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SEPTEMBER, 1951 Vol. XXII. No. 2.

PACIFIC ISLANDS Monthly

27 SEP 1951
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One of the most interesting engagements of Australia's new Minister for Territories, Mr. Paul Hasluck, when he visited New Guinea last month, was his inspection of the Rabaul Boy Scouts, on Sunday, July 19. C. H. Meen's photograph, reproduced above shows the Minister, accompanied by Scoutmaster McDonald, inspecting a section of the parade. Europeans, Chinese and native boys are members of this healthy organisation.

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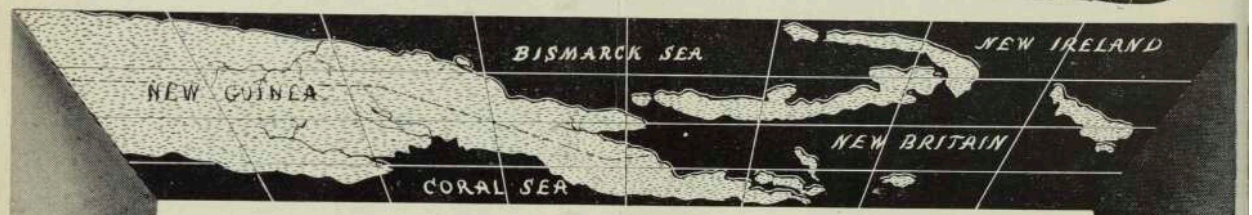

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- Rabaul.
- Torokina.
- Vella Lavella.
- Yandina.
- Honiara.

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- Madang.
- Wewak.
- Awar.
- Angoram.
- Maprik.
- Rabaul.

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- Finschhafen.
- Rabaul.
- Kavieng.
- Manus.

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- Mt. Hagen.
- Kerowagi.
- Chimbu.

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- Kaiapit.
- Arona.
- Aiyura.
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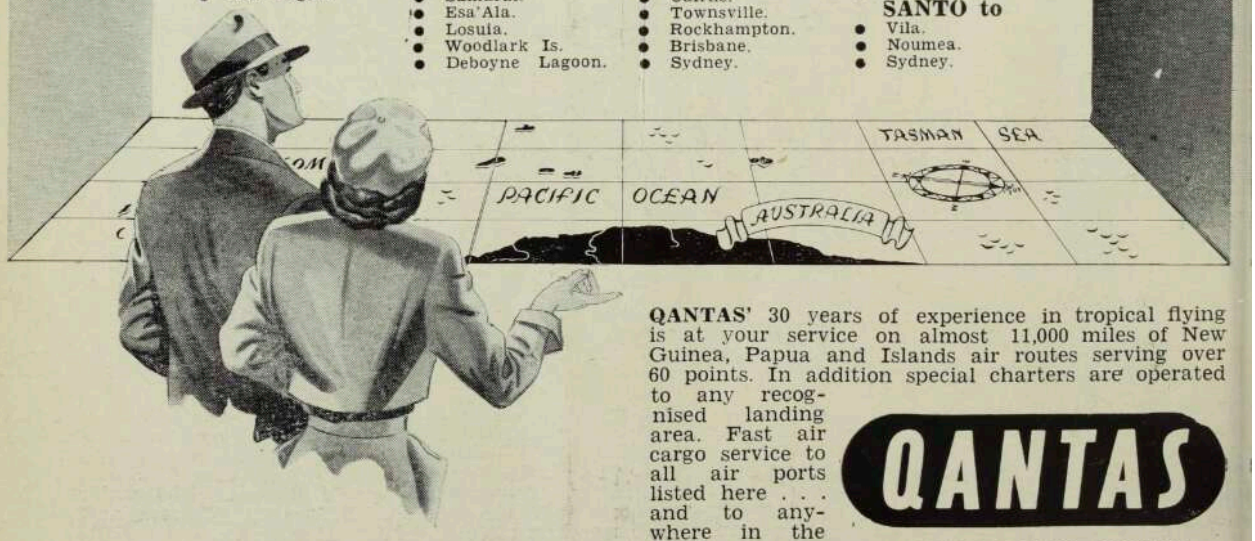

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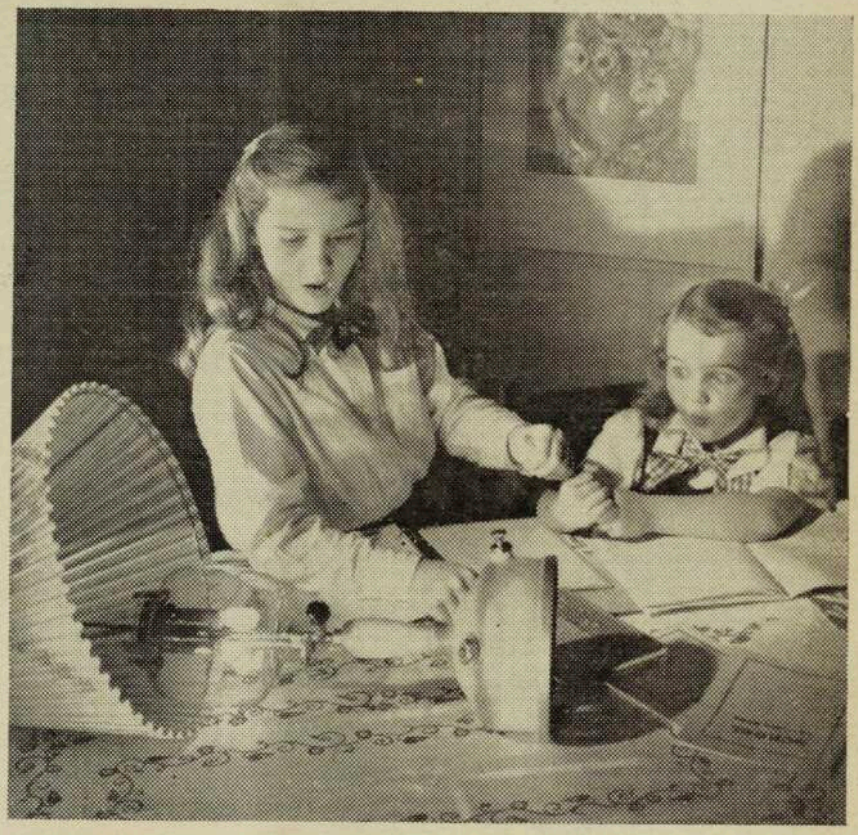

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Can The PIM Be Accused of 'Racialism'?

BECAUSE, on occasion, this journal, in plain language, has condemned certain aspects of the Papua-New Guinea Administration's preoccupation with native welfare, this journal has been described as "anti-native."

For example, the following are extracts from a frank and friendly letter from an old friend, the Rev. Maurice Nixon, of Fife Bay, Papua, who has sent us congratulations on our 21st birthday. Mr. Nixon is referring, in particular, to a letter which we published recently, wherein the writer described certain incidents which he thought were calculated to break down the social barriers between Europeans and natives. Especially, the writer expressed resentment at the appearance of two Papuan natives at a public luncheon in Brisbane, where they were given equal status with Europeans. Says Mr. Nixon:

"This kind of racial trash will do more harm than any other single agency in provoking, in the Islands, the kind of discord which all men of goodwill—including the directorate of the PIM—surely wish to avoid . . .

"Not a few of the more intelligent Islanders have an uncanny ability in summing up their European neighbours from what they say and write, and from how they say and write it. . . .

"You are not catering for Malan's South African community, but for a constituency which—however disagreeable to one ephemeral section of your clientele—is committed to the working out of something along the lines of the late Dr. F. E. Williams' 'Blending of Cultures,' at its best. And the sooner the PIM discovers that it is politically sound to come to terms with such a policy, the sooner its permanence as a Pacific Islands journal of high merit and universal value will be established on a sounder foundation.

"I cannot think it is the editorial wish, as a matter of policy, to encourage the promulgation of such rubbish as some of these racial articles and letters are, as a distinctive feature of the journal. But, unfortunately, there is more than a tendency for such to become a distinctive feature. . . .

"If you have an inherent distrust of the Planners and the Experts and such-like, there surely are at least men of balanced judgment, as well as wide experience as Islands residents who, from time to time, could and would say the helpful word and the constructive word—and which could be allowed to take the place of those columns which are in such extremely bad taste. . . ."

THERE is very little, there, with which we can disagree, unless it is Mr. Nixon's charge that the purpose which we serve in publishing certain articles and letters is to "engender and encourage racial hatred." That charge is not true.

This journal is not, and never has been unfriendly to the native Islanders. On the contrary, it has striven consistently over the years to get a better deal for the indigenous people of the Pacific. On another page, in this issue, will be found an attack by the New Zealand Government upon this journal because of its persistent criticism of the way the NZ (and Australian) immigration laws regard Polynesians and part-Polynesians.

There are far more indigenous races in the Pacific than those found in Papua-New Guinea. It never has been said that the PIM is hostile to Samoans, or Fijians, or Gilbertese, or Solomon Islanders. For all these folk—Polynesians, Micronesians and Melanesians—we feel warm friendship and complete goodwill. They have many lovable traits; some of them have come a long way, in a short time, towards the living standards introduced by Europeans; and some of them—notably, the Polynesians and Micronesians—are nearing the point when they can take over responsibility for their own government, after the manner of Tonga to-day.

THE articles and letters published in the PIM, and described by Mr. Nixon and others as "anti-native," generally have no basis in racialism. They are the natural reaction of experienced observers against the fumbling stupidities which have distinguished the Papua-New Guinea administrative policies on native welfare ever since Mr. Eddie Ward led his Socialist phalanx into Australia's Pacific Territories.

Ward is an extreme Leftist. His outlook and conduct are coloured and shaped by his hatred of private enterprise and "capitalism." Know-

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ing nothing whatever of tropical administration, he went into the Territories determined to wipe out "the exploiters of the natives" and hamstring the big trading companies; and the rest is history. Probably, he did not care two hoots about natives. He sought only a stick wherewith to beat his political enemies.

His Administrator, and various officials they introduced, being thus Ministerially encouraged, proceeded thenceforth on the theory that the non-official European was generally an exploiter of native labour, and that the average native was a down-trodden slave, who would immediately become a starry-eyed citizen beyond suspicion and above reproach, if only he were protected from the whites and given a chance.

CONSEQUENTLY, in exposing the absurdities of the Ward-Murray regime, we were obliged, again and again, to emphasise the fact that the average Papua-New Guinea native is a Stone-Age primitive, and that certain officials were making themselves and their Administration ridiculous by trying to enforce social equality between Europeans and folk who are at least some generations behind what may be called European-ism.

Possibly, we over-emphasised the shortcomings of the natives. Probably, we gave too much prominence to the utterances of that queer, infrequent type of white man who, for some reason, does really hate natives because they are natives. Certainly, as a result, we have been accused of "racialism."

"Racialism" when it means a dislike of and contempt for races other than our own, is simply silly. As a result of reading, observation and long experience of mankind in many countries, we believe that the average Caucasian is a better specimen of humanity than the average of any other race. But that is merely the luck of it.

We do not hate the members of other races because they are not Caucasians; and we are bound to feel liking and respect for the outstanding individuals of other races, who often are far above the average of our own. That goes for the native peoples of Papua-New Guinea. The better one knows the Islands, the higher the regard one has for certain native Islanders. They, as individuals, show that their race has great possibilities.

These facts became obscured when the Canberra Socialists were let loose on New Guinea. The Ward-Murray regime is ended, but a good deal of its shadow still is over the land. Maybe, it was not an unmitigated evil. The controversies it aroused have directed more attention than otherwise was possible to (a) our moral obligations in New Guinea and (b) the fact that, if we are to justify our claim for the world dominance of Western civilisation, we must accept a clear responsibility for helping the backward and under-privileged races to higher standards of life.

This responsibility, in New Guinea, unhappily is tied in with our paramount requirement that all New Guinea, and the islands adjacent, shall be built up as the South Pacific's defensive barrier against Asia. But that is not racialism. That is merely the will to survive.

If BSI Planters Want Australian Rule, They Should Move Quickly

THE transfer of Western Pacific Commission headquarters from Suva to Honiara, in the British Solomons, has been officially announced, to become effective in 1952.

Among the remaining remnant of non-official European residents in the Solomons, there is great discontent with the British Administration, and no one seems to think that the proposed change in headquarters will improve conditions there.

The proposal that Australia should take over this Administration was quite seriously discussed, at the highest levels, in London, last year. Mr. Spender rather liked the idea. But Mr. Spender has departed, and there has been no further consideration of the suggestion.

The plan probably is dead. Canberra did not like it much, anyhow. Australia has all the headaches she wants in Papua-New-Guinea, without seeking more in the "woeful Solomons."

It is rather a pity. The Solomons are such a big territory, and so under-populated, and capable of enormous development—it is a tragedy that the archipelago should be left to the care of the unimaginative and indifferent officials who have had charge of affairs there for so many years.

If the non-official folk of BSI really do wish to be transferred to Australia, now is the time to get busy. There is just a chance that they can beat down the hostility of Canberra, and the indifference of London, before the migration from Suva is due to take place, early next year.

Why Not Hand Norfolk Island to New Zealand!

ONE wonders why Australia maintains suzerainty over the little sub-tropical Territory of Norfolk Island. Except that various kinds of more or less deserving ex-politicians have found in that Administratorship a pleasant and profitable refuge, the Island is of little value to Australia in relation to either defence, commerce or communications. It represents a drain of some thousands per annum from the Australian taxpayer, and it gives practically nothing in return. There was a time when Australia bought fruits and vegetables—especially passionfruit pulp—from NI; but various kinds of official muddling, plus the indifference of the Islanders themselves, killed that small traffic, and for some years NI has been living on its own fat.

The fat, of course, is found in the fact that Norfolk Island, being free of income tax, provides a peaceful home for a considerable number of people who are obliged to live upon limited incomes; and the expenditure there of those incomes from places outside Norfolk Island provides NI with sufficient exchange to import essential goods.

If only Norfolk Island could get a suitable market for its principal products, it could be a rich place. Its principal products, of course, are fruit, vegetables and tourist attractions. These three things do not interest Australia at all; but NI now has found a market for all three in New Zealand, and present indications are that the traffic in all three will develop to the advantage of both NI and NZ. New Zealand needs the fruit and vegetables of Norfolk Island, which become available at a time when NZ's supplies from other sources are poor and, because it is a short and cheap voyage by air from Auckland, NI is becoming popular as a holiday resort for New Zealanders.

Why should the Administration of NI not be transferred from Australia to New Zealand? NZ apparently is going to get all the benefit of traffic with NI. Therefore, why should NZ not have the privilege of paying the costs of administering Norfolk Island?

Dr. M. Rose, who was in London in August, has accepted re-appointment as Senior Medical Officer of the Gilbert and Ellice Islands Colony. He expects to proceed from Melbourne to Ocean Island by phosphate ship in October. Since he left the G & E service, a couple of years ago, Dr. Rose has been acting as medical officer on passenger liners.

FUTURE OF SOLOMONS

To be Headquarters of HCWP

IT was officially announced in London and Suva, in late August, that, when the present term of the Governor of Fiji and High Commissioner for the Western Pacific expires early in 1952, the two positions will be separated.

The headquarters of the HCWP will be established at Honiara, in the Solomon Islands; and a resident High Commissioner for the Western Pacific will have charge of the British Solomons, the Gilbert and Ellice Colony and the British side of the New Hebrides Condominium.

It is reported, unofficially, that official connection with the protected Kingdom of Tonga will be maintained through Fiji. Nothing has been said about Pitcairn Island, which is a long way from Honiara.

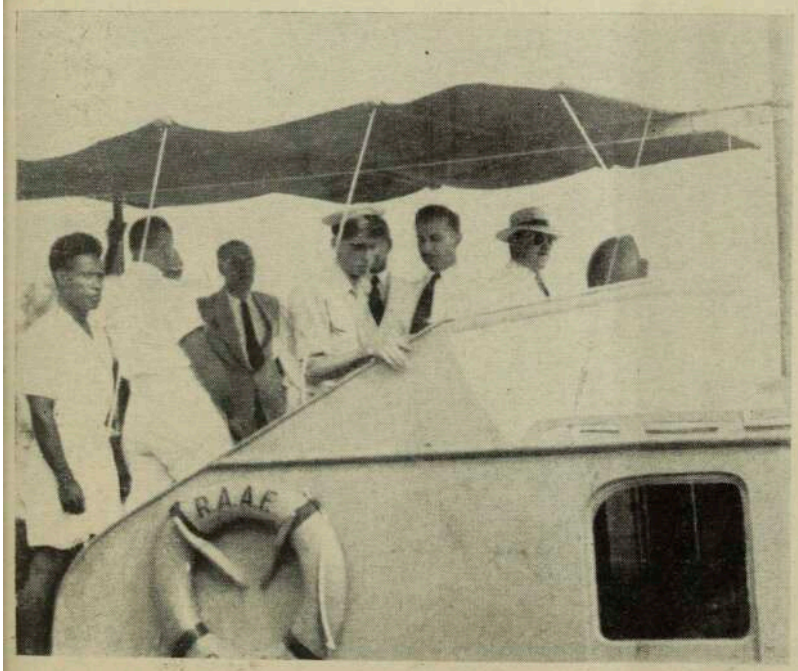
NO TRANSFER TO AUSTRALIA

(From Our Honiara Correspondent)

IN an address from the Honiara radio station on September 2, the visiting Minister of State for Colonial Affairs (Mr. Dugdale) declared that "a greater future awaited the Solomons." It was not intended to transfer the Protectorate to Australia, or anyone else. Britain had no intention of deserting the Solomons. This did not mean that the Solomons would be made into a fortress. It meant that the Protectorate would sever all connection with Fiji and become responsible direct to the Secretary of State for the Colonies.

He recognised BSI needed more help in economic development, particularly in encouragement of the timber industry and of crops other than copra; and that more schools and hospitals were needed. While the Colonial Office would do everything possible to help, shortage of building materials and trained staff, particularly teaching staff, was worldwide, and must hamper any rapid expansion of medical and educational services. The Colonial Office was keenly interested in local problems and intended to wipe out the idea, prevalent in some quarters, that the Solomons were a forgotten land.

Accompanied by the Resident Commissioner, Mr. H. G. Gregory Smith, Mr. Dugdale spent about a week touring the Solomons, visiting the Russell Islands, Western Solomons, Auki and Tulagi. He met most of the Europeans and the leading traders and natives and visited various institutions and was warmly entertained.



This is the RAAF crash-boat which went out from Manus, New Guinea, and caught the Japanese shell-poachers red-handed. The District Commissioner, Mr. Tom Aitchison (hatless), who directed operations, is second from the right. This photo was taken when the boat carried Minister P. C. Spender (in panama, on right) around Manus.

COPRA MARKET LOWER

Iniquity of the MOF Price

REPORTING through its Produce Circular at the end of July, the London Branch of the Bank of New Zealand said that the general tendency in the copra market during the past two or three months had been downwards, with some minor fluctuations. It was steady at the end of July.

The quotation for Straits, CIF European port, was £88 Stg. per ton. For Philippines, it was 195 US dollars per ton. This is equal to about £100 per ton, Australian.

Under the MOF contract, the British Government is buying, from South Pacific planters, for about £50-£60 Stg. per ton, a product that is worth £88 Stg.

DEMAND FOR CONTRACT REVISION

Increasing pressure is now being directed upon the British Government, on behalf of the copra producers of the South Pacific, in the hope that the British MOF copra contract price will be revised.

The planters insist that the British Government, when it devalued Sterling by about 30 per cent., in terms of gold or dollars, actually broke the terms of the MOF contract, and that they are entitled to about 30 per cent. more than they have been getting in the last two years.

They also contend that, in the second year of the contract, the price should have risen by 10 per cent., instead of 10/- per ton. This would have made a difference of many pounds per ton now, in the third year of the contract. (The price was raised by 10 per cent. at the end of the second year.)

Representatives of the New Guinea Planters' Association saw the Minister for Territories (Mr. Hasluck) in Sydney on his return from New Guinea, and placed these representations before him. The Minister appeared to be impressed, asked for further details on some points, and promised consideration.

APPEAL TO MR. DUGDALE

When Mr. John Dugdale, British Minister for Colonial Affairs, was in Sydney, on August 16, on his way from Fiji to the Solomons, he was interviewed by the following deputation: Colonel H. T. Allan, New Guinea Planters' Association; Mr. J. Bryan, BSIP Planters and Traders: and Messrs. Young and Bullpit, director and secretary, respectively, of the Fairymead Co., operating in the Solomons.

When they made their representations regarding the inequity of the MOF contract, Mr. Dugdale argued that as the copra producers

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RAN RECRUITING

NG Natives Taken: Bounty Descendant Rejected

RECRUITING for the Papua-New Guinea Division of the Royal Australian Navy has been in progress for some time. There is no lack of recruits, so a careful selection is being made.

Twelve native recruits from the Huon Gulf area and 12 natives from the Admiralty Islands are already in training.

As a rather remarkable sidelight on the recruiting of New Guinea natives, however, it has been disclosed that the RAN recently rejected the voluntary enlistment of an 18-years old youth named Christian, who lives on one of the islands in Torres Strait, because he was "not of substantial European descent."

His father, in a bitter protest, wrote to an MP: "Our ancestor was a good enough seaman to seize the Bounty from Bligh. Now, my son is not good enough to fire a gun in the Navy."

Fletcher Christian was first officer on HMS Bounty, and he led the mutineers who seized the ship, and turned adrift the tyrannical Bligh. He married a Tahitian woman, had several children on Pitcairn Island, and died there. The descendants of the Pitcairners are mostly on Pitcairn and Norfolk Islands, but many are scattered all over the Pacific.

The incident—which has come in for much caustic comment in the Press—highlights an article about the treatment of part-Polynesians, published elsewhere in this issue.

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now were making so much money, they were not really entitled to ask for more.

Fortunately, the deputation had facts and figures ready to show that, owing to the steep rises in all costs, the planters' profits are not excessive; and the British Government could not escape the consequences of devaluing Sterling after making a contract to buy at a certain price. The cases of Australian wheat and meat especially were cited.

Briefed by the Sydney representatives referred to, it is expected that Mr. Charles Sullivan, well-known Islands merchant, will make certain representations to the British Ministry of Food in London, where Mr. Sullivan is at present.

The Fiji Planters Union are making similar representations to London, through the Fiji Copra Board.

(Mr. Dugdale's Reply To BSI Planters: See Page 13)

D. M. CLELAND

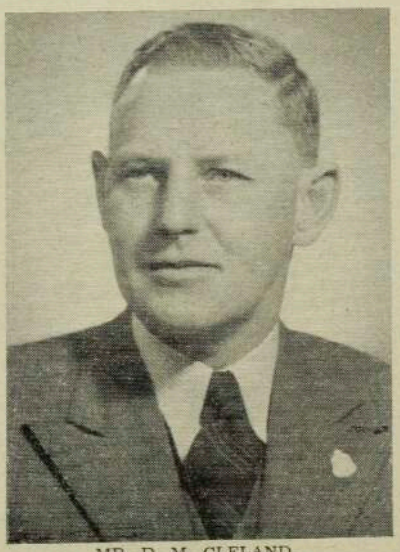
Career of Man Selected for New Job in N. Guinea

THE new Assistant Administrator of Papua-New Guinea, Brigadier Don Mackinnon Cleland, is no stranger to the Territories; and his record suggests that he will be a very useful man there.

He is 50 years old. He was born and educated in West Australia, and practised there for many years as a solicitor and barrister. He enlisted for active service in World War II in October, 1939, and he saw the active service in the Middle East and New Guinea.

By 1942, he had attained the rank of Brigadier. For 2½ years, he was Chief of Staff to the Military Administration in Papua-New Guinea, and in this capacity he was responsible for much of the actual administration. He also was chairman of the Production Control Board. At the end of the war he was awarded CBE for his services in New Guinea—he already had the MBE for good work in Greece. He was twice mentioned in despatches.

When the death of Prime Minister Curtin created a vacancy in Fremantle seat in 1945, Mr. Cleland contested it as Liberal candidate against Mr. K. Beazley, but was defeated. He then, in 1946, became Director of the Federal Secretariat of the Australian Liberal Party, and he is given much of the credit



MR. D. M. CLELAND.

for the victories of that electoral organisation in 1949 and 1951.

The Minister (Mr. Hasluck) has said that the appointment of Mr. Cleland "does not vary in any way the nature of the office of Administrator, but it provided the Administrator with a senior official who could assist him, particularly in the co-ordination and efficient functioning of the various departments of the Administration, and in the promotion of development policies."

In October, 1950, advertisement invited applications for the post of two Deputy Administrators. Some 120 persons applied. Mr. Cleland was recommended by the Selection Board as the outstanding candidate.

But the appointments were long delayed. It appears that the term "Deputy Administrator" was not liked—especially in view of definitions given in the Papua-New Guinea Act. It was decided finally that "Assistant" described the duties more accurately, and only one was needed.

Mr. Cleland left Sydney by air on September 8, and assumed duty in Moresby on the 10th.

Mrs. Cleland will follow her husband shortly. They have two sons, one of whom is being prepared for "the land," and the other is attending the University in Sydney.

Mr. Cleland has been fortunate in obtaining a suitable residence immediately—the residence in Lawes Road of the late Mr. Edwards, the geologist who was killed recently in an accident, and which was put up for sale last month.

Mr. W. D. Forsyth For Important United Nations Post

MR. W. D. FORSYTH, who was Secretary-General of the South Pacific Commission from 1948 until June, 1951, has left Canberra for the United States to become the new Minister in charge of the Australian Mission to the United Nations, at Lake Success. The Ministry has been vacant since Mr. J. D. L. Hood left to become Australian Ambassador to Indonesia in April. 1950.

Mr. Forsyth saw a good deal of foreign service as an Australian representative before he went to the South Pacific Commission, including service at Lake Success.

Mr. Fred P. Archer, of Yam Plantation, Buka, New Guinea, has decided to sell out and retire. He is inviting tenders for the purchase of the coconut property which he owns or controls on Buka and Bougainville. It is 24 years since Mr. Archer went to Buka as a —except for some interesting service in World War II—he has been there ever since.

