

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Defence of New Guinea

Lae Veterans Express Anxiety

From Our Own Correspondent

LAE, Nov. 4

GRAVE concern was the key-note of discussions at the last meeting of the Lae Sub-Branch of the Returned Servicemen's League when the question of the formation of a volunteer force in New Guinea was brought up.

Members expressed the opinion that people on the mainland would probably feel, in the face of recent publicity in this matter and the arrival of the administrative staff in Port Moresby, that all is well in New Guinea.

The bald truth is that, with the exception of public meetings, the authorities have done very little.

In an endeavour to clarify the position a radiogram was forwarded on November 4 to the NG representative at the RSL Congress, Hobart (Mr. Geo. Whittaker) asking him to contact the Minister and press urgently for the formation of the volunteer force, because to date, the position was "all talk and no action."

The Sub-Branch felt concern at the vulnerability of New Guinea, and pointed out in the radiogram that it would help in any direction, as always — but must have Government assistance in regard to arms and ammunition.

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THE MONTH IN MORESBY

From Our Own Correspondent

PORT MORESBY, Nov. 5.

TERRITORY Public Servants were presented with a new topic of conversation when the Public Service Commissioner, Mr. E. A. F. Head, announced early this month that working hours were to be increased from 34 to 36¾ a week.

Another bone of contention which has troubled the uneasy Public Servants also came into the spotlight when Mr. Head further announced that married women employed by the Administration would no longer receive the Territorial allowance. This applies to all married women whose husbands are in the Territory. The general effect of this move will probably work out to the advantage of private enterprise, and the exodus of married women from Administration to private jobs has already begun.

:: :: ::

AT last the shilly-shallying over the Secondary School at Wau has been settled by a temporary compromise. The decision as to whether or not the school will be built at all has been shelved until Mr. Spender gets back to ponder the problem.

Meanwhile, for the year 1951 only, the government will grant an allowance of £125 for approved students who have reached a scholastic standard warranting secondary education. Each student will also receive one return air passage to Australia. Assuming that there are at least 50 students—47 had already registered for the mythical Wau school—requiring secondary education, this piece of political muddling will cost the External Territories Department a minimum of £8,000. It has also caused a spate of worry and bother to parents who are now forced to get their children into whatever Australian schools can accept them at this late date.

Territory people felt months ago that there was just no hope of getting the school built in the short time available, but this apparently could not be grasped by the red-tape experts in far-away Canberra.

:: :: ::

BORNEO business interests have reported favourably on the prospects of setting up a mangrove bark industry in the coastal swampland area of south-western Papua.

The Chairman and Managing Director of the Island Trading Company of Borneo and London, Mr. Dolbey, returned from a survey of the Kikori area early in November with the good news that the mangrove stand was excellent. Now, if he can get the approval of the External Territories Department, he is prepared to put in a plant which ultimately will be able to develop a valuable dollar trade for the Territory.

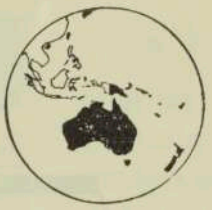
He commented that the Papuan possibilities were excellent and output, when the plant was fully developed, could equal that of the Company's factories in Borneo. During the last two years these shipped 1½ million dollars' worth of mangrove bark extract to America. This extract, known as cutch, is used throughout the world for tanning leather and dyeing-fish nets and other fibres. Mr. Dolbey remarked that all the "red sails in the sunset" throughout the Eastern and Western world are dyed with cutch.

Some legal formalities have to be negotiated in Canberra but, as far as the company itself is concerned, it could have the plant and factory erection under way in a few months.

This appears to be a first-rate industry for over-socialised Papua, since the 8,000 natives needed for gathering the bark would not be employees. The company, as in Borneo, would be merely buying bark from them, and the ramifications of native labour regulations would not enter into the deal. There would be no ramis and rice, cash and coddling for the natives who feel too tired to gather bark, no free plane or ship voyages at the company's expense for a few months' work. The natives who worked would have a good living, and the non-workers could enjoy the luxury of getting by on whatever they could scratch from the swamp villages.

An interesting sidelight on the labour value of the Borneo Dyak tribesmen was given by the manager of the Borneo factory, Mr. W. H. Doughty. He said that although they were excellent workers, their belief in dreams detracted from their value, for if they had a bad dream

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	Agencies — Ba, Nadi Airport, Vatukoula
PAPUA	Branch — Port Moresby
NEW GUINEA	Branches — Lae, Rabaul



Bank of New South Wales — Suva Branch

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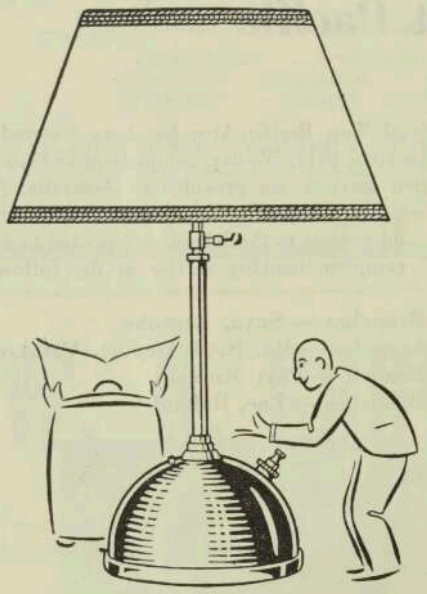
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it's easy to see – it's a

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LAMP



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TASMANIA: **Mr. H. V. Sellers,** 108a Charles Street, Launceston.
FIJI: **Mr. K. Witherington,** 2 Burns Philp Buildings, Suva.

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this was always an omen signifying that they should leave their jobs. It's to be hoped that this dream-complex is never added to the Territory natives' well-stocked store of excuses for dodging work.

:: :: ::

ANOTHER recent visitor to the Territory, Dr. Andrew Ungar, from Sydney, has a plan to make rubber trees work harder. He claims that this can be done by giving each tree a dose of hormones which will increase the growth and the rubber flow. Apparently, the use of hormat of the Company's factories in Borneo ful development of olive groves in South Australia, and for increased rubber output in Brazil.

Simultaneously, Dr. Ungar outlined a plan to planters for producing liquid latex which is used for making rubber surgical supplies. If his plan works out—and he claims that production of liquid latex is more profitable than sheet rubber—planters will be operating on much the same basis as dairy farmers. The scheme is to establish a liquid latex processing centre in various rubber-producing areas, and the planters will make regular deliveries to the plant.

These two projects, however, were not the sole reason for Dr. Ungar's visit to the Territory, for he concentrated a part of his attention on the possibility of locating plants for the extract of medical drugs.

:: :: ::

PUBLICITY has many guises, and the latest so far as the Territory is concerned is the comic or adventure strip. Eric Jolliffe, Australian cartoonist, who has concentrated on the Australian outback, is now switching his attention on to Papua and New Guinea. With a well established adventure strip running in serial form in one of the Australian metropolitan papers, he plans to turn his strip hero loose in the Territory. Jolliffe voted the Islands an ideal source of adventure strip material, and he is now getting ready to launch his hero into the wilds of New Guinea. At the same time, a series of Territory cartoons will be appearing in various Australian magazines under Jolliffe's well-known signature.

:: :: ::

THE era of hit-and-miss building in Port Moresby ended last month with the gazetting of building regulations. This is better late than never for the town has been swamped with fourth-rate buildings which, because of the housing shortage, have sold at ridiculously high sums. Four "permissive occupancy" huts along the road to the aerodrome are a particular eyesore, and in normal times would only just pass muster as native quarters. Now, if the Administration really intends to enforce the building regulations, there is some chance of salvaging a little natural beauty and dignity for this much-bedevilled centre.

The town boundaries have also been extended to Jackson's airstrip and beyond Hanuabada Village. It will be interesting to see whether the Hanuabada villagers, who have always been adept at extracting more than their quota of privileges under the law, will now be compelled to comply with their legal obligations. So far the stench and filth around the "model" village appears to offer great scope for the exercise of a sanitary inspector's authority. This likewise applies to Koki which had previously been outside the town boundaries, and to the native quarters at Murray Barracks where unemployed and apparently unemployable natives crowd the rubbish-litter of quarters of the native servants.

:: :: ::

MR. S. REILLY has given the Territory away, and is now going to settle permanently in Australia. With years of service as a Lands Department surveyor, he had an invaluable knowledge of the Territory, and the fact that the release of the much-discussed new classification coincides with his departure, may give the key for his decision not to remain in the Territory.

Perhaps the External Territories Department would be well advised to check its costs on the engagement of contract surveyors against the salaries paid to its own professional men in the Lands Department, if there are any left.

Mr. Reilly was president of the Port Moresby RSSAILA for many years. On his retirement from this position a few months ago he was given Honorary Life Membership.

Another Administration officer who recently said goodbye to the Territory is Mr. J. O. Lyons, formerly Works Secretary. A browse around Australia on leave apparently convinced him that he had had enough of the Territory, and he returned only to pack up his goods and chattels for the exodus of himself and his family to a job in Canberra. In addition to his official duties, Mr. Lyons was a staunch worker for numerous community organisations, and the none-too-vigorous community spirit of the town loses out badly on his departure.

Both men, with Mr. J. Ainsley, RSL Treasurer, were given a joint send-off at a RSL function on October 31. Mr. Lyons, who was a Vice-president, is to be granted Honorary Life Membership by the Port Moresby Branch.



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PEERLESS LOCKWOVEN SQUARE MESH FENCING
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Cable Address: "REEDAGE," Sydney.

BSI CATTLE MUST STAY IN THE PROTECTORATE

From Our Own Correspondent

HONIARA, Nov. 1

CATTLE cannot now be exported from the British Solomon Islands unless the exporter satifies the authorities that the cattle intended for export have been advertised for sale locally and that no offer of a price comparable to that obtainable overseas has been received from local buyers.

Protectorate herds suffered severely during the war, and the cost of importing cattle at present is almost prohibitive except for nondescript beasts from the New Hebrides, where, the Suva Department of Agriculture states, cattle tick is present, rendering importation of New Hebrides cattle into the BSIP undesirable.

Shipment from Australia and New Zealand presents problems, as few ships are prepared or equipped to carry cattle to the Solomons. Regular shipping from Australia to the Protectorate has only limited refrigerator cargo space, and fresh meat remains an intermittent luxury in the Protectorate.

The recent export conditions have been imposed following the projected outward shipment of a small consignment of cattle by W. R. Carpenter & Co., recently from their Gatere Plantation on Ysabel, where a small herd has been running wild since the war years.

COLONIALS AND FRENCH OFFICIALS "NOT ON SPEAKING TERMS"

IN an article in a Paris paper, French journalist Chegaray, who spent some weeks in New Caledonia, about a year ago writes of the hostility between the two sections in Noumea society, represented by the inhabitants born in the Colony and officials from France.

At the local races, which are attended by "le tout Noumea," he noticed that the two groups kept rigidly to themselves, and no word was exchanged between them. He quotes the "metropolitans" as telling him that in reality the orbit of the Colony is Australia rather than France; Europe being so far away, New Caledonia is on the way to becoming "a little Canada." He also refers to the fabulous "dollar age" under American Forces' occupation during the war, when the inhabitants reaped an undreamed of harvest. But this source, he says, is running dry; the Colony is living beyond its means, and a crisis seems in the offing.—HELP

Old Union Co. Offices for Sale in Apia

From Our Own Correspondent

APIA, Nov. 4.

ONE of the oldest Apia buildings, at Matafele in the business centre of the town opposite the Customs Office, and until now occupied by the Union Steamship Company, was recently offered for sale by auction by the owners, the NZ Reparation Estates.

The building is on leasehold, the land belonging to the Roman Catholic Mission. The owners had placed a reserve of £6,000 on the building which amount was considered excessive in view of the condition of the house which was built almost half-a-century ago.

The highest bid was £4,250, offered by Messrs. O. F. Nelson & Co. Ltd., who own the adjoining property.

The bid will be submitted to the NZ Government for their consideration.

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SHIPPING AND PLANE SERVICES

SHIP SERVICES

Sydney-NZ-Fiji-Hawaii-North America

THE itinerary of the Canadian-Australasian liner "Aorangi" (17,500 tons) is Sydney, Auckland, Suva (Fiji), Honolulu (Hawaii), Victoria (Vancouver Island), and Vancouver (British Columbia, Canada). Time-table for the Pacific section of her run is:—

RMS 'Aorangi'		
Honolulu	Nov. 9	Jan. 11
Suva	Nov. 18	Jan. 20
Auckland	Nov. 21-23	Jan. 23-25
Sydney, arr.	Nov. 27	Jan. 29*
Sydney, dep.	Dec. 7	—
Auckland	Dec. 11-12	—
Suva	Dec. 15	—
Honolulu	Dec. 22	—
Vancouver	Dec. 29-Jan. 4	—

Subject to alteration without notice.
*Aorangi will be withdrawn from the trans-Pacific run after she reaches Sydney.

Sydney–N. Caledonia–Tahiti

LINERS of the Messageries Maritimes maintain a service at about two-monthly intervals between Sydney, Vila (New Hebrides), Noumea (New Caledonia) and Papeete (Tahiti), en route to Marseilles, via the Panama Canal; and they return by the same route.

NEW CALEDONIA—NEW HEBRIDES

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, Ponerihouen, Tibarama, Poindimie, Wagap, Touho, Tipindje, Hienghene, Tao, Oubatch, Pouebo, Balade, Pam, Arama, and return.

WEST COAST.—Pouembout, Kone, Temala, Voh, Ouaco Gomen, Koumac, Tangaiou, Tiebaghi, Nehoue, Poume, Baaba, Belep and return.

LOYALTY ISLANDS.—Mare (Tadine), Lifou (Chepenehe) Ouvea (Fajaoue, St. Joseph) and return.

The steamer "Neo Hebridais" runs regularly between Noumea and Sydney, with occasional trips to tne New Hebrides (mostly Aneityum). The owners are Societe Maritime et Maniere Hagen, Noumea. Sydney agents: H. C. Sleigh, 254 George Street, Sydney.

The Messageries Maritimes motor-ship Polynesien sails from Sydney about every six weeks to Noumea, Vila and Santo (New Hebrides) and outports, with occasional trips to the Wallis and Futuna Islands. Details from Messageries Maritimes branch office, in Sydney, Noumea and Vila.

New Zealand—Fiji—Samoa—Tonga

Monthly Service by MV "Matua"

SERVICE CONDUCTED BY UNION SS CO., LTD.—SUBJECT TO ALTERATION WITHOUT NOTICE

Auckland	Dec. 7	Jan. 11	Feb. 8
Suva	Dec. 11-12	Jan. 15-16	Feb. 12-13
Nukualofa	Dec. 14-15	Jan. 18-19	Feb. 15-16
Vavau	Dec. 16	Jan. 20	Feb. 17
Pago Pago*	Dec. 16	—	Feb. 17
Apia*	Dec. 17-19	Jan. 20-22	Feb. 18-20
Suva	Dec. 22-23	Jan. 25-26	Feb. 23-24
Auckland	Dec. 27	Jan. 30	Feb. 28

*Western Time.

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).

BERRY'S BAY BOATYARD

(B. J. Halvorsen—Manager)

Specialists in Island vessels.

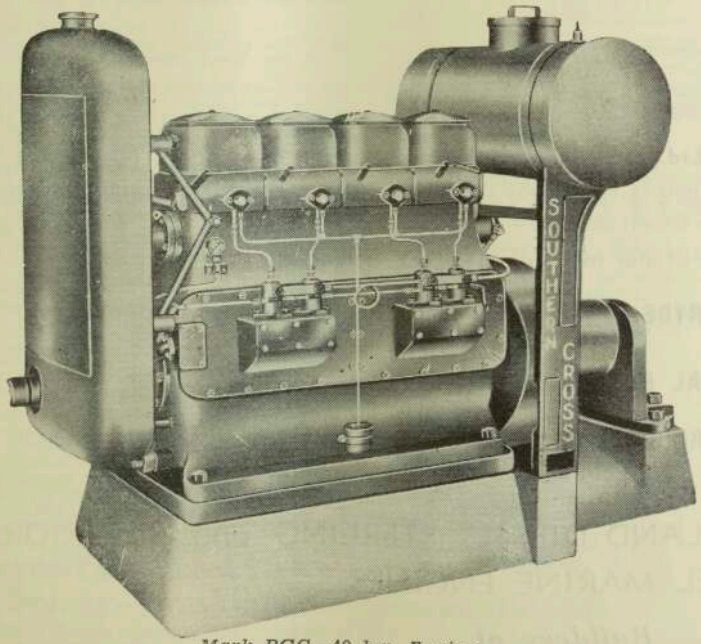
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Mark BGC—40 h.p. Engine.