Mr. M. J. Leahy was in Sydney in mid-September, supervising shipment of 42 Illawarra milking Shorthorns and one prize bull to Lae for his farm in the high country of New Guinea. The venture cost £4,000. Practical evidence of faith in New Guinea!

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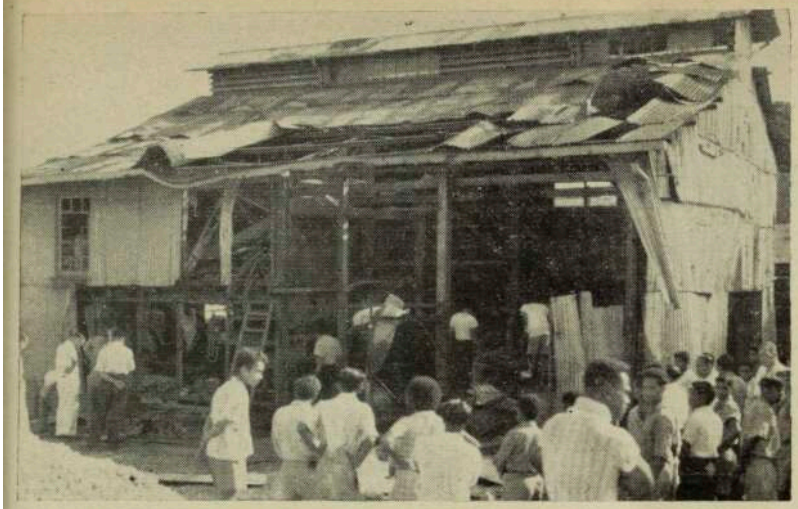

Hydrogen gas, stored in cylinders in a shed off the Public Works Dept.'s welding shop at Walu Bay, Suva, exploded violently in the evening of August 21. Mr. John Lobendahn, foreman, 34, who was close to the scene, was blown to pieces, and the blast rocked nearby buildings and was heard all over Suva. Photo (by Caine's Studios) shows how the explosion wrecked the shed. Police can find no cause.

THE P-NG LEGISLATIVE COUNCIL

Vain Appeal to Minister

EARLY in August, Senator Roy Kendall, of Queensland, sent to the Australian Minister for Territories a strong protest against the proposed composition of the new Legislative Council of Papua-New Guinea. He said:—

"The suggestion that only three of 29 members are to be elected is merely perpetuating the absolute dictatorship which was instituted by the previous Labour Government and which has been so ably carried out by the present Administrator, in spite of protests.

"The ideal form of Council would be an equal number of elected and nominated members and Administrator to have casting vote only.

"This together with full reports of proceedings and debates, would bring all contentious matters to the public notice, which is surely what the Liberal and Country Party stands for."

NO CHANGE LIKELY

Reports from Canberra indicate that no change is likely in the system of electing the Council.

The Ordinance, as it stands, will be given effect to.

Delay has occurred in arranging for the election of three European members because, until the Australian referendum is over, no senior electoral official is available to go to New Guinea to organise and conduct the election there.

The official appointments will be announced when the nomination of candidates is called for.

BRIDE FROM GERMANY FOR KAVIENG

WHEN 19-years-old Fraulein Gisela Hansen, from Flensburg, North Germany, arrived in Sydney airport, on September 1, en route to Kavieng, New Ireland, she was met by a team of photographers and reporters. She hid her face, and fled; but they kept after her, and the chase continued over the week-end.

The cause of it all was the following Associated Press despatch from Flensburg, which had been published during the week.

A 19-years-old German girl left here yesterday to marry a man she has never met—a British planter in the South Seas.

The planter, Bert Clifford Batt, 30, had asked the Mayor of Flensburg to find him a bride.

The mayor selected Gisela Jansen, who left here by air yesterday on the way to New Guinea.

Her trip was delayed months by wrangling over travel papers.

It all started when Batt, who lives on the Kapsu coconut plantation in the Kavieng district, wrote to the mayor last autumn. The mayor advertised for a bride in the local newspaper and Gisela was the first of 39 girls to reply.

When the replies were passed on to Batt he picked Gisela and then the trouble over documents began.

By February Gisela had everything she needed except one permit—an entry permit from Canberra—and this finally arrived. She will fly to N. Guinea, where Batt will pick her up in his private plane.

NEW AIRWAY TO TAHITI

A SECOND survey flight over the new TEAL route to Tahiti, via Western Samoa and the Cook Islands, commenced on September 6 from Suva, where a TEAL Catalina is at present based.

A survey flight was recently completed by TEAL for the Civil Aviation Branch of Air Department, but the second flight will be mainly for the company's own purposes.

The aircraft will spend three days at Apia, one at Aitutaki and five at Papeete, and is due back at Auckland on September 22.

TEAL has named the new route "The Coral Route to the Islands of the South Seas." It will be flown mainly by the company's fifth Solent, RMA Aparima, which was due at Auckland on September 6 from Britain via United States.

No New Governor

NOUMEA, Sept. 4.

SINCE the departure of Governor-General Cournarie, no new governor has been definitely appointed to serve here.

M. Cournarie was to have been replaced by Governor 1st-class Louveau. Mr. Louveau, however, knowing what kind of difficulties he would meet with from the Council General here, refused the offer which was made to him by the Minister of Colonies.

Up to now, there are no indications that a Governor has been asked to serve in New-Caledonia. For the interim, M. Bordarier, at present Secretary-General, is acting as Governor.—FD.

NEW AIR ARRANGEMENTS IN FIJI

THE Nausori airfield, 12 miles from Suva, and Suva's airport for land planes, was closed as a Customs port-of-entry at the end of August. Overseas craft, if land planes, must now go first to Nadi, at the other end of Viti Levu. Seaplanes go to Laucala Bay, near Suva.

As a result, NZ National Airways, which run services between Auckland, Fiji, Samoa and Cook Islands, have cut out Nausori. Suva people, using these services, must now go to Nadi, and arrange other transport from there.

The new internal services of Fiji Airways use the Nausori airfield. The services began on September 1, with flights twice daily between Nausori, Nadi and Drasa (Lautoka). The Labasa service should commence in November.

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PAPUA-NEW GUINEA ADMINISTRATION

Senior Positions Filled After Long Delay

THE Australian Minister for Territories, in August, announced the following appointments:—

Brigadier D. M. Cleland, to be Assistant Administrator.

Mr. S. A. Lonergan, to be Government Secretary.

Mr. J. H. Jones, to be Director of District Services and Native Affairs.

Last October, the Australian Government invited applications for two Deputy Administratorships, and 120 were received.

The decision of the then Minister, Mr. Spender, to accept appointment as Ambassador in Washington, caused a delay in the proposed arrangement. The outlook was further altered by the change in the status of the Territories Minister, and the decision to appoint Mr. J. R. Halligan as Adviser to the new Minister (he now is really a kind of liaison officer between the Australian Government, the Trusteeship Council of the United Nations and the South Pacific Commission), and bring in Mr. Lambert as Secretary of the Territories Department. As a result, it was decided to have one Assistant Administrator.

The selection of Mr. Cleland caused no surprise. Because of the way he has discharged the duties of various positions under war and peace conditions, he has been in high favour in Canberra for years.

There is no surprise, either, in Mr. Lonergan's appointment. He has been "Acting" for a long time, and he has filled the position so efficiently that he could not be passed over.

Mr. J. H. Jones also has been in high official favour—his was the name most frequently mentioned as the second Deputy Administrator. He goes from "Acting" Secretary for Planning and Development (a new post) back to District Services, to be again Director of the most important field department.

It is significant that there is no word of the Planning and Development job being filled. It is probable that that responsibility will devolve upon the new Assistant Administrator, who is well fitted for it.

Territories' Reaction To New Appointments

A private note from an old resident of New Britain:—

The appointments of Brigadier Cleland as Assistant Administrator, Steve Lonergan as Government Secretary, and J. H. Jones as Director of District Services, have given much satisfaction to all. They know their jobs, if given any sort of free hand.

I take it that Mr. Cleland may be able to act as a brake on too much administrative idealism, and that he and Jones (fast friends during later Angau days) will work together.

But the thing is, is it too late to bring about the required reforms and tighten up?

The rot among natives has gone far—very far—and that goes for the Services, as they are so much affected by the slackness, sloth, general distaste for work and lack of real interest in native welfare, that a come-back will be hard to stage.

Speculation About New Governor for Fiji

From Our Own Correspondent

SUVA, Aug. 27.

IT is expected that the retiring governor, Sir Brian Freeston, with Lady Freeston, will leave Fiji on September 12.

After leave, he will take up his new appointment as Secretary-General of the South Pacific Commission early in the New Year, whereupon, it is expected, the appointment of a new Fiji Governor will be announced. Just who this is to be is a matter of some speculation in the Colony at present.

Men whose names are mentioned either hopefully or speculatively include Ratu Sir Lala Sukuna, (present Secretary of Fijian Affairs); Sir Ronald Garvey, at present Governor of British Honduras, who had a fine administrative record in the South Pacific; Mr. J. F. Nicoll, who was Government Secretary in Fiji until transferred to Hong Kong a couple of years ago; and, a new favourite, Right Hon. John Dugdale.

It is pointed out that Mr. Dugdale cannot hope to be a Minister of the Crown for longer than the next British general elections and it is concluded that, being a smart man, he therefore came out to Fiji to see if he would care to be its next Governor.

Each of three first-mentioned "possibles" have their champions and detractors. But no one seems to want Mr. John Dugdale.

It is unusual for the Colonial Office to make such appointments outside the Colonial Service—but there have been exceptions, usually unfortunate. Baldwin, of British West Indies, was a notable case in point.

LMS ATTACK ON NG BREWERY

THE London Missionary Societ has gone on the warpat against the decision of th Papua-New Guinea Administratio to grant a licence to a New Guine company to brew beer in Papua This is Mr. Joe Bourke's new en terprise, based on the Laloki River

The Rev. A. M. Paterson, on be half of the Society in Australia, ha asked the Minister for Territorie Mr. Hasluck, to receive a deputa tion to ask for cancellation c licence. He said it would be im possible to keep liquor from th natives when it is brewed in thei midst, and they might run amok.

"We want to safeguard th natives against something that ha proved a degrading weakness i ourselves," said Mr. Paterson.

CECIL ABEL IS MARRIED

Mr. Cecil Abel, of the famous Kwato Mission, Eastern Papua, and Miss Sami, a Papuan school-teacher, whose engagement was announced recently, were married last month. The non-denominational Kwato Mission was established in 1891 by the Rev. Charles W. Abel; and, after his death, in 1930, it was carried on by members of his family. All the latter have great faith in the ability and destiny of the Papuan natives, and have devoted themselves to their technical training and the formation of native co-operative societies. Associated with Mr. Cecil Abel are his sister, Miss Phyllis Abel, and his brother, Mr. Russell W. Abel, MA, who is married.

—Photo by Don Reed.

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TERRITORIES TALK-TALK

By Tolala

NOT so long ago government officials were "wrapping up" the NG Highland natives, holding them up as a solution to the native labour problem in the Territory. Like many another scheme it looks well on paper, apparently, for only recently I met an old-time planter and remarked to him that I had heard he had some Chimbus working for him.

A snort of annoyance and a steely glint in his eye conveyed to me that all was not well. "You heard wrong," he said. "I work for the Chimbus."

He supplemented his remark with details of costs, which ran into £36 a head to obtain and repatriate for a year's alleged service.

GOVERNMENT policy at the present moment seems to be one of encouraging private enterprise. It will find that an adequate and reasonable labour supply is one of the main attractions now, even as it was some years ago.

I remember when, in the middle twenties, before the first Expropriation Board properties were put up for tender, the representative of a big British planting concern made a tour of the Territory, examining properties with the idea of buying up the old German estates **en bloc**. He was favourably impressed from an agricultural and productive angle, but the absence of adequate labour and government restrictions on native labour employment, even in those days, were factors which decided him against recommending his company to go to NG.

THE recent native art exhibition held in Rabaul reminds me of a somewhat similar display held in the old Times Building in 1934, and sponsored by the Administrator, Tom Griffiths. There were some very fine ethnological specimens from every part of the Territory, and District Officers on all stations were co-opted in collecting native craft work. Mount Hagen axes were the high-light then, together with some fine weaving from the Western Islands. The display, which lasted for several days, terminated with a concert by the Matupi natives and the choir's rendering of the "Hallelujah Chorus" is something I shall never forget.

These art exhibits are something which should be encouraged. At the time it was arranged that they would become an annual event in some one part of the Territory. But eruptions and wars have taken people's minds off such aesthetic interludes and, so far as I know, the recent one in Rabaul is the first indication of a survival.

APROPOS of native music, Eugene Goosens, who has recently returned from a trip to NG, comes back full of enthusiasm of the NG native music and wants some records made. He seems to have the idea that he has "discovered" something. As a matter of fact pre-war resident, Mrs. Clive Backhouse, realised the value of native music many years ago and has a very comprehensive record of some of their melodies. All these re-discoveries are somewhat amusing, really.

LET me be in on this plea for Territorian stamps (PIM, August, p. 50). More than once on this page have I advocated an issue of pictorial postage stamps, characteristic of the Territory. Artist Bill Dobell could, with advantage, get busy on the job. He appears to have the necessary entree in the right quarters.

Now that ways and means will probably come into the Administration picture, as a result of the Menzies-Fadden pruning policy, the powers that be could very well consider the financial advantage of issuing P-NG stamps. Something over £20,000 was netted from sales of the Coronation issue in 1937. That's only chicken-feed, I know, in these days, but it all counts.

I NOTICE an advertiser in August PIM is in search of a present-day Utopia. Having lived for years in Asiatic countries and become fed-up "with their political and economic troubles," he seeks now a tropic land "where law and order prevail and life is secure." I should like his address if he ever achieves his desire.

I SAW recently where someone has the idea of having "conus" shells manufactured for the Highland natives so they can stick a plastic substitute through their noses, as the genuine article is hard to come by these days.

I may be off the beam, but I seem to recall an old NG Ordinance which prohibits the importation of synthetic curios, shells, and so forth. There was a time when a well-known mission society, operating on the mainland of NG, had several cases of faked white cowrie shells ("manufactured in Germany") confiscated by the Customs. That is a real protective measure on the part of the Administration to save the native from exploitation.

Years ago, in the BSI, it was a common practice for go-getting traders to sell artificial porpoise-teeth to eager Malaita-men, who accepted them as the genuine article.

SO Margaret Mead returns to these parts and hopes to revisit New Guinea. She is certainly receiving a good Press in Sydney, comparable with Church and Legal dignitaries from Britain, who are attending Jubilee celebrations here. Some of the old-timers from NG will remember her when she was up there with Dr. Fortune and later with Gregory Bateson. She put in some good research work in the Manus Group and up the Sepik, and certainly should be an authority on her subject of sociology. She is on a lecture tour of Australia for the New Education Fellowship Jubilee Education Conference, whatever that may represent, exactly.

ONE of Sweden's top-line ornithologists—Count Nils Gyldenstolpe—is bound for NG to collect specimens and this time we should hear something of the results of his tour. A party of American ornithologists spent several years cruising around in "La France" collecting bird specimens and data and left shortly before the Pacific war broke out, but little has ever been heard of their work, though the Field Natural History Museum probably houses a most comprehensive collection of NG birds. Contrary to general belief, there are hundreds of bird varieties in the Islands, some migrating from as far away as Siberia.

Naturalist Hallstrom has the Count under his wing, so we'll probably hear more about him and his wife, as time goes on.

ONCE again we read through the Australian Press that NG "should" be able to grow all the tea, coffee and cocoa required in Australia. Quite so. To say nothing of all the spices and other products now imported from Java, Malaya and East Indian countries. But when are we going to start? And what about existing tariff agreements with these other countries.

I MUST give "South Pacific" a pat on the back. It is the monthly journal published by the Australian School of Pacific Administration over at Mosman. In the past the articles dealt—for the most part—with other native countries under British control; but now there are several interesting contributions on local NG matters, and some have a slightly controversial trend. If this policy continues the journal will likely develop into something really good.

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THE EDITORS' MAILBAG

USA Monopolises a Name

THE Americans, with an unusual lack of imagination, have named their Micronesian administration, "the United States Trust Territory of Pacific Islands."

The Territory comprises the well-known Micronesian groups of Palau, Carolines, Marshalls and Marianas. The groups were held originally by the Spaniards; sold, or lost in war, by Spain, and became part of the German colonial empire; were handed over under Mandate to Japan in 1920, and were annexed and added to their Empire by the Japs in 1933; and then handed over to the Americans as a Trust Territory after World War II.

The total area of the lot is only 715 square miles (they were called "Micronesia" because they comprise such a lot of very little islands), and their total population is only 50,000. Yet they now are called "the Trust Territory of the Pacific Islands," irrespective of the fact that, apart from Philippines and Hawaii, all the Pacific Islands worth talking about lie south of the equator, and are all British and French.

In order to keep the description within focus and understanding, the four groups should be called "the United States Territory of Micronesia."

Picnic in Polynesia, 1914

A FRIENDLY letter from my old friend, Mr. J. D. Campbell, of Turoa, Rarotonga, referring to the fact that we first met in that delightful isle 37 years ago, reminds me of an interesting voyage. The leading characters are long dead, so no one can take offence.

I, a young reporter, was a guest on the NZ Government steamer Tutanekai, which was taking the Governor of New Zealand, the Earl of Liverpool, on a pleasant cool-weather trip around the Cook Islands. The skipper was a hard-bitten old lad, Captain Post; and the NZ Cabinet Minister accompanying His Ex. was a well-educated, temperamental Maori, Dr. Maui Pomare, afterwards knighted.

Apart from Vice-Royalty, we were a happy party. But His Ex., a tubby, pompous little man, did not mix readily with common roughnecks; and his Countess, a pleasant, freckled woman, had no conversation beyond her favourite topic of White Leghorns. The captain and the Minister regarded them as a cross hard to bear.

Vice-Royalty retired early, and it was our practice, as we loafed around those quiet tropical seas, and showed the flag wherever desirable, to gather each evening at 9.15 in the skipper's cabin.

The ritual never varied. The Aide drew the cork, the chief engineer poured the shining liquor, the Minister led us in a round of more or less improper reminiscences; and then the Old Man lifted his glass in the final toast: "Well, gentlemen, I give you their Excellencies, Lord and Lady Liverpill."

It was a chat with Bob McKegg, there in Rarotonga in May, 1914, which first gave me the idea of the Pacific Islands Monthly—given effect to 16 years later.—RWR.

S. Pacific Commission Records

A CORRESPONDENT remarks that the only record of the activities of the South Pacific Commission is that published in the Pacific Islands Monthly—and that, more often than not, is only a summary.

This is not correct. The Commission now publishes regularly, every three months, what it calls the "SPC Bulletin," where there is a complete and fairly full record of what the Commission is doing. Anyone requiring such a record should send 2/- (Sterling) to the Secretary, South Pacific Commission, Noumea, New Caledonia, and he will receive the Bulletin post-free for one year.

One of the difficulties of maintaining these records is the bilingual character of the organisation. The French jealously insist on the provision of the charter that all records and proceedings of the Commission shall be in English and French; and this, of course, more than doubles the cost of records. There are plenty of facilities available in Fiji, New Zealand and Australia for printing in English; but facilities for printing in French are very limited in Noumea, and practically non-existent elsewhere in the Pacific.

Those "Handsome" Profits

EVEN high official personages seem to have the impression that New Guinea planters are making huge profits out of copra. This is from a man who was an onlooker during an interview in Rabaul between Territories Minister Hasluck plus officials, and members of the Planters Association:

The planters, very conscious of the way in which they have been diddled out of £30 per ton by the devaluation of Sterling, urged the Australian Government to ask the British Minister of Food to review the MOF contract. They argued that, in view of much higher costs they were entitled to a higher return.

Mr. Lambert (new Territories Secretary): "To raise the matter of higher costs as a reason for an increased price might cause the British Ministry of Food to delve into the matter of the handsome margin (between cost of production and the PCB price) that you all earn." And he smiled brightly at the planters.

A member of the planters' party later: "Reverting to that handsome margin, I should like to ask you, Mr Minister, if you think that the fact that a firm like Carpenters, with all facilities for management, accounting, continuity of labour, and supplies, and more shipping than the ordinary planter, have given up their plantations in the Ninigo group, and in the Tasman group and several in New Ireland, and one in Buka, shows that any handsome profit exists?"

There were no more references to the planters' profits!

Concerning 'Ted' Edwards

FROM an old Territorian, now residing in Sydney: Geologist "Ted" Edwards, whose tragic death you reported in July, was a good lad, and handy in an emergency. I first met him early in 1937 at the aerodrome camp at Wewak, when we were both employed by Oil Search. Afterwards, he went into Mia Mia, where I became Base Officer, and we were together for a year.

On one occasion, I was buying produce from the natives (by sign talk, as we were beyond the Pidgin boundary) when a slight disturbance arose. The Namblo natives, always peaceable, were bargaining with me, when the Makafim natives, led by Celuie—I think his name was—arrived. Immediately an uproar arose, as there had been bad blood between them over a raid that the Makafims had made on the Namblo village.

I, with my personal boys, was endeavouring to keep the peace, when Ted Edwards arrived with his boys. He had heard the uproar from his house, a quarter-mile away and, thinking that a massacre was on, had come immediately to give me assistance. Fortunately, everything was under control. We told old Celuie to rouse—by sign talk, of course—and went and had a cup of coffee in my haus kunai.

I met Ted in Moresby about 1940 (after I had severed my connection with OSL—or vice versa) and, again, during the war years in Queensland. He will be sadly missed, as a geologist and a Territories identity, by all who were fortunate enough to know him.

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Why The PIM Is In A New Shape

A few readers, who apparently did not see the formal announcement in July, have asked the reason for the appearance of the Pacific Islands Monthly in a smaller size.

Actually, there are more pages in the journal, now, but the size of the page is smaller. The net result is a saving in the use of paper, and in factory operations. The paper which, in 1939, could be bought for less than 3d. per pound, now costs close to 2/- per pound. All other costs have increased enormously.

By making economies in the directions indicated, we have avoided, for the moment any increase in our subscription and advertising rates. The lunatic spiral of inflation is still governing our economy, however, and we fear that, before long, we shall be forced to raise our rates, like all other manufacturers.

New Outlook In Pacific Islands Government

Significant Conference In Canberra

THE new principles and tendencies which now influence the administration by the European nations of the Islands of the Pacific were indicated by the character and proceedings of a Conference which took place in Canberra in the latter part of August. The delegates were Jubilee Year guests of the Australian Government, and the discussions centred on the subject, "Social Processes in the Pacific."

The following well-known people took part:

Dr. Margaret Mead, Assistant Curator of Ethnology, American Museum of National History.

Professor Ernest Beaglehole, Professor of Psychology at the Victoria University College, Wellington, NZ.

Professor A. P. Elkin, Professor of Anthropology at Sydney University.

M. Jean Guiart, of Institute Francais d'Oceanic, Noumea.

Mr. Loring G. Hudson, executive secretary of the Pacific Science Council.

Mr. H. E. Maude, Research Council Member for Social Development, South Pacific Commission.

Dr. A. Grenfell Price, Department of Geography, Adelaide University.

Dr. A. Capell and Dr. Ian Hogbin, of the Department of Anthropology, Sydney University.

Mr. W. D. Forsyth, lately Secretary-General of the South Pacific Commission and now Australian Minister at the United Nations.

Miss Camilla Wedgwood, of the Australian School of Pacific Administration.

The conference dealt with aspects of social research in the Pacific, the changing structure of family and higher kin units, economic development, and the changing political role of Pacific Islands peoples.

BRITISH MOF PRICE OF COPRA

Minister Dugdale's Reply to BSI Producers' Representations

WHEN the Rt. Hon. John Dugdale, British Minister for Colonial Affairs, was in Sydney early in September, after visiting Fiji, Tonga and the Solomons, and hearing urgent representations from planters everywhere on the subject of the MOF copra contract price, the PIM tried to interview him, to ascertain his real reaction —if any—to the planters' pleas.

Owing to a dislocation of plane services, the Minister had only a few hours in Sydney—and in that period he was nursing an attack of malaria. He arrived in Sydney from BSI and New Guinea on Sept. 7 and departed for London next day and gave no Press interviews.

However, some indication of the Minister's views is found in a report (supplied by our Honiara correspondent) of a meeting between the Solomon Islands planters and the Minister, on August 22.

There does not seem to be any likelihood of the copra price being revised in the light of the Socialist Government's trick of devaluing Sterling after the MOF contract was made; but there is a chance that the price will be raised to meet the fact that in the second year of the contract the price was raised only 10/- per ton, instead of by 10 per cent.

THE Chairman of the BSI Copra Board pointed out that in 1946, when the postwar shortage of oils and fats was greatest, the BSI Government pledged itself to send all its annual production of copra to Britain. In 1948, the Ministry of Food offered alternative contracts—a higher initial price for 1949, but with no great security for the years beyond 1951; or the 9-years' contract, under which the initial price for 1949 was fixed at a lower level, and annual increases or decreases thereon pegged to a maximum of 10 per cent., either way. Some larger producers opposed both; but the view was taken that, having regard to the earlier pledge, one or other must be accepted. The general opinion of a meeting of copra producers in 1948 favoured the long-term agreement.

From 1949, copra was shipped under the MOF contract at £stg48, f.o.b. main ports. At the beginning of 1950, a small price rise was offered and accepted. For 1951, the maximum increase of 10 per cent. was arranged.

There was, however, no actual contract signed between the BSI Copra Board and the Ministry of Food in 1948; and only in 1951 was the actual contract presented for signature. The Board, after long and controversial discussion, consented to the signature of this contract.

Since 1948, however, the revaluation of Sterling, and the unprecedented heights to which consumer goods had risen, had seriously affected production costs. The MOF price of copra had not kept pace with prices generally due to the fact that the MOF price could not rise more than 10 per cent. in a year.

Because of this, and because they were bound to Sterling (which had been devalued after the contract was first made) the planters felt they had been trapped into disposing of their copra at a price well below world parity, while their profit margins were narrowed with increasing rapidity by production costs rising far more rapidly than the annual rise in copra prices under the contract.

The purchasing power of a ton of copra in world markets was being artificially restricted, while there was no such restriction on the rise in costs of production.

The Board wanted to know whether the Ministry of Food would enter into negotiations with a view to amending the contract for the remaining six years of its term, arriving at a price for 1952 more commensurate with world parity.

The chairman added that the devaluation of the £stg had played a major part in restricting the effective annual price rise, though in 1949 producers had been repeatedly assured that there would be no devaluation.

Private producers pointed out to the Minister that all non-Government members did not agree to the signature of the contract. The majority of those who agreed were Government members of the Board.

(Continued on Page 15)

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COPRA DISCUSSION—

from page 13.

THE Minister said that, taking the 1937 copra price as a basis, and on figures put before him, production costs were three times those of 1937, whereas the Ministry of Food price was 4½ times that received on the open market in 1937.

The planters pointed out that in 1937 copra had not fully recovered from the depression, and the price then payable was so low that it was not considered sufficient to allow for capital expenditure on plantations, such as replanting and rebuilding. They added that even the 1951 price, under the MOF contract, did not show a sufficient percentage on capital expenditure to allow for replanting, even for larger firms who wished to rejuvenate their plantations.

The Minister then said that he would like to have both prewar and postwar figures, showing returns of production, expenses and profits. He pointed out that if the copra price had fallen, producers would have been glad to have had the security of the contract.

A member of the Board quoted the British contract for New Zealand butter, which was not fulfilled, the butter producers being left high and dry.

The Minister again referred to the 1937 copra price and stated that, taking the uncontrolled in conjunction with the controlled prices to-day, it seemed to him that the MOF contract gave a greater margin of profit as against rising prices. Any comparative pre-war and postwar figures of profit and loss must also include figures for native producers.

The Minister said the strongest point in the producers' case seemed to be that while in 1951 they had had the full 10 per cent. rise permissible under the contract, they had not had it in 1949-50. He was prepared to take this up in the United Kingdom. Any representations would have more hope of success if they fell within the terms of the Agreement.

EDITORIAL COMMENT

THE outstanding feature of this Minister's comments on the copra producers' representations—when he could be induced to make any—is his obvious unwillingness to say anything about the trickery of the British Socialist Government in devaluing Sterling, after having made long-term contracts with copra producers, and various other foodstuffs producers.

These foodstuffs have a world value—not a value confined to the Sterling areas. At any time during the past two years, South Pacific copra could have been sold at from £30 to £50 per ton (£30 being the amount, in relation to gold or dollars, by which Sterling was devalued) more in non-Sterling areas and some Sterling areas, than was received under the MOF contract.

Generally speaking, the Right Hon. John Dugdale has made a poor impression in the British Territories of the South Pacific—and that is not surprising. He is typical of the politicians who, in 1945-51, have more or less given the Empire away, and brought the good name of British officialdom into disrepute.

South Pacific copra-growers should keep their powder dry, and not lose heart. There is probability of an early election in Britain; and if more responsible people are put into office there they will remove from these food contracts the blatant dishonesty represented by the devaluation of Sterling in 1949.

Patrol Officer Graham Taylor has taken charge of the new patrol post established by the New Guinea Administration at Annanberg, in the Ramu Valley, inland towards the Highlands from Madang. A new airstrip has been put down, and the Madang-Atemble road re-opened.

Thomas Farquhar, 19, pearler, of Thursday Island, was fined £10 for trespassing on Groote Eylandt native reserve. He said he went there to land petrol drums.

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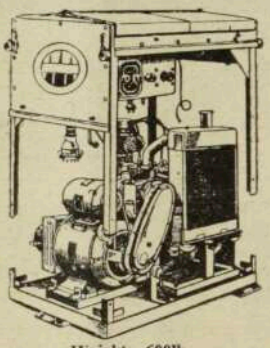

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Mr. Bruce Bacon, who was two years in the Solomon Islands on the accounts staff of the BSI Trade Scheme, recently returned to Australia. Last month, he joined the Sydney firm of William E. Reed, Islands merchants, as agencies manager.

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In this group are seen a number of the leading Chinese residents of Tahiti. The occasion was the wedding, on May 27, of Miss Yung Sin and Mr. King Chong Chung Soi. The bride is the daughter of Mr. and Mrs. Ching Sang, and the bridegroom is the son of Mr. and Mrs. Chung Soi.

The wedding took place at the Chinese Philanthropic Association; and, later, a large number of guests assembled to partake of a feast of 40 different courses. Feasting, music, dancing, etc., extended over many hours.
—Photo by Studio MacKenzie.

Mr. Mark Schultz, proprietor of the Mumeng Hotel, on the Lae-Wau road, New Guinea, has leased the establishment and left for Europe on a long holiday.

Rev. and Mrs. A. Wardman, of the Australian Board of Missions staff, have gone to Papua to relieve **Canon J. Benson** (who is Mrs. Wardman's uncle).

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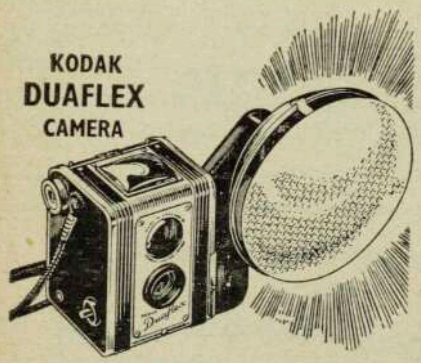

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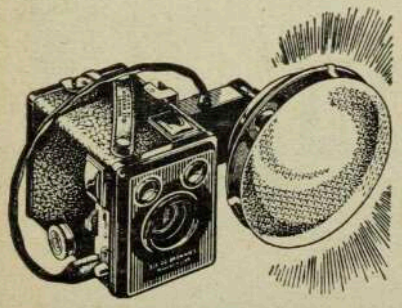

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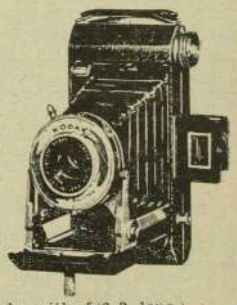

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FROM NOTES MADE IN FIJI

BY JUDY TUDOR

SUVA, Sept. 3.

MRS. G. HENNINGS, of Naitaubua, Lau Islands, tells me that when she came here in 1912 as a bride she was so disappointed she could have wept.

She had expected a riot of tropical flowers right out of the hothouses in one of the more famous of Germany's botanical gardens. She expected pineapples to grow by the wayside, bananas to droop from convenient boughs and bright-plumed birds to flit hither and yon among the trees and palms.

In cold fact, she found a Suva that had recently weathered a hurricane—a tiny town of small wooden shops and unpaved roads, a foreshore that was mud at low tide and bore no possible resemblance to the coral beach of her youthful dreams.

The journey from Suva to her husband's plantation in a small boat was an agony of seasickness—as it is still, for that matter—and when they reached it, it was to find the Lau Group brown and dry at the end of a four-months' drought.

During Mr. Hennings' absence in Europe, the cows had gone dry, the chickens had died, and the drought had seen to the destruction of the gardens.

But it seems that people lived down their disappointments in those days. With infrequent visits overseas, and a yearly pilgrimage to Suva, Mrs. Hennings has lived in Lau ever since.

She is in Suva at present—buying goods for the Hennings trade store and a bull calf to improve the plantation stock, and being much interested in anything the local Agricultural Department can produce in the way of new pasture grasses.

She still has a little accent and is entirely charming.

Mr. Hennings must have been a mighty brave man to bring a bride from Germany to the undiluted solitude of Fiji's outer islands—or a mighty discerning one. In either event he was lucky, as well.

* * *

LAU is having one of its periodical droughts now. The dry spell is at the end of its third month, and already copra production is falling to some degree. Apparently in drought conditions the mature coconuts do not fall to the same extent—the tree sets few new nuts and hence there is not the same tendency to shed those that are ripe.

For that same reason, it is expected that in 14 months' time—the period between the setting of the flower and the ripening of the nut—there will be little copra made or shipped from Lau.

The drought coming now when the plantations were recovering from the effects of the disastrous hurricane of a few years back, is a blow to Lau planters—it is easy to see why they were not madly enthusiastic about the copra tax that was proposed by the Fiji Government last year.

They calculate that it costs them about £35 per ton to produce their copra, for which they receive something over £50. As the Fiji £, along with most others, is now probably worth about 7/6 in 1939 money, it is going to be some time before they reach the millionaire class.

A hurricane, which can put a plantation out of action for anything up to five years, is a possibility any year in Lau between December and April, and is a certainty at pretty frequent intervals. Treasury officials when they get busy with their calculating

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machines, appear eager to overlook these facts.

* * *

PLANTERS' problems vary from territory to territory. New Guinea, for example, has no hurricanes to contend with and, as far as I can judge, appears to produce much more per plantation than is the case in Fiji—either because the trees are more productive or because the holdings are larger.

And in Fiji, the problems vary again from district to district—Lau's present drought, for example, or hurricanes which hit in one place and completely miss an adjacent group. In Fiji, too, the Fijians produce the bulk of the copra; native-produced copra in NG is only a small proportion of the total.

Because of this divergence of interests and conditions, the Fiji Planters' Union does not seem to speak with the same united voice as does the New Guinea Planters' Association. Headquarters of the Union is in Suva—but the members are scattered far out into the blue and, unlike their NG counterparts, seem to take some shifting from there to the capital. This is not surprising when such journeys have to be undertaken in small boats. There are few NG plantations now that are not within reach of swift Catalina service to Rabaul.

However, they are at one about one thing: that when Britain devalued her £ against the dollar there should have been a readjustment in the MOF contract price of copra.

* * *

FIJI held a couple of surprises for Mr. Dugdale. One was the apparent lack of enthusiasm for trade-unionism amongst the "workers" of Fiji. Another was the Fijian habit of having their bures decorated with pictures of the Royal Family and Mr. Churchill. Seems that not one of them had a picture of Mr. Attlee.

* * *

THEY tell me that the Grand Pacific Hotel here was modelled after the Galleface Hotel in Colombo. It was started in 1914, was held up during the first World War and its first manager was from the famous Colombo hotel. Since then, of course, it has developed a fame and a personality of its own.

Dark and dingy at the end of World War II, it now has new furnishings and new management, and gives much happiness to a constant stream of tourists, mostly from NZ.

Even after the facelift, however, some anachronisms remain, particularly in the bathrooms, where lurk the most extraordinarily large baths I have ever seen.

Each is about the size of a Navy corvette, and must present a pretty problem of entry to the more decrepit of the tourists (Fiji women never grow old). I cannot imagine why anyone would want so large a bath and can only conclude that they upholstered the ladies much better in 1914 than is the case today.

The bedrooms all open through green shutters onto long balconies and are entered through doors which open along the gallery above the lounge. It all makes for coolness but it also, alas, makes for sound.

* * *

SOMEHOW, the homogenised sounds of happy tourism can be borne; but the sounds of an over-enthusiastic sleeper are mighty hard to put up with.

Habitual snorers should be segregated, in my opinion; or fitted with silencers; and, reflecting thus at 3 a.m., I put on my dressing-gown and walked along the balcony to locate this human buzz-saw, who was making the night hideous.

My impulse was for going in, digging him in the ribs and coming over all-Sydneysider, saying: "Hey, turn over mate."

But would that be British, or cricket? I stifled my impulse, went back to bed and read a whodunit till dawn.

(Continued on Page 114)

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When he informed a reporter, on the eve of his return to Western Samoa, that it was now the policy of the West Samoan Administration to employ Samoans rather than Europeans, the High Commissioner, Mr. G. R. Powles, added that there were now 1,500 Samoans, and 76 Europeans, in the service of the Administration.

Dr. Jacomb, who was Assistant British Commissioner in the New Hebrides several years ago, and who has attained considerable fame since then as a writer and lecturer, has been visiting some of the Pacific Islands, including Tonga, to observe post-war conditions. He expects to be in Sydney, for a short time in October.

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NEW HEBRIDES

From Our Own Correspondent

The Resident Commissioner for France, M. Pierre Anthoniozz, and Mme. Anthoniozz, entertained a large number of New Hebrides residents at the French Residency on the evening of August 24. Opportunity was taken to introduce members of the joint Anglo-French community to Mme. Anthoniozz, who arrived fom France early in July.

By now a familiar figure in the New Hebrides, Mr. George Miller, of Kerr Bros., Sydney, arrived in Vila during August on one of his regular visits to the Group on behalf of his company's interests. He will spend his time between Vila and Santo. While in the capital, Mr. Miller was the guest of Condominium Treasurer Mr. George Hill and Mrs. Hill, at their home at Black Sands, at Mele Bay, a short distance fom Vila.

Rabaul Rifle Club

RABAUL Rifle Club held its first shoot on Sunday, August 26.

The result of the first Competition shoot:—

Arthur George, 23 out of possible 25 . . . 1.

Wally Smyth and Max Duff, 21 . . . 2.

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HE LUMLEYS OF E. PAPUA

The Lumley family, of E. Papua, is as ll known as the old Samarai wharf.

The late Mr. E. Lumley was one of e most highly esteemed "-timers" of e archipelagoes. Since his death, his siness of trading, pearling and shell-hing is carried on by his son, Ralph. cently, two Sydney commercial men, C. . Mansell and E. R. Albrecht, went ound the district in Mr. Lumley's hooner, and took photographs. TOP.—At chor in quiet waters. MIDDLE.—Mrs. mley—known to countless friends as Ia." LOWER.—Ralph Lumley (left) id E. R. Albrecht.

Another Little Ship For BSI

WHEN the converted 120-tons vessel, Coral Star (formerly the Australian Whaling Commission's landing barge 1273) sailed from Fremantle for the Solomon Islands on August 29, under orders from her new owners, G. V. Miller and Co., of Rabaul, she carried five goats, several cages of canaries, and one fox terrier. The livestock illustrated the miscellaneous character of her cargo.

The little ship, in charge of Captain J. Foreman, is proceeding via Darwin and Torres Strait, and she will be used in the Solomons as a general trader. She has a crew of nine.

NEW VESSEL FOR NC NICKEL CO.

NOUMEA, Sept. 1.

A VESSEL has just been launched by the ship-building firm Sunderland, in England, for the Nickel Company. She has been named "Tayo," and will carry 5,000 tons of ore at an average speed of 11.5 knots. The "Tayo" will sail for New Caledonia as soon as her trials are completed.

She is to work mainly around New Caledonia and to Australia. Her crew will probably number an average of 10 seamen as well as a European Chief Officer and an Engineer.—FD.

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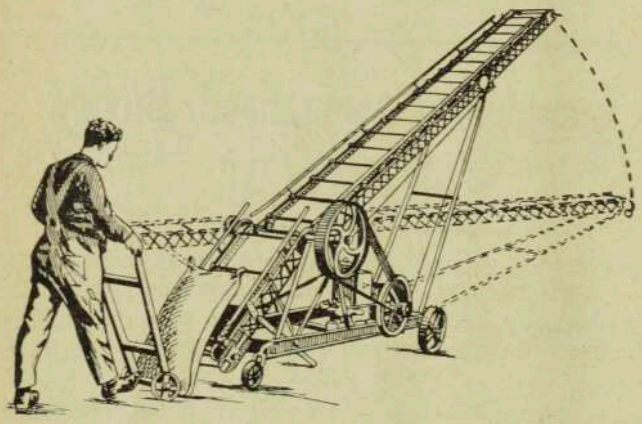

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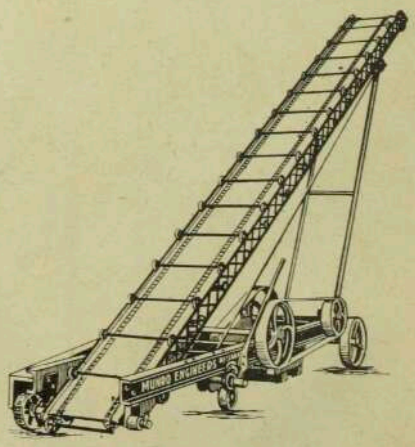

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DEATHS OF ISLANDS PEOPLE

MR. R. A. PERRY

The death occurred in Suva, on ugust 25, of Mr. R. A. (Rap) erry, a well-known identity who ent to Fiji in 1906, to join Mr. chie Glen, of Labasa.

He later worked for Henry Marks Co., and when this firm came der the control of Morris Hedom Ltd. Mr. Perry continued in e service of that firm until he tired, due to ill-health, in 1942.

He and his wife have lived at gatoka for the last nine years.

MR. J. J. BARKER

The death occurred near Sydney, August 4, of Mr. John James rker, aged 82.

Mr. Barker was born in NZ and nt to Fiji in the early 80's with s parents, where, as an engineer, joined the Fiji Sugar Company. ter, at a time when there were roads around Viti Levu, he oneered several steamship ser-es.

At one time he had many land d business interests in the colony. was also a noted athlete. For a mber of years he has been living Australia. He is survived by two ns. His brother is Sir Alport rker, of Suva, and two sisters e on Norfolk Island.

MR. F. H. HARVEY

The death has occurred of Mr. Francis Hilary Harvey, a well-known planter, of Epi Island, New Hebrides. Mr. Harvey's generosity, and his popularity among the younger residents of the Condominium, were legend. News of his death was received with regret by many friends.

MR. F. D. ROSS

The death occurred in Brisbane on August 8 of the well-known and highly respected ex-manager of the BNG Co.'s Obu coconut plantation in the rich Hisiu district, not very far west of Pt. Moresby.

"Doug" Ross was one of three brothers in Papua over 30 years ago. Eric died years ago, and the other brother, Alister, more recently, in England, where he lived after his retirement from the position of Government Storekeeper.

"Doug", who was 66, had only been in Brisbane six weeks when he became ill—the cause of death was asthma. He was quite fit when he left the plantation to retire, was playing his games of tennis as well as ever. He is survived by a widow and two children—son Sutherland is with the Department of Civil Aviation in Brisbane, and daughter Elsie is the wife of the well-known Papuan official, Mr. Ivan Champion. His grand-daughter, Ivane Champion, now only 21, recently, 14 days after Lamington blew its top, went in there on Infant Welfare work.

He left his job in Papua to serve in World War I, and returned in 1919. All old Papuans will mourn the passing of cheery "Doug" Ross, deservedly popular with everyone.—SHC.

MR. "KEN" FRANK

PT. MORESBY, Sept. 1.

PORT Moresby residents were saddened on August 22 to learn of the death of "Ken" Frank, popular OTC officer for Papua and New Guinea.

With his wife, Mrs. Molly Frank, he left Port Moresby for long overdue recreation leave on August 20, and stopped over at Townsville on the first stage of what was to have been a holiday tour of Australia. Next day they drove to Charters Towers; and, when returning at night, with Ken at the wheel, the car overturned. He died almost immediately from head injuries, and his stepdaughter, Miss Pam Bingham was severely injured. Mrs. Frank escaped with shock and bruises.

Mr. Frank was 46 and had been in the Territory since 1931, first with Amalgamated Wireless Limited,

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and then with OTC. Throughout the war he remained in the Islands as a civilian working with the Allied Forces. His remarkable ability as a radio engineer had long been known to Territories folk, and the military forces also paid tribute to his outstanding record.

"Ken" is a real loss to the Islands, and his death is mourned by a wide circle of friends.

MR. A. M. PHILIPP

AN old and respected resident of Apia, Mr. A. M. Philipp, died on August 3 after a short illness, aged 80. He came first to Samoa in the beginning of the century. His son is Sub-Inspector A. Philipp, of the Samoan Constabulary, who was away on leave in New Zealand when his father died.

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MR. ALBERT STEHLIN

Mr. Albert Stehlin, one of t few European settlers born of Eur pean parents in Samoa, died August 10, at his home at Loto Apia. He was one of the pione cocoa planters of Samoa and w renowned for his knowledge a for having, through sheer grit a hard work, succeeded in bringi his cocoa plantation to a high d gree of prosperity.

MR. W. G. HIGGS

The death occurred on August at his home in Deewhy, Sydney, Mr. William Gordon Higgs, who w well known throughout the Sou Pacific as an executive in the Ca penter group of companies. He w 59 and he had been in ill-heal for some time.

Mr. Higgs was born in Victor and he was a railway official West Australia before he served World War I. He joined W. Carpenter & Co. Ltd. over 20 yea ago, and he served the organisati in Solomons, New Guinea, Fiji a the United States. His wife died 1949. They had one son—M Stanley Higgs, a Sydney busines man.

CAPTAIN SAMMY BURNS

THE Brisbane Courier of Augu 11 records the death of Ada Anderson Burns (writes Ca tain W. L. Kennedy, of Sydne

The name conveys little nowada but he was generally known Captain Burns, or Sammy Bur He was one of the best known a most colourful figures in the Pac fic a few decades back, and I a sure that if there are any old-time still on deck in New Guinea, t Hebrides or Solomons, they will r gret to hear of his passing.

I first met Sammy over 50 yea back. I was then a young seam in the recruiting trade from t Solomons and New Hebrides Queensland. He was then Mast of the Ivanhoe, a smart tops schooner; and, afterwards, several other flyers engaged in t trade. He was also Mate wi "Piggy" Pearn in the famous ba quentine Lochiel. Sammy w Master of the Government steam Merrie England, and lost her Port Moresby.

Afterwards, he joined up with t AUSN Company, and was Mast and Mate with that Company. was around the 90 mark when made his last crossing; and up a few years back he was deliveri small craft to the Islands for t office.

With the death of Captain Bur goes, I think, the last of his ty and the Pacific will be the poor for his passing. Stories which cou be told about him, and also "Pigg Pearn (long since deceased) are in numerable, but space does not pe mit—so, Vale, Sammy!

(Continued on Page 113)

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HIS SPLIT-SECOND TIMING

How Minister Dugdale Impressed Non-official Fiji

From Our Own Correspondent

SUVA, Aug. 27.

FIJI, conversationally, is still concerned with the recent visit of the Rt. Hon. Mr. John Dugdale, Minister of State for Colonial Affairs, who spent the first half of the month here, but who has now departed for the Solomon Islands, the New Hebrides and Sydney.

The Minister, by working night and day, can be said to have gone everywhere, looked into most things and seen a lot of people.

Local Government servants, who are not famous for doing things in a hurry, were considerably impressed by his energy, his inquiries behind the red-tape curtain and by the fact that, although he arrived with some ill-conceived ideas, he appeared willing to modify them on first-hand examination.

Local business men were not so impressed. The local planters' organisation was unable to place any of its problems before him, although a comprehensive statement had been prepared for presentation at Suva. Before anything could be said on the subject of planting, that particular meeting folded up, and the Minister whisked off to another appointment.

This, in fact, appears to have been the fate of most delegations to the Minister. He apparently apportioned his time with the aid of a slide-rule and a set of dividers and, when time was up, to the second, the delegation was dismissed—more often than not with its best arguments unpresented.

This is the first time in 25 years that a Minister of the Crown has visited Fiji, and residents, official and otherwise, attach more importance to it than say, residents of Papua-New Guinea, who accept these lightning visits of galloping politicians phlegmatically.

It now just remains to be seen if anything concrete comes of Mr. Dugdale's visit. Unless he is much less of an orthodox politician than he seems, the answer to that will probably be "nothing."

The planters at Savu Savu were able to get a meeting with the Minister, and were told flatly that a contract price was a contract price and if the price had fallen instead of going up he couldn't see them coming along and offering to take less.

(See elsewhere: Minister's statement in Solomons about copra)

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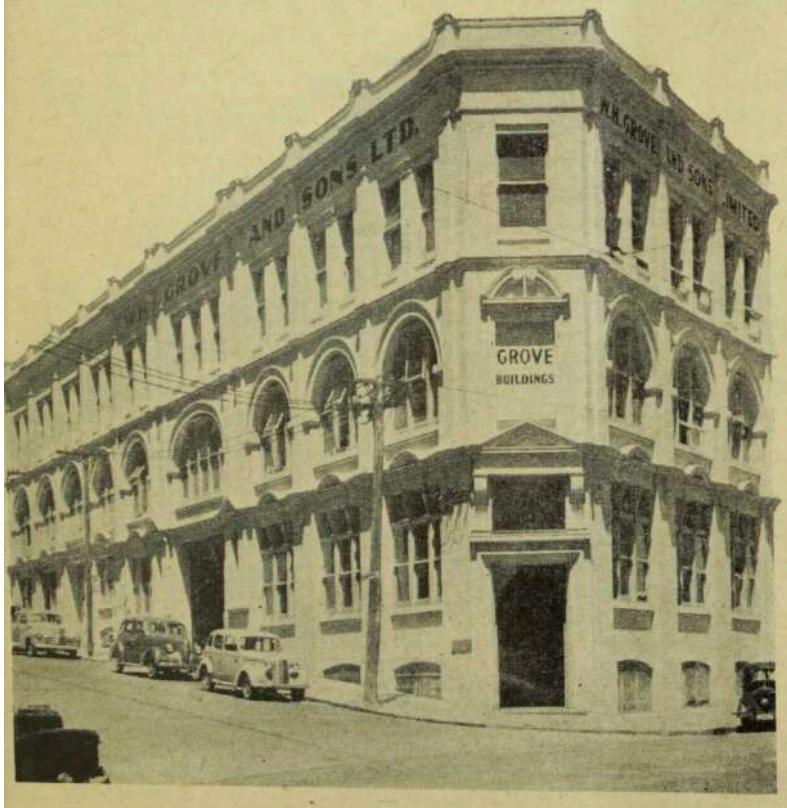

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Papua-N. Guinea Guides at Narrabeen

YDNEY and Brisbane news-pers have given lot of publicity the Girl Guides om Papua-New uinea who have ne to Sydney to ke part in the ternational Girl uides Jubilee mp at Narra-en.

The gathering mmenced on ugust 27, hen 500 Girl uides, from all er the world, gan to assemble. e Camp lasted week. Papua-w Guinea rep-sentatives were:

Europeans — argaret Gracey, and Maureen Shorthouse, 13— latter the youngest patrol leader the 1st Port Moresby Company.

Chinese—Helen Cheong and May eto, of Rabaul.