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SOUTHERN CROSS ENGINE & WINDMILL CO. PTY., LTD.

22 YOUNG STREET, SYDNEY, N.S.W.

SOUTHERN CROSS DIESEL ENGINES

Mark YB-4 h.p.	£137/10/0
,, BDC-10 h.p.	£191/ 9/6
,, BEC-20 h.p.	£354/ 0/0
,, BFC-30 h.p.	£540/ 0/0
,, BGC-40 h.p.	£687/15/0

(Price of 20, 30 and 40 h.p. Units includes Radiator Cooling System.)

IMMEDIATE DELIVERY

NOTE:—The 1950 Southern Cross Catalogue is now available. Please write for a copy indicating the machine in which you are interested.

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Sydney–Papua–New Guinea

BURNS, PHILP LINE motor-vessels "Bulolo" and "Malaita" maintain regular services between Sydney and ports in Papua-New Guinea.

"Bulolo" leaves Sydney, northbound, approximately every six weeks; "Malaita" every seven weeks.

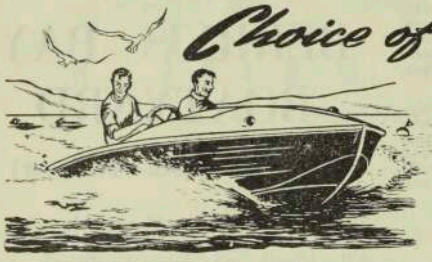
"Bulolo" calls at Brisbane, Port Moresby, Samarai, Lae, Dregarhafen, Rabaul, Samarai, Port Moresby, Brisbane, thence back to Sydney.

The "Malaita's" schedule varies considerably. She calls at Port Moresby only occasionally, but usually calls at Samarai, Lae, Madang, Manus, Rabaul, Samarai, thence direct to Sydney—ports of call being in that order. Sometimes the order of calls is Samarai, Rabaul, Manus, Madang, Lae, Samarai. Intending passengers should check with Burns, Philp & Co., Ltd., Sydney, or Island branches.

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.

Choice of Champions!



Years of continuous service prove that Novasteen Tail Shaft Bearings can take everything that terrific speeds and abnormal ocean conditions can give them.

They are the wise choice of racing men and professional mariners for EVERY type of craft—from light duty vessels to ocean-going liners. They are exceptionally tough, long lasting, corrosion - proof, water-lubricated—and easily fitted.

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W. J. MANUFACTURING CO. PTY., LTD.
Mosman, Sydney.

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. Qantas service also from Lae, NG, to Honiara, BSI.

NEW HEBRIDES.—Frequent regular flying-boat service from Sydney by Trans Oceanic Airways. Service from Noumea by French plane runs twice weekly. Qantas plane from Sydney to NH on alternate Tuesdays.

NORFOLK ISLAND.—Regular service from NZ by NZ National Airways; from Sydney by Qantas; from Fiji by NZ National Airways.

LORD HOWE ISLAND.—Regular weekly service from Sydney by Qantas and Trans Oceanic Airways.

FIJI.—Regular services from Australia by Pan American, BCPA and CPA (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, Suva). Irregular calls from Australia to Laucala Bay, Suva, by Trans Oceanic Airways. Regular service from Suva to Labasa by NZ National Airways.

WESTERN SAMOA, COOK ISLANDS AND TONGA.—Regular service from Fiji by NZ National Airways.

TAHITI.—Monthly service from Noumea by TRAPAS plane via Fiji, W. Samoa, Cook Is.

DUTCH NEW GUINEA.—Regular weekly service from Darwin to Biak by KLM under charter to NEI Government.

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Lars Halvorsen Sons Pty. Ltd., Designers and Builders of Halvorsen Boats, advise that no-one connected with them is in anyway connected with any other boatyard than their Head Office and Branches shown below:—

BE SURE to contact one of the following **SYDNEY** addresses:

- **WATERVIEW ST., RYDE:** Head Office, Building Yard, Engine and Marine Hardware Sales and Service.
- **HAYES ST., NEUTRAL BAY:** Repair Work, Slippings, Moorings.
- **BOBBIN HEAD, KU-RING-GAI CHASE:** Cruiser and Open Boat Hire, Slippings, Moorings.

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Telegrams: "HALVORSENS," Sydney.

AUSTRALIA-NEW ZEALAND.—Regular services Sydney-Auckland and Sydney-Wellington by Tasman Empire Airways.
AUSTRALIA-NORTH AMERICA.—Regular Trans-Pacific services by Pan American Airways, BCPA and CPA.
EUROPE - INDO-CHINA - N. CALEDONIA.—Fortnightly service by Air France.

Sydney-Vancouver BCPA Service

BRITISH Commonwealth Pacific Airlines, Ltd., operate a twice weekly trans-Pacific service from Sydney to Vancouver, via Fiji, Canton Island, Honolulu and San Francisco; and a weekly service between Auckland and Vancouver, via the same ports.

Planes leave Sydney every Wednesday and Saturday, and Vancouver on the Southbound trip every Monday and Thursday. Every fourth trip from Sydney terminates at San Francisco instead of Vancouver.

Planes leave Auckland every Tuesday and arrive in Vancouver the following Wednesday. The Southbound trip to Auckland commences from Vancouver every alternate Friday. Every other Friday the service commences at San Francisco.

B.C.P.A. services make regular connections at both San Francisco and Vancouver for onward carriage, via either New York or Montreal to the United Kingdom or Europe. The through fare from Sydney to London is £325 (Aust.).

The fares for the Pacific flight are: Sydney-Nandi (Fiji), £A57/15/- single, £A103/19/- return. Sydney-San Francisco, Seattle, Portland, Los Angeles or Vancouver, £A265/8/- single, £A477/15/- return. Auckland-Nandi (Fiji), £NZ31 single, £NZ55/16/- return. Auckland-San Francisco, Seattle, Portland, Los Angeles or Vancouver, £NZ197/3/- single, £NZ354/18/- return.

Douglas DC6 aircraft carrying 48 passengers (seated) or 37 passengers (in sleepers) and a crew of nine are used on the service.

Pan-American— Trans-Pacific Service

PAN-AMERICAN World Airways clippers now provide the following services in the South Pacific, using DC4 planes, equipped with Sleeperettes:—

Planes leave Sydney Thursday and Sunday for San Francisco, via Tontouta (New Caledonia), Nadi (Fiji), Canton Island and Honolulu.

The return flights are made from San Francisco every Tuesday, Saturday, via Honolulu, Canton Island, Nadi and Tontouta; and from Seattle every Tuesday, via Portland, Honolulu, Canton Island, Nadi and Tontouta.

Planes leave Auckland every Thursday and Sunday, and fly via Nadi, Canton Island and Honolulu to San Francisco. They leave San Francisco for Auckland every Tuesday and Saturday by the same route. Fares, in Australian currency, are:—

	£ s. d. Single.	£ s. d. Return.
Sydney-Seattle	265 18 0	477 18 0
Sydney-'Frisco	265 8 0	477 18 0
Sydney-Honolulu	217 15 0	391 19 0
Sydney-Fiji	57 15 0	103 19 0
Auckland-Seattle	246 5 0	443 5 0
Auckland-Honolulu	199 0 0	358 4 0
Auckland-Fiji	39 0 0	69 15 0
Auckland-'Frisco	246 5 0	443 5 0

(Time-tables and fares subject to alteration without notice.)

To convert to Fiji currency, reduce above each kilogram of excess.

Free baggage allowance is 30 kilos per person. Excess baggange charged at 1 per cent. of single fare; per kilo up to 10 kilos; ½ per cent. for every kilo over 10 kilos.

Trans-Tasman Service Sydney—Auckland

TASMAN Empire Airways, Ltd., operate a flying-boat service between Rose Bay, Sydney, and Mechanics Bay, Auckland, with a fleet of four new Solent flying-boats each with a capacity for 45 passengers, in seven self-contained cabins on two decks. Full fresh-cooked meals are served en route. Average crossing time is 6½ hours.

Flying-boats depart from Sydney at midnight daily, except Sunday. They depart from Auckland daily at 12 noon, except Wednesday and Sunday, and at 10 a.m. on Thursdays.

Fares: £35 (A), £28 (NZ), single; £63 (A), £50/8/- (NZ), return.

Passenger reservations may be made in Australia at any office or agency of Qantas Empire Airways (General Agents), offices of TAA and all leading travel agents. In New Zealand book through TEAL (Auckland and Wellington) or any leading travel agents.

Trans Tasman Services Sydney—Wellington

TASMAN Empire Airways, Ltd., operate a regular flying-boat service between Sydney and Wellington with Solent flying-boats.

Services depart Sydney at 10 p.m. on Tuesday, Thursday and Sundays., and depart Wellington at 11 a.m. Monday, Wednesday and Fridays. The flight crossing time is 7 hours.

The fares are: £A35, £NZ28 single; £A63, £NZ50/8/- return.

These services will be increased to a 3-per-week frequency on October 30.

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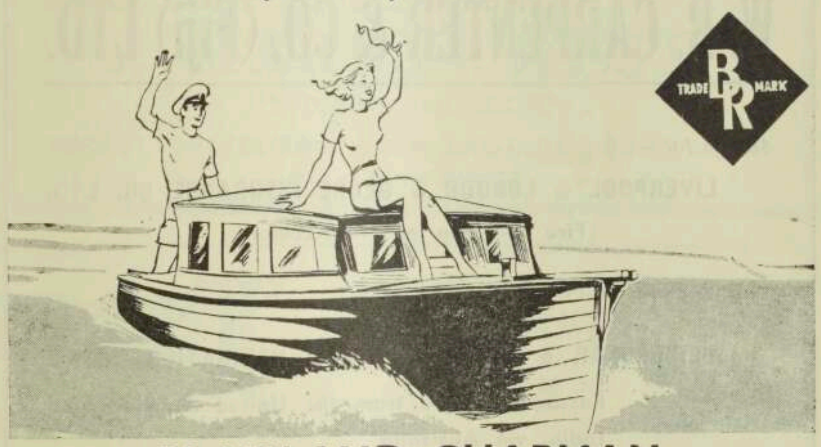
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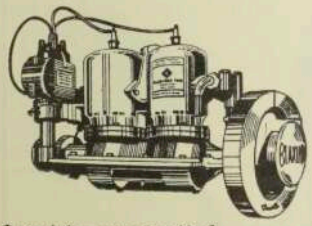


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2½ H.P. "STANDARD PUP." 3 H.P. "MASTER PUP."
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10 H.P. "SEADOG." 20 H.P. TWIN "SEADOG."

5/7 H.P. BLAXLAND TWIN.

- **Multi-cylinder design**—no vibration or "shudder."
- **Balanced crankshaft** gives smoother cruising.
- **Adjustable thrust race** to take propeller thrust.
- **Patent Bounce Start Magneto**—easy, positive starting.

Enables the craft to be reversed, for running ahead or astern, by a mere movement.

Inquiries are Invited.

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France–Indo-China–Aust.–N. Caledonia

THE French national airways, Air France, runs a fortnightly service between Paris and New Caledonia, and return. Stops are made at Cairo, Karachi, Calcutta, Saigon, Batavia, Darwin, Brisbane.

DC4 Skymasters are used in the service between Saigon and New Caledonia, Lockheed Constellations between Saigon-Paris, and Messageries Maritimes are agents in Australia.

Fare between Brisbane and Tontouta (Noumea) are £30/12/6 single, £55/2/6 return. Sydney-Tontouta, £37/10/- single, £63/17/6 return.

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AGENT FOR ALL LEADING AUSTRALIAN AND WORLD AIRLINES.

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REAL ESTATE.—Perhaps you require a home immediately, or in the near future. A wide range of properties is available. Prospective investors also will be interested in our extensive selection of real estate propositions.

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Air and Ship Connections Arranged.

BRITISH PETROLEUM COMPANY OF NEW ZEALAND (South West Pacific) LIMITED.

Honorary Agents for—

NEW ZEALAND GOVERNMENT

Details and arrangement for travel in N.Z.

New Zealand City and Trade Directories available for reference.

Darwin—Netherlands New Guinea Service

THE service between Batavia, NEI, and Biak, Netherlands New Guinea, has been discontinued and a new service from Darwin to Biak and return has been inaugurated.

The service is run by the Netherlands Government, with DC3 aircraft, chartered from KLM Airlines. The service is run once weekly.

New Caledonia–New Hebrides

TRAPAS (French Air Line) operates a service between Noumea and the New Hebrides. The plane leaves Noumea every alternate Tuesday, and flies direct to Vila and Santo, and returns. Return fare for the journey, Noumea-Santo, is approximately £42 Australian.

Sydney—Queensland—New Guinea

Q.E.A., Ltd., operate regular services between Sydney and Port Moresby, Lae, Finschhafen, Madang, Rabaul, Bulolo and Wau, via Brisbane, Rockhampton, Townsville and Cairns.

This service is known as the "Bird of Paradise" Service and DC4 Skymaster and DC3 aircraft are used. The Skymaster aircraft leaves Sydney every Tuesday, Thursday and Saturday at 6.30 p.m. and, making a night flight calling at Brisbane, arrives at Port Foresby the following morning at 5.35 a.m. and Lae at 7.55 a.m. The Skymaster leaving Sydney on Saturdays also calls at Townsville between Brisbane and Port Moresby, making the arrival times at Port Moresby and Lae 1½ hours later than normal. The return flights depart Lae at 9.40 a.m. Wednesdays and Fridays, and 7.30 a.m. Mondays, arriving at Port Moresby at 10.55 a.m. Wednesdays and Fridays; 8.45 a.m. Mondays; Brisbane at 6.45 p.m. Mondays, Wednesdays and Fridays; Sydney at 10.45 p.m. on the same days. The service on Mondays also calls at Townsville between Port Moresby and Brisbane.

The Skymaster which reaches Lae on Wednesday mornings connects with a DC3 which departs Lae at 2 p.m. for Bulolo and Wau, returning to Lae the same day.

The DC3 aircraft which leaves Madang at 3.45 p.m. on Tuesdays, arrives at Lae at 5 p.m. and the passengers nightstop and connect with the Skymaster, arriving Lae on Wednesday mornings.

The Skymaster which leaves Sydney on Saturdays also connects with a DC3 from Lae to Rabaul, and the Skymaster leaving Port Moresby for Sydney on Mondays connects with the DC3 from Rabaul to Port Moresby.

The DC3 aircraft leaving Sydney on Mondays and Fridays at 8.15 a.m. for Lae, calling at Brisbane, Rockhampton, Townsville, Cairns and Port Moresby makes an overnight stop at Townsville, and Port Moresby is reached at 11.10 a.m. and Lae at 1 p.m. the day after leaving Sydney.

Return trips are made from Lae to Sydney on Thursdays, departing Lae at 5.35 a.m., and from Port Moresby to Sydney on Tuesdays, departing Port Moresby at 7.35 a.m. for Sydney, calling at Cairns and Townsville, and Brisbane, arriving at Sydney at 10.15 p.m. the same days. Rockhampton is an optional port of call only on the southbound journey.

The aircraft which reaches Lae from Sydney and departs at 10 a.m. flies on to Madang, returning to Lae the same afternoon.

The aircraft which reaches Lae from Sydney on Saturdays flies to Rabaul on Sunday, via Finschhafen, nightstops at Rabaul, and flies direct from Rabaul to Port Moresby on Monday morning.

Bookings may be made at Qantas offices at any of the towns named. At present, berths are available only to passengers holding official permits to visit Papua or New Guinea.

QANTAS SUBSIDIARY SERVICES IN PAPUA-NEW GUINEA-SOLOMONS

Qantas Empire Airways run the following subsidiary services in Papua, New Guinea, and British Solomons:—

A Douglas DC3 leaves Lae, New Guinea, every Thursday, and flies to Rabaul, and Kavieng, and returns to Lae; but every alternate Thursday the plane goes on from Kavieng to Manus, and returns via Kavieng to Rabaul (overnight) and returns to Lae on the Friday morning.