Natives—Raka Hital, Vagi Varo d Keke Reva.

May Seeto, Helen Cheong and Vagi Varo are interested in the purchase of woollen stockings in Brisbane.

The girls are in charge of the Girl Guides Commissioner for Papua-New Guinea, Mrs. A. V. Price. All have received much kindness and hospitality in Brisbane and Sydney. They needed it — the weather was much colder than they are accustomed to.

At a special Rally at Rabaul on Saturday, August 11, the Boy Scouts and Girl Guides raised £25, thus bringing the fund for the Guides going to Narrabeen to £100.

HER CURTAIN-ROD SAVED THE PLANE

WHEN Pilot Captain Leslie Davis was bringing in a twin-engined DH Dove (Mandated Airlines) from Wewak to Lae (New Guinea) on August 19, he discovered that the pneumatic system would not lower the undercarriage.

A fellow-pilot, Jack Stammer, and Mrs. Stammer, were aboard, and Pilot Stammer worked on the problem, while Davis kept on flying around. They finally got the wheels down, but the nose wheel would not lock. They tried everything.

Then Stammer hacked his way through the cockpit floor and bored through the wall of the nose wheel section. With a 6 ft piece of conduit his wife had bought in Wewak for a curtain rod he forced the wheel into position. It was the only thing on board that could have reached the wheel.

They had been flying around for two hours. All emergency plant to deal with crashes was awaiting them on the airfield. They came in to a perfect landing, amid cheers, with five minutes' fuel left.

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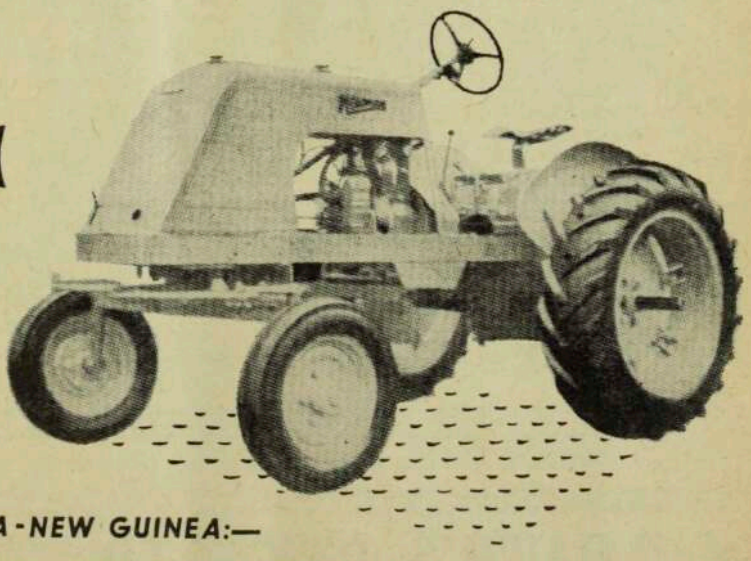

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Mr. Oscar Nordman, of Tahiti, arrived in Sydney on September 19, on a short visit.

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NZ Defends Its Anti-Polynesian Law

THE following statement was issued, in August, from the office of the New Zealand Department of External Affairs:—

Articles have appeared in a recent issue of an Australian monthly publication circulating in the Pacific Islands, which refer to "New Zealand's ridiculous law about Polynesians," and suggest that "Polynesians are barred from entry into New Zealand and that New Zealand's immigration laws are offensively applied here."

Such is far from being the case, and it is a pity that the author of the article did not make sure of his facts before rushing into print.

New Zealand's particular concern in the Pacific is with the Cook Islands and Western Samoa. In both these Territories regulations are in force which control the departure of people, both indigenous and other. Departure is regulated entirely in the interests of the people themselves, and permits are granted when the Administration is satisfied that the Cook Islanders or the Samoans, as the case may be, have made satisfactory arrangements f accommodation in the country destination and, where they are g ing to employment, that they a aware of their wages and worki conditions. Also the Administratio usually desire to be assured that t people will be met on arrival. T Cook Islands being part of Ne Zealand, people arriving in t Dominion from that Group are n subjected to the requirements of t Immigration Act, and they are fr to land.

Western Samoa, however, being Trusteeship Territory and not pa of New Zealand, the immigratio laws apply; but, provided a travell is in possession of a permit to depa from Western Samoa, he is grante a visitor's permit for a period of s or twelve months on landing, wit out question. Provided nothing known against his conduct or cha acter, the permit is extended fro time to time. After being in Ne Zealand for five years, the visito may make application for permissio to remain permanently in Ne Zealand, and this is granted free

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if nothing is known adverse to the applicant's character or conduct.

In the case of Tongans, visitors' permits are granted if the travellers are sponsored by the Tongan Government.

In the case of Fijian visitors, they pay a deposit on landing, and this is applied if necessary to payment of the return fare by air or any medical expenses incurred while in New Zealand.

Students' permits are freely granted on the sponsorship of the Government concerned, and in New Zealand schools and even Universities there are numerous students from all parts of the South Pacific.

It will be agreed, in view of the above explanation, that Polynesians are NOT barred from entry into New Zealand, nor is our immigration law offensively applied against them.

obvious proviso that precautions be taken against migration of full-blooded Cook Islanders and Samoans

(Continued on Next Page)

New Zealand, and the Treatment of Polynesians

THE journal which is referred to by New Zealand so mincingly as "an Australian monthly publication circulating in the Pacific islands" is, of course, the Pacific Islands Monthly; and this is the Pacific Islands Monthly's formal and editorial reply.

In the manner so typical of the bureaucrat and the politician, the "statement" quite cleverly dodges the real point at issue.

Our argument is that New Zealand, as a Polynesian country, and as the home of a large part of the Polynesian race, should not discriminate in any way against non-resident Polynesians or part-Polynesians.

No doubt, there is justification for laws which will prevent large numbers of Polynesians from Cook Islands, Samoa and Tonga settling permanently in New Zealand—as they have an inclination to do. But why place embarrassing restrictions generally upon Polynesians and part-Polynesians, who have the status of Europeans, when they wish to visit New Zealand?

We have innumerable instances of people being subjected to humiliating interrogations by curt and tactless officials of the lower orders, simply because they truthfully describe themselves as of part-Polynesian race, or because the officials think they are not entitled to call themselves Europeans.

The position, as it affects part-Polynesians, is especially embarrassing. There are thousands of such people in the South Pacific—there are some 5,000 in Samoa alone—and their numbers are steadily increasing, as marriage between Europeans and Polynesians or part-Polynesians becomes more common. These people mostly are educated, and live as Europeans, and yet when they come to the ports of Australia and New Zealand they find that a sharp distinction is made between them and Europeans.

Australia is not in the same category as New Zealand. Australia has little to do with Polynesia. New Zealand is the home of 100,000 Polynesians, and is the administrator and protector of many thousands more, in the Cook Islands and Samoa.

Our plea is that the New Zealand Government should display sufficient imagination and vision to give to all Polynesians, so far as New Zealand is concerned, the same status and privileges as are accorded Europeans—with, of course, the

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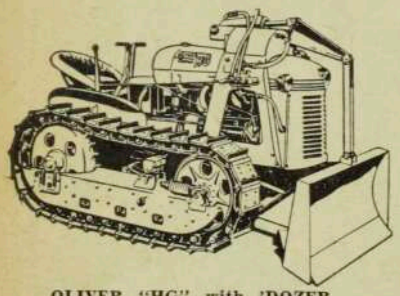

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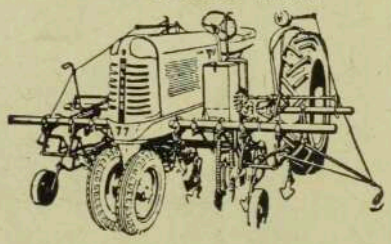

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to permanent settlement in New Zealand.

The result would be that the Polynesian race would regard New Zealand as their cultural and spiritual home, as well as their administrative and commercial headquarters. These are an attractive people, non-aggressive, friendly and loyal to Europeans, and well worth cultivating. Generally, they have not the slightest wish to permanently leave their Islands homes. But even if they did—even if every Polynesian and part-Polynesian in Samoa, Cooks, Tonga and Tahiti went and settled permanently in New Zealand—there would not be enough of them to seriously disturb either the racial or the economic balance in that Dominion.

A few years ago, a bumble-footed Australian Minister for Immigration classified New Zealand Maoris as Polynesians (as, of course, they are) and placed upon them, at Australian ports, the restrictions that are placed upon many races, including Polynesians. The howl from New Zealand echoed across the earth. The New Zealand Government, at that time, was being kept in office by the votes of four Maori members. The Australian Government hastily removed the restriction from New Zealand Maoris; and the NZ Government retired, still growling.

If the NZ Government insists on Australia giving a special status to Polynesians born in New Zealand, why does it, itself, refuse to provide a similar status for the non-New Zealand Polynesians for whose welfare NZ is responsible? The fact that the non-New Zealand Polynesians have no vote would, of course, have nothing to do with the case!

Yachtsmen's Friend Passes On

THE death of Sydney Schofield, veteran NZ lighthouseman, occurred suddenly at Kaitaia, northern New Zealand, in mid-August.

The name of Sid Schofield probably will ring a bell only with those men who have navigated little ships across the Tasman or northward to the Islands in post-war years. Sid was at Cape Reinga Light—northernmost-manned lighthouse in NZ—and a keen radio amateur.

Provided the word was passed to Sid—and it usually was—he was always ready to maintain radio schedules, at any time, with any yachtsman passing through his area. His weather reports and other services to the sea-borne radio Ham were invaluable, and he was genuinely interested in their welfare and progress. The yachting and radio amateur fraternities will mourn his passing.

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VITAL AIR LINK

Australia Takes Over Clunies Ross Area

THE Clunies Ross family of Cocos Island (Indian Ocean, 600 miles south by west of Java) have an extraordinary capacity for getting into the news.

When Jap occupation of East Indies and Malaya in 1942-45 rendered the Darwin-Java-Singapore air route unsafe, the air liners flew via Perth direct to Colombo, until the RAF put a big air-strip on West Islet, in the Cocos atoll, and then the route, Perth-Cocos-Colombo, was used until the Japanese were defeated.

Clunies Ross IV died during a Japanese air attack on his principality in 1944.

Then the newspapers started a hullabaloo—said his heir could not be found. Actually, he was at an English school; and he became Clunies Ross V when he was 21, in 1949.

Then Australia and New Zealand paid £2¾ million for the phosphate-rich Christmas Island, 530 miles east of Cocos; and the Clunies Ross family was part-owner of Cocos.

Next, Captain P. G. Taylor explored a new Indian Ocean air route between Australia, Africa and Europe—and Cocos was seen to be a vital link.

The creeping advance of the Reds in Asia has again endangered the Java-Singapore air route. The importance of Cocos Island to Australia is apparent.

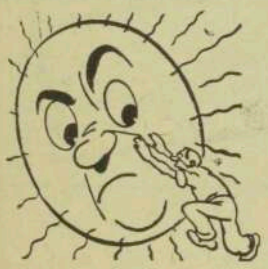
Britain, this year, agreed to transfer ownership of Cocos to Australia. Australia has ageed to respect the grant of occupation-in-perpetuity, made to the Clunies Ross family by Queen Victoria in 1886. Cocos will be administered by the Australian Minister for Territories.

A few weeks ago, a P & O liner picked up a small party in a boat off the atoll. It included young John Clunies Ross. He wanted to go to England to be married; and, of course, he was taken along.

On August 30, John Clunies Ross was married, in Fulham, to 21-years-old Daphne Parkinson, daughter of a Lancashire manufacturing chemist. They are to fly home to Cocos in October. Even there, they could not keep out of the news. The London papers reported that the "blonde queen of a coral isle" was distressed when her car broke down en route to the wedding, and she and her father had to beg a lift from a passing motorist.

And, finally, the Australian Minister for Air has announced that 500 men almost immediately will begin the establishment, on West Islet, Cocos Island, of an 8,000 ft. runway of packed coral, to take the biggest planes. Buildings, strip, installations of all kinds will cost at least £690,000.

The late Sir Albert Ellis, of Auckland, a member of the British Phosphate Commission, and the actual discoverer of the Nauru phosphate deposits, who died recently at 81, left £220,000—£18,000 of it for charities.



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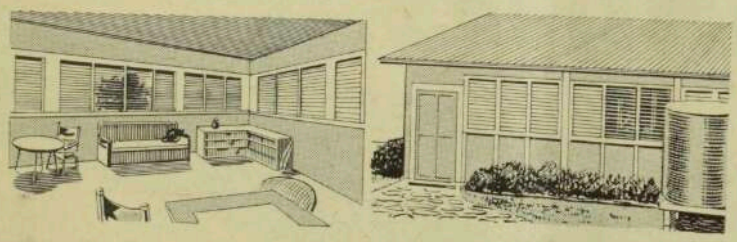

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Capt. Andy Thomson and His Three Sailor Sons

CAPTAIN ANDY THOMSON, now master of the Cook Islands motor-vessel Charlotte Donald and well-known in former years to travellers in the South Pacific as master of Tagua and the Tiare Taporo, has had three sons sailing with him in recent years.

At the end of June Captain Thomson brought the Charlotte back to Rarotonga after being absent to Tahiti during the months when hurricanes may visit the Cook Islands.

Writing since then, Andy says: "My eldest son will soon be in New Zealand. He got his second mate's ticket the year before last, and he now wants to go to Wellington to study for his first mate's ticket.

"The other two boys have been with me for three years and want to go to New Zealand and join the Seamen's Union and get into the big money. It is, after all, a good life. They get good food, good quarters and good pay."

Friends of Captain Andy will be glad that he has three sons following in his distinguished footsteps. They will have had the best of training in sailing with such a skipper.

Captain Thomson grew up on Long Island, close to the port of New York, which in his young days was crowded with square-rigged ships as well as big steamers.

He served his apprenticeship to the sea on square-riggers in the Atlanic had a turn as a quartermaster on ships on the Great Lakes, made voyages out of Seattle and San Francisco, including trips to Alaska, before coming to the South Pacific.

Early in 1949, Captain Thomson sailed the Tiare Taporo to Auckland for refitting and renewed acquaintance with many New Zealand folk. It was the Tiare's first visit to her port of registry, where she was built, for 30 years.

Later, she was sold in Tahiti, as also had been the Tagua. There must be few ships with sails on the New Zealand registry nowadays.

Captain Any can recall the days of "wooden ships and iron men" with whom he sailed in the early years of the century.

Conditions for seafaring men are better now, but a good deal of courage is still needed to work little ships among the reefs of the Cook Islands.—AJS.

ISLANDS ART IN BRITISH EXHIBITION

AN exhibition of traditional colonial art has been made in the Imperial Institute, South Kensington, London, during the Festival of Britain.

It is in two sections—sculpture, and such crafts as pottery, basket-making, textiles. The exhibits have been loaned by colonial institutions all over the British Empire, and include specimens from the Pacific Islands. There are fine examples of the representational sculpture of the Santa Cruz Islands, New Hebrides, Fiji and Tonga.

Says the Colonial Review: "The frigate bird, one of the dominant art motives of the Pacific, appears in the black wooden food bowls, inlaid with pearl shell, from the Solomons. Another exhibit from the Solomon Islands is a houseboat, about 15 ft. long, decorated with frigate birds."

A touch-down in Norfolk Island was made the other day by one of General Claire Chennault's Civil Aviation Line planes, en route from New Zealand to Formosa. Some of these cargo planes assisted in the North Is.-South Is. airlift during the big strike in New Zealand. Although the company took its own mechanics to NZ, it finds it cheaper to send its planes to China for overhaul!

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GOLD & POWER, LTD., a company formed in Sydney about 1938 to operate in New Guinea, made a profit on goldmining on its Upper Watut property in the year ended September 30, 1950, and a loss of £2,917 on its sawmilling operations in the Bulolo area. In the subsequent nine months, the company recovered gold worth £20,300; but ever-rising costs are steadily cutting away most of the profits to be expected from increased revenues. In order to bring more ground into use, and to allow the sawmill to take advantage of new opportunities created by road-building, and the Territories' demand for timber, the company recently went to its bank for another £8,000 for capital expenditure.

The chairman (Mr. H. G. Hyde), however, in his annual summary, took a somewhat pessimistic view of the outlook, pointing out that the cost of labour has grown enormously, while rice to feed the labourers now costs £88 per ton at Lae, which meant £117 at the Upper Watut.

However, the company hopes to derive substantial benefits from the construction of an all-weather road into the Watut, and from a change-over from rice to its own farm-grown foodstuffs for its natives. The company has about £140,000 invested in its gold properties, and some £10,000 in its sawmills.

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ADVISORY COUNCIL PINPOINTS RABAUL'S NEEDS

From Our Own Correspondent

RABAUL, Aug. 10.

AT its fifth meeting, the Rabaul Advisory Council, with Mr. Vic Pearson as chairman, asked the District Commissioner to arrange adequate lighting from the main road to the Post Office door.

Concerning road maintenance, it was decided, on Mr. Barrett's motion, that steps should be taken to make both European and Asiatic plantation owners, as well as native villages, responsible for their fair share in assisting in the upkeep of main roads, thus lessening the financial burden on the Administration.

In considering the functions of the Council for the ensuing year, members were reminded of a statement made by the Administrator at a Council meeting in April, namely:

"His Honour was asked by Mr. Ryan whether the Council was to advise on progress in Rabaul, or whether interest was to be taken in Rapopo. His Honour replied that the Minister had recently approved of in addition to the Town Advisory Council, and that that would apply generally throughout the Territory. In the absence, at the present time, of an Advisory Council for the District, he, as Advisor, said that he would be pleased to hear any views expressed by the Rabaul Advisory Council in regard to the Gazelle Peninsula and the removal of the Administrative Headquarters."

It was agreed that the District Commissioner be requested to ask the Rabaul Police Superintendent to supply at least four native police at all times during the discharge of overseas vessels, to ensure that natives employed by the Stevedoring Section did not wilfully damage cargo during discharge from the ship, and from lorries into the Customs shed, and during stacking in the sheds; and that he also be requested to supply an adequate and permanent guard on the wharf area, to ensure the safety of outside cargoes.

A considerable proportion of the 24 million gallons of crude oil which Vacuum Oil Co. is now refining annually at its new works at Altona, Victoria, is being drawn from the new Klamano field, in Dutch New Guinea. The company, which already has invested £3½ millions in oil search in Australia, NZ and Papua, still hopes that presently it will be drawing its main supplies of crude oil from Papua.

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THEY DRIFTED FOR THREE DAYS

From Our Own Correspondent

RABAUL, Aug. 10.

RECENTLY, Mr. Alf Areana, popular foreman of Department of Civil Aviation, had a gruelling experience in the small ship Gawa, owned by the Gilmore Brothers.

The vessel had been chartered by DCA to carry Mr. Areana and an Inspector from Lae, on a survey trip to inspect the strip at Jacquinot Bay and Pal Mal Mal.

Engine trouble developed on the return trip, and the Gawa drifted helplessly for three days. Water and food supplies were limited.

Mr. Areana's personal boy, a native from the village of Nonga, showed remarkable fortitude. A raft was improvised, but it was obviously unseaworthy. One of the natives panicked; and, although he could not swim, jumped on to the raft, and announced that he was going to sail to the mainland and seek help.

George, the Nonga native, promptly jumped in after him, and "swam" the raft. He covered a distance of 5½ miles in this fashion.

Shortly after George had left, the Gawa was sighted by the Aros, an overseas ship; and, seeing the frantic signals of distress from the benighted sailors, the Aros towed her to Rabaul.

In the meantime, having completed his long swim, George learned that the Gawa had been rescued, and that all was now well with his master.

Editorial Footnote.—The most remarkable feature of this incident is that a DCA official and party should be missing for three days, and that no DCA plane went out to look for it.

Britain has made another grant of £250,000 (making £500,000 altogether) for the rehabilation and development of the University of Hongkong, heavily damaged and looted during the war.

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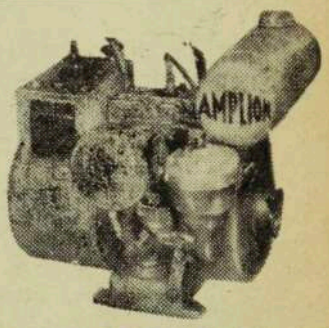

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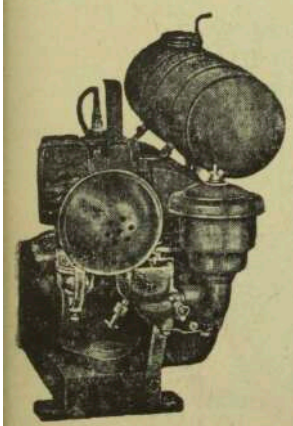

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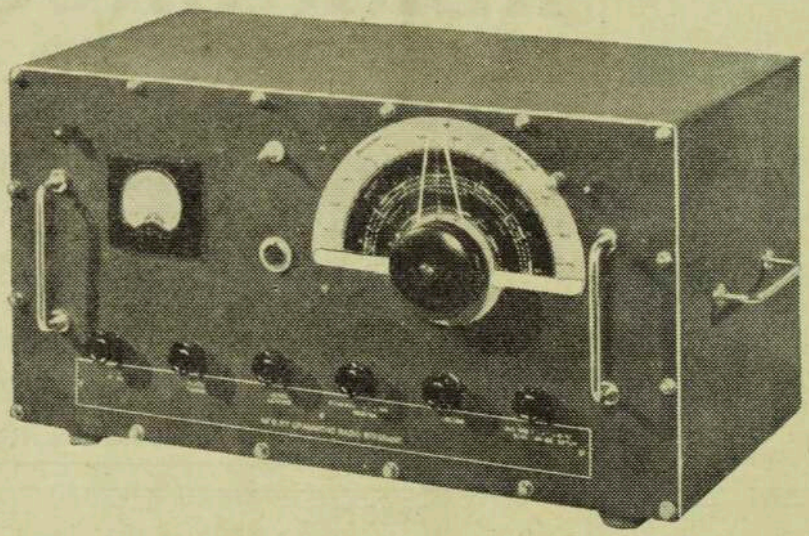

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Samoa Enjoys A Trade Boom

From Our Own Correspondent

APIA, Aug. 10.

OFFICIAL figures show that cocoa exports for the first half of the year of 1951 were 952 tons. In July, the ss Sonoma lifted another 520 tons for the USA market, while the ss Moraybank, which left Apia on August 8, took 65 tons for the English market.

Up to date, a total of 1,537 tons of cocoa has been exported this year, and there are at present some 300 to 400 tons awaiting shipment in Apia sheds, a large portion of which will go by the August Matua.

As cocoa exports in 1950 amounted to 1,880 tons, it is confidently hoped, with a very good crop now on the trees and picking starting in September, that cocoa exports in 1951 will constitute an all-time record, and exceed the previous record of 2,894 tons in 1949. 3,000 tons of cocoa-beans would bring well over £500,000 Sterling into this Territory.

Of the 1,537 tons exported so far, 701 went to Britain, 210 tons to Australia, 60 tons to New Zealand, 15 tons to Italy and 551 tons to the USA.

It is hoped that the bulk of the cocoa for the rest of 1951 will go to the USA and provide badly-needed dollar currency for importers of goods obtainable only from dollar countries. At present, dollar funds available here are completely exhausted and imports from dollar countries (USA and Canada) have been drastically curtailed.

Continuing good prices for the main Samoan products, copra and cocoabeans, are causing an extension of trading activities in all parts of the Territory. The number of trading stations in the outside districts of Upolu and Savaii is increasing rapidly, and in most villages, particularly on the coast west of Apia, there are already four or five trading stations, and new ones are continuously being opened, increasing the already intense competition and testifying to the favorable trade situation in the country districts.

Meanwhile, the cost of living is rising fast. Wage earners are becoming restless and worried, as foodstuffs—particularly imported meat and local and other essential household necessities—are going up in price from month to month, without a corresponding rise in wages and salaries.

:: :: ::

A HANDSOME trophy, a sterling silver cup, was presented to the Marist Brothers' High School by the parents of two former pupils of the school, John and Roy Ah Kuoi, who in April of this year were killed in a fatal road accident. The cup is to be awarded to the Dux in Form II of St. Joseph's High School.

:: :: ::

Mr. T. T. Laban, Acting Collector of Customs, has now been appointed Collector of Customs. He is the first local official to be appointed to the position. He has been in this Government's service for over 30 years and is one of its most popular officials.

Mr. J. H. Luxford, of Auckland, a Senior Magistrate, has retired after 23 years of service. He was Chief Judge of the High Court here from 1929 to 1934 and, after his return to NZ, he continued his interest in Samoan affairs, and was President of the Samoan Society in Auckland.

The High Commissioner and Mrs. R. G. Powles returned to Samoa by the Matua on August 8. Mr. Powles had gone to New Zealand on medical advice and to recuperate from a recent illness.

Mr. Paul Edmonds, a graduate of Auckland University College, has arrived in Apia to take up the position of private secretary to the High Commissioner.

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In a statement published in Wellington, NZ, the High Commissioner, Mr. R. G. Powles, expressed the opinion that the United Nations Trusteeship Council had quite sincerely complimented New Zealand's Administration of Western Samoa. He pointed out that Samoa had made great strides in education, particularly during the last three years. The policy was to employ as many of the local population as possible in the administration of the area. There are some 76 New Zealanders and 1,500 Samoan officials in the Government service.

:: :: ::

The Apia Observatory's weather shows that June's rainfall was double the normal figure; while July 22 recorded the lowest temperature ever known in Samoa (53.9 deg. Fahr.). The nearest to this was 58.3 deg. Fahr. in August of 1936.

A writer in a widely-circulated Australian weekly praises the way in which Bomana war cemetery, 8 miles from Moresby, is kept. There are 4,000 Australian graves there.

Every village in Fiji is being linked up nowadays by radiophone. Stations were opened in four islands of the Lau group in July, and before the end of the year another eight will be opened, thus bringing practically every inhabited island of the Lau area into the network. Stations at Loma Loma and Lakeba were opened last year; and Beqa, Koro and Gau will be in the network within a few weeks.