Every Wednesday a plane flies from Lae to Madang and Wewak, and thence, via Madang to Rabaul. It returns from Rabaul to Lae on Thursday. This service is primarily for the carriage of native labour to and from Wewak, and Europeans travelling on this service are always advised of the fact.

Every alternate Monday, a Qantas Catalina

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flies from Port Moresby, westward to Daru, via Yule Island, Kerema, Kikori, Lake Kutubu and Lake Murray, remaining overnight at Kikori and returning to PM next morning.

Every alternate Wednesday, a Qantas Catalina flies from Port Moresby eastward (dep. 9 a.m.) and calls at Abau and Samarai before flying out to the Archipelagoes in the afternoon. Calls are made at Esa'ala and Losuia (where an overnight stop is made), and the following day (alternate Thursdays) at Deboyne Lagoon, before returning to Port Moresby, via Samarai and Abau.

Every alternate Monday, a Qantas Catalina leaves Port Moresby for Rabaul, via Moewe Harbour, and Talasea (New Britain); next morning Tuesday) it flies to Buka, Kieta, Buin (Bougainville) and returns to Rabaul; next morning (Wednesday) it flies to Talasea, Moewe Harbour and Jacquinot Bay, and returns to Rabaul; and next morning (Thursday) it returns from Rabaul direct to Port Moresby. (Optional calls are made at Inus and Lindenhafen.)

Every alternate Monday a Qantas Douglas flies from Lae to Rabaul, and continues on to Honiara (British Solomon Islands), via Torokina, Vellalavella and Yandina remains overnight at Honiara; and returns to Lae the following day Tuesday), over the same route.

Every Tuesday and Friday a plane leaves Port Moresby at 7.30 a.m., reaches Kokoda at 8.35 a.m., flies on to Higatura (Popendetta) at 8.55 a.m., and leaves again for Port Moresby at 9.5 a.m., reaching there at 10.15 a.m.

Dragon DH84 aircraft operate the following internal services in New Guinea:—

Every Tuesday depart Madang for Goroka, Kainantu, Aiyura, Arona, returning to Madang at noon the same day. Calls as required for loading are made between Arona and Madang.

Every Thursday departs Madang at 7 a.m. for Wabag, Baiyer River, Mt. Hagen, with optional calls at Kerowagi and Chimbu, and returning to Madang at noon the same day.

Every Friday departs Lae at 6.30 a.m., calling at any or all of the following places as required: Asolaka, Aiyura, Arona, Banz, Bena Bena, Chimbu, Goroka, Kaiapit, Kainantu, Kerowagi, Kup, Mt. Hagen, Nadzab, Nondugl, Ogelbeng, Wabag, Wabumunda, Minj.

Daily, except Wednesdays and Sundays, depart Lae at 3 p.m. for Bulolo and Wau, returning direct from Wau to Lae the same day, arriving at Lae 5.5 p.m.

Sydney–Lord Howe Is.–Norfolk Is.

QANTAS, Sydney, run a Sandringham three times per month from Sydney to Lord Howe Island. Fare, single, £12. Return, £21/12/-.

Qantas run a DC4 Skymaster alt. Thursdays (returning same day) from Sydney to Norfolk Island. Fare, £22 single; £39/12/- return. (For Norfolk Island, see also under NZ National Airways. For Lord Howe, see also under TOA.)

Sydney–New Hebrides

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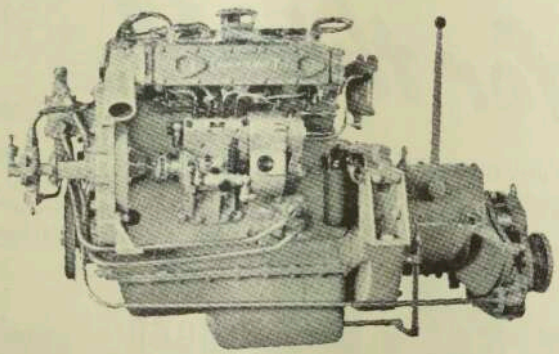
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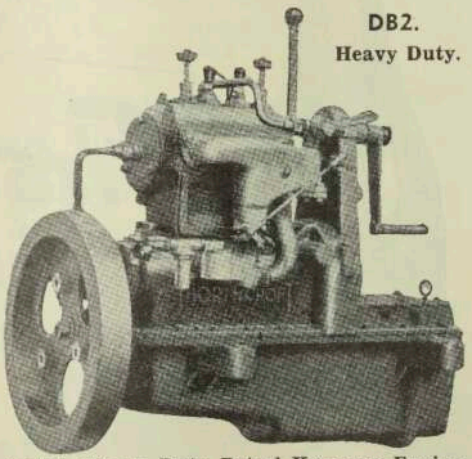
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non-scheduled flights are made, subject to the approval of the Governments concerned.

NZ National Airways South Pacific Services

THE Pacific services run by the New Zealand National Airways Corporation are as follows:—

AUCKLAND-NORFOLK ISLAND-FIJI-TONGA-WESTERN SAMOA-COOK ISLANDS: A "Douglas" airliner leaves Whenuapai, Auckland, on alternate Tuesdays at 9 a.m. (November 13 and 27, etc.) for Norfolk Island (arr. 12.55 p.m.; dep. 2 p.m.), Nadi (arr. 8.40 p.m., dep. 5.40 a.m. Thursday), Nausori (arr. 6.25 a.m., dep. 7.30 a.m.), Tonga (arr. 10.50 a.m., dep. 11.50 a.m.), *Faleolo, Western Samoa (arr. 4.5 p.m. Wednesday, dep. 8 a.m. Thursday), Aitutaki, Cook Islands (arr. 1.50 p.m. Thursday, dep. 2.50 p.m.), Rarotonga, Cook Is. (arr. 4.5 p.m.).

The aircraft departs from Rarotonga on the return journey on alternate Saturdays (November 4, 18; December 2, etc.) at 8 a.m. for Aitutaki (arr. 9.15 a.m., dep. 10 a.m.), Faleolo, W. Samoa (arr. 3.15 p.m., dep. 8 a.m. Sunday), *Tonga (arr. 10.55 a.m. Monday, dep. 11.50 a.m.), Nausori (arr. 2.40 p.m., dep. 3.40 p.m.), Nadi (arr. 4.25 p.m., dep. 5 a.m. Tuesday), Norfolk Is. (arr. 10.55 am., dep. 12 noon), Whenuapai, Auckland (arr. 4.50 p.m.).

*Crosses International Date Line.

AUCKLAND-NORFOLK ISLAND: A "Douglas" airliner leaves Whenuapai, Auckland, every Sunday at 8 a.m. for Norfolk Island (arr. 11.55 a.m.), and departs on the return flight at 12.55 p.m., arriving at Whenuapai at 5.45 p.m.

On alternate Sundays (November 12, 26, etc.), a second service is also operated, leaving Whenuapai at 9 a.m., arriving Norfolk at 12.55 p.m., departing again at 1.55 p.m., and arriving Auckland at 6.45 p.m.

FARES, single (in NZ currency): Auckland to Norfolk, £14; to Fiji, £31; to Tonga, £35/15/-; to W Samoa, £39/10/-; to Aitutaki, £43/10/-; to Rarotonga, £45. Norfolk to Fiji, £19; Fiji to Tonga, £8/15/-; to W. Samoa, £13; to Aitutaki, £29; to Rarotonga, £31. W. Samoa to Rarotonga, £19; to Aitutaki, £16/10/-. Return fares less 10 per cent.

BOOKING OFFICES: Wellington, Govt. Life Bldg., Customhouse Quay; Auckland, Air Centre, Nathan's Bldg., Commerce St.; Dunedin, 8-10 Manse St.; Christchurch, 104 Gloucester St.; Gisborne, 74 Peel St.; Palmerston North, 107 Broadway Ave.; Hamilton, 8 Alma St.; New Plymouth, Grand Central Building, Egmont St.; Blenheim, 13 Queen St.; Hokitika, Southside Airport; Norfolk Is., Burns Philp, Ltd.; Fiji, NAC at Nadi and Suva; Burns Philp, Lautoka; Tonga, Mrs. F. F. Melhose, Fou-amotu Airfield; W. Samoa, Burns Philp (SS), Ltd., Apia; Cook Is., Mrs. P. McVeagh, Aitutaki, and Mr. J. D. Campbell, Rarotonga.

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TOA Services

TRANS Oceanic Airways run the following Pacific services:—

SYDNEY-LORD HOWE IS.: A regular fortnightly service with large four-engine flying-boats from Rose Bay. Fare: £12 single; £21/10/- return. Free baggage allowance 50 lb. Excess baggage and freight rate 8d. per lb.

SYDNEY-NEW HEBRIDES-BSI: The company's regular monthly service to these islands was temporarily suspended in October.



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SYDNEY-PORT MORESBY: A regular weekly service with 4-engined flying-boats leaves Sydney at 8.15 a.m. every Sunday. An overnight stop is made in Townsville and Port Moresby is reached at 1.35 p.m. on Mondays. The return flight leaves Moresby at 7 a.m. on Tuesdays and arrives at Rose Bay, Sydney, at 8.15 p.m. the same evening. Calls are made at Brisbane and Townsville on both northbound and southbound flights. Fares: Sydney-Port Moresby, £39/5/- single, £70/3/- return; Brisbane-Port Moresby, £32/15/- single, £58/19/- return; Townsville-Port Moresby, £23/15/- single.

NOTE: Sydney-Moresby service expected to start in November or December.

SYDNEY-HOBART: The company now runs a weekly service direct to Hobart, Tasmania, from Sydney, leaving Sydney each Wednesday and Hobart each Thursday. It is possible, therefore, for passengers to book from Moresby to Hobart, making an overnight stop in Sydney. Fares are: £10/10/- single, £21 return.

N. Caledonia–Tahiti

TRAPAS (Societe Francais de Transports Aeriens du Pacific Sud-Noumea) runs a monthly service from New Caledonia to Tahiti Western Samoa (Faleolo), Cook Islands (Aitutaki) to Papeete, where it arrives at about 11.40 a.m. two days later. One evening is spent in Nadi and one night in Aitutaki. The plane returns by the same route in the following week. Fare from Noumea to Papeete is 16,000 Pacific francs single, and 28,800 return. (160 Pacific francs equal £1 Australian.) While the plane is at Papeete it runs one round trip between Papeete and Bora Bora.

Sydney–Noumea–Suva

THE following is the time-table of the Qantas Sandringham flying-boat:—

Sydney	dep. 9.30 p.m. alt. Tues.
Noumea	arr. 6.30 a.m. alt. Wed.
Noumea	dep. 8.20 a.m. alt. Wed.
Suva	arr. 2.30 p.m. alt. Wed.
Suva	dep. 6 a.m. alt. Fri.
Noumea	arr. 10.30 a.m. a.t. Fri.
Noumea	dep. 12 noon alt. Fri.
Sydney	arr. 7.15 p.m. alt. Fri.

Intending passengers may book through Qantas offices in Australia, Burns Philp (South Seas) Company, in Suva; and J. Brock, in Noumea.

The fares for this service in Aust. currency are:—

	Single.	Return.
Sydney-Noumea	£37 10 0	£67 10 0
Sydney-Suva	55 10 0	99 18 0
Noumea-Suva	20 5 0	36 9 0

CPA Sydney-Vancouver Service

CANADIAN Pacific Airlines, Ltd., run a trans-Pacific service between Sydney and Vancouver. For the present there will be one northbound and one southbound trip per fortnight. Stops are made at Nadi (Fiji), Canton Island, Honolulu and San Francisco. The northbound flight commences from Sydney every alternate Tuesday.

Four-engined, pressurised "Canadair" aircraft are used; 36 passengers can be carried and a crew of 7. Overnight accommodation is provided at hotels in Nadi and Honolulu, which is of course, complimentary.

Fares are (in Australian currency: Sydney-Vancouver, San Francisco-Los Angeles and Portland-Seattle, £265/8/- single, £477/15/- return; Fiji-Vancouver, £207/8/- single, £373/7/- return; Sydney-Fiji, £57/15/- single, £103/19/- return; Sydney-Honolulu, £217/13/- single, £391/16/- return.

Bookings may be made at the Union Steam Ship Company of New Zealand, Limited, Sydney, or Melbourne; Union Steam Ship Co. of NZ. Ltd., Fiji, Canadian Pacific Airlines, Vancouver; Canadian Pacific Railway Co., Sydney or Melbourne.

TEAL Flying Boat Service Auckland — Fiji

WITH new 45 seater Solent flying-boats, Tasman Empire Airways, Limited, operate a weekly Auckland-Suva-Lambasa and return service.

Aircraft depart Mechanics' Bay, Auckland, a half hour after midnight, each Tuesday, and operate to the following time-table:—

dep. Auckland	0.30 a.m. Tuesday
arr. Suva	7.00 a.m. Tuesday
dep. Suva	9.00 a.m. Tuesday
arr. Lambasa	10.00 a.m. Tuesday
dep. Lambasa	noon Tuesday
arr. Suva	1.00 p.m. Tuesday
dep. Suva	7.00 a.m. Wednesday
arr. Auckland	1.30 p.m. Wednesday

Fares (Single): Auckland-Suva, £31 (NZ), £31/9/- (Fijian), £38/15/- (Aust.); (Return): £55/16/- (NZ), £61/19/- (Fijian), £69/15/- (Aust.).

Suva-Lambasa (Single): £4/10/- (NZ), £5 (Fijian), £5/12/6 (Aust.); (Return): £8/2/- (NZ), £9 (Fijian), £10/2/6 (Aust.).

Reservations may be made through TEAL (New Zealand), Qantas or TAA (Australia), NZNAC (Suva) or any leading travel agents.

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.

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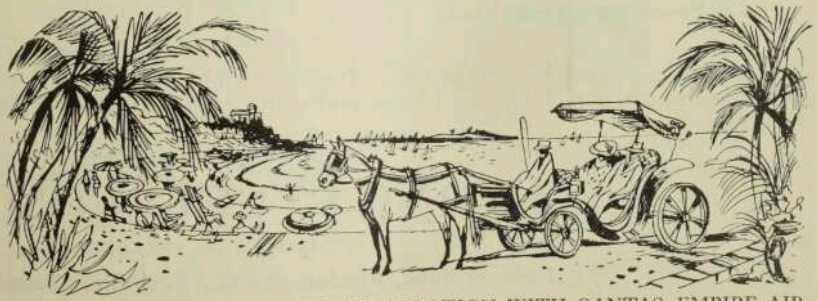
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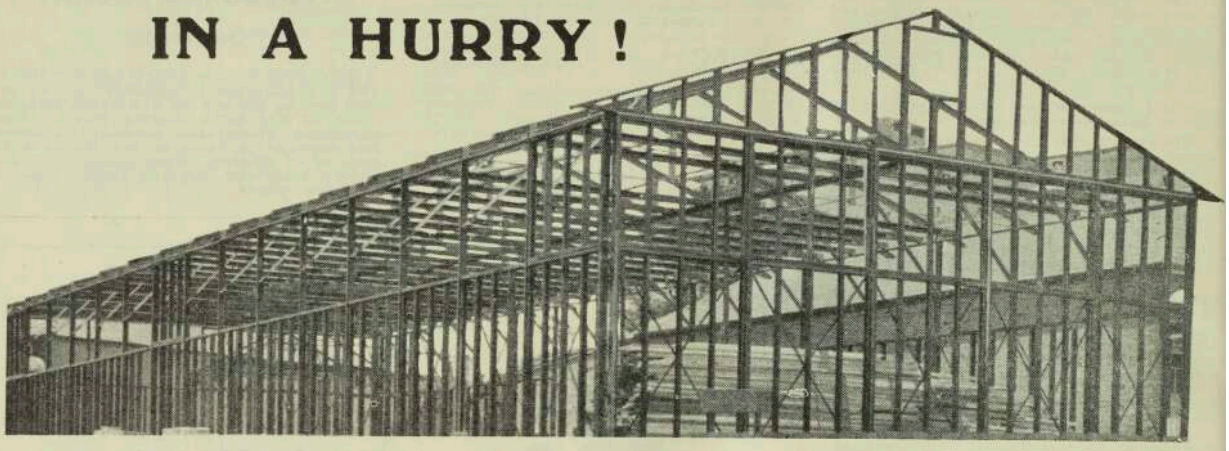
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special jobs, getting in each other's way on transport services and in hotels, and the value of whose work it is hard to see.