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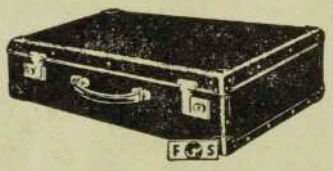

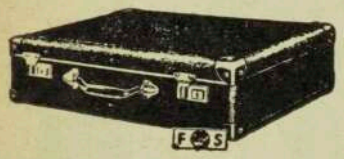

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New Air Services In Micronesia

CIVILIAN air transportation facilities to and in the US Trust Territory of Micronesia were put into operation on June 1.

Transocean Airlines, which was awarded the contract, began services with a fleet of four twin-engine amphibious PBY Catalina airplanes.

Headquarters for the service is on Guam, with services out to Truk (Central Carolines), Ponape (Eastern Carolines), Majuro (Marshall Islands), Yap (Western Carolines), Koror (Palau Islands), and Saipan (Mariana Islands).

India's strong interest in coconut production led to the establishment in recent years of the Indian Central Coconut Committee, which issues an annual report and may otherwise assist those seeking information about the coconut.

A further source of data for those interested in coconut problems is the Ceylon Coconut Quarterly, issued by the Coconut Research Scheme, Bandiruppuwa Estate, Ceylon. The first number was issued in 1950.

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Develop — Or Perish!

Pioneer Tom Nevitt on New Guinea's Future

From Our Own Correspondent

PT. MORESBY, Sept. 1.

SOME very down-to-earth comments on the labour problem were made during August by Mr. Tom Nevitt, a well-known figure in planting circles. He also emphasised that the most urgent problem facing the Territory was that of labour; but he carried his argument beyond the economic level into the even more important angle of the Islands' future fate.

Mr. Nevitt was speaking on the eve of his departure from Port Moresby, after 40 years of residence in Papua. He retired, last May, as General Manager of the British New Guinea Development Company, and is making his future home in Brisbane.

In Mr. Nevitt's opinion, backed by a record of long service in the development of Papua, the native peoples may well forfeit their descendants' security by continuation of their present antipathy to anything resembling real work. He emphasised that the New Guinea Territories are the only area on the South Pacific fringe of Asia with vast reserves of undeveloped lands. **Unless these are utilised and the country brought into something near full production, there is little hope that the natives will retain their homeland against the pressure of their more energetic and over-populated northern neighbours.**

Mr. Nevitt sees it as a prime responsibility of the Government to make the native people realise this danger, and ensure their co-operation in a vigorous and continuous developmental programme.

Unless conditions here soon chane, future historians may well point to Mr. Nevitt's hard-hitting and grimly realistic statement as an instance of an unheeded warning. Rome is said to have burned while Nero fiddled; and New Guinea is likely to be lost by official fiddling with short-sighted policies.

Protecting the natives against their own folly is the first responsibility of an Administration, and there is no greater folly than encouraging the present "brown playboy" attitude which is sapping all progress in the Territory.

Every nation or race which has shirked hard work and squandered its heritage through idleness has in time lost its freedom and possessions to more vigorous peoples. There is no lack of purpose or capacity for hard work in the races who already have their eyes fixed on the Territory.

NEW VESSEL FOR BSI

THE Kovala, a 66 ft. diesel vessel, has been undergoing trials in Sydney Harbour and off Sydney Heads. She was specially built for the British Government by Storey and Keers, and will be used by the Solomon Islands Administration.

Methodist Fijian missionary Penaia Motonicocoka Sati, aged 25, with his Fijian wife and their small daughter, has gone to work among the Australian aborigines near Darwin. He is a skilled agriculturalist, and expects to be on Elcho Island for five years. Another Fijian, Rev. Daniel Lotu, is at the Methodist Mission in East Arnheim Land.

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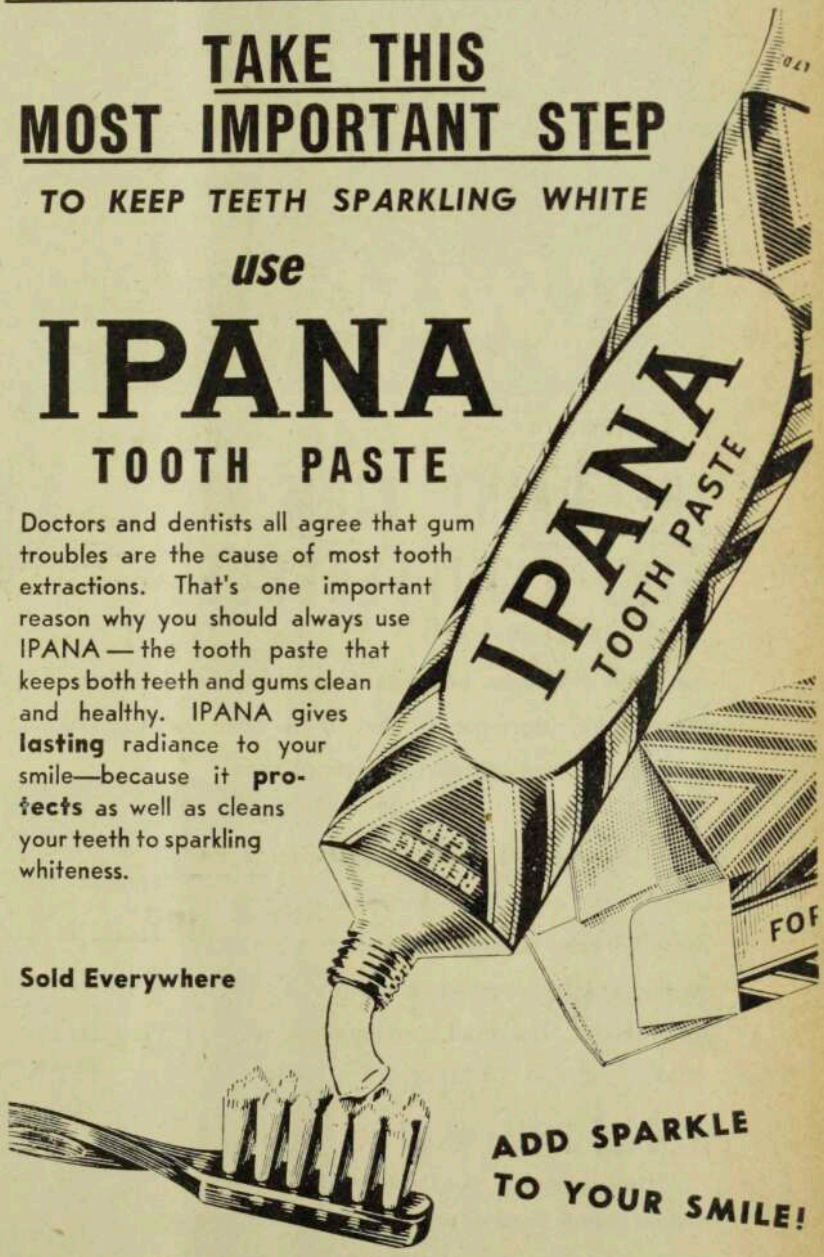

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LIFE ON CORAL ISLANDS

Aims of The South Pacific Commission

BY W. P. GOODWIN

A SCIENTIFIC party recently set out from the headquarters of the South Pacific Commission, at Noumea, New Caledonia, to carry out a project dealing with the economic development of coral atolls.

It consists of members of the Institut Francais d'Oceanic engaged by the Commission and it is working at Tarawa, in the Gilbert Islands. Its task is to investigate ways of increasing the quantity and variety of subsistence and commercial crops, and of improving domestic animals and fisheries on these curious, beautiful, but not overgenerous products of nature.

The Commission began its work programme about two years ago in full co-operation with the local Administrations, planning some 35 projects for immediate attention in the health, economic and social fields.

One of these is the problem of the coral atoll people, of whom there are probably some 100,000 Polynesians and Micronesians living on about 200 of these islands, chiefly in the Gilbert and Ellice, Tokelaus, Northern Cooks, and in French Oceania. Communities vary from as few as 30, up to 3 000, each ekeing out a precarious existence because of the extremely limited resources of their homelands.

Most of the Commission's economic activities are, of necessity, directed to agriculture and its improvement on the volcanic and other larger islands, where the greater part of the indigenous population of the region is located. But in no place are the problems so acute and their solution of greater concern to the people involved than on the coral or low islands.

Moreover, the larger islands are able to cope with their problems to a much greater degree, whereas the low islands are utterly destitute of experimental resources and technical personnel. They may receive the benefit of sporadic investigation, but sedom of sustained studies devoted solely to coral island population problems.

A CORAL atoll—product of the coral polyps—is a more or less circular reef, descending steeply into the sea on one side and shoaling into a lagoon on the other. The reef encloses the lagoon, which is usually calm and shallow, although some have deep anchorages. Some lagoons have deep water passages through the enclosing reef, some are entirely enclosed.

Lagoons may be anything from one to 30 miles across.

Islets, some as much as 10 miles long, but seldom exceeding 400 yards in width, form in time along the flat tops of the circular reef and frequently inside the lagoon on top of scattered reefs. They seldom are more than about 15 ft. above sea level.

Scientific interest in atolls and their origin is great. A comprehensive study was made on Bikini before and after the atom bomb explosion. Boring with a diamond drill brought up cores from as deep as 1,300 ft., but the complete answer as to origin was not revealed.

The economic resources of coral islands are restricted. There is no running water; seldom any surface water. There are no pastures or cattle. A few pigs and fowls constitute the livestock. Coconut palms, rarely in full health and vigour, cover most of the islands, with a few other tree species in sufficient quantity for local needs only. Often the full population-carrying capacity of an atoll has been reached. Copra is the principal money-earner, pandanus mats are a second source of income, and pearl and trochus shell have a small market.

At present, there is no substitute for copra, because of the meagre, mineral-deficient soils. Food plants consist of breadfruit, pandanus, taro, bananas, some citrus, some Polynesian chestnut, arrowroot, and some scattered individual plantings of pineapples and sweet potatoes. The lagoons and reefs supply fish and crustaceans.

Fresh water, of which the supply is always more or less limited, presents another problem.

Far from living lives of Elysian beach-combing, so often pictured in works of romantic fiction, the low island people are the most deserving of assistance in the field of hor-

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ticulture and economic security which the Commission can promote.

The Commission's project is not for a general survey of an atoll, therefore, but is solely an endeavour to find means to enable the Coral Islanders to raise their standard of living. Principal avenues of research are: • A programme of coconut palm improvement designed to increase yields and resistance to pests and disease; • A food plant programme, including study of the breadfruit tree, the development of wet-land taro, the introduction of bananas, the production of other foodstuffs, especially those requiring additional fertility, such as sweet potatoes, vegetables and citrus fruits; • The supplementary nutrition of pigs; • The improvement of poultry in weight, egg-laying capacity and freedom from disease; • The development of shell fisheries by planting trochus and pearl shell and assessing the possibilities of sponge cultivation; • A survey of handicrafts with a view to their development as a source of income.

The work will include experiments with such recent techniques as the possibilities of the sun-still for the distillation of fresh water from salt, and hydroponics for the production of certain plants in water.

Unfortunately, early results cannot be expected because, such is the present pressure of population on the means of subsistence, that any loss in production must be avoided during experiments and in changing to new or improved agriculture. Nevertheless, an excellent beginning has been made, and the project will continue until techniques have been discovered for making life less precarious for these unfavoured, distant people.

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LEPERS IN NEW HEBRIDES

Letter to the Editor

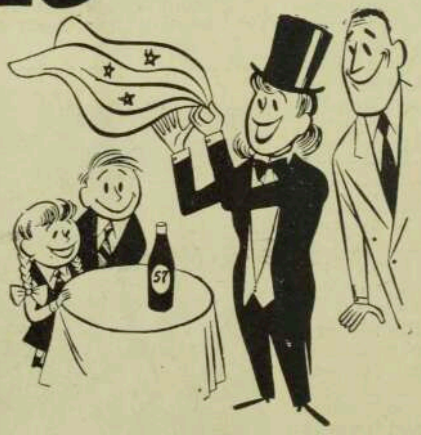
REGARDING the "Leprosy Survey in New Hebrides," noted in your July issue, I would like to correct the statement that about 4 per cent. of the native population is affected. Recent conversation with Dr. Jean Davies, who carried out the survey, makes it clear that the percentage is slightly less than one-half of 1 per cent. Four per cent. would be extremely disturbing. The mistake, however, was not yours.

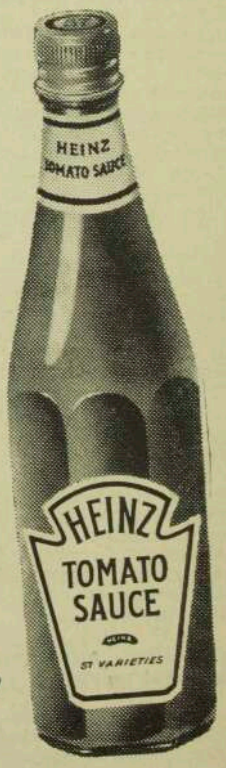
By the way, Dr. Davies comes from Melbourne, not New Zealand.

I am, etc.,
B. R. C. NOTTAGE.
St. Alban's Manse,
Christchurch, NZ.

Mr. C. W. ("Chips") Mansell, Islands representative of Mungo Scott Pty., Ltd., Sydney flour millers, returned recently from an extensive business tour of Papua, NG and BSI.

Red Magic





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SCHOONER 'ORNANT' IS BUFFETED

From Our Own Correspondent

AUCKLAND, Aug. 20.

THE 22-tons former American-owned topsail schooner-yacht "Ornant," purchased by the Auckland firm of Jagger & Harvey, Ltd., last year, for use as a trading vessel in the Cook Islands, narrowly escaped destruction in the Avarua Passage, Rarotonga, late in July.

Following a 30-day passage from Auckland, during which rough weather was experienced, the motor disabled, and the chronometer put out of operation, the trim addition to the Cook Island mosquito fleet was lying at moorings in the Passage, undergoing repairs, when a stern-line parted during a heavy squall which struck the so-called "harbour" about noon on July 19.

The "Ornant" immediately swung across to the west side of the passage—close to the remains of the schooner "Tahitienne," which was wrecked under somewhat similar circumstances in November, 1948.

Though bumping on the reef heavily for several hours, the Ornant fortunately maintained a fairly even keel, thanks to some of the mooring lines holding. Meanwhile volunteers, directed by the Resident Commissioner, Mr. Tailby, passed a line from the schooner wharf to the imperilled craft, where it was secured to a point well up the mainmast. With all hands ashore then tailing willingly onto this line, the vessel was hove over and fortunately came clear. A flirst inspection reported no damage of a very serious nature—but it was undoubtedly a very close call.

Mr. D. C. Brown's Fairmile "Mahurangi," and the Administration's ketch "Ranui," both lying alongside the wharf, were also considered in some danger at the height of the blow. Old hands reported having rarely seen the harbour so rough, during the few hours that the blow lasted.

It will be recalled that the "Ornant," returning to Auckland from Suva, where certain conversion work to cargo carrying had been performed, had a particularly tough 22-days passage during March-April. Captain Donald Macleod reported it as the worst passage he had experienced in 47 years' seafaring. The graceful little ship had to undergo repairs following that passage.

Following on the Rarotonga incident, Captain Macleod became suddenly ill a few days later and was operated upon in the local hospital—and arrived back in New Zealand as a plane passenger on August 16. The Captain had undergone an appendix operation whilst the vessel was in Suva in March.

It is to be hoped that Jagger & Harvey, Ltd., in their new shipping venture, have a change in their singularly bad luck of the past year.

Mr. Henry Zuberano has resigned from his position as Clerk of Court in American Samoa, owing to bad health.

Sir Alexander Grantham, former Governor of Fiji, and now Governor of Hongkong, has been awarded the Grand Cross of the Order of St. Michael and St. George.

Dr. J. M. Cruickshank, OBE, of Suva, Inspector-General of the South Pacific Health Service, has been created Commander of the Order of St. Michael and St. George.

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'Southern Cross' Delayed

From Our Own Correspondent

AUCKLAND, Aug. 20.

FOLLOWING a lengthy sojourn in Auckland for annual refit, the mission ship Southern Cross, scheduled to clear for Vila, New Hebrides, on Friday, Aug. 10, was delayed by the sudden illness of Chief Engineer Hulbert, who was admitted to hospital.

Difficulty was experienced in obtaining a replacement, and the little ship finally did not sail until the morning of August 14, with Mr. Dalgleish (Auckland) as relieving Chief Engineer for the voyage.

The usual short wharf-side service and blessing of the vessel before her departure was conducted by the Bishop of Kensington, the Rt. Rev. C. Eastaugh.

It is anticipated that Mr. Hulbert, whose condtion is not serious, will rejoin the "Southern Cross" at Auckland in about seven weeks' time.

Passengers on the present voyage include the Rev. Phillip Baker, on assignment to teaching duties in the Solomons; Sister J. Allan, for the nursing staff at Lolowai, New Hebrides; and an engineer, Mr. Brian Ayers, to be attached to mission headquarters staff in the Solomons.

NG Memorial Scholarship

RECENT donations to the Queensland Division of the New Guinea Memorial Scholarship fund have brought it to over £450.

	£	s	d
Previously acknowledged (PIM, March, 1951)	415	18	11
Anon, Rabaul	1	0	0
Norman Woods, Rabaul		10	0
Ian S. Levy, Native Labour Dept., Samarai	2	2	0
Dorothy Stewart and Hotel Ascot Customers—Result of wagers on letting down of back hair	3	10	0
Dal Chambers, Induna Plantation, Rabaul	2	2	0
Keith Guy, Rabaul	3	0	0
K. F. Desborough, Rabaul	3	0	0
Dal Chambers, Induna Plantation, Rabaul	1	0	0
RSL, Bulolo, New Guinea	10	0	0
Nick Carter, Glastonbury, via Gympie, Qld.	2	2	0
Dal Chambers, Induna Plantation, Rabaul	1	0	0
Matthew Foley, Rabaul		10	6
Bill Dupe and Dal Chambers, Rabaul. Cricket wagers	1	10	0
Dorothy Stewart, Rabaul	5	0	0
"Dewhy" Stanley, Commonwealth Bank, Rabaul		10	0
Total to July 31, 1951	£452	15	5

Mr. Noel Ford, head of the Pacific area 16 mm section of the MGM film organisation, returned to Sydney on September 1 after visiting Fiji and Samoa.

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Some Impressions of Rabaul, Circa August, 1951

From a Special Correspondent

DESPITE all the talk of moving the capital to Rapopo, the residents here appear to be building newer and better offices, stores and homes than formerly. It seems certain that only another eruption will separate the majority of them from Rabaul.

The place appears to be opening up, becoming cleaner, and the homes are getting gardens round them. Mango Avenue is getting quite shady again—a kind of Unter Den Linden—and the big trees look well. Only blots on landscape are the odd piles of guns, tanks and Army junk, the Japanese pillboxes, some nice assorted bomb holes, and the rusting hulks and barges on the water front. It is feared by many that they — like the Poor — will always be with us!

THE new Territory Motor Traffic laws are being enforced in Rabaul. Quiet, well-meaning jeeps have to have "Left Hand Drive" marked on their rear portion—plain to be seen as they jog along the highway.

A smart and shiny Traffic Cop, riding a smart and shiny mo-bike, relentlessly pursues John Citizen and pounces upon him as he gets out of his car, demanding to know why he hasn't observed Section Umpteen, Para X and Sub Para Y.

Brown Brother observes his own Stone Age traffic laws and is a great problem to all concerned. After he has brought his truck-load of vegs in from his garden, sold it, and chewed a liberal quantity of betel-nut, he dismisses all traffic laws and proceeds homeward with a crowd of singing natives in the back! He blocks the road, he speeds, he goes slow and on the wrong side, and a hand extended from the cab may mean anything —"I am stopping"—"I am going astern"—"Keep clear of propellers," or just "And you!" Yes, siree, Tobonita, of Blanche Bay, doesn't

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give a hoot for all the traffic laws the "Shoot Man" has made.

ONE is intrigued to go into one of the Big Firm's stores with the idea of buying something. How foolish to imagine that it can be done!

After waiting an interminable time, and having examined most things in the store, one becomes aware that the people talking animatedly in the centre of the floor, about various social events and sporting fixtures, are really the vendors (not hereinbefore mentioned), whose function it is to sell, barter, or otherwise dispose of the goods displayed in the area!

The intending buyer (known as the Purchaser, of the first part), finally plucks up courage enough to approach one of the Vendors and intimate that he would like to buy something; and he will probably be met with the answer: "It's OK brother, I won't be a sec."

After another wait, the intending purchaser departs for Chinatown, where he is pounced upon and not allowed to get away until all his wants—and some things he doesn't want—are supplied.

But, Lordy, the Big Firm's stores are the places to find out Who invited Who, to What, and who played well at Saturday's game! It would be an idea to provide cracker barrels, or some dried apples, and whittling sticks!

AS one trickles from Pub to Club, and back again, one comes across a variety of people waiting for ships to go to Manus, planes to go to Lae, or a schooner to the Bainings, but so many things seem to be against them getting away!

You hear, as you stand at the bar, snatches of conversations relating to this: "We were on the ship, all set to go, and the flaming boats crew walked off—said they weren't getting enough toast and tea in the morning or something. Now we've got a crew of bush kanakas from the Sepik on board and the Skipper has walked off. Hell, we'll never get away now."

Or else: "Well, it's this way. The sanguinary kite should have come in today, but the drome's closed at Lae and, anyway, look at the sanguinary weather now—no ceiling and no sign of clearing, either.

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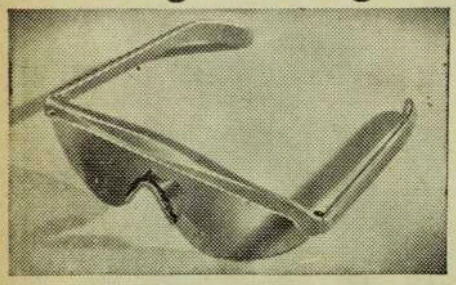

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Hey, there, Tim, two more of San Miguel—well, Red Horses will do if you haven't got any other kind."

Then, again: "No, nobody's heard where she is—might be stuck on some so-and-so reef out near Massawa or Asalingi. The Skipper had a week-end with X, and anything might happen after that, eh? Sure it might! We'll have one before the pub shuts—I'll get some beer to take to my room, too. Eh, how will I get that out? I dunno, but I expect old John Stokie will be along with his workboat soon and he'll give me a lift, I reckon. Bonzer bloke, old John—we were in the bush together when the Japs were here!"

By this time the bartender has politely said: "Look here, you guys, time's up, so mop it down and get to your Dongas! Eh? More? Not on your sanguinary life—there's all tomorrow not touched yet, you know! Think a bloke's like you—I'm not on holiday. I got to get me sleep, see."

After the curfew has thus tolled the knell of the departing barman, the lowing herd winds slowly to its jeeps; remarks that the sanguinary batteries may be flat—steps on it and the resultant noise—like John Peel's View Halloa—would waken the dead. The night is then left to darkness and to us!

EASY MONEY FOR WALTER BARKER

FIRST photographs of the Japanese sampan arrested in New Guinea waters for stealing trochus shell were brought to Sydney, on August 13, by Mr. Walter Barker, of the Administration staff, Manus. He is a first-class amateur photographer, and, just before he left, he got excellent snapshots of the sampan and her personnel.

Sydney newspapers were eager to buy the pictures and Mr. Barker, when he joined the liner Strathaird, for London, a couple of days later, carried a broad smile—and liberal spending-money for the voyage. He expects to return to the Territory in November.

Dr. J. S. Phillips, an entomologist well-known, before World War II, for his work in relation to "Nutfall" in the British Solomons, paid a visit to Fiji in June-July. He since has gone to Java, where, as member of a mission set up by the World Health Organisation of the United Nations, he will do entomological work in connection with the campaign against malaria in Indonesia. Dr. Phillips has travelled widely — he has been in Africa and the West Indies in recent years. He wrote a book about his BSI experiences, called Coconut Quest—and most of the edition was destroyed by the London Blitz in 1940.

Optician, Dentist in Vila

From Our Own Correspondent

VILA, N.H., July 20.

MR. E. J. KING of the Sydney Optical firm of A. J. Higgs and Barker was among recent visitors to the New Hebrides.

Combining business with a holiday trip, Mr. King set up a temporary practice at the Hotel Reid (for a time known as the Hotel Rolland but latterly resumed by its former management).

Mr. King found a ready supply of patients and business, rather than pleasure occupied the bulk of his short stay in Vila.

Another visitor to the New Hebrides was Sydney dental surgeon, Dr. T. E. Gibson.

Dr. Gibson visited the New Hebrides in September of last year when he held a brief practice in both Vila and Santo.

On this, his return visit, the Doctor will attend to both old and new patients, and instead of the brief fortnight he spent at the two major Condominium centres previously, he will spend a month.

As before, a dental mechanic, Mr. F. Atkinson, accompanied him.