There is demoralisation among members of the public generally, because of the lack of any means by which they can express their views on public affairs.

There should be Town Advisory Councils in Rabaul and Lae, at least. There should be Advisory Councils for the District Officers—which were promised, but of which there is no sign. Above all, there should be a Legislative Council, representative of all classes, which should meet at least twice yearly.

There is demoralisation among the handful of executive heads who direct Big Business in the Territories.

They can see very clearly the pie-crust character of the economy which has been built up in Papua-New Guinea. There are many surface evidences of great prosperity and an abundance of money. The Territories' income comes from five main sources—Governmental expenditure, which may be £6,000,000 or £7,000,000 p.a.,; expenditure on oil search, may be £1,000,000 p.a.; receipts from sales of copra, say £2,000,000 p.a.; sales of gold, say £1,000,000 p.a.; and rubber, say £750,000.

The two first-named sources may close up at any time. Receipts from copra, gold and rubber are not likely to increase. Little real progress has been made in the establishment of new industries—such, for example, as timber-cutting, although the South Pacific generally is crying aloud for timber at any price.

I COULD elaborate on each of these themes at considerable length—but space considerations forbid. But I have a notebook filled with concrete examples to prove every allegation; and, moreover, in New Guinea and Papua, I have gone over the foregoing summary with the leading official and non-official men, and they have generally agreed with it.

The most definite challenge to my summary came from a highly-placed official, held in universal respect, who said that the abolition of the indenture system could not be laid at the door of the Ward-Murray regime—that one had to go further and dig deeper to find the origin of the drastic change.

HOW INDENTURE SYSTEM WAS CANCELLED.

AS it happens, I know what he was referring to. The move against the indenture system began about 1944, when the late Mr. Beasley, Australian Socialist Minister, was attending an International Labour Conference somewhere. He cabled Australia that ILO were hostile to the indenture system, and sought instructions. Under advice from External Territories officials, he was informed that the system would be abolished as soon as it was deemed advisable to make the change.

Soon after this, Mr. "Eddie" Ward and his pack of precious planners, called the Army Research Council, took charge of the situation. There was not among them one practical man, experienced in tropical administration—the head was a Sydney medical student, who became a full colonel, and the Council comprised academicians, anthropologists, and what-not, all of whom became lieutenant-colonels, majors and captains, who travelled around the Islands with full regalia and priority privileges.

They were all regarded as professed Socialists—as some undoubtedly were. Colonel J. K. Murray, afterwards head of the School of Tropical Administration, was a member. He then was—probably still is—a convinced Socialist. Although he had never had one hour's practical experience of Pacific Islands administration, he was selected by Ward for the post of Administrator. One of his first acts, on arriving at Konedubu, was to call all his leading officials together, and deliver a paean of praise of "Eddie" Ward, and declare that Ward would be Australia's next Socialist Prime Minister.

IT was the Research Council, plus Ward, plus Murray, plus all kinds of so-called experts, who framed the Ward-Murray policy, during the confused ANGAU regime. It was then that the Australian Socialist Government committed itself to the United Nations and the ILO with the statement that the indenture system would be abolished in five years. It was then that the guiding hand of Mr. "Jim" Taylor was seen.

(Continued Next Page)

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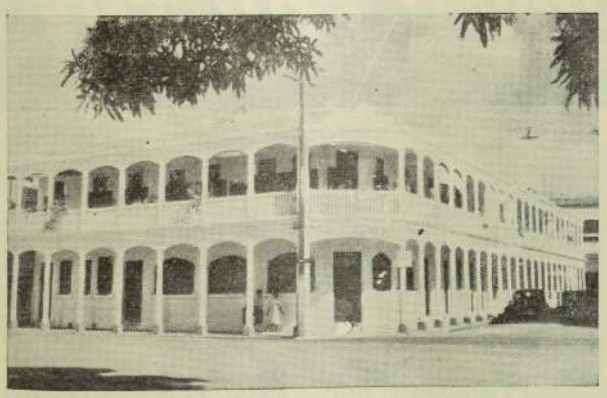
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"Jim" Taylor was one of the best fieldmen that the NG Administration ever had. It was he who, in association with the Leahy brothers, explored much of the Highlands. His success in bringing uncontrolled areas under control was notable. But, as an administrator of a district, he was not regarded as above the average.

This was the man whom the Planners called in to assist them in framing part of their policy; and the Native Labour Ordinance, introduced when the Ward-Murray regime took over from ANGAU, and mainly responsible for the chaos and confusion in the Territories between 1945 and 1950, is regarded as the compilation of Mr. Taylor. Mr. Taylor was Director of Native Labour for two or three years. His retirement from the job, and from the Administration service, was not regarded as a calamity.

His defenders say that Colonel J. K. Murray did not favour the early abolition of the indenture system—they say it was forced upon him by Ward and Evatt. If he had had any experience, he would have foreseen the effect of the change, and resigned rather than agree to it.

As it was, he agreed to the abolition of the indenture system at the end of five years, and the immediate reduction of the contract term to one year; and he should now be forced to take responsibility for the results—a disorganised and demoralised labour force; cheeky and undependable natives, who seem to be moving steadily towards the point where they will challenge the white man's authority"; the embarrassment and discouragement of private enterprise; and a staggering increase in the costs of administration.

NEW Planners argue, of course, that whatever we may think, we are forced by our obligations to the UN Trusteeship Council to wipe out the indenture system. That is prevarication.

It was the Chifley Socialist Government which committed us to the abolition of the system within five years; and the Chifley Government and all its works were repudiated by the Australian people. We are not obliged to accept, in everything, the dictation of the Socialist or the Trusteeship Planners.

The primary paramount consideration in respect to New Guinea is its development as Australia's most important

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outward bastion of defence; and in that regard the natives must be compelled to do their share.

The new Native Labour Ordinance is a weak compromise, for which the Spender regime will be blamed. It will not remove the evils created by the Ward-Murray-Taylor regime. The whole thing will be up for review and amendment again.

EXTRAORDINARY HOLD-UP IN TIMBER.

PROBE as I might, I could not find the reason for the extraordinary hold-up in the issue of permits to take timber out of the coastal jungles.

Canberra has approved; Port Moresby has approved; everyone has approved except the very stubborn Director of Forests, Mr. McAdam. In the absence of any other information, we are forced to the conclusion that the cause of delay lies in the office of the Forestry Director.

As a forester, Mr. McAdam is held in high respect. It was due to his probity and forthrightness that the timber-lease conspiracy of 1945-48 (which sent "Jock" Garden to gaol, and threatened "Eddie" Ward with political extermination) was defeated. It is believed McAdam would rather have a tooth pulled than lose one of his beloved trees to greedy commerce.

It was thought that when, as a matter of policy, it was decided that the Morobe pines and cedar should be cut only under a tender system, with adequate re-afforestation provisions, Mr. McAdam would withdraw his objections to the wholesale milling of the timber in the coastal areas. But, at the date of this writing, the hold-up persists and there are whispers of somewhat drastic action being planned by the powers at the top.

The timber industry of New Guinea is at a most interesting stage, and is the subject of a special article elsewhere in this issue.

CHANNELS CHOKED IN MORESBY AND CANBERRA.

MOST informed people are agreed that the ideal system of administration in this vast wide country would be achieved through the decentralisation and delegation of authority, so that the officers in charge of districts would have the widest possible authority to proceed along lines laid down in a general policy.

That idea was accepted by Mr. Spender. He promised that District Officers would become District Commissioners, who would be aided by local Advisory Councils; and that much of the excessive powers now exercised by Port Moresby and Canberra should be delegated through Deputy Administrators to the men in the field.

Seven months have gone by, and at this writing not one of these things has come to pass. I am told that fantastic delays occur, while more and more matters are referred South, to the inevitable Mr. Reg Halligan, for decision.

Everyone blames everyone else—it is like fighting a feather bed.

I would place the blame mostly upon the present Administrator—a most worthy professor, who has had no experience whatever in this kind of turbid and turgid organisation, who is too much of a gentleman to do the obvious, necessary things, and who is the South Pacific's outstanding example of a round peg in a hole that has become painfully square.

W & H—FRANKENSTEIN MONSTER

COLONEL MURRAY is generally held to be responsible for the introduction to the combined Territory of the Department of Works and Housing. It was his idea of a way to get things done, without private enterprise. For him it has become indeed a Frankenstein Monster.

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responsible for practically all the public works in the country, the Administrator has no authority over it. Liaison between W & H and the Administration seems to be provided by a series of stiff exchanges between Government Secretary and local W & H Director.

This monstrous concern has just under 1,000 European employees, spread all over the two Territories. Heaven knows how many machines and how many natives it uses—of the latter, there must be thousands. It is building roads, bridges, houses, stores, air-strips, wharves—and of all the instrumentalities which are wasting the Australian taxpayers' money in this or any other country, this is probably the worst. From my own observations, I have gathered scores of examples of W & H muddle and waste.

That is bad enough. But even worse is the concern's effect on native morale. It has brought in hundreds of whites of the low wage-plug type—uncouth hooligans who have no idea of how to maintain the status of the European among these natives. They fraternise with the native labourers, and associate with native women, and they have so much unaccustomed money that they are a positive pest in all the places where beer is sold.

Many of us had hoped that the natives would soon have recovered from the effects of the military occupation. But this W & H invasion confirms the harm done by the thoughtless soldiery.

There are scores of very competent and responsible officials in W. & H, but they are in a minority, and swamped in the general inefficiency and disrepute.

The Territory is getting its houses and public works, but at an appalling cost, in more ways than one.

IN a native village, not far from a small town where I stayed, there was encamped a woman doctor, who has specialised in infant dietetics. She is said to be getting £1,200 per annum, plus travelling and other expenses, for teaching native mothers how and when to feed their small children.

Old Territorians, who know the natives and their ways, think it is extremely funny. As an Australian taxpayer, I am not amused, because this is typical of the sort of thing that is going on all over the Territory.

These priceless Planners, in their eagerness to present New Guinea to the Trusteeship Council as a model Native Welfare State, are consistently putting the cart before the horse.

Out at Matupi, near Rabaul, they have a most expensive set-up, where half-a-dozen Europeans are training some 25 or 30 boys (who are being paid labourers' wages) in certain trades. Out at Station 9PA, near Moresby, they maintain no less than three Europeans (two apparently quite untrained) as announcers in Motuan and Pidgin; but in not one native village, anywhere in the Territory, did I find any regular listeners-in. In fact I did not locate one community receiver.

If only these planners would get down to the hard earth, and use these easy funds from Australia to train selected natives for the difficult task of teaching simple English to the natives of New Guinea, we might be getting somewhere. We may be getting somewhere now: but it looks to me very like the road to financial and administrative bankruptcy.

I have had 28 days of ear-bashing—cheerfully endured, because these Papua-New-Guinea people are the most lovable people in the Pacific, and they surely have real grievances. Their troubles are like an ingrowing toe-nail: the more they think about them, the worse they seem, and they feel they must talk about them.

Their plight is made worse because

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there is no way in which they can officially let off steam. They should have a Legislative Council, where their moans could be channelled to official ears, and genuine grievances dealt with. But there is no sign of the Legislative Council, so often promised. I have followed it back as far as I can—and I am convinced that it is just another of those things held up in Canberra.

It is a pity we could not get a bird's-eye view of the matters which await decision in the Department presided over by Mr. Halligan. It would make a startling picture.

Anglican Work in NG and the Solomons

From Our Own Correspondent

LAE, Nov. 4

IN July, 1949, the control of Anglican work in New Britain and New Ireland passed from the Bishop of Melanesia to the Bishop of New Guinea.

This week the Bishop of Melanesia—Bishop Caulton—passed through Lae on his way South to attend the Centenary Celebrations of the Australian Board of Missions at Sydney; and, whilst here, he met the Assistant Bishop of New Guinea (Bishop Hand) who had just returned from a survey of his new charge and is also proceeding South to report to the Board.

The Bishop of Melanesia will be well-remembered throughout the Islands, in which, for many years, he was a missionary. In 1937 he moved to New Zealand, and in 1946 became Dean of Auckland. A little over 2 years ago he was consecrated Bishop of Melanesia, with Headquarters at Tulagi.

Commenting on the building progress in Lae, the Bishop said that the lack of building materials had prevented the implementation of his Church building programme in the Solomons. He, himself, had no settled home, and lived on his ship Southern Cross, which he claimed was more convenient in view of the almost continued travelling throughout his Charge.

The Rector of Lae, Rev. W. E. Moren, entertained the guests at the newly constructed Rectory, and invited leading Church folk to meet Bishops Caulton and Hand.

Gift to Lae Memorial Church

THE New Guinea Women's Club of Sydney has presented a pew to All Souls, the new Anglican memorial church in Lae, New Guinea.

All Souls, which is dedicated to the fallen, is the gift of the Church in Australia. Lae parishioners and their friends were responsible for the furnishings.

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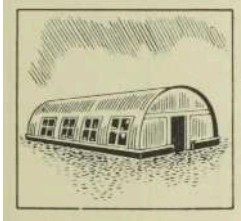
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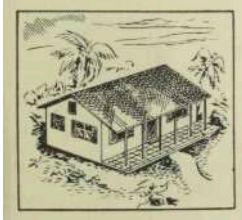
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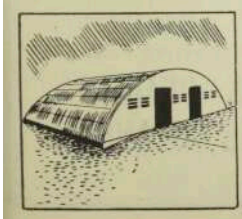
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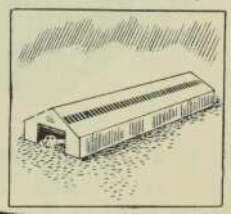
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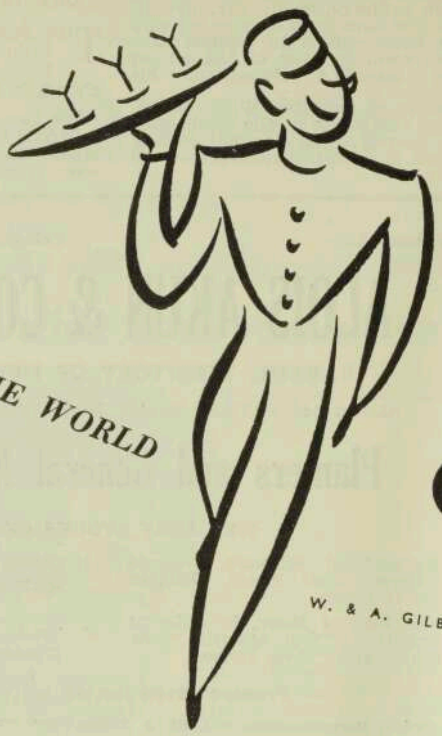


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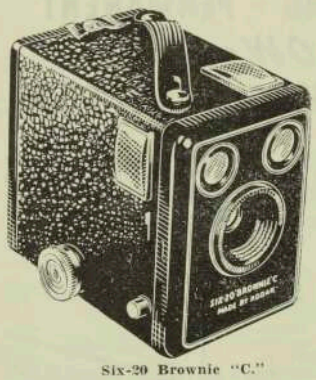
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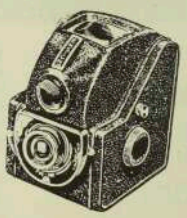
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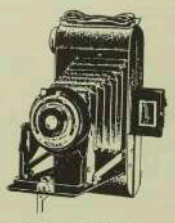
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ANOTHER KIND OF NEW GUINEA TIMBER SCANDAL

A Story of Incredible Waste and Maddening Frustration

By R. W. Robson.

PT. MORESBY, Oct. 31

IN the days Before, if you were in the Bulolo Valley area of New Guinea, and met a couple of men, they sooner or later would lead you onto a hilltop, and point yearningly to the places where they —if permitted—could find good gold.

The Morobe world then turned on gold prospects. The common language was interlarded with references to penny-weights and ounces and "coons" (the patient native labourers who carried and shovelled) and brightened with reflections upon New Guinea Goldfields Ltd., the big company which had leased so much of the likely country, and thus closed it to the fossickers.

That is all changed to-day. Now, the men you meet on the track don't look down. They point upwards, up the valleys and across tthe mountain-tops; and their talk is all of pine—the famous Hoop and Klinki pine of the Morobe uplands. They visualise the fortunes that can be made, if only that beautiful timber can be cut down and transported to the hungry markets in New Guinea, and Australia, and overseas.

But that is about as far as it goes. In spite of all Liberal-Ministerial assurances, the Territory has not yet developed any comprehensible timber-getting policy. All the people in the Morobe district, and half the people elsewhere in the Territories, are eager to cut and use and market this timber; Canberra has given instructions that it shall, within reason, be cut and used; but still Port Moresby fiddles, and fumbles and footles; and no man knows who is to cut the timber, or how, or when.

My tour through the Territories has been attended by one long chorus of criticism of the Administration; but I think there was more virulence in the remarks relating to timber, than in all the rest.

One explanatory statement from Moresby might have silenced most of it; but Moresby says never a word. In relation to timber, as in most other matters, Moresby is silent, aloof and disdainful. Therefore, one can only make an intelligent guess concerning the cause of the present baffling situation.

The outstanding facts are:—

- There is a large quantity of very good timber, and an almost incalculable amount of indifferent timber, in Papua and New Guinea.
- Every Territories centre is clamouring for sawn timber, for countless construction projects.
- Although there is an abundance of good to fair timber in the NG forests, imported timber is still pouring into the Territories. While I was there, the Admiral Chase discharged 500,000 feet of NSW timber in Port Moresby, at a landed price of 144/- per hundred super feet!
- NG timber could be sold also to an apparently insatiable market overseas.
- If the Territories' present pie-crust economy is not to collapse, with disastrous consequences, it is vital that the Territories' resources be exploited, so that the Territories can do something more towards financing themselves.

THESE facts are apparent to everyone—including the Ministers who have been here. Why, then, are the timber resources of Papua and New Guinea not thrown open to exploitation by private enterprise?

The first reason, of course, is the reluctance of the Ward-Murray set-up (still powerful here, despite the advent of a new Government) to let private enterprise in on anything.

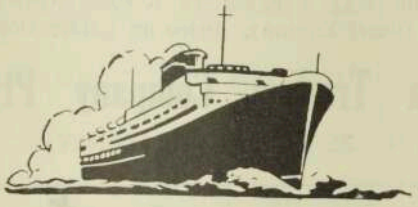
The second reason is a plan—worked out after the New Guinea timber-lease scandal—which provides that timber exploitation shall be carried out by big companies, in which half the shares shall be held by the Government.

And a third is the apparent reluctance of the Chief Forestry official, Mr. McAdam, to allow any of New Guinea's trees to be cut down for commercial purposes. Mr. McAdam's love of trees is almost fanatical. (See article on p. 103).

Everywhere I have been, I have found examples of the confusion and anger that exist, as a result of this inability of Canberra and Moresby to make up their minds.

Port Moresby, for example, is desperately short of timber; every stick that can be produced at Mr. Tom Flower's sawmill, a few miles out along the aerodrome road, is sold immediately at a handsome price.

There is not much really good timber in Papua, but there are plenty of big trees—and, with the present demand, all is grist that comes to Tom's mill. There, I saw stuff on the breaking-down bench from which most timber-men would turn in



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disdain. But why worry—the resultant timber is eagerly bought and is solving some urgent problems in and around the Territory.

Tom Flower has produced a great deal of timber hereabouts in recent years—but generally in defiance of the Administration, who want to control his operations rigidly and make him conform to a Plan. How he has been able to get logs and keep going is, in the circumstances, one of the minor mysteries.

THE really worth-while timber of the Territories is on the highlands. The pine and cedar in and around the Bulolo Valley (Morobe) would rank high in any country. Its value long has been recognised. Old-time miner Yorkie Booth, 20 years ago, conceived a plan of floating this timber down the rivers to the sea, and clamoured for a lease.

But, as communication between the coast and the Bulolo was then entirely by air, no one could visualise a practicable proposition. Now, there is much heavy freighting along the road (built in war-time between Lae and the Bulolo) and nothing to stop the Bulolo timber coming out.

Naturally, therefore, everyone in and around the Bulolo Valley is impatient to get on with the exploitation of these vast stands of pine, which surround the Bulolo and stretch away into the interior —500 millions of super feet is believed to be the estimate.

The people of Wau insist that the exploitation of this timber is vital to them. The gold industry is on the wane; it could be supplemented and partly replaced by timber; and, by the time that the timber also is worked out, a new economy might be established in the Upper Bulolo Valley, based partly on agriculture, and partly on the acceptance of that beautiful cool place as the natural health resort of the Territories.

But, so far, Moresby is deaf to all the appeals and objurgations of the lively and vocal community at Wau.

The only timber-getting lease granted so far in Morobe has gone to Bulolo Gold Dredging Ltd. Already, that powerful, well-managed company has established, right alongside the great organisation which operates its dredges, a new organisation, with fine equipment, which operates a sawmill, builds roads out into the timber country, and uses super-machines to fell the pines, lift them out of the heavily-jungled gullies, and cart them to the mill.

From this timber, BGD are making pre-frabricated houses for the Administration, and it is also engaged on a big contract under which the pine is being specially cut and shaped and sent to Australia as separators for storage batteries. BGD's timber organisation and establishment are most impressive, and sure of success.

This development is well-known. It was formulated, as a special Plan, by Minister Ward before he left office.

WHAT is not so well-known is that the other big goldmining concern, New Guinea Goldfields Ltd., located at Wau, also has gone in for timber in a big way. It has a sawmill at Wau, a carpentry and joinery shop nearby, and it is producing good timber, much really excellent furniture, and it, too, has an Australian contract to supply, in pine, huge quantities of those wooden separators for batteries.

Moresby did not give NGG a timber-lease, or officially countenance its enterprise. NGG has big leases all over the place, and it has an area, called Anderson's Lease, six or seven miles up the Valley towards the Waria, where there is a good stand of pine. It just went ahead and used that. This will keep NGG going for a while. The rest is on the knees of the political high gods.

PERHAPS a key to Moresby's policy can be found in a modest establishment at Bulolo, between the township and the timber lease. Here, there is a Forestry Branch camp, in charge of Mr. Kavanagh, a high Forestry officer. An area of perhaps 50 acres has been cleared, and thousands of little pine-trees, raised from

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seed, are flourishing in sheltered and tended beds.

The idea seems to be that, as BGD tears the big Hoop and Klinki pines out of the jungle, the jungle shall be cleared somewhat, and young pines planted in their place.

In comparison with the enormous size of New Guinea, the stands of pine are limited. I saw patches of pine half way across the highlands, towards Hagen and the Baiyer area; but the bulk of it seems to be in the Bulolo-Watut area. The idea of planting up new pine forests seems sound enough. But if it is intended to hold back the exploitation of NG timber resources until Forestry men can follow milling operations and plant a tree for every one cut out—then the scheme should be wiped out—along with all those other idealistic and quite impractical plans of the Ward-Murray regime.

The vital thing now is to get on with the exploitation of New Guinea's timber resources, and let afforestation follow on behind, if and when New Guinea can afford it.

LAE, Madang, Goroka, Rabaul—everywhere I heard the same story: (a) a community literally crying aloud for sawn timber, wherewith to replace their now collapsing post-war buildings of cane and grass; and (b) an Administration which stubbornly refuses to let the trees be taken out and cut up for timber.

At Goroka, for example, they are slowly acquiring BGD air-borne "prefabs," into which the small European community is shifting from their grass houses. The prefabs are of excellent workmanship and material, but they are far too small for a family in that region—they would represent cramped quarters even in a Sydney suburb.

Appeals were made to Moresby for some arrangement under which sawn timber might be brought out of the jungled hills around Goroka. Moresby was not responsive. So that sturdy individualist, Jim Leahy — who now runs a mixed farm at Goroka—had a Pelton wheel and a sawmill flown in from South; he constructed in the ranges, over 6 or 7 miles, a suitable water-race to turn the Pelton and drive the saws; and, the day I left Goroka, they were preparing to celebrate, as a national event, the appearance of the first power-sawn timber in that part of the Highlands.

The sour disapproval of high officialdom —which should itself have undertaken this enterprise long ago—could not hide the happiness of all the officials, from DO downwards, who at last see a chance of getting rid of their crumbling old shacks and sheds, and enlarging their newer houses.

The Administration—or its actual boss, the Works and Housing Branch—should have built some sort of road from that sawmill, so that the timber could be brought in to Goroka. But officialdom objected and argued about the route—which it wanted to make 16 miles long, instead of 7 or 8—so Jim Leahy, with suitably flavoured phrases, sent his own labour out onto the ridges, to cut the sort of track he needed.

That is typical of NG under the present Administration.

In the shanty-town of Rabaul—where the unsuitability and dilapidation of buildings have to be seen to be believed (the result, of course, of officialdom's attempt to persuade the community to build at Rapopo instead of in Rabaul)—the hunger for timber is something that is felt.

No one there wants timber more urgently and clamorously than Works and Housing. The Government's sawmill at Kerawat has been idle for months—the result of someone's failure to properly service the tractors — and Mr. Jack Chipper's mill is in course of being shifted to a new site at Kokopo. So—believe it or not—Works and Housing are paying 25/- per hundred freight for the transport of sawn timber from the Colyer Watson mill at Cloudy Bay.

LATEST official announcements indicate that prefab houses from the Baltic countries, and aluminium houses from Britain, or elsewhere, are to be brought into this country at heavy cost. Surely, the Moresby-Canberra clique have reached the apex of impractical dreaming and economic lunacy, in thus sending hundreds of thousands of pounds abroad for something that could have been easily and cheaply manufactured in Papua-New Guinea itself.

Can anyone who knows the Territories see people settling down happily in verandah-less houses of metal construction?

. . .

As we go to press there is word of an administrative cataclysm in Moresby, where high officialdom is said to have at last fallen heavily upon certain gentlemen who have been stubbornly blocking all plans for the issuing of timber-cutting permits.

Even if this is so, the damage has been done. Years have been frittered away in "planning," while huge sums have been and are being wasted in the importation of timber from Australia and New Zealand, and of these prefab things from Europe.

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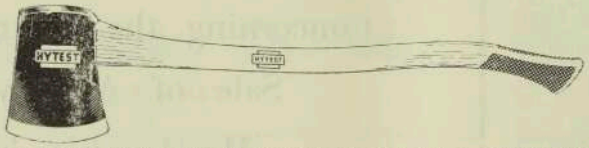
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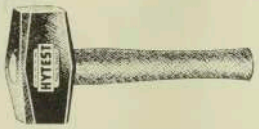
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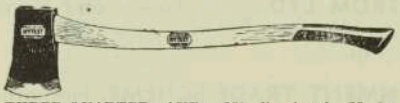
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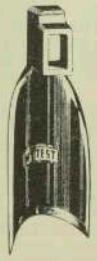
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NEWS FROM SANTO

By VERNON WHEATLEY

SHIPPING: Mr. Reece Discombe was the successful tenderer for the wreck of the auxiliary ketch Koro which recently came to grief near Vila. The vessel lies bow-down on an under-water bank about five fathoms under. The stern is considerably closer to the surface.

Mr. Discombe, after several exasperating attempts, has managed to assemble most of the necessary salvage equipment on board the MV Paama, on which ship he plans to carry out operations.

His plan is to try to raise the ship by means of eight submerged pontoons, four ranged along each side of the ship and attached pontoon to pontoon by means of wire strops passing under the vessel. The water will be pumped out and air forced into the pontoons, the bouyancy thus provided raising the ship.

Unconfirmed reports reaching here are to the effect that he has already raised the vessel.

The auxiliary ketch Speedwell, owned by M. Graziani, recently sank in the Banks Islands. Speedwell had those beautiful lines characteristic of older vessels and originally came from Hobart, Tasmania.

COCKTAILS FOR ONE: Mr. Bill Duff, popular skipper of a cargo launch here in Santo recently decided to take a drink. Darkness—and Fate—led his hand to a bottle of chemical intended to remove stains from clothing. He took a long drink and thus gave the local Doctor an opportunity to display his virtuosity on the stomach pump. The entire tedious affair was viewed with some dimness by Mr. Duff who has now recovered.

AIRCRAFT: The new flying-boat moorings recently laid at Santo are not very satisfactory. Currents tend to turn the aircraft round continually, thus unduly straining the cable. The mooring is also too close inshore, it is reported. Meanwhile, the old moorings are still being used. It is difficult to choose a suitable all-weather mooring that is reasonably handy. An ideal position would be across the Segond Channel opposite the Condominium buildings, but this would entail a launch trip across the Channel from the aircraft to the Condominium jetty and then a transfer to motor transport.

ACCURACY: In the foregoing paragraph it will be noted that I have given the Segond Channel its correct name. Many people call it a "canal." A canal is an artificial waterway. The stretch of water referred to is definitely and obviously natural, and therefore is a channel. Just to keep the record straight.

CONGRATULATIONS to Mr. Stevens, long a resident of this Group. Suffering from a serious internal complaint, little hope was held for his recovery. He confounded everybody by making a remarkable recovery and is now en route to Noumea via Vila. Mr. Stevens hopes to add a few more years to the eighty he has already enjoyed and many people wish him well.

VISITORS: Mr. Rowe of a well-known Sydney firm passed through the Group on a business visit which also embraced the B.S.I. Dr. T. E. Gibson and his dental mechanic, both of Sydney, are tarrying here to carry out dental work which was urgently needed. The Doctor reported a busy time in Vila and he is well booked out here.

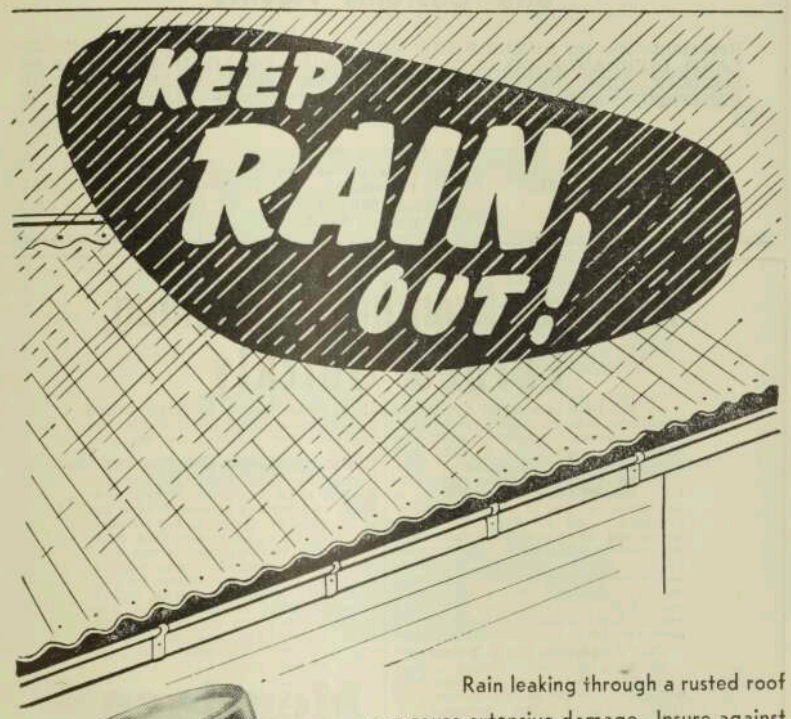
Mr. R. D. Blandy, British Resident Commissioner for the Group, recently visited Santo on the MV Southern Cross. While berthed at Pier 3, Mr. Blandy received visitors on board. Pier 3 is the most used pier because it is the least wrecked of the five piers originally constructed by the American Forces during the late war. Little or no maintenance has been done to the piers since those days and in a couple of instances the name "pier" is purely a courtesy title.

DEPARTING: Mr. Don Barrie left for Brisbane recently after severing his connections with BP's for health reasons. He once lived in New Guinea for some time, but now hopes to re-enter the Government service.

PROGRESS: Fung Kwan Chee's new store is one which many storekeepers envy. Featuring plenty of glass show cases and counters, the shop presents a neat and attractive appearance. Its owner, seven stone of suppressed energy, worked mightily in the creation of the new store.

Burns Philp (NH) Ltd., also plan a new store adjacent to their present building and also two or three additional staff houses.

CONDOMINIUM: It is rumoured that a moderate sum has been earmarked to carry out urgent local pier repairs. The piers, relics of the American occupation





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are in a bad state, as, being nobody's baby, they were left to deteriorate. They have been temporarily repaired with matting strips.