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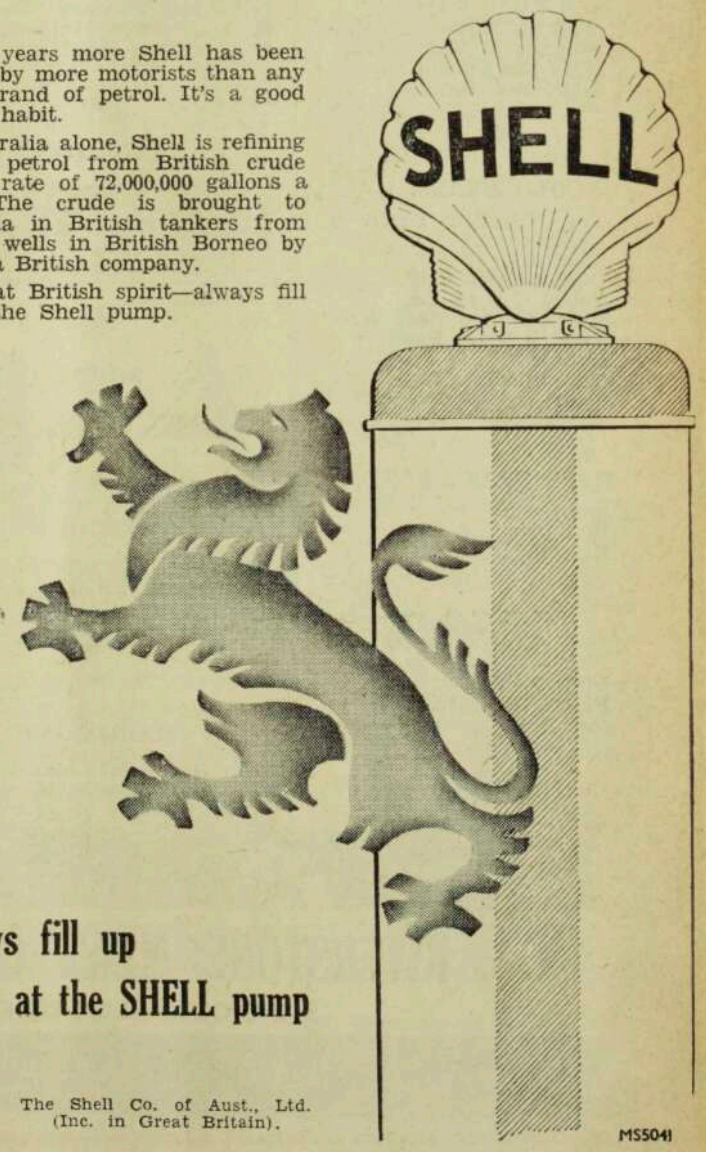

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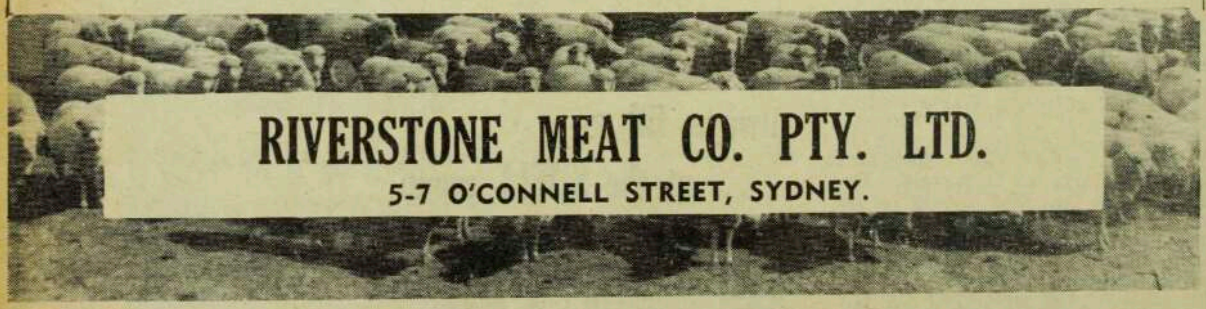

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The Month in Papua-N. Guinea

From Our Own Correspondent

P. MORESBY, Aug. 28.

NEW MINISTER AND PORT MORESBY

WHEN the Minister for Territories (Mr. Hasluck) paid his official call on the Port Moresby Advisory Council he had a word of warning about town planning, but no words at all on town problems. He explained that his first brief visit had been made to gather specific information on certain subjects, and municipal problems were not included on the list.

This adroit bit of verbal fencing got the Minister out of replying to issues raised in the Chairman's speech of welcome. So, instead of hearing what Mr. Hasluck might possibly do regarding the current shortage of building materials, the inadequacy of waterfront facilities and other immediate problems, Council members heard a neat little speech about the natural beauty of Port Moresby.

The time spent on this special meeting (called to enable Council members to meet the Minister) was not entirely lost — quite apart, of course, from its social value. For one thing, the distinguished visitor gave the civil leaders a view of their town as seen through the eyes of a stranger.

Mr. Hasluck described Port Moresby as a township of infinite scenic variety, of colour and beauty, with new delightful vistas of sea and hills at every turn of the road. Mr. Hasluck said his main impression was of the sheer beauty of the location, and the innumerable natural advantages lending themselves to the development of a most attractive town. Then he suggested that the residents maintain a zealous watch over these assets to ensure that they were not ruined by careless or indifferent town planning.

It was an interesting half-hour, for it has not been our custom to regard Port Moresby as a beautiful town. Far too many people have accepted the wartime description, a "dump."

Apparently Mr. Hasluck's personal views on the present development in Port Moresby raised a few queries in his mind about town planning. He said the place seemed to be developing on a rather hit-and-miss basis, and gave a friendly warning about this trend. He was unaware, of course, that our official townplanners have been playing hopscotch with blue prints for the past four years.

The Minister urged interest in the early history of the Territory, and pride among the present generation in the record and achievements of the pioneers. He spoke of the great story of exploration in opening up the country, and suggested that a Territory Historical Society be established. It might take over the erection of commemoration plaques, or cairns, at the sites of historical events in Papua and New Guinea, as well as the compiling of early Territory history. This, he said, would help promote a link between the pioneers and the present generation, and encourage an appreciation of the progress already made in the Islands.

All in all Mr. Hasluck did quite a neat job of talking at his first meeting with the PM Advisory Council. But, next time he comes, and Municipal matters get their delayed hearing, Council members would like to know his views on present-day pioneering, and what the Government intends to do to ensure that the Islands have a future as well as an interesting past.

Nobody holds it against him that he did not attempt to deal with present difficulties on his first visit. But Council members will want assurance that their queries will get a hearing on his next.

MORE ROAD SAFETY

Road driving standards have shown a marked improvement in Port Moresby since the new Traffic Ordinance came into effect on August 1. Native passengers who used to festoon themselves over the sides of truck bodies, on running boards, motor hoods and on the top of driving cabins, now "sit up like

The Pacific Islands Society

(Founded 1937).

Visitors from the Pacific Islands to Sydney, or persons interested in Islands affairs, are invited to communicate with the Honorary Secretary of the above Society which was formed to constitute a social centre for those interested in the Pacific Islands.

Regular meetings and social gatherings, with lectures, are held at History House, 8 Young Street, Sydney, on the fourth Wednesday of each month, at 8 p.m.

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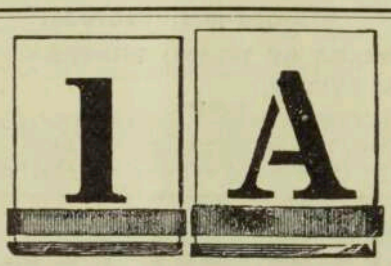

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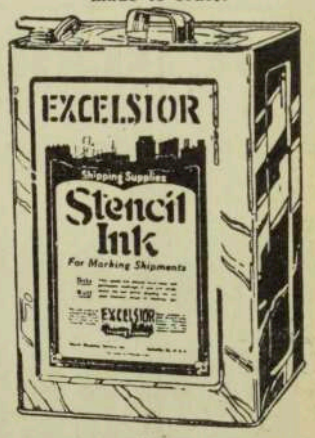

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Jacky" in reasonable safety inside the truck.

The spectacle of a two-ton truck loaded with about three tons of firewood and anywhere from 20 to 30 indigenous residents, is certainly disappearing.

Some of the mobile junk heaps operated by native owners have also ceased meandering around the roads, and there is certainly a marked increase in both the appearance and mechanical standard of the trucks which survived the registration test.

A lot of drivers still have a lot to learn before they measure up to proper road standards, but the nightmare hazards of pre-registration are surely but slowly disappearing from Port Moresby highways.

OUR FUTURE TIED WITH LABOUR

Two differing points of view were expressed recently by visiting Australian officials.

One, from New South Wales, was so enthusiastic about the prospects of the Islands that he was thinking more than wistfully about the advantages of stacking his future in Papua and New Guinea. His ideas were all along the line of mechanised primary production, with a steadily decreasing percentage of manual labour involved. His observations had not been made from a hotel lounge, but in a short but very thorough check of production potentialities.

The second official, however, was not optimistic about Island prospects, as he considered the labour factor would continue to hinder development. He discounted the mechanisation theory as being overrated, and expressed the view that for many crops native labour would still be essential. He considered that in these Territories where there is no population pressure, and where a native can get all his basic needs from his own village lands, there was little prospect of ever getting an effective labour force. Another handicap, he said, was that no matter how long natives enjoyed higher living standards while working in towns and on plantations, they readily reverted to village conditions when they returned home. This meant that the acquired tastes for European foods and goods, which might have served as an incentive to work, were not a lasting factor in the labour situation.

He thought estimates of the Territory's future were often overrated through lack of considering this difficult labour problem.

FREEDOM FROM VIRUS DISEASE

A five-weeks survey of the Territory by Dr. C. Magee, Chief Biologist of the New South Wales Agricultural Department, has brought an official assurance that Papua and New Guinea—especially native food crops—are remarkably free of plant virus diseases.

Dr. Magee who is an authority on such diseases, said that although he checked even the banana stands on abandoned camp sites he found no sign of "bunchy top," a disease which at one time did tremendous damage to Australian banana crops. Old camp sites got a special check. This expert also gave a clean bill of health on kau kau and tapioca, and said that in most areas taro was very healthy.

In the Gazelle Peninsula he noted some incidence of "mosaic" or mottled disease, which reduced the taro yield, but he said this was fairly well controlled by the natives' own selective planting with suckers from healthy crops.

He considered that the Islands were also fortunate in that the key economic crops, coconuts, rubber, cocoa and coffee, had been established, some from imported plant stock, without introduction of disease. He warned, however, that this favourable position could be maintained only by rigid plant quarantine control.

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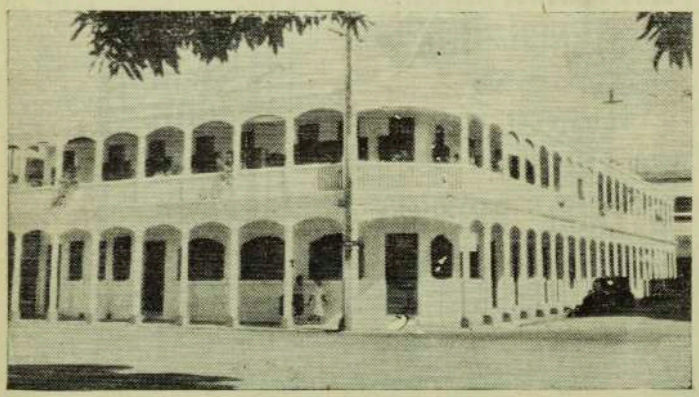

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CONCERNING LAMINGTON

Late in August there was a marked increase in seismic activity at Mt. Lamington, with an accompanying rise in crater temperatures. The new lava spine in the centre of the crater started to crumble after reaching a height of around 5,500 feet above sea level. There were several minor eruptions in the ash-beds of the Ambogo River, following several days' heavy rain.

Although the Mt. Lamington Relief Fund officially closed last May, late donations kept coming in for weeks later, and only in the middle of August was it possible to announce the final total. This was a few pounds short of £20,600, or more than double even the optimist's estimate when the fund opened.

The Fund Committee set aside £10,000 for European relief, £8,000 for native rehabilitation, and left the balance of around £2,500 available for any future claims. The distribution of this latter amount is to be finalised by December 31.

From the European allocation £5,850 will be used for the benefit of dependant children of Mt. Lamington victims—£3,400 for widows, and £750 for dependant mothers. The native allocation goes to the Administrator, who has appointed a committee to decide how it can be used to the best advantage of natives affected by the eruption.

The trustees of the Lamington Fund have announced that they will consider claims from Europeans who were in the Lamington area when the disaster occurred, to cover compensation for personal losses.

PROMOTIONS APPEAL COMMITTEE

When this committee gets going it is likely to have a very heavy programme, since a lot of permanent appointments in the Public Service are due to be made in the next few months.

The Public Service Association has selected as its representatives, to sit with the other two committee members on Appeals:—

For Second Division Appeals from officers receiving over £608 standard salary—C. L. Anthony, and, as his deputy, G. T. Wells.

For Second Division, salaries under £608 standard rate—G. E. Guthrie; deputy, P. H. Clarke.

Third Division Appeals—C. W. Thomas; deputy, W. Nicholas.

MEMORIAL FOR SIR HUBERT MURRAY

The prewar proposal to erect a memorial to Sir Hubert Murray, Lieutenant Governor of Papua, who died in 1940, has been revived by the appointment of a Sub-Committee of the Executive Council to discuss recommendations on this matter.

An appeal to the general public was launched in Papua shortly after Sir Hubert's death, but the Japanese invasion began before the plan reached finality.

The new committee is calling for suggestions from the general public as to the form and location of a memorial to Papua's outstanding statesman and colonial administrator. Later, an appeal for funds will be launched to supplement the £260 already on hand from the prewar appeal.

FATAL PLANE CRASH

A fatal Auster plane crash occurred in the Goroka Gap on August 6, when the pilot, Edwin B. Hartwig, apparently flew into cloud and crashed on a hillside. He was a member of the Australian Missionary Aviation Fellowship and he was flying a Lutheran Mission plane from Goroka to Madang at the time of the fatality. He had been in the Territory only a few months but as a former RAAF pilot he had had extensive flying experience. He is survived by his widow and an infant daughter.

Indications are that the Auster was circling to gain height to get over the cloud-ridden Gap, when it was thrown onto the hillside by a sudden eddy of air.

AGAIN: RABAUL TO RAPOPO!

Two senior Administration officials have been temporarily relieved of their normal duties to devote the next few weeks to drafting details of the proposed Administration move from Rabaul to Rapopo. They are Mr. E. P. Holmes, Secretary for Lands, and the Assistant Director of District

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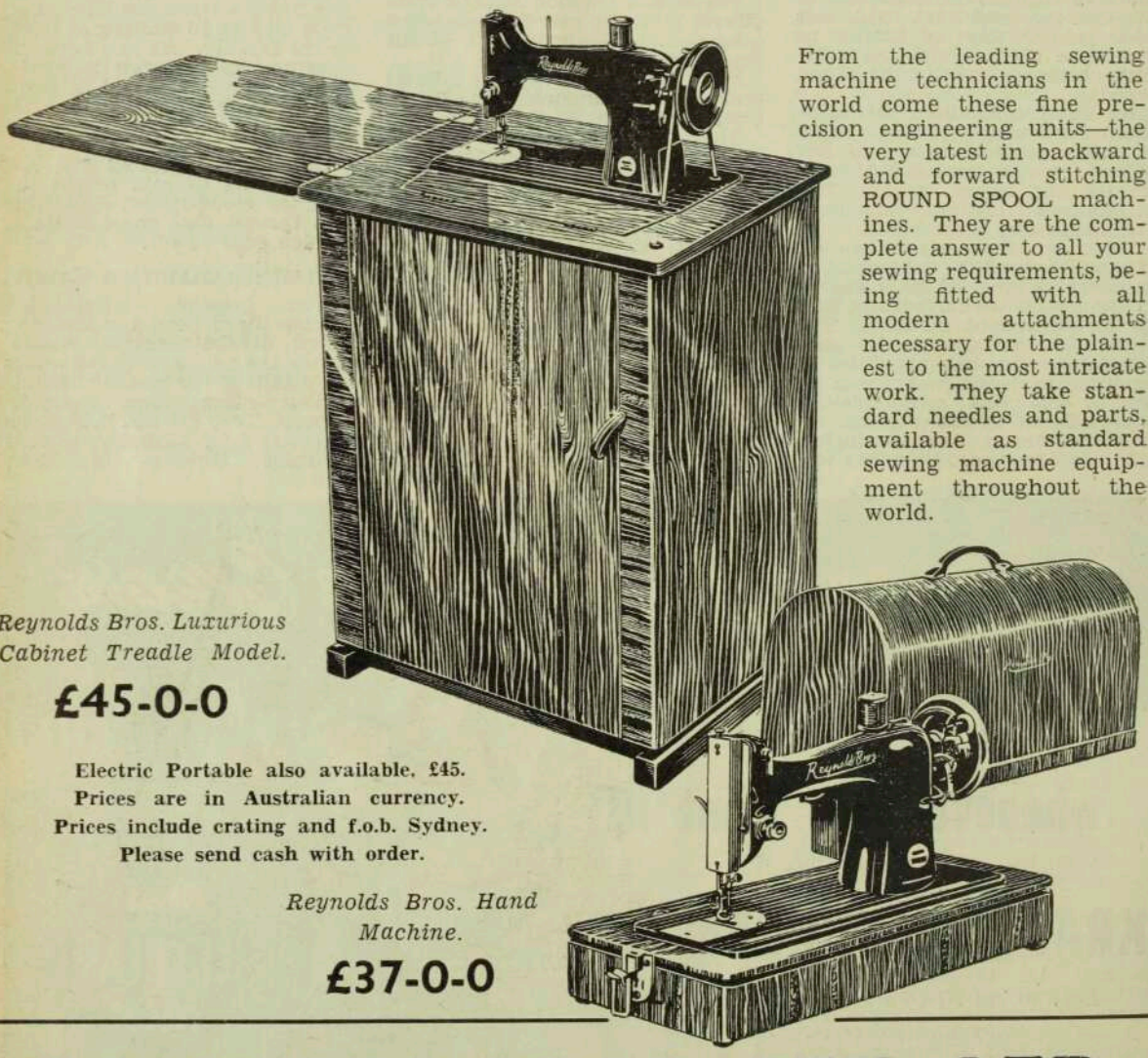

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Services, Mr. A. A. Roberts. Any time of day now they can be seen in a huddle over this new job; but when the details are going to be announced regarding the move of the Rabaul administrative headquarters is anybody's guess.

Residents with second sight trace in this the shadow of Mr. Hasluck's recent visit.

ANOTHER MEMORIAL

Another World War Memorial is to be erected in Port Moresby at the site of the 1914-1918 Memorial Gates, on Ela Beach. The second memorial will take the form of an inscribed bronze plaque and sundial, and a public appeal for funds was formally launched by the Administrator, Colonel Murray, on August 7.

As the cost of the Memorial will be only £300, the public is being asked to limit its donations to small amounts, so that the subscriptions will come from all sections of the community.

RUBBER FLOW BACK TO NORMAL

The rubber plantations on the fringe of the Mt. Lamington blast area have now resumed tapping, and output at Sangara is just about back to normal. The Sangara general manager, Mr. T. G. Henderson, reports an excellent flow of latex after the temporary cessation of tapping — July production was 10,000 pounds.

The rubber trees suffered very little damage in the eruption, and cocoa plantings have also made an excellent recovery. Native labour is steadily returning to Sangara, although the labour line is not yet back to full strength.

Meanwhile, those tappers who have returned to the plantation are working double tasks at double pay, and are each turning in an average of around 15 pounds of dry latex daily, against the pre-eruption figure of about 7 pounds.

Norfolk Island

NORFOLK IS., Aug. 20.

IT is hoped that, as a result of a visit by Mr. Macdonald, of the commercial staff of New Zealand National Airways, we shall get an improved freight service to and from New Zealand. But National Airways seem to be wedded to Dakotas, with their unprofitable 5,000 lb pay load, and the consequent high freight rates give no hope of being able to put quality oranges and bananas on the New Zealand dinner table at a reasonable price.

Due this week from Wellington is the Matai, under charter to the Holm Shipping Co., with a 16 per cent. loading of freight rates, which are fantastically high already. However, the arrival of the first ship from New Zealand for about eight months will be welcome, particularly by those whose homes have been uncompleted while awaiting building materials.

A regular two monthly cargo service from New Zealand would stimulate the fruit industry here. But growers will not go to the trouble to assemble fruit for ships that never arrive on time.

It may have been good management, or a combination of good weather and good luck; but the recent appointment of Mr. Studley as port officer, to act as a liaison link between the Administration, the shipping companies and the lighterage company brought results last week-end, and the Morinda was here and away in record time. All are hoping that as a result the Morinda will be able to make at least two more trips before Christmas, and bring all the cargo which has been piling up in Sydney for months.

Another of the many property transactions on Norfolk Island recently was the sale of Mrs. E. Garne's New Cascade Road home to Madame Grand. Mrs. Garne leaves shortly for England and will be missed by a large circle of friends. Madame Grand will be remembered as a talented pianist, and as the wife of a former manager of Burns Philp.

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Back home in Tasmania on leave. Lieut. Commander C. G. Croft, MBE, head of a bomb disposal squad in the Solomons, says that there still is work for them to do there, six years after the war ended. He has four Army and four Navy men with him, and they are finding and de-lousing bombs and ammunition left in the Solomons by the Americans and the Japanese.

NEW ERA FOR BIG SAMOAN ISLAND

Savaii May Yet Challenge Upolu

From Our Own Correspondent

APIA, Aug. 20.

THE largest and westernmost island of the Western Samoan Group, Savai'i (which contains 700 of the group's total land area of 1,130 square miles) appears seldom in the news. Public interest centres on the island of Upolu and its capital, Apia.

Visitors and tourists rarely penetrate to the lesser known scenic and natural attractions of the larger island. There are just as many and maybe more tourist attractions on Savai'i; and the mountain ranges of Savai'i rise to 6,094 feet, as against only 3,608 feet on Upolu.

Savai'i's large lava fields are of fairly recent origin. The last outbreaks of the volcano Matavanu took place between 1905 and 1911, when large areas of cultivated land and coconut plantations were covered by the lava flow, and destroyed, and several villages had to be abandoned, and the inhabitants removed to Upolu.

Of the total population of Western Samoa approximately one-third or some 25,000 live on Savai'i, but the number of Europeans and part-Europeans is very small.

In former years, Savai'i people were somewhat condescendingly treated as poor relations by the more prosperous Upolu Samoans, proud of the humming activities of Apia, of the numerous cocoa and banana plantations, with their better roads, hospitals and schools. But, in recent years, the picture has completely changed.

The neglected and isolated island of Savai'i is energetically forging ahead, and is developing rapidly, and threatening to rival and even surpass the economic achievements of Upolu.

The cocoa industry, particularly, has been greatly expanded in all parts of Savai'i, and the young cocoa plantations are coming into bearing. A gradually increasing proportion of Samoa's cocoa production is coming from Savai'i. The quality of Savai'i cocoa-beans is considered even better than the Upolu product.

End of the current year will also see the banana export industry extended to Savai'i, which will bring increased revenue and prosperity to the Savai'ians.

As a consequence of the new prosperity of the island, a regular daily ferry service, by fast motor-launches, has been functioning for some time, and this is well patronised. Numerous trading stations have sprung up all over the island and traders are doing well.

In addition a string of picture-shows, in the most populated districts of Savai'i—the Fa'a, Saleleaga and Matautu districts—is catering for the entertainment of the peoples. More recently, regular boxing

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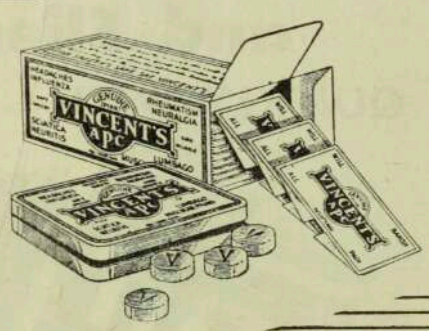

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tournaments, similar to those held at Apia, have been started, and have attracted general interest.

The Samoan Government is lending a helping hand by the construction of good motor roads, to further the opening of new plantation lands; by the building of schools, hospitals and water supplies; and the extension of social services.

The Savai'i "poor relations" are now considered to be more prosperous and diligent than their Upolu cousins, and the future of the big island looks decidedly bright. Savai'i will play an important part in future Samoan economy.

ENEMIES OF BEETLE AND SNAIL SOUGHT IN AFRICA

A HAWAIIAN entomologist, Mr. N. L. H. Krauss, left for Africa in June to carry on a search for natural enemies of the Rhinoceros Beetle (Oryctes rhinoceros) and the Giant African Snail (Achatina fulica). Satisfactory control of the beetle and snail has not yet been achieved in the Trust Territory of Micronesia. The recommendation of the Invertebrate Consultants Committee for the Pacific, at the fifth annual meeting in February, was that further search for natural enemies of the beetle be made. The Board of Commissioners of Agriculture have also recommended a continuing search for natural enemies of the snail because of its increasing population in Hawaii and because funds for continuous control by chemical means have been reduced. The cost is being shared by the Trust Territory and Hawaii.

It is expected that the work will require six to eight months in Kenya, Tanganyika and Zanzibar.

Samoan Boxer's Success

The holder of the Salisbury Belt, awarded for prowess in boxing, and worth £40, is Lole Ah Young, a young Samoan-Chinese, of Apia. He is middleweight champion of Western Samoa.

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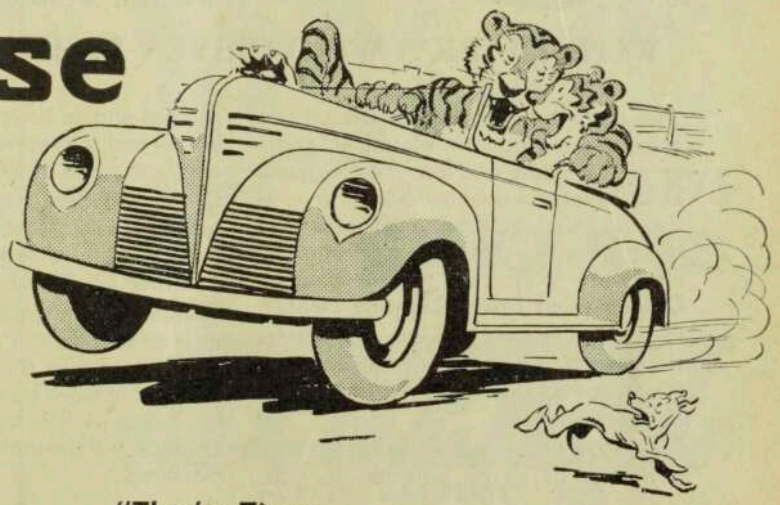

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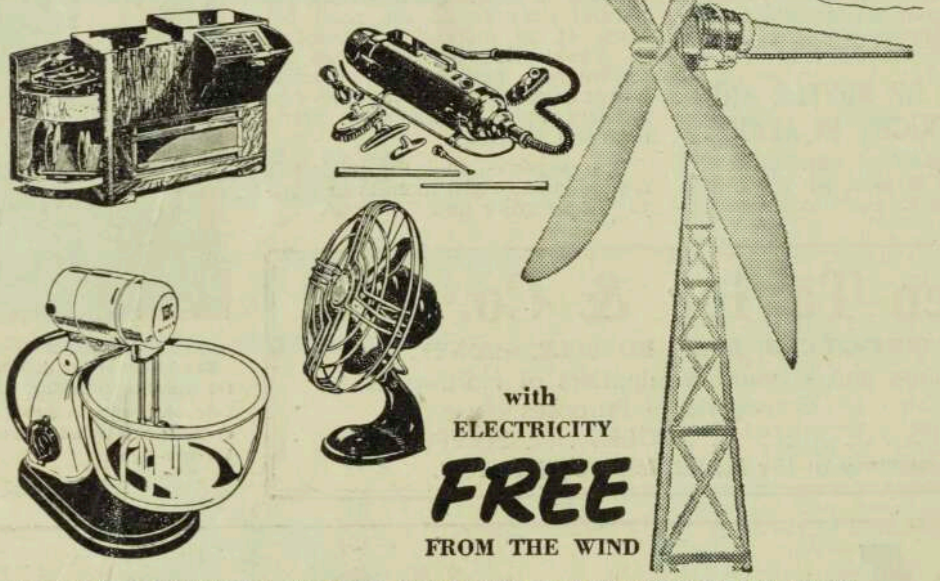

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MONTH IN FIJI

New Suva-Nadi Service

From Our Own Correspondent

SUVA, Aug. 28.

IT is expected that the new Fiji Airways service between Nausori and Nadi-Lautoka will be operating from September 1. Two flights per day will be made and an eight-passenger plane will be used.

The company's senior pilot, Captain F. Ladd, arrived from NZ in mid-August and the company's engineer Mr. F. Murphy, from Australia, shortly afterwards.

The Lautoka terminal will be for the present at Drasa, where there is already an emergency airstrip. Later, the base will be established at Namoli (Lautoka).

The airstrip at Labasa is under construction. Earthmoving equipment has already arrived, and it is hoped to have it ready for use in November. For the present, it is proposed to run two trips per week on each route; but, so far as Labasa is concerned, this would seem inadequate. The TEAL Solent, accomodating 32 passengers, is nearly always overbooked both ways now.

Plane is a twin-engined de Havilland Rapide; fare from Suva to Nadi is £3/12/6 and to Lautoka, £4. All bookings are to be made through Hunt's Travel Agency.

Taxi hire for the same trip is approximately twice this fare, about four times longer and not even the most anti-airminded can insist that road travel in Fiji is particularly comfortable.

The flying time between Nadi and Nausori is one hour—and the only catch is that it takes a further hour by bus to reach Suva (several miles from Nausori).

DRY SEASON

SUVA is enjoying one of the coolest and driest dry seasons for years. A few weeks ago residents were wearing sweaters and sleeping under blankets. Suva has been without rain for over a week, which constitutes something of a record—but there has been sufficient moisture up to date to keep gardens bright and grass green.

Further afield the position is more serious. Some of the islands of the Lau Group have had practically no rain for three months, and plantations are beginning to suffer.

Suva has been obscured by a thick haze in recent weeks, particularly towards evening when the mountains and off-shore islands are blotted out. There are several local theories to account for it—one being that it is bush-fire smoke from the bush fires in Queensland.

MERCY SHIP ON AITUTAKI REEF

THE Alexander, formerly an Anchor Line ship which was salvaged from the Nelson (NZ) mud-flats some months ago, and was reconditioned for the Islands trade in time to help out in the recent NZ seamen's strike, ran on a reef near Aitutaki, Cook Is., in mid-August. It is believed that she may become a total loss.

She is owned by three young men and became known in NZ as the Little Mercy Ship, when she was the first ship to take much needed food to the Islands in the recent strike period.

FIJI AERIAL SURVEY

THE Hunting Aerial Survey has practically completed its Survey of Viti Levu, and Vanua Levu. The whole of both islands hase been covered except for filling in patches that were missed owing to bad visibility. The main outlying groups remain to be done.

This work, when finished, will be of great service in the future dep velopment of the Colony.

WELL KNOWN IN SPORT

A RECENT arrival is a well-known New Zealand identity in the person of Mr. Sam Hollander, who has joined Northern

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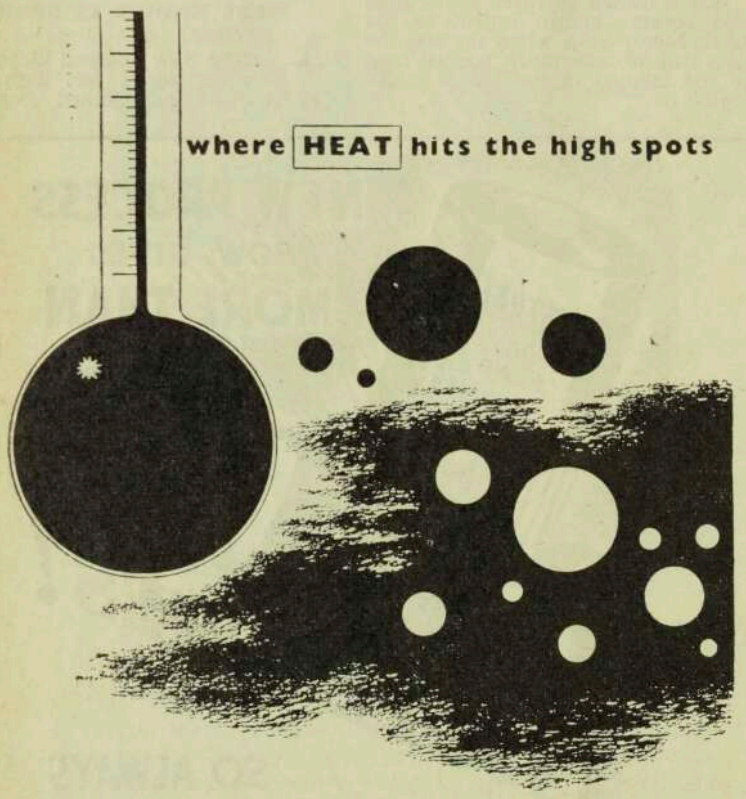
Hotels, Ltd., as assistant general manager.

Mr. Hollander, from Christchurch, is one of New Zealand's leading chess players; a Rugby Union referee of some note; a keen bowler; and in his younger days he represented Canterbury at Cricket, Rugby and swimming. By way of hobbies Mr. Hollander collects ivories, chess sets and stamps.

THE PINEAPPLE CUP

"THE Championship of the South Seas," for which the famous Pineapple Cup was presented many years ago by the Pacific Biscuit Co., was again competed for during the holiday week-end, August 4-6. Open to all Clubs in the South Pacific, this competition is always a gala day at Suva and this year was no exception. Very keen play brought the finalists, Messrs. Geo. McKitterick and veteran W. (Bill) Thompson to meet on the main green on Monday before a large gathering. After some really first-class bowling by both contestants, McKitterick was the winner on the 25th head, 22-18. It should be mentioned that "Bill" Thompson won this Cup away back in 1935.



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KEEPS ON KEEPING ON

THE RADIO-TELEPHONE

ONE of the notable advances made in Fiji during recent years is the establishment of radio-telephone services to outlying centres.

Even on Vanua Levu there were many places which had no means of urgent communication—Dreketi, for instance, a large centre only 50 miles from Labasa, but with no road leading there. A messenger on horseback took a full day to get to Labasa, while a fast launch trip took six hours. For outside, messages were sent over the broadcasting system, for all and sundry to hear.

Now all this is changed. Out-lying districts are now in frequent and speedy touch with the centres. This applies even more in the case of the smaller groups.

Last year stations were opened at Lomaloma and Lakemba, while re-cently others were opened at Oneata, Fulaga, Moce, and Naitauba in the Lau Group. Before the end of the year it is hoped to have ready for operation stations at Moala, Totoya, Vatoa, Naiyau, Vanua Vatu Namuka-i-lau, Ogea, and Komo. This will mean that most of the Lau group will be in communication with Suva.

The service is also being extended on the main islands and vicinity. Beqa opens tomorrow and Koro and Gau will be on the air next month.

IS HE AN INDIAN?

AN interesting case was heard be-fore the Chief Justice this week. Four electors of the Northwestern Electorate sought to unseat the recently elected Indian member of the Legislative Council on the grounds that he was not an Indian under the Letters Patent. The actual claim was that the member, Mr. Tulsi Ram Sharma was in fact a Nepalese, his father having been of that nationality, al-though Mr. Tulsi Sharma was born in Fiji.

The Chief Justice, in his reserved decision, made no reference to this point; but he held that the petition was vexatious and frivolous owing to the delay in presenting same.

Mr. Tulsi Sharma was recently in England, with two other elected members, as the guest of the British Government at the Festival of Britain.

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ITEMS FROM SANTO

By Vernon Wheatley

SANTO, NH, Aug. 5.

SHIPPING: M. Graziani's vessel arrived here recently from Sydney via Noumea.

She was held up in Noumea to undergo engine repairs.

Approximately a week later, Mr. Roy Gubbay's ship arrived from Sydney with cargo, including Mrs. Gubbay's new Holden car—the first in Santo, and possibly the first in the Group.

Mr. Gubbay's boat is an acquisition to the Group's fleet of small ships. She can take 120 tons of general cargo or 80 tons of copra.

Mr. Max Reading, formerly associated with Mr. Gubbay in an engineering business, is the engineer.

VOLCANO: The volcano on Ambrym seems, from here, to be very active. Fine black cinders have settled everywhere.

One resident says that this activity is a very good thing. He claims that the cinders deposited will eventually fill in the potholes on Santo's roads.

Wishful thinking.

ACCIDENT: An English model jeep-type vehicle collided with a light ½ ton pick-up. A passenger in the jeep, Mr. Fred Atkinson of Sydney, was thrown onto the road and received a bad cut on the head.

He is remaining in the Hopital Francaise and it is expected that he will leave for Sydney on the Qantas plane of August 8.

Other occupants of the vehicles suffered minor injuries.

Both cars were extensively damaged.

TEMPORARY DEPARTURE: Mr. L. O'Shea is leaving for Noumea shortly where he will be engaged in demolition work for some months. He will then return to Santo.

Mr. W. O'Shea (no relation) has left his position as accountant to Burns Philp (Santo) upon completion of his contract. He will go to the Banks Islands to operate a trading store which he has acquired.

WRECK: The reefs of the Group have claimed another victim. This time it is the French Government vessel, "Concord," a small auxiliary ketch of under 50 feet.

TROUBLE: The British District Agent at Santo, Major D. Fregard, is Island-bound.

A storm drove his launch onto a reef after tearing it away from its moorings. The shaft for his other launch will not arrive for some months, and the official jeep was just one degree past redemption, so it was sold. The vehicle to replace the old jeep is on its way out from England.

At present, therefore, Major Fregard's visits to Santo (his headquarters are ten miles from Santo proper) are infrequent.

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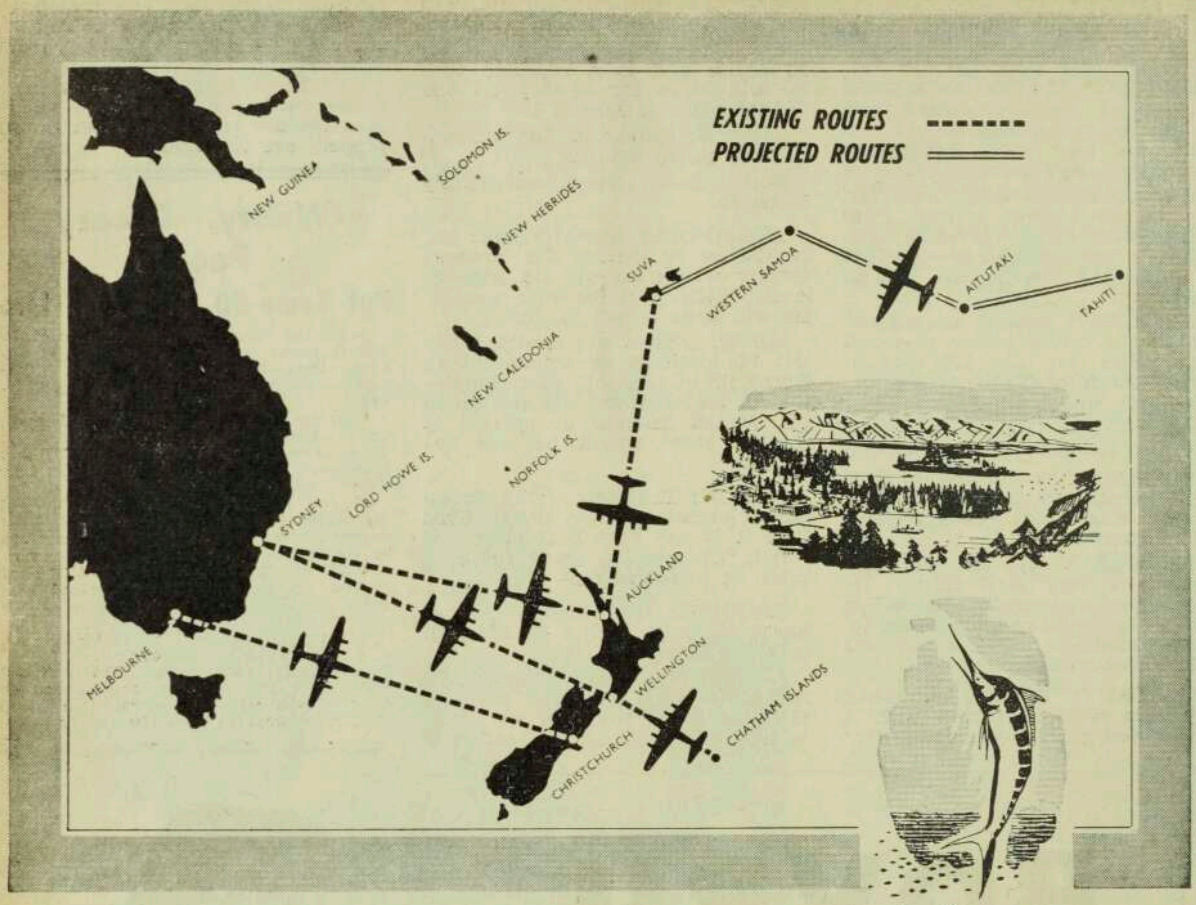

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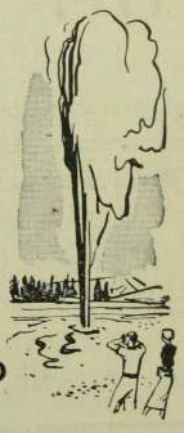

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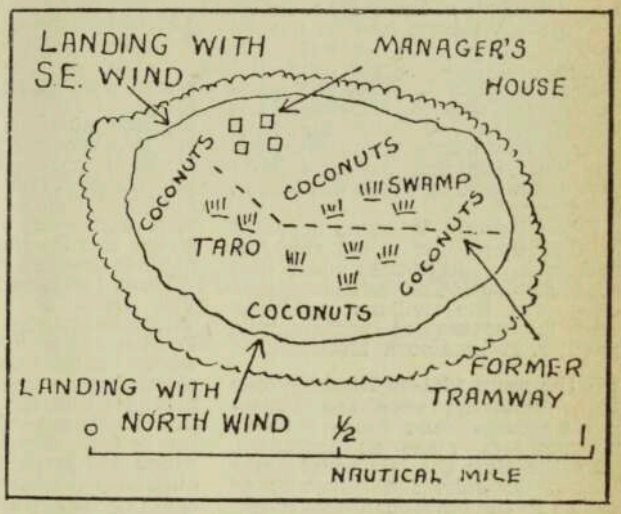
MAGAZINE SECTION

And Still They Migrate!

THE STORY OF NASSAU

Told by AJS



POLYNESIANS are still migrating. Recently the 600 Islanders of Pukapuka, Northern Cooks, purchased Nassau Island from the New Zealand Government and have moved 100 of their surplus population to their new possession. What the Pukapukans were acquiring was not so much an island—which is an integral part of the Cook Group anyway—but a plantation which, at the present price of copra should be a good investment. They have already paid £1,200 off their total debt of £2,000 and the rest will come from the copra Nassau will produce—about 150 tons a year.

A reader has given us the following story of little-known Nassau and its war-time role.

TEN years after lovely Nassau Island, 300-acre coral isle in the Northern Cook Group, was abandoned as a coconut plantation it is being re-occupied.

Its new inhabitants are 100 people from over-populated Pukapuka Atoll, (600 people to 1,000 acres of sand) which is 50 miles away over the horizon.

Until the attack on Pearl Harbour in December, 1941, life went on quietly at Nassau. The plantation (which covered almost all of the island's 300 acres) was managed by Captain Williams, a seafaring man with a Polynesian wife and a large family.

Natives from Pukapuka cut copra, and the finished product was shipped to Apia, about 700 miles away.

In 1941 the New Zealand Navy Department sent Coastwatchers to several islands including Pukapuka, Nassau, Rakahanga and Suwarrow in the Northern Cooks. Their job was to keep Navy headquarters in Suva posted with weather information, which they did right up to V-J Day.

They might not seem to have contributed much to the war effort. However, if the Allies had been forced back to their last sea-air route across the Pacific—through Tahiti, Aitutaki and Tonga—then these Coastwatchers may have been in the front line, as were the 17 other NZ Coastwatchers who were murdered by the Japs at Tarawa in 1942.

With the advent of Coastwatchers and Allied prospects in the South-west Pacific looking really grim at the end of 1941, the civilians on tiny Nassau were evacuated.

Captain Williams and his family went to Apia, and when the writer was there in 1945 the Williams family were happily established, the captain being a busy man at the local establishment of Burns Philp (SS) Ltd.

A NZ teacher paid a tribute to Captain Williams for the way he had attended to the education of his children—they were, it was said, just as advanced for their age as other children attending the schools in Apia. They had lost nothing through starting their education at their family school on Nassau. (In 1951 one of the Williams children was attending University in New Zealand.)

One of the pathetic reminders of happier days on Nassau, when I was there in 1945, was the school desk at which the Williams children had learned their lessons in the years before Jap-forced evacuation became the rule on many Pacific Islands plantations.

NASSAU was an efficiently-run plantation in the 1930's. There was good coral roads through the 300 acres of coconuts. And Captain Williams had a Model T Ford, the remains of which were visible in 1945.

Captain Andy Thomson, then of the trading schooner Tiare Taporo, who had paid occasional visits was much impressed with the way the island was all ship-shape—as one might expect it would be with a man in charge who had served in sail and had made his home there with every intention of staying a long while.

When the Pacific War ended there was some talk of moving some of Pukapuka's people to Nassau without more ado, but six years passed before this very obvious step became an accomplished fact.

In the meanwhile the nuts must have been falling and taking root and the jungle plants must have made an impenetrable thicket among the rows of palms.

Nassau is roughly shaped like a square with the corners rounded off. It evidently is a sandbank on the top of a submerged mountain over which the coral has formed.

The story is that it was named after a schooner called the Nassau, and was then merely a sandbank with no palms. The discoverer planted coconuts, as was done on several other Pacific Islands which had no native inhabitants. Another version is that it was named by an American whaler and that the Rev. William Gill, a LMS missionary, planted the first 30 coconuts in 1875.

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The acknowledged landing place for boats on Nassau is at one corner where a ledge of coral extending out gives some shelter. It is a bad reef for landing, except when the weather is most favourable, but is no worse than at many other atolls.

Captain Williams had tram rails extending down to the water for several hundred yards from the crest of the island where the plantation commenced. Loading the bagged copra into boats must have been a slow and exciting task, but the Cook Islanders are fine boatmen and where there's a will there's a way.

When Captain Williams departed in 1941 there was a big stock of copra in a store-shed near the landing place. The schooner that took away the civilians could not load it because of unfavourable weather. It became a total loss.

IN the years 1941-45 Nassau's only inhabitants were the Coastwatchers and some Rarotongans sent along as assistants.

By the time the last relief party arrived—in July, 1945, by way of Samoa in the schooner Tagua (Capt. Matheson)—the Coastwatchers had established in what had been Capt. Williams' homestead, a three-roomed concrete house with an iron roof, a library of hundreds of books and had a collection of cats, fowls and pigs, the descendants of domestic animals left by the plantation people.

There were several veteran sows, survivors of Capt. Williams' pig herd, which were very tame because they had been fed around the house and no doubt because, at their age, they found it hard to get an independent living. Young pigs were much sought after by visiting schooners.

Last action of the writer, when departing from Nassau in September, 1945, was to drown the female cats and their kittens. Had they been left there, how many would the cat population be now?

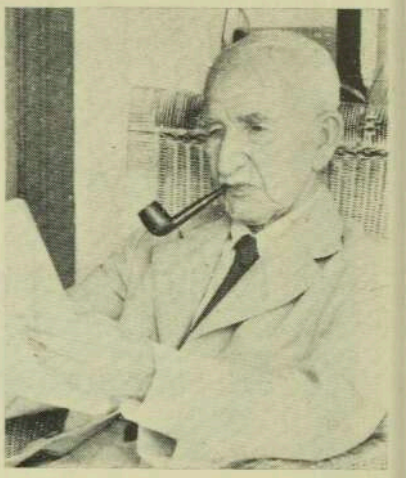
Possibly Nassau would then have qualified for the title of another "Cat Island"—about which we read in PIM last year.

THE STORY OF "TAVUA" JOHNSON, OF FIJI

IF, within the next few weeks, you should see two small, neat, disputatious, elderly men marching arm-in-arm along Victoria Parade, Suva, and trying to sing three national anthems in various keys, you may presume you are present on a notable occasion. It probably will be William Henry Johnson and Frederick Carr celebrating (a) the 90th anniversary of their respective births, and (b) the 60th anniversary of their first meeting in Levuka.

These two picturesque pioneers of Viti Levu are lifelong friends. Throughout the reigns of five English monarchs they have met weekly, and argued feverishly; but always they come to restful agreement on the fact that the world is in a shocking condition, and getting no better. They cannot imagine which will arrive first—their double centenary (they are exactly the same age) or the collapse of Western civilisation.

This is the story of "Tavua" Johnson.



"Tavua" Johnson.

BORN beside Lake Erie, Canada, near the middle of last century, he had had much interesting experience in the boom times of North America, before, in 1890, as a young man of 28, he decided to take his mother to Australia, to join a sister in Rockhampton. He had been a Canadian militia-man, a billiard-saloon keeper, a printer, a United States soldier, a tobacco-factory employee. He grew up in a tough school, and he never missed a chance.

American soldiers were tireless gamblers, and all their pay went in the poker schools. So WHJ enlisted under the name of Arlington. This put him on top of the alphabetical list on pay-day. When pay-out was complete, WHJ already was firmly established in the poker school, to his own great profit. Even to-day, at 90, he is a formidable poker-player—he has that curious quality that bases judgment on a sum of little signs, and provides courage to back it.

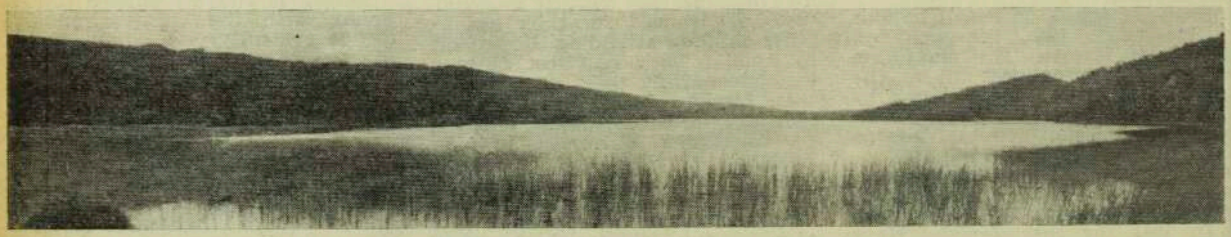
Their train went into a serious accident, and Mrs. Johnson, Senior, was hurt and unable to travel to Queensland. So WHJ sailed alone for Australia on the original Mariposa, in 1890. Fellow-travellers included John L. Sullivan and Sarah Bernhardt.

Australia was beginning to smoke cigars, a la American. WHJ saw the possibilities, and his American experience brought him at once into contact with cigar-making interests. This in turn took him to Cooktown, where they were beginning to grow tobacco.

Northern Queensland was primitive then, and WHJ's stories of conditions there, even when sternly edited, are only for select company.

Still trying to develop interest in cigars, he returned to Sydney; and

A LONELY HIGHLANDS LAKE IN NEW GUINEA



Patrol Officer Gordon Smith recently brought back this photograph of Lake Triste, which is about two days' walk away from Wau in New Guinea. The lake is about three miles long and ¾-mile wide, and it lies among the moss forests at about 7,000 feet. No natives live near the lake, but they go there in search of game, ducks and fish, which are said to be plentiful.

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in one phase of the enterprise he sat in a shop-window in Oxford Street and arrested the street crowds with his skill in rolling cigars by hand.

STILL restlessly following his hunch, WHJ went off to Fiji, in the belief that suitable tobacco could be grown there. He landed in Levuka in 1892, on almost the same day as Frederick Carr, also 30 years old and foot-loose, had arrived in search of fortune. When they found that they always held approximately equal cards and equal liquor, and neither could get an advantage over the other, they established a friendly truce, which has endured for 60 years.

Fiji grew fine tobacco—and even finer pests. The climate was against the planter, however, and the weevils shatttered the cigars — and WHJ gave the enterprise away.

In Australia, WHJ had fallen in love with Blanche Wadeson, a charming girl who was induced to follow him to Fiji and marry him there. It was a modest but very happy wedding. WHJ refused to be disturbed by the knowledge that he had exactly £13 in the world.

But life had now become a more serious matter. He held one or two jobs; and then they went out to Tailevu, and tried dairying, at Matavatutou, near where the Queen Victoria School now stands.