DEPARTURE DEFERRED: Approximately seventeen years ago, M. Louis Page came to the Condominium on loan from the French Colonial Service in Noumea. His term of transfer was for three years. Fourteen years overdue, M. Page was overjoyed to learn that he will return to New Caledonia. He and Madame Page expect to make the move early in 1951.

PERSONAL: Madame Page recently returned from a fortnight's visit to Noumea where she attended the Confirmation of her children who are being educated in New Caledonia.

M. Roger and Madame Eyssartier, accompanied by Michel, will shortly be returning to Noumea after 18 months in the Group. A shipwright, M. Eyssartier in conjunction with M. Gubbay, carried out extensive repairs and alterations to a vessel owned by M. Andre Naturel, well-known in the Group as a planter and trader. Mr. and Mrs. George Hager plan to leave soon for a month's holiday in Sydney. Mrs. Les. Fox will leave shortly also, but her stay will be considerably longer.

Mr. Lew O'Shea is planning to spend Xmas in NZ. He originally came to the Group in the converted Fairmile launch Wailana from NZ. After activities in New Caledonia and the New Hebrides, the launch visited Santo and was ultimately purchased by M. Andre Naturel who installed twin Diesel motors. The Wailana is the smartest looking vessel in these waters and her white hull and superstructure are pleasing to the eye.

RUMOUR DEPARTMENT: It is rumoured that French interests have purchased the NZ vessel Melva. Melva is owned by the Union Manufacturing and Exporting Co. and is a sister ship to the Avon and Rosalie. A wooden ship, I am told, she is powered by Hercules motor and has a capacity of about 300 tons. The price is said to be around £NZ16,000.

DEATH OF D. H. OSBORNE

MR. D. H. OSBORNE, notable Papua Old-Timer, did not die at his home on Rossel Island, as reported in October PIM. His death occurred on Rossel Island, but at a coastal trading station, some miles from his home. The Shipping Board vessel Matarini, was in those islands picking up copra. It had loaded at Osborne's main station, and it went on to the coastal station. Harry Osborne travelled on the ship, with Captain Cox and Mr. F. L. Bunting, while his two sons, Hugh and Roy Osborne accompanied the ship in their launch. They were lying off the trading station the following morning when Harry Osborne — who had seemed completely well—suddenly collapsed on the deck, near his son Hugh, and died shortly afterwards. The ship returned to the main station with the body, and Captain Cox and Mr. Bunting remained for the funeral.

BAMBRIDGE-BROWN WEDDING

AT the Papeete Protestant Temple on October 21, Miss Polly Simon Titaua Bambridge, daughter of Madame V. T. Bambridge, was married to Mr. Warren Robert Brown, son of Mr. and Mrs. Charles Brown of Raiatea.

Both families are well-known in French Oceania.

A golf course was completed in Madang New Guinea, in October and opened with an all-day tournament.

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PLANS—AND MORE PLANS!

Port Moresby's Building Convulsions

From A Special Correspondent

PORT MORESBY'S town plan seems to be suffering from departmental hiccoughs. No sooner has one spasm produced a neat set of drawings, than another official convulsion throws up a new set.

A few weeks ago, town planning experts arrived post-haste from the Works and Housing Department, at Melbourne, with drawings which purported to turn Moresby into an architect's dream. But when the Town Advisory Council subjected the proposals to the sobering draught of common sense, it was found that, although the picture was very pretty on paper, it was not at all practicable.

Further, the design dealt only with the business centre of the town. There was not a single scratch of a draughtsman's pen to suggest a solution for the vital problem of new residential areas. And this at a time when the town was in the same fix as a youth of twenty rigged out in a suit for a kindergarten child.

The town planner's ingenious effort was produced, apparently, at peremptory Ministerial orders to put up a scheme for an ultimate population of 20,000 people. The resultant drawings envisaged multi-storied buildings, a square shopping court, and every separate section of the business area neatly marshalled in labelled blocks.

There was to be one for commerce, another for Administration, a big chunk for community buildings. In short, there was to be structural musical chairs which would somehow leave everything in apple-pie order when the band stopped playing.

Now, however, the cat is well and truly out of the bag; for it appears that when Mr. Spender looked into the gypsy's crystal ball, and saw an ultimate population of 20,000 people, the planners solved the difficulty by hastily popping a few more storeys on to mythical buildings, and straightway flew to Moresby to exhibit this new work of art.

They were extremely vague about the fate of private property in the path of this new plan, and chatted happily about the new American trend towards shopping courts and parking areas.

Although the public was solemnly asked to inspect the plans and give the experts the benefit of community comment, and it was duly exhibited as the "proposed final plan," this too has followed its predecessors into the discard.

AT the October meeting of the Town Advisory Council, Mr. W. L. MacGowan, deputy director of the Works and Housing Department, said that, in effect, it was likely that the next "final plan" would leave the business centre of the town much as it is. Further its development would be left to private enterprise rather than the town planners. Also, the plan would be designed for an ultimate population of between 7,000 and 10,000, instead of 20,000.

Another welcome bit of news from Mr. MacGowan was that a zoning system had been adopted in regard to new residential areas. Each zone would have its own small shops, a school, churches, community buildings and recreation ground.

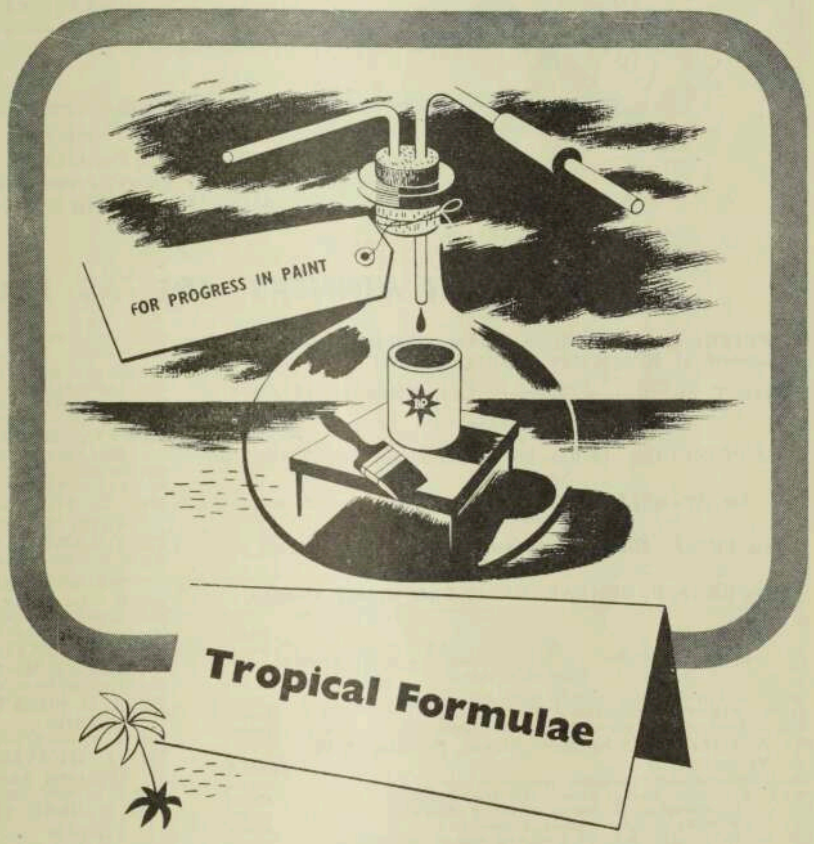
In actual fact, the zoning system is already in effect forced into existence by the acute need for more residential areas. The Baroka Extension project is the first new zone, and the pegs have been driven and foundations started for the prefabricated aluminium houses expected from Britain early in the New Year.

Of course, what really happened was that the terrific pressure for more residential sites finally broke the artificial dam of departmental muddling and delay, and spilled out over the nearest available land.

AN ironic example of what happens while town planners play around with pretty drawings is the fact that a private builder has erected a none-too-beautiful block of small shops opposite the public library and RSL building.

A few months ago, there was a lot of grave discussion in the Town Advisory Council as to whether shops would be permitted along this beautiful stretch of road. It was finally agreed after everybody had put in their sixpence-worth of argument, that perhaps a few shops could be erected, but these must harmonise with the surroundings and no butter-box buildings should be permitted.

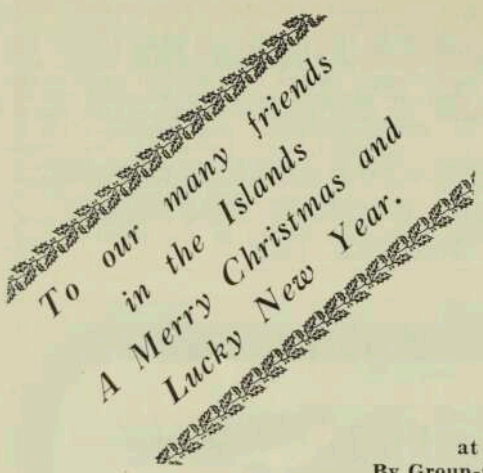
Then, out of the blue, a private builder, allegedly backed by the verbal consent



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1st PRIZE: One New Brick House (Unfurnished), V.P., Situated at Kingsgrove Sydney. Ticket No. 836153.

MISS T. MOSS, c/o Charters, Ltd., Nithsdale Street, Sydney.

2nd PRIZE: One 10 h.p. Ford Prefect Sedan. Ticket No. 744926.

Mr. W. SPENCE, 10 Denison Street, Rozelle.

3rd PRIZE: One Coldstream Refrigerator. Ticket No. 533578.

Miss RENE P. BEDNARSKI, 10 Carr Street, Coogee.

4th to 13th PRIZES (10 prizes): Each one 7-pint Hawkins Pressure Cooker—

	Ticket No.
Mr. F. P. FINNEY, Box 1558, G.P.O., Sydney	80393
Mr. W. WEBSTER, Windermere Road, Epping	284255
Mrs. E. DILLON, 152 Glebe Point Road, Glebe	134909
Mr. K. MILLEN, 18 Spencer Street, Preston, N.18, Victoria	**608065**
Mr. MONTGOMERY, Braeside, Wentworthville	213466
Mr. T. A. NOBBS, Darkes Forest, via Helensburgh	436742
Mr. C. McCONVILLE, 25 Harold Street, Parramatta	183821
Mr. C. ARCHER, 42 Epping Road, Double Bay	310658
Miss GWEN HALMARICK, 17 Reynolds Avenue, Bankstown	103703
Mr. E. TOGATIA, Police Station, Rabaul, New Guinea	**271347**

14th to 23rd PRIZES (10 prizes): Each one Hotpoint Chevron Toaster—

3 MUSKETEERS SYNDICATE, 267a Wood Street, Darwin, Northern Territory	**38728**
Mr. L. M. MOUNTSTEPHEN, 275 Burt Street, Boulder, Western Australia	**453134**
Mr. A. R. REID, "Gracedale," Traralgon South, Victoria	**674382**
Miss ELAINE RICHARDS, Wallan Street, Cal. Gully, Bendigo, Victoria	**182241**
Mrs. JENNY HENRY, Vulture Street, Ellalong, Cessnock	342832
Mrs. R. KNEEBONE, 5 Grafton Road, Auckland, New Zealand	**138347**
Mrs. F. WILLIS, 81 Ninth Avenue, Campsie	700862
Mr. C. G. CHAPMAN, 7 Bourke Street, Burnie, Tasmania	**372746**
Mr. A. D. JOHNSON, 415 Service Road, Moe, Victoria	**123810**
Miss N. McMAHON, 15 Capp Street, Telarah, Maitland	932833

24th to 33rd PRIZES (10 prizes): Each one Hotpoint Standard Iron—

	Ticket No.
JACKEROO, Under Windy BU 1748, c/o H. Club	22966
Mrs. IDA WELLS, 41 Garnett Street, Merrylands	485017
Mr. D. COWHAN, c/o Railway Station, Wallerawang	341948
Mrs. SARAH A. DAVIS, 35 Endsleigh Avenue, Orange	58116
Mrs. C. DONALDSON, 11 Hinemoa Street, Kalgoorlie, Western Australia	**254209**
Mr. HILTON MUNRO, 34 Harold Street, Matraville	619459
Mr. J. P. PROUTING, 24 Challis Avenue, Turramurra	880370
Mrs. R. YOUNG, 895 Cloister Avenue, Manning Park, Western Australia	**922947**
Mr. J. LAWRIE, Cunderdin, Western Australia	**173756**
Mr. H. D. COX, Account Section, Health Department, Sydney	547363

34th to 43rd PRIZES (10 prizes): Each one Formost Radiator—

Mr. H. CALLAGHAN, 5 Searl Street, Petersham	313027
Mrs. R. H. WATERS, 109 The Boulevarde, Strathfield	821598
Mr. L. J. BEDDOE, 71 Denison Street, Newtown	9507
Mr. JIM TAYLOR, 116 Grosvenor Road, Mt. Lawley, Western Australia	**514932**
Mrs. P. OLDFIELD, Cox Street, Portland	580863
Mr. A. H. SOUTTER, 90 Epsom Road, Ascot Vale, Victoria	**917567**
Miss B. O. LEARY, 9a The Avenue, Rose Bay	225899
Mr. J. QUAYLE, Sanatorium Staff, Wooroloo, Western Australia	**293428**
Mrs. I. F. McINTYRE, 131 Eldridge Road, Bankstown	186482
Mrs. M. SIMS, 14 St. Phillip's Street, Abbotsford, Victoria	**740884**

44th to 53rd PRIZES (10 prizes): Each one Hotpoint Electric Jug—

Mr. BRUCE GRANT, 44 Joshua Street, Goulburn	371974
Mrs. WILKINSON, 15 Stanhope Street, Auburn	32249
Mrs. E. DAVISON, 24 Patricia Street, Belfields	352474
Mr. J. THOMSON, 1 Bay View Flats, East Esplanade, Manly	730625
Mr. J. B. EDGE, 10 Burwash Road, Marryatville, South Australia	**423190**
Mrs. M. BARLOW, 36 Fawcett Street, Mayfield	6933
Mr. W. L. PALMER, 58 Wetherill Street, North Lidcombe	478565
Mr. SAMBHUPVASAD, Jeweller, Nasea, Labasa, Fiji Islands	**123960**
Mr. E. WILKINSON, 22 Altona Street, Abbotsford	852229
Mrs. E. D. RICHARDSON, 62 Whiting Street, Artarmon	890871

54th to 63rd PRIZES (10 prizes): Each one Gold-plated Cigarette Case—

Mr. H. T. ROWE, c/o Post Office, Cootamundra	900700
Mrs. D. WRIGHT, 26 Bent Street, North Sydney	914771
Mrs. F. CLARKE, 15 Wonga Road, Cremorne	1970
Mr. A. NIDDRIE, 57 Flers Avenue, Earlwood	370517
Mrs. PICKERING, 252 Victoria Street, West Brunswick, N12, Melbourne, Victoria	**657168**
Mr. W. BOWE, Sydney	18386
Mr. A. J. HICKS, Fennell Street, Blackalls, New South Wales	118502
Mr. L. A. HUGHES, Geranium, South Australia	**170086**
Mr. T. RICHARDSON, 11 Grey Street, Wickham, New South Wales	244462
Mrs. L. W. BOOTH, Jones Island, Manning River	22799

J. H. STARR, Secretary, Room 309, 16 Barrack Street, Sydney. Box 4672, G.P.O., Sydney. Tel.: BX 1563.

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of an Administration officer then on leave in Australia, quietly put up a strictly utilitarian building right bang on the road frontage. Those who remembered the Council's grave recommendations on the future of Ela Beach waited for the thunderbolt of Administration stop-work orders. But, day by day, the building progressed undeterred by any official action; and now it is complete, even to a coat of paint, and Ela Beach appears to have started on the downgrade to ribbon building and general deterioration of scenic value.

Long-suffering would-be home builders are now wondering if their luck would hold equally well if they wangled a verbal consent and did a bit of much overdue building.

But, out of all the plans produced for Port Moresby, it seems a bitter joke that there was not one effective provision—or at least not one put into effect—for preserving the town's most attractive area from commercial exploitation.

Yet, who knows? The next plan might do something. But it is doubtful if it will have enough teeth in it to cause the removal of this example of Administration buck-passing.

Anyway, here's to the next town plan. Like a ticket in "Tatts," this one might be "it."

DEATH OF M. MARCEL FROGIER

THE death occurred in France, in October, of M. Marcel Frogier, well-known resident of Tahiti. He, accompanied by his wife, was on a health visit to Vichy.

M. Frogier belongs to an old and respected French family of Tahiti and is the son of a pioneer who landed in the Colony in the 80's. His wife is a daughter of the late Mr. Ben Chapman of the famous Californian shipbuilding family, and is a niece of the beloved Loviana of Papeete.

Death of Old Fiji Resident

MR. JOHN JONES, who was for many years in business in Suva, died in early November in Auckland, where he has been living in retirement.

Mr. Jones went to Fiji in the early years of the century as a coachman for the late Sir Henry Marks. He later set up a taxi business in Renwick Road, Suva, first in partnership with Mr. David Mack and then on his own.

He is survived by one daughter.

WILD ISLANDS MEN AND A SYDNEY SHOWMAN

ON October 15, Barney Bergin, a Sydney man connected with the show business, was committed for trial on a charge of stealing £750 from Oscar Nordman, of Tahiti. The money was sent to Bergin, in Sydney, as first payment on amusement park equipment, which was to be shipped in August, 1949, to Nordman or his associates, in Tahiti.

Bergin did not ship the equipment, as promised; and it is alleged that later, when pressure was put upon him, he tried to ship some other—and much cheaper—equipment, which had not been ordered by Nordman, and which Nordman's Sydney advisers would not acccept.

Bergin is the man who, some weeks ago, was committed for trial on a charge of getting money from a Sydney showman by false pretences—on his promise to obtain for a sideshow, some wild men from Borneo. He said, when challenged, that he had sent the wild men from Borneo to a plantation near Rabaul, to be taught hygiene and Pidgin.

CHANGE IN RUBBER OUTLOOK

THE Koitaki Rubber Estates Ltd., of Papua, made a profit of £13,348 last year, and declared a dividend of 10 per cent., which absorbed £7,501. To show how the value of raw rubber has risen (it has almost quadrupled in 12 months) it is noted that in the previous year Koitaki made a loss of £367.

A new radio telephone station has been opened by the Fiji Posts and Telegraphs Department at Dreketi, Vanua Levu.

DEATH OF CAPTAIN W. M. McLEOD DSC

THE death occurred in Wellington in October of Captain W. M. McLeod, DSC, formerly deputy harbourmaster at Wellington. In his 67 years of life, he had seen many countries and known many adventures. As a young officer, he served several years in Indonesia, and Far East. He was in charge of ships in the Pacific Islands when World War I came. He quickly enlisted, was given charge of Q-ships, and was decorated for his work against submarines.

Rheumatism, Ankles Puffy Backache, Kidneys Strained?

If you're feeling out o-sorts, have Sleepless nights, or suffer from Dizziness, Nervousness, Backache, Leg Pains, Swollen Ankles, Rheumatism, Excess Acidity, or Loss of Energy and feel old before your time, Kidney Trouble is the true cause.

Wrong foods and drinks, worry, colds or overwork may create an excess of acids and place a heavy strain on your kidneys so that they function poorly and need help to properly refresh your blood and maintain health and energy.

Help Kidneys Doctors' Way

Many doctors have discovered by scientific clinical tests and in actual practice that a quick and sure way to help the kidneys clean out excess poisons and acids is with a scientifically prepared prescription called Cystex. Hundreds and hundreds of doctors' records prove this.

No Benefit — No Pay

The very first dose of Cystex goes right to work helping your kidneys remove excess acids. Quickly, this makes you feel like new again. And so certain are the makers that Cystex will satisfy you completely they ask you to try it under a money back guarantee. You be the judge. If not entirely satisfied just return the empty package and get your money back.

Cystex costs little at chemists and stores and the money back guarantee protects you.

Cystex *for* KIDNEYS BLADDER RHEUMATISM

The *Guaranteed* Treatment

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NEWS NOTES FROM LAE

From Our Own Correspondent

LAE. Nov. 3.

THE annual general meeting of the Lae & Services Club, elected two women, Mesdames R. Morgan and J. Baker, to the Committee. Other office-bearers were: President, Mr. Ray Watson; vice-presidents, Messrs. G. Whittaker and L. Ashton; secretary, Mr. A. E. Hosie; treasurer, Mr. J. V. Knight. Committee, Messrs. S. Fernan, C. Beckett and Reg. Vogler.

:: :: ::

The Lae Cricket Association commenced its 1950-51 season with four teams competing—Admin-Commerce; Hotel-Voco; Airstrip; and Works and Housing. To date Admin-Commerce have been successful in the three matches played with the other teams level with one win each. The Levien Trophy matches between Wau, Bulolo and Lae, commence soon and will continue until Easter. Bulolo are the present holders. Lae executives for 1950-51 are: president, Mr. J. Birrell; secretary, Mr. A. Winter; Treasurer, Mr. J. V. Knight.

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Whilst it was anticipated that the new sports reserve would be ready before Xmas, there does not appear to be any chance of its use until New Year. The area provides for tennis, basketball, cricket and football. Meanwhile, sporting bodies make use of the old Recreation Reserve, out along the Busu Road, where few people other than players attend matches. The new oval is in the centre of the town.

:: :: ::

The Lae Town Plan has "hit the spotlight" again with a decision to clear the area along the Air Corps Road, at the back of the airstrip, of homes erected there, by the end of 1951. Where these householders—who, in the main, have erected their own homes—are expected to fit in is a matter of conjecture.

Incidentally, the area being cleared is set down largely as native recreation grounds; whilst (if any reliance can be placed in the Town Plan) the existing airstrip appears as a golf course. Presumably, Qantas Empire Airways are erecting their new offices and reception rooms, alongside the new hangar recently completed, in the full knowledge of the requirements of the Town Plan.

If those responsible for the Plan would make some effort to introduce sewerage, or an adequate water and electric light supply, residents might accept the numerous offensives as part of the grandiose scheme, and bow to the inevitable.

:: :: ::

The Stores section of Works & Housing is scattered all over Lae. The first signs of establishing a collective store appear in Milfordhaven Road, where the first building is under way. Eventually MT stores, timber stores and general stores will be together, and the workshops, now situated along Emerey's Road will be in close proximity.

A dozen Sydney-Williams huts being erected at the end of Air Corps Road, from what is apparently new material, are to house native labour. There would not be much change out of £450 for each structure. Meantime, those members of Works & Housing who are living under squalid conditions regard the new huts with little satisfaction.

The service at Lae telephone switchboard is such that valuable time is wasted daily trying to get correct connections. Main trouble appears to lie in the utilisation of Asiatic employees, among whom there is not the slightest sign of uniform training. It is disconcerting to ring and hear a voice say "Hello," leaving one to wonder how he should reply. Why not the well-established "Number please" or "Switch." Others have their own approach, but none is in conformity with what may be expected. It is said that staff is very difficult to obtain.

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A SATISFACTORY feature of Works & Housing is the introduction of payments to staff in Lae, by and from the Lae office. Until a fortnight ago, this was controlled from Moresby and employees were always a week late in receiving their pay. The new move is a good one; but there will be dissatisfaction amongst business houses and private contractors until some arrangements are made to pay accounts direct by the Lae Office. Blame for delays in payments is bandied from the Moresby office of the Department to the Treasury, whilst disconsolate creditors just have to await the machinations of a complex Commonwealth and Administration set-up. None of this waiting is experienced in Rabaul transactions. Treasury, Lae, is quite ready to make such payments—and, in fact, does pay Administration accounts on the spot.

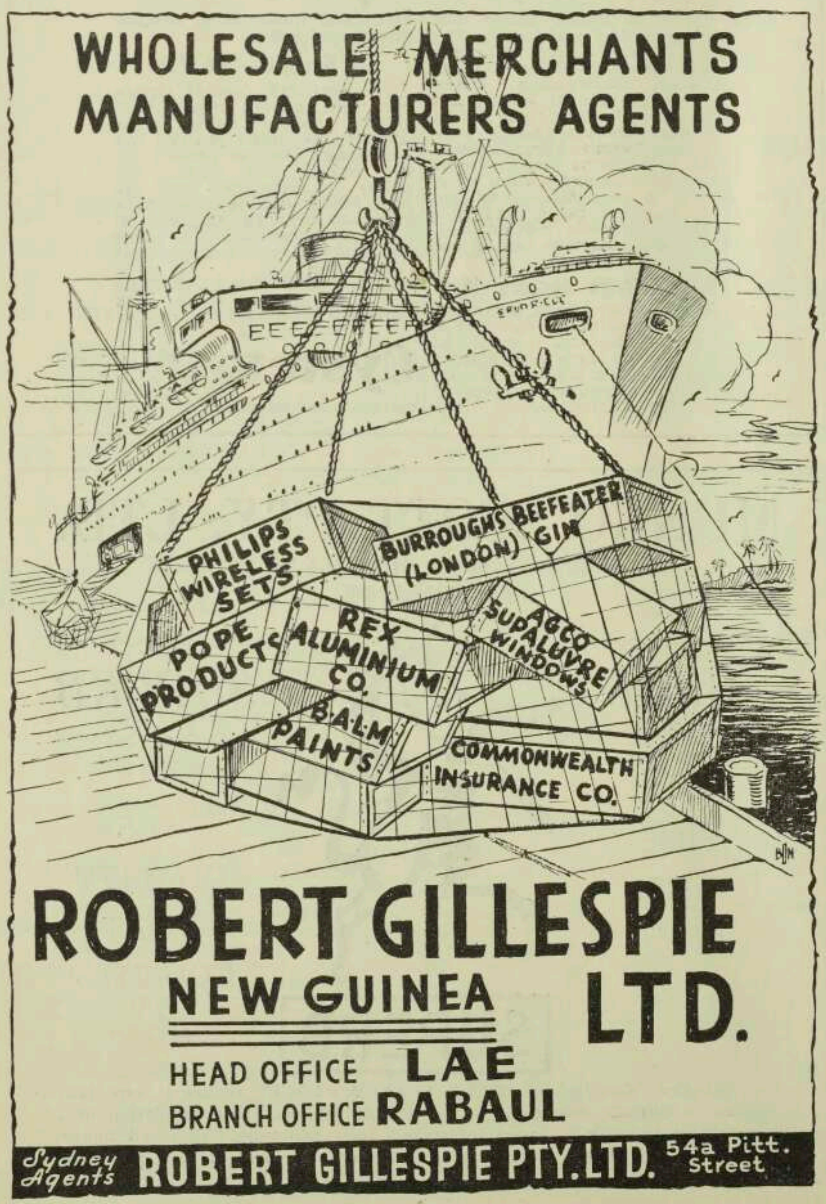
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There is word from the Administration that a new site has been made available to the Returned Servicemen's League, to enable a start to be made on its own club rooms and hall, etc.

The consecration of Lodge Pride of Lae, No. 446, Royal Antediluvian Order of Buffalos took place under the guidance of Bernard Smith, KOM, and A. S. Alexander, CP, as founders. Visitors from Wau and Bulolo, and mainland lodges were in attendance. Meetings will be held fortnightly.

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Building activities for the two major oil companies are proceeding in Lae, Port Moresby, and Madang. The contractors to both companies, Morobe Construction Co. —are engaged on depot work at Port Moresby and Madang, as well as the erection of accommodation for staff members generally.



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ABOUT ISLANDS PEOPLE

Lady Ragg, the popular wife of Sir Hugh Ragg, of Suva, Fiji, underwent a completely successful operation for sinus trouble, in St. Vincent's Hospital, Sydney, in November. She is booked to return to Fiji on December 8.

Mr. Stig Hansson ("Jules Sylvain"), a Danish writer and composer, recently returned to Copenhagen after 19 months in the South Pacific, mostly Fiji, where he wrote a series of Islands articles that attracted wide attention in the Scandinavian Press. In a letter to Mr. J. Downing, whom he met in Fiji and with whom he stayed while passing through Sydney, Mr. Hansson said that all the music he composed while in the South Seas will be broadcast over the Scandinavian radio network of "Danish Broadcasting" on November 21. The final item of the recital will be a work for piano and orchestra entitled "Syncopated Lagoon," reminiscent of Fiji.

Mr. Russell R. Foreman, a young Australian author, whose book on the Australian artist, Max Meldrum, under the title of "The Science of Appearances," was recently published,, was in New Caledonia in September and went on to Fiji in October, travelling and seeking material for a South Seas book.

Father Scanlon, SM, of the Marist Mission, left Sydney recently for Torokina, Bougainville, TNG, to take up new duties. He formerly was on Guadalcanal, BSI, having been a member of the Mission field staff since 1935.

Mr. Pat Costello, well-known Fiji resident, arrived in Sydney from Suva, by way of New Zealand, at the end of October. He was on his annual visit to Victoria to see the Melbourne Cup. Later, he proposed to tour Queensland by car, before returning to Fiji early in December. He was in high spirits when he passed through Sydney, a few days before the Melbourne Cup was run—he had taken an early double for a tidy sum coupling Grey Boots and Silver Buzz, and Grey Boots had just got the first leg in by winning the Caulfield Cup. However, Silver Buzz finished practically at the tail-end of the Melbourne Cup field.



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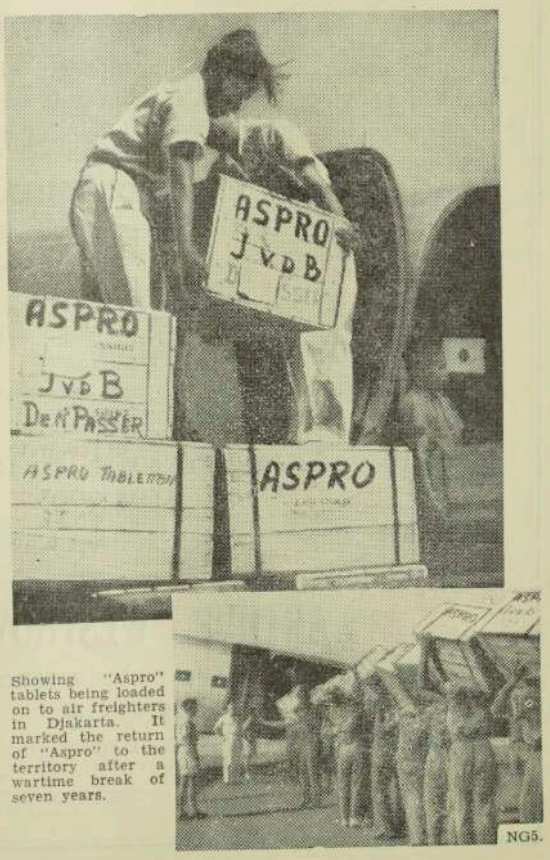
Indonesians get millions of "Aspro" tablets in 24 hours . .

There is nothing novel about air transport in New Guinea which was, in fact, among the pioneering countries in this regard. Interest attaches, however, to the introduction of air-transport in neighbouring Indonesia.

Indonesia has had its share of post-war troubles—no doubt more than its share. Reliable transport was one of many difficulties which recently reached its peak about the time when the distribution of "Aspro" tablets was being resumed after a break of seven years beginning with war in the Far East. Enterprising distributors, however, lost no time in commissioning aircraft for their purposes and were enabled to accomplish a very wide and successful initial redistribution.

The availability of "Aspro" once again was highly appreciated by the people and this initial supply, amounting to several million tablets, was disposed of in less than 24 hours. The "air lift" was continued until continuous supply was assured.

Throughout the world, more than six million "Aspro" tablets are sold every day. Altogether 47 different countries get relief from the famous little white tablet. One point worthy of note is the high per capita use of "Aspro" in tropical countries. Apart from the prevalence of troubles arising from a tropical climate, the main reason for this high usage rate of "Aspro" is its particular, soothing action. Irritability is associated with so many heat and humidity health troubles that the dual function of "Aspro" in stopping the trouble and imparting a calming effect at the same time is readily appreciated.



Showing "Aspro" tablets being loaded on to air freighters in Djakarta. It marked the return of "Aspro" to the territory after a wartime break of seven years.

NG5.

Full supplies of "ASPRO" are now available at all points in the Pacific area

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When **M. Sarraut**, a Councillor of the French Union, called at Port Vila to meet French Colonials and discuss their problems, he was handed a request bearing the signatures of 58 colonists who asked that the New Hebrides should be given an official representative in the Paris Assembly.

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INDOOROOPILLY, QUEENSLAND.

A Boarding School for Boys and Girls from Grade 3 to Senior Standard.

The School is situated in 56 acres of beautiful grounds four miles from the Brisbane Post Office. The curriculum includes a wide range of subjects—General, Commercial, Music, etc. Students are prepared for the State Scholarship Examination. Scripture is taught to all classes. The School aims at providing a thoroughly Christian training for all its pupils.

Headmaster: MR. W. C. SCHNEIDER, M.A., Dip.Ed. (London).

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BOMB SHELTER CORRUGATED IRON

Bomb Shelter iron used as ammunition shelters—wanted to purchase any quantity, complete with the bolts used with these shelters

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WESTERN PAPUA NOTES

DARU, Oct. 17.

THE Administrator has completed a visit to the Division, and spent one week in the Mai Kussa area, during which time he walked over a good deal of the country. Whilst at Daru, his Honor visited the native hospital, stores, and the newly established native girls' school, which is under the direction of Miss M. Dosseter.

A pleasant tea party was given by Mr. and Mrs. K. C. Atkinson, in the garden of their home. Those present included the Administrator, Mr. Ivan Champion, DDS & NA, Sq.-Ldr. D. J. Sullivan, DSO, DFC, ADC, Reverend and Mrs. W. T. Riley and two sons, Mr. and Mrs. R. Dawson, Mr. and Mrs. H. M. Cox, Mr. and Mrs. W. Darlington, Mr. and Mrs. G. H. Frost, Mr. and Mrs. A. J. McLellan and daughter, Mr. and Mrs. W. A. Maidment, Mr. and Mrs. T. A. Wyborn, Doctor E. Marshall, Petty Officer L. Graham, RAN, Mr. K. R. Campbell, Mr. R. J. Dougherty, Mrs. J. W. Stocks and daughter, Miss M. Hoare, Miss M.Dosseter, Mr. R. Wyatt. Apologies were received from Mr. W. H. Halford Thompson (the District Officer, who was unable to attend through ill-health) Mr. L. Luff, and Misses J. and F. Luff.

Three new Patrol Officers have been posted—Mr. L. Rein to Gaima, and Messrs. Woodhill and Griffin to the new camp at Roku. Mr. R. J. Daugherty, who has been at Gaima for some time, is now at Daru.

A dentist and two assistants are now attending to the township's dental troubles. This is the first time within memory that a dentist has paid a visit to Daru.

Mr. T. Pattle, from Mibu Plantation, came to Daru on business—the first time in five or six years!

Mr. T. Holland is at present over at Thursday Island, on a business visit.

The engagement has been announced of Miss Jean Luff, daughter of Mr. and Mrs. L. Luff, of Daru, to Mr. K. Wynn, of Ogamobu Plantation, near Kikori.

Mr. H. Standen, of the Bamu River Mission, has just returned from Thursday Island with a new worker for the Mission, Miss M. A. Bladon, who will assist with the hospital and school activities.

Mr. Ken Cahill, of Madang, New Guinea, arrived in Brisbane recently.

The Right Rev. John Hudson was enthroned as Bishop of Carpentaria in All Souls Quetta Memorial Cathedral, Thursday Island, Friday, September 29. Torres Strait Islanders sang the hymns in the Western Islands language and were accompanied only by a native drum.

Mataika Tuicakau, Fijian winner of the shot put title at the Empire Games in Auckland in February, at a meeting organised by the Southern District Amateur Athletic Association on November 4, put the shot 49 ft. 10½ in., and this broke his Games record.

The Fiji Director of Public Works, **Mr. J. P. Bruen**, returned to the Colony in early November after a short visit to Australia and New Zealand in search of engineers and other technical staff necessary to carry out Fiji's Development Plan. He was not very successful. Recruiting efforts are now being made in the UK.

Mr. W. F. Hargreaves, manager of the Suva Branch of the Bank of New South Wales for the past five years, is to leave for New Zealand towards the end of this month on transfer. He will be relieved as Suva manager by **Mr. L. H. Craig**, of the Head Office of the Bank, until the arrival of his successor, **Mr. A. H. Davies**, from Perth.

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Classified Advertisements

HOLIDAY RESORTS

NORFOLK ISLAND for delightful holidays, with riding, golf, and tennis. Very comfortable Guest House, beautifully situated, reasonable tariff. Write: **"Torrie Glen," Norfolk Island.**

"MOUNTAIN VIEW" GUEST HOUSE, magnificently situated on the banks of the Wollondilly River, in Burragorang Valley, Australia's largest sunken valley (69 miles from Sydney), a most modern Guest House, with accommodation for 150 guests. Golf, tennis, riding, billiards, dancing and swimming. Hot water service, electric light and sewerage. Licensed to serve liquor. Tariff: £4/4/- per week, with special rates for children. Write direct to: "MOUNTAIN VIEW," Burragorang Valley, N.S.W., or phone Burragorang 3 (or XM 1384). **Proprietor: R. I. Fernandez, late of Papua and New Guinea.**

BOOKS

BOOK BARGAINS.—Every few months I issue a catalogue of clean secondhand books at really bargain prices from a shilling or two to a pound or two, each. If you'd like these catalogues sent, just send a line stating your interests. (**Note:** If you order, part payment can always be made in used stamps, not removed from the paper, of which I am always needing any amount.)—**Philip R. Boulton**, 8, Fore Street, Westbury, Wilts., England.

STAMPS

BRITISH EMPIRE CANCER CAMPAIGN appeals to well-wishers for used overseas stamps. Regular parcels from all Crown Colonies, etc., are particularly valuable. Please help Cancer Research, wherever you are, by sending stamps, many or few, to **Sir Charles Lidbury, Hon. Treasurer** (Dept. P.I.), 11 Grosvenor Crescent, London, S.W.1, England.

TENDERS

MAMIRUM AND PATIAWAI PLANTATIONS.—Tenders are invited and will be received by the undersigned up to January 7, 1951, for the purchase of the following plantations and land:—

MAMIRUM (Freehold): Situated on Mamirum Harbour, north-west New Hanover, Territory of New Guinea. Area: 1,606 hectares (approximately 4,000 acres), of which approximately 50 hectares are planted with coconut palms and the balance virgin timber. Mamirum Harbour is deep-water, sheltered, and ideal for timber loading.

The property has been surveyed and survey fees paid. It was purchased under contract sale from the Custodian of Expropriated Properties, who will give title when the enabling ordinance is completed.

PATIAWAI (Freehold): Approximately 120 hectares (approximately 300 acres), originally planted with 12,000 coconut palms, of which 1,100 were blitzed by enemy action in World War II. This property adjoins Mamirum.

Any buildings on the above two properties belong to the lessee and may be removed by him.

Both Mamirum and Patiawai properties are near the Tsalui Group plantations.

On acceptance of tender, 25 per cent. of tender price to be deposited; and the balance is to be paid upon the execution of a conveyance of the property or such other document or instrument as the successful tenderer may reasonably require to evidence the sale in the absence of a registerable transfer. The successful tenderer shall accept such title as the owner now has, and shall pay cost of transfer and expenses of issue of title.

The highest or any other tender will not necessarily be accepted.

The above properties sold subject to the consent of the Administrator of the Territory of Papua and New Guinea.

K. T. ALLAN, "Stirling," Rob Roy, via Inverell, New South Wales.

Sydney, November 10, 1950.

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RADIO EQUIPMENT.—We can supply new and reconditioned transmitters and receivers for low powered marine and shore installations at a reasonable price. Crystals supplied to specified frequencies. Inquiries answered promptly. Write: **Liverpool Trading Co.**, 23 George Street, Liverpool, N.S.W.

POSITIONS WANTED

PLANTATION ASSISTANT.—Young man, aged 24, single, well educated, ex-RAAF, with knowledge of accounts and interested in tropical agriculture, wants a position on a plantation in New Guinea or any other Pacific Island.—Reply by airmail to: **"Plantation Assistant,"** c/o Box 3408, G.P.O., Sydney, N.S.W., Australia.

YOUNG MAN, 25, with previous tropical service, and with commercial and Government experience, desires administrative position with a firm anywhere in South Pacific area. Willing to learn and any reasonable salary considered. Replies to: **Kiwi**, c/o Box 3408, G.P.O., Sydney, N.S.W., Australia.

ISLANDS MAN, aged 42, married, exasperated with strikes, Reds, and high cost of living in Sydney, would gladly accept responsible position anywhere in the South Seas. Experienced in alluvial mining, planting, bookkeeping, and handling of large labour lines. Both being thoroughly acclimatised and eager permanently to resume Islands life, every effort would be made to give satisfaction. Replies to: **"New Guinea-ite,"** Flat 3, Blakeney House, 54 Miller Street, North Sydney, N.S.W.

GOODS FOR STAMPS, ETC.

THE YANKEE TRADER wishes to announce that he is anxious to trade with persons in the South Sea Islands. I will trade fountain pens and pencils, cameras, spectacles (for sun wear), wrist-watches, costume jewellery, books and magazines, dresses for tropical wear, skirts and blouses for women and young girls, and baseball caps—for pearls, pearl shell, or stamps in used and excellent condition, off paper. If you wish to trade with me, write by sea or air-mail, asking for my agreement. Please state what items you wish me to send to you from the United States; also state what you have to offer, in exchange, of the items I am seeking—I can take only pearls, pearl shell or stamps. Send all letters to this address: **Yankee Trader/George H. Haupt**, P.O. Box 475, Times Square Station, New York, 18, N.Y., U.S.A.

AGENCIES WANTED

AGENCIES WANTED for the products of New Guinea and other Pacific Islands by a well-established firm of Indent and Export agents. Write to: **Badham, Littlejohn**, 84 Hunter Street (P.O. Box 2047), Sydney, N.S.W., Australia.

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SONGS OF THE SOUTH SEAS.—Inspirational Verse. Cover: Feathery Palms, Tropical Flowers, Island Girl. Ideal gift or Souvenir. One dollar (8/- Aust.). Post Free.—**Dr. W. Swaan**, 715 West 16th Avenue, Vancouver, B.C., Canada.

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ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency)

COCOA

ISLANDS cocoa prices are usually based on the ruling rate for Accra cocoa (West Africa), quotation for which in mid-November dropped to £275 Stg., c.i.f. (equivalent to £343/15/- Aust.) for November-January shipments. Quotation supplied by Colyer, Watson Pty., Ltd., Sydney.

Pacific cocoa beans were quoted (sellers) nominally on the Sydney market in November at:—

New Guinea: £300 Aust. per ton, ex wharf.
New Hebrides: £305 Aust. per ton, ex wharf.

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W. Samoa: Sydney agents reported in Mid-November that the price of Samoan cocoa dropped £20 per ton during the month—to £315 Samoan (£A393/15/-) per ton. (Samoan currency equals Sterling.)

TROCHUS SHELL

Nominal Sydney quotations in November were: Thursday Is., £140 per ton, f.o.b.; N. Guinea, £140-£145 per ton, c.i.f., Sydney; Solomon Is., £145-£150; Fiji, £F70 (£A76/7/3) per long ton on the beach at Suva; New Caledonia, 14,000 francs per ton, Noumea.

COFFEE

Nominal quotations are:—

New Caledonia: Production exported to France at above normal rates (equivalent to £A400, per ton for Arabica, £A350 for Robusta).

New Guinea and Papua: Nominally £350 to £370 per ton (c.i.f.), according to quality.

VANILLA BEANS

Papeete merchants recently quoted 325 francs per kilo for French Oceania vanilla beans.

Price for Tahiti beans quoted in Sydney (by J. C. Merrillees Pty., Ltd.) is: White Label, 12/6 per lb., c.i.f., Sydney.

RICE

Price of rice shipped from Sydney to Islands ports was fixed on May 1 for the 1950-51 season at: £50 per ton White and £54 per ton Brown.

GREEN SNAIL SHELL

A nominal quotation in Sydney in November was at £125 per ton, c.i.f., for f.a.q. shell.

PEARL SHELL

By a term contract between the Otto Gerdau Company (USA) and the majority of Torres Strait pearlers, TI shell prices were fixed in 1949 (for three years) at: Sound grades, £A325 per ton, f.o.b., TI; "D" grade, £A225; "E" grade, £A125—all plus bonuses.

The 1950 Torres Strait pearling season reopened in May. Purchase price for the independent pearlers' output, after negotiation with overseas buyers, was finally set at approximately: £A580 per ton for Sound grades, £A465 for "D" grades and £A340 for "E" grades. Individual parcels of Sound shell have sold for as high as £A600.

COPRA

Papua - New Guinea.—Production Control Board's fixed price, delivered to ship's slings or ANGPCB warehouses, as from May, 1950: At main ports, Hot-air Dried, £48/10/- per ton; Smoked, £47/17/6 (subject to premium up to £1/5/- for superior grades). Official price (as from May, 1950) for Papua-New Guinea copra sold in Sydney to crushers: Hot-air Dried, £67/15/-; Smoked, £67/2/6. Australia has a 9 years' contract with Britain for the disposal of all Territories' copra surplus to her own needs.

Fiji.—From January 1, 1950: £53/14/3 Fijian per ton, FMS (UK Ministry of Food price). Fiji has a 9 years' contract with the British MOF for all copra exported.

New Hebrides.—Price at Vila and Santo: £52 Aust. per ton.

Western Samoa.—Producers receive £45 Samoan (par with Sterling) per ton, of which £3 is held for a Stabilisation Fund, under a 10 years' contract with the UK Food Ministry.

Fr. Oceania.— Papeete merchants recently have paid 9,350 Pacific francs per 1,000 kilos for Tahiti copra.

RUBBER

Sydney trading firms use the London and Singapore day-to-day quotations as a basis when buying Papuan rubber. An average rate in mid-November for No. 1 grade RSS was:—Spot: Nominally 66½d. Stg. per lb., c.i.f., London (equivalent to 83⅛d. Aust. per lb.); Singapore: RMA No. 1 216 cents per lb., f.o.b.

ISLANDS MINING SHARES

	Aug., 1939.	Oct. 1.	Nov. 1.
FIJI			
Emperor Mines ..	b9/11	b11/9	b12/4
Loloma	s25/6	b24/9	b26/-
NEW GUINEA			
Bulolo G.D.	b124/-	b40/-	b50/-
Enterprise of N.G.	b27/6	s20/-	s12/6
Guinea Gold	b13/3	b6/6	b1/10
N.G.G., Ltd.	b1/10	b1/3	b1/8
Placer Development	b68/6	b131/-	b145/-
Sandy Creek	b1/5	b7d.	s1/-
Sunshine Gold . ..	b6/5	b7/-	b8/-
PAPUA			
Cuthbert's Misima	s16/6	s6d.	b3d.
Mandated Alluvials	b3/8	b2/3	b2/-
Oil Search	s3/11	b3/8	b3/8½
Oriomo Oil	b5/-	b1/10	b2/-
Papuan Apinaipi .	b4/11	b1/9	b2/-

Price of Gold.—Commonwealth Bank of Australia's fixed price for gold bought in Australia and Territories is: Fine oz., £A15/9/10; Standard oz., £A14/4/-.

Exchange Rates

THE following exchange quotations show the rate existing in Sydney in mid-November:—

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-London on basis of £100 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 on basis of £1 Samoa (telegraphic transfer): Buying, 2.7991 dollars; selling, 2.7586 dollars.

PAPUA-NEW GUINEA

Commonwealth Bank of Australia (branches: Pt. Moresby, Lae, Rabaul, Madang) and Bank of New South Wales (branches: Pt. Moresby, Lae, Rabaul) quote an exchange rate between Australia and Papua-New Guinea of 10/- per £100.

FRENCH PACIFIC COLONIES

In 1945, the franc, instead of having the same value in all parts of the French Union, was given different values in different Colonial Groups—Group 1 (Metropolitan francs): France, North Africa, West Indies, French Guiana. Group 2 (African francs): All African Colonies, Madagascar, Reunion, St. Pierre, Miquelon. Group 3 (Pacific francs): New Caledonia, New Hebrides, Fr. Oceania. Exchange values, in francs, at present are (nominal only, subject to daily fluctuations):—

	£ Stg.	USA Dol.	£ Aust.
Group 1 (Metrop.)	981f.	349.20f.	777f.
Group 2 (African)	490	175	888
Group 3 (Pacific)	178.37	60	141.76

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The features of this unusual XVIth Century key illustrate its owner's connection with the sea—a trader on the African coast, no doubt—the key obviously being that of his sea-chest.







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NOVEMBER, 1950—PACIFIC ISLANDS MONTHLY

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