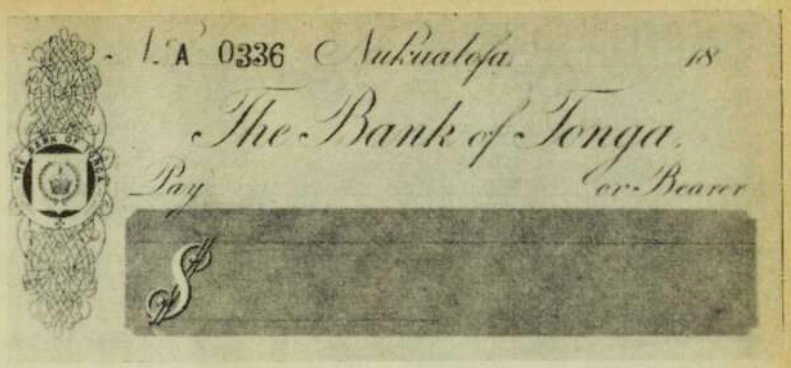
One day, a young whale stranded on the nearby coast. WHJ attacked it with a duck gun, and got in a solid shot under the flipper, and the whale died. Delighted Fijians from Qoma carried off the makings of a feast. WHJ got some small teeth and with two of these, and some local pearls, there was made for him a beautiful brooch.

That was the beginning of pearl collecting, which became a life-long hobby. His collection of pearls now is notable, and perhaps unique.

BEFORE the old century was dead, he moved around to the Tavua district and prospered mightily. It was then he became known as "Tavua" Johnson—and "Tavua" he remains to this day. He had a large area of land, and sugar-growing was developing, and Indians were settling in.

WHJ opened a large trading store, and maintained boat communications with Levuka—no roads overland in those days—and handled all the trade that was offering. By 1907 he had made a small fortune, so he sold part of his land to the CSR Co., his storekeeping business to Picker Brothers, young German traders, and went off to Canada for a long holiday with his wife and son.

When he returned to Fiji, "Tavua" settled in the new town of Suva and engaged in the development of residential properties. Victoria Parade then was a one-sided street, running alongside the lagoon.



How German Currency Tricksters Beat The Bank of Tonga

How many people know that there was once a Bank of Tonga? How many, today, remember the trickery and lack of scruple with which the Germans met their competitors in trade in the Pacific Islands prior to World War I?

This interesting description of the "money racket" which the Germans worked in the South Seas, with South American dollars, is typical of conditions which existed there before the turn of the century. It is written by a well-known Pacific historian—Mr. J. D. Whitcombe, of 7 Philomel Crescent, Bayswater, Auckland, NZ. We are indebted also to Mr. Whitcombe for the old Bank of Tonga cheque form, reproduced here.

UNTIL the year 1880, there was no legalised currency in the Tongan Kingdom. English, French and American coins were circulated, while the Germans used only the Chilean or Bolivian dollar.

Many of the natives refused to accept the dollars in payment for trade; and, in the Vavau Group, they had gone so far as to refuse to allow them to be used by any traders—to use the expression of my informant, they banished them.

The Germans resented this as an act unfriendly to the Imperial Government; pressure was brought to bear; and King George I, by Royal proclamation, dated August 3, 1880, established as legal tender:

- All English coins, both gold and silver;
- All French gold coins, and silver five-franc pieces;
- All gold coin of the United States, and the silver dollar, half-dollar and quarter-dollar;
- Chilean and Mexican dollars and half-dollars.

At first sight, it seemed difficult to understand why Germany regarded the refusal of the Tongans to accept Chilean coins as an act unfriendly to Germany. The difficulty seemed even harder to explain when it was seen that, while the Tongan Proclamation put English, French and American gold and silver coinage and Chilean and Mexican dollars and half-dollars on the same footing as legal tender, no mention was made of any German currency. Coins issued from the German Mint had no legal status in Tonga, and could therefore be refused seemingly without in any way shocking the tender susceptibilities of Germany. Here is the explanation.

GERMANY, for many years, all but monopolised the Pacific Islands trade. Finding that the debased dollars of many of the South American Republics could be procured below their nominal value, the German traders made large purchases of these — Bolivian, Chilean, etc.—and by degrees established the South American dollar

"Tavua" argued that Suva presently would need shop and office space, and he proceeded to build on the west side, on land reclaimed from the sea. His plans were criticised and condemned, especially when Central Building was erected under his direction. He has lived to see his judgment and enterprise justified and rewarded.

By the time World War I came, he had reached middle age and was taking life more quietly. As a property-owner, investor, bowler and a keen leader of discussions on all kinds of public affairs, he has been a well-known figure in Suva for 40 years, and present indications are that he will be there for a long time yet. His biggest misfortune came in 1938, when his Australian wife died. Their only son was named William Grainger Johnson—better kown as "Tui" Johnson, and fast becoming a Suva tycoon.

There seems to be something in the air of Fiji which tends to extend the life of the average European male by from one to two decades. Is it kava, or freedom from worry?

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THE BURIAL OF JIMMY

ANOTHER NEW GUINEA SKETCH BY "SEAHORSE"

MORNING tea was completely forgotten when Bill came into the District Office and announced wearily, "Well, I've got Jimmy!"

With the staff at his heels he went back outside and indicated a small box.

The DO showed his consternation. "But, Bill," he said, "surely not . . . I mean, the box . . . it's so small!" Uncertainly he added, "Isn't it?"

"The skull and a few ribs." Bill replied quietly. "It's not headhunter country in there, you know," he further explained. "But the kanakas like to take all the good, straight bones for making daggers . . . and there are wild pigs . . ."

The scene was Madang in the 20's. Jimmy was an ex-seaman who had gone recruiting for the Board. Following up a river on the coast further north, he had eventually penetrated the semi-uncontrolled country at its head, and there was surprised and murdered by natives.

The jungle grapevine inevitably brought the news to the DO, and Bill soon found himself on his way, in Old Sol's boat, to secure the remains.

And now Bill was back—with all that remained of Jimmy.

The DO dragged his eyes away from the box. "Good, Bill," he said. "Good work! We'll have the burial this afternoon. Listen, everybody, the rest of to-day is declared a holiday to bury Jimmy. C'mon Bill, we'll go round and notify the town about the funeral."

THE little group dispersed, and the two couriers began the circuit of the very hospitable householders of Madang.

At every stop Bill had to retell the story of his dash up the river, display the scratch he had received during an arrow attack that came too close, and describe the scene he had found at Jimmy's last camp.

And the whisky flowed in those hospitable homes. And Madang was a sizable township. No wonder Bill, in the course of notifying the citizenry, lost all trace of the box containing Jimmy.

"But dammit, Bill, you've **got** to find Jimmy! It's almost time for the funeral, and Old Sol's boys have got the grave dug and all——"

Of course, the box was eventually found on the ground outside the District Office where Bill and the DO had left it.

THE dead recruiter had been very popular, and the funeral was well attended. No parson was available, and when Old Sol diplomatically volunteered to lay Jimmy to rest, the DO was only too pleased to pass the duty on.

Old Sol opened the book and looked impressively around. Every head was inclined reverently. Sol mounted the pile of earth thrown up by the gravediggers, and began the service.

But he didn't get far. The mound of earth gave way, and with a yell Sol disappeared from view. Then—most unexpected sound—came a huge splash and some gurgled comments from below that wrecked beyond repair any remaining mood of reverence in the spectators.

"Dash those goddashed dashtards! Waitel-I-gitm! I'll kick their dashed dashes round their necks for collars, dashed if I don't! Hey! Hey! Git me out of here, dash it, before I git dashed well drowned."

At least, that's as near as dash it to the sounds that came from the depths of the grave.

After much struggling and grunting, and lurid encouragement that became more clear and less printable as the surface was approached, a fire-breathing ball of mud was deposited at the grave-top before the two open-mouthed savages who had dug the grave.

"A-a-a-ah!" roared Old Sol. "U-u-u-uh!"

"Yessir!" said the gravediggers.

"What the hell d'you mean by it!" the mudball bellowed. "I told you to dig a grave, not a bloody goldmine. And it's half full of water into the bargain!"

The boys said nothing.

Sol repeated his demand in Pidgin.

"Well, Master," one of them replied in Pidgin, "we kept digging till we struck water and couldn't go any further——"

"But, dammit, why didn't you stop before you got to the water? Why didn't you stop when you were about six feet down?"

"But, Master, you didn't tell us to!"

Old Sol snorted like a charger. The two boys began hurriedly shovelling some of the loose earth back into the grave, and soon all was in readiness to proceed with the service. Then Sol discovered that he'd lost the book down the grave. He let out a mighty roar and began stamping round like a demented Redskin. The boys fled.

Suddenly his eye fell on the pathetic little box on the other side of the grave. He stopped yelling, and his hands fell to his sides. "Sorry Jimmy old man," he muttered.

But, without the book, Sol couldn't go on. Nobody present had ever conducted a burial. Few had even read the burial service. There were no volunteers when Sol asked if anybody could remember even **some** of the words from the book. So, instead, he gave a summary of Jimmy's life in the Territory and the record of his popularity with its residents. The remains were laid finally to rest with those rough old voices singing most solemnly the strains of "For he's a Jolly Good Fellow."

And as the shovels slowly filled up the grave, New Guinea's wheel of History, turning ever so slowly, silently disengaged another cog.

currencies as their monetary trading medium in the South Seas.

By a well-known law of currency, a debased or inferior coinage will soon drive out the coins of superior fineness.

The Chilean dollar, though nominally worth 4/-, and made by the Germans to bear that value in trade throughout the Islands, was actually worth in international exchange only some 3/1½. The result was that any English money that was introduced was at once bought up by the Germans with the debased Chilean money (which they continued to import largely) and shipped away by them to pay their overseas obligations.

The principal German firm (the GH and PD) would only take its own Chilean introduced currency in retail dealings, across the counter, at a heavy discount. Any English or other firm, wishing to remit money to Europe or the Colonies, was (in the absence of a bank or any like institution) pretty well at the mercy of the German firm, and had to arrange with it for bills (which, however, the Germans often refused to give) at from 5 to 15 and sometimes as high as 20 per cent. discount, and drawn at 90 days after sight.

Bills could very seldom be obtained as low as 5 per cent., and only when the German firm was pressed for ready cash, of whatever currency.

A bank, and a bank only, could remedy this anomalous state of affairs. The Rev. Shirley Baker, the then Premier of Tonga, started a Bank of Tonga under Government auspices, and it was very successful. It was, however, found necessary to close it, for reasons not stated—probably German pressure—and it was never resuscitated.

All traders, except the Deutschen Handels and Plantagen-Gesellschaft dei Sudsee, were most anxious to see a stable and well-managed bank established at Tongatabu, with branches or agents at Haapai or Vavau; but the Germans killed the plan.

So ended a money headache in Holy Tonga in the year 1880.

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Hunting Down the Head-Hunters

A. P. Lyons, formerly of Papuan Service, tells of the 25 years' campaign against the Tugeri.

NEW GUINEA was long known as the land of the head-hunters; and the most notorious of them, so far as British New Guinea (Papua) was concerned, were the Tugeri.

Until after Sir William Macgregor assumed charge of the administration of British New Guinea, almost nothing was known of the Tugeri. The Queensland Government officers at Thursday Island received occasional reports of raids on the natives of Torres Strait Islands close to the New Guinea coast—particularly Boigu Island — which were within the Extra Territorial boundary of Queensland; but it was not known who the raiders were and where they lived.

They made their raids during the North-west monsoon—January to April—and returned home with the South-east trade wind. They came in large numbers, by large war canoes without outriggers, and poles and paddles were used for propulsion. They raided both coastal and inland villages.

It is historically known that they reached Mawatta, which is about 150 miles east of the Dutch boundary, and about 15 miles west of the present Government Station on Daru Island. No-one knows how far along the Dutch coast these raiders went; but we may be sure they did so, as there was no Dutch Government post for upwards of 100 miles west of the boundary to oppose them.

Until Macgregor explored the coast and rivers of British New Guinea, west of the Tauri River, practically nothing was known about them.

What follows is, more or less, a chronological history of the Tugeri as recorded in the Annual Reports of British New Guinea, and my own private diary.

REPORT for 1886, compiled by Mr. G. S. Fort, records the Proclamation of the Protectorate of British New Guinea on November 14, 1884, at Port Moresby, by Commodore J. E. Erskine, R.N., and the appointment of Mr. Romilly as Deputy Assistant Commissioner to represent the Special Commissioner until his arrival in the Protectorate.

HM Special Commissioner, Sir Peter Scratchley, arrived at Port Moresby on August 22, 1885. He immediately appointed the Hon. John Douglas, Queensland Government Resident at Thursday Island, to the additional office of Assistant Deputy Commissioner, for the purpose of "exercising control over the Western portion of the Protectorate."

Annual Report for part of 1886, compiled by Mr. Douglas, records the death of Sir Peter Scratchley on December 2, 1885, the appointment of Mr. John Douglas as HM's Special Commissioner for the Protectorate of British New Guinea, and of Mr. H. Millman (Queensland Government Resident at Thursday Island) as having authority to act for the Special Commissioner for the purpose of visiting the adjacent coasts of New Guinea.

Report for 1887 records Mr. Millman's report of periodical attacks on native inhabitants in the locality of Saibai Island by a marauding tribe who came from the westward. He could find out little about these "piratical warriors."

On page 36 of 1888 Report mention is made of "Togari" as the hostile tribe which had been raiding around about the Wassi-Kussa and Mai-Kussa Rivers, by Mr. C. E. Strode Hall, who had been sent from Thursday Island to check up on Captain John Strachan's so-called explorations. Incidentally, on page 6, Mr. Douglas records that these rivers were "navigated and defined by Mr. Chester in 1877."

Mr. Strode Hall records finding an old "Togari canoe on the beach at Boigu Island, that it was made out of a kind of cedar, and that he was told the name of the wood was 'Togari'."

Returning to Boigu from the rivers he found that the natives had fled to Dauan Island, as they feared another Togari raid.

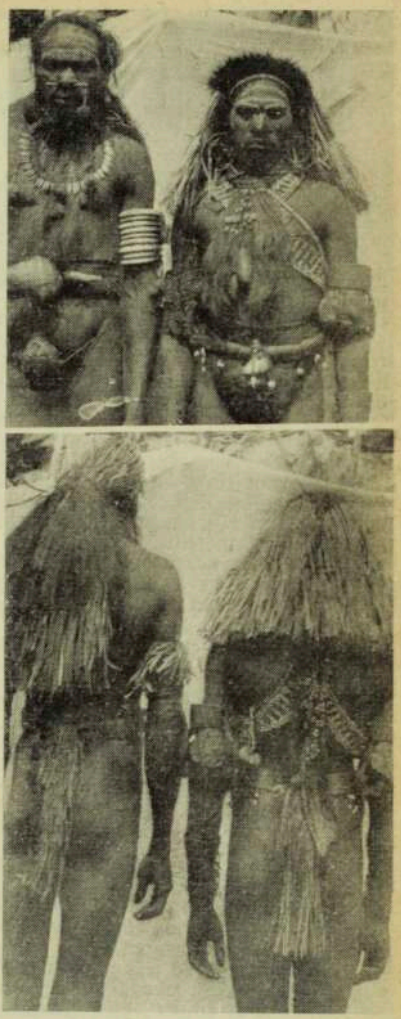
Sir William Macgregor, Administrator, arrived at Port Moresby on September 4, 1888; proclaimed the Protectorate a Crown Colony, and assumed charge.

The Report for 1889-1890, page 18: Mr. J. B. Cameron, who was a qualified surveyor, having been appointed Resident Magistrate of the Western Division, selected Mabudauan, at the mouth of the Pahoturi River, as the site for the first Government Station in the west end of the Possession. He accompanied Sir William Macgregor along the coast to the Anglo-Dutch boundary. Though several groves of coconut trees and some deserted villages were seen, no natives were ecountered.

A river was found which Sir William named the Morehead, and up which they proceeded a short distance. The countryside was deserted.

Sir William goes on to say that the natives living on the coast, from the boundary to Mabudauan, disperse into the bush during the North-west monsoon, when the Tugeri make their raids along the

(Continued on Page 72)



These two Tugeri were photographed, "fore and aft," in 1913. This clear picture of their costumes is now of considerable interest.

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Tropicalities

SUVA'S GREETINGS!

From Assistant Editor (in Suva) to Editor (in Sydney):

You were pleased, some weeks ago, when the Sydney Sun, wishing us Happy Returns on our 21st birthday, called PIM the "Bible of the Pacific Islands." I'd now like you to meet someone who has never heard of it, apparently; and couldn't care less.

He is the large man in uniform who inspects passports at Suva's flying-boat base. Normally, I should think he'd be a policeman; but this being Fiji, he is probably a member of His Majesty's Customs Service, or something.

The trouble arose from the fact that someone in Sydney neglected to pay my return fare, or alternatively, get me a "permit to land." I therefore automatically became suspect of being up to no good, or likely to become a charge on the Colony; and I am asked to stand aside for later attention.

I tried him with "Tudor," and was not unduly surprised when this meant nothing to him. Pacific Publications did not ring any bells, either; nor Pacific Islands Monthly. I then started in to explain that we had a bank account here and, if he was so fussy, I'd write him a cheque for the return fare immediately. At mention of the bank account he brightened just perceptibly, and signed the papers that permitted me to proceed. All correct and official, of course, but certainly not homely.

Suva provides no welcome mat for her air travellers, anyway.

First, an official comes out to the plane and sprays it thoroughly with DDT. Then the whole thing is hermetically sealed and the contents (which include passengers) allowed to stew in their own juice (and I mean juice, literally) for about 20 minutes.

You are then decanted onto a pontoon wharf and, burdened with the impedimenta of air travel—which in my case consisted of a typewriter, umbrella, raincoat, some clothes I had shed along the way, and a brief case—walk about a quarter-mile in the boiling sun. When it rains I guess you do the same trek in the wet.

When you reach the tin customs shed you are confronted with a notice which says, in effect, that Authority is sure you forgive the juice-stewing business in the plane as Fiji is a malaria-free country and they wish to keep it so.

THIS PLANE ROCKED THEM!

THEY have a special kind of plane now in Rabaul, servicing plantations round about. This useful Walrus can, when required, land on the water, let down a set of wheels, and haul itself out onto a handy beach.

It went out to Buka. The Buka-Bougainville natives, in relation to flying, are completely sophisticated. They have seen it all. Many years have passed since their mission-trained fathers called the first plane a balus, and described it as "mota car belong Jesus."

But the Walrus rocked them. When they saw the amphibian settle on the water, shake itself, put down its wheels, and solemnly clamber ashore they ran away howling, and yelled: "Go to 'ell 'ere—this plurry airplane savvy tumus!" —FPA.

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OLD SCHOOL TIE DEPT.

SCHOLASTIC and sporting circles in New Zealand were all a-quiver in early August when it became known that a 19-years old Samoan, John Magumagu Segi, has been passing himself off as a 13-years-old.

John, when the horrible facts became known, was a pupil at Wellington College. He had been in 1949-50 at a preparatory school in Masterton, and there, passing as a youngster, he won a scholarship to the college. Teachers became suspicious when they "observed his development," and inquiries made through the Island Territories Department then revealed that, in order to get a Samoan scholarship, his parents had given him the birth certificate of a younger brother.

As might be expected, the Department has taken a dim view of the deception and have shipped John back home, leaving sundry NZ schoolmasters wringing their hands and trying to sort out school athletic records.

Seems that John was something of an athlete. While at the preparatory school he competed in athletics, swimming, football and cricket as an 11 and 12-years-old, and completely outclassed all opposition.

He carried on his sporting career at Wellington College and won the 100 yards "under 14" championship and other events, and made new records. With his help the school won the secondary schools' athletic shield. But now the college seems to feel that it would be distinctly not cricket if they kept it.

Our Apia correspondent says that John has been shipped home, and the Samoan authorities now are considering how best to punish him.

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SHIPS IN TROUBLE

A RECORD number of ships were in trouble in stormy winter seas off Australian coasts in mid-August.

Stanfirth, carrying phosphate from Nauru to Melbourne, ran out of coal off the Victorian coast and provided Australian newspapers with a week of sea-drama.

(Continued on Next Page)

RETIRED FROM THE SOLOMONS

MR. H. C. CORRY, of Rere Plantation, in the Solomons, has just retired more or less permanently and intends to settle down in Sydney with his wife and family. He first appeared in the Solomons in 1913, after some years at sea, and has since been planting, trading and recruiting, until now he is one of the oldest hands in the ever diminishing number of rugged individualists in the group. These are the men to whom the fury of the elements and the rawness of nature are less than the obstructions of governments, and the Socialist experiments in compulsory trade arrangements like the Copra Board Trade Scheme, and Ministry of Food contracts.—BRETT HILDER

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Wahine, well-known NZ ferry vessel (Union SS Co.) ran on a reef on Masela Island, 350 miles north-west of Darwin, while taking NZ troops to Korea, and has been completely written off.

Neo Hebridais, 700-ton French steamer which runs between Noumea and Sydney, took about 14 days on the voyage instead of six, ran out of coal, put into Newcastle where she heeled over on the wharf while loading.

Finally, the 75-ft. schooner Inspire limped into Newcastle after being battered by storms for the previous four weeks.

Inspire is owned by Mr. Hugh Williams, a Sydney cafe proprietor, who bought her in England last year. He decided to sail her home, shipping seven Englishmen as crew and setting a course via the Panama and the South Sea Islands.

The usual troubles of small-ship sailing, plus the South Sea Islands, were Inspire's undoing, and Williams shed shipmates all along the route. Only one Englishman, by name Jack Puffett, finished the course.

They went trading for three months in the Cook Islands and picked up three Cook Is. lads, John Marsters and Pat and John Manuel, who sailed with them to Sydney.

Mr. Williams has had the adventurous life on the sea. He will sell Inspire as soon as possible.

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HILDER CANVASES FOR NY

TOWARDS the end of this month, 60 Brett Hilder watercolours will be on the high seas between Sydney and New York.

From November 15 to December 15 they will be on show at the Museum of Natural History in New York.

Captain Hilder, well known to PIM readers as a BP skipper, as well as an artist, is probably the only Australian to be so honoured by the famous New York Institution, of which noted anthropologist Dr. Margaret Mead, at present lecturing in Australia, is Curator. The Hilder work was introduced to the Museum by American writer James A. Michener.

The paintings, which will depict all races of the Indo-Pacific area, are mounted on appropriate native matting and framed in teak. After the exhibition they will be on sale at the office of the Australian Trade Commissioner in New York.

In August the artist's wife was organising some Pakistani sitters for him to complete the series. It seems that the skipper, who is large, still on the sunny side of 40 and has an eye-catching red beard, has sometimes been taken up the wrong way when at Island ports-of-call he has asked prospective sitters to "Come up to my cabin and let me paint you."

:: :: ::

BALANCE OF NATURE

SOME 39 years ago someone liberated five possums on Chatham Island—one of New Zealand's outliers—and now there are so many that they are a menace to crops and gardens and the Government has declared a bounty on them.

More than 400 possum bounties had been claimed from one property alone within 10 days of the introduction of the scheme. Another resident declared that he killed 100 in a night simply by riding along on his horse and clubbing them as they sat in the trees.

:: :: ::

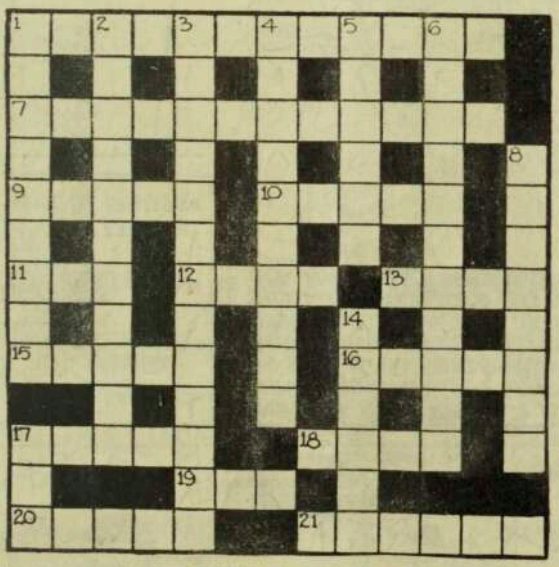
THE American musicale "South Pacific," described as much part of the American scene now as the Empire State Building or Niagara Falls, has had 1,000 performances on Broadway—and Australia may see it some time in 1952.

Managing Director of J. C. Williamsons is now in New York finalising arrangements to bring the show to Australia.

The musicale is based on incidents from James A. Michener's Tales of the South Pacific, and the scene is set in the New Hebrides—about as unlikely a spot for a sophisticated New York play as one could imagine.

Crossquiz—No. 21

(Solution on Page 70)



ACROSS

1.—Under what name was the film actress, Gladys Mary Smith, better known?

7.—What political system tolerates only one party and requires complete submission of the individual citizens?

9.—What synonym of smell is connected with sanctity?

10.—In what state of atmosphere does water freeze?

11.—What is the more usual name for eggshells?

12.—What is equal to 63.360 inches?

13.—What word is associated with Christmas?

15.—What is the scientific name for heath?

16.—What are words and phrases in common colloquial use but considered outside standard English?

17.—What Scottish woman's cap sounds a lot?

18.—What American statesman and orator promoted the Compromise Bill of 1850?

19.—What is another term for a spike of corn?

20.—What is one of the highest cards in euchre?

21.—What synonym of 20 across means an enclosed seat in a garden, covered with branches of trees?

DOWN

1.—What instrument measures musical time?

2.—What man believes he is guided in his action solely by reason and not by authority?

3.—What type of person travelled on the "Mayflower"?

4.—What is the name of the structure placed over a coffin during a lying-in-state?

5.—What is the term for a litter of pigs?

6.—What is the term for a person who attempts to reverse political action?

8.—What is the term for the introduction to a play?

14.—What is the name of hewn or squared stone used in facing a wall?

17.—Who is the queen of the fairies?

ALOHA!

Aloha means Farewell,
Aloha means Goodbye,
Aloha means, Until we meet again
Under a sunlit sky.
Aloha means, We do not want to leave you;
Aloha means, Forever we'll be true;
But easily the soft word's finest meaning,
Is Peace to you!

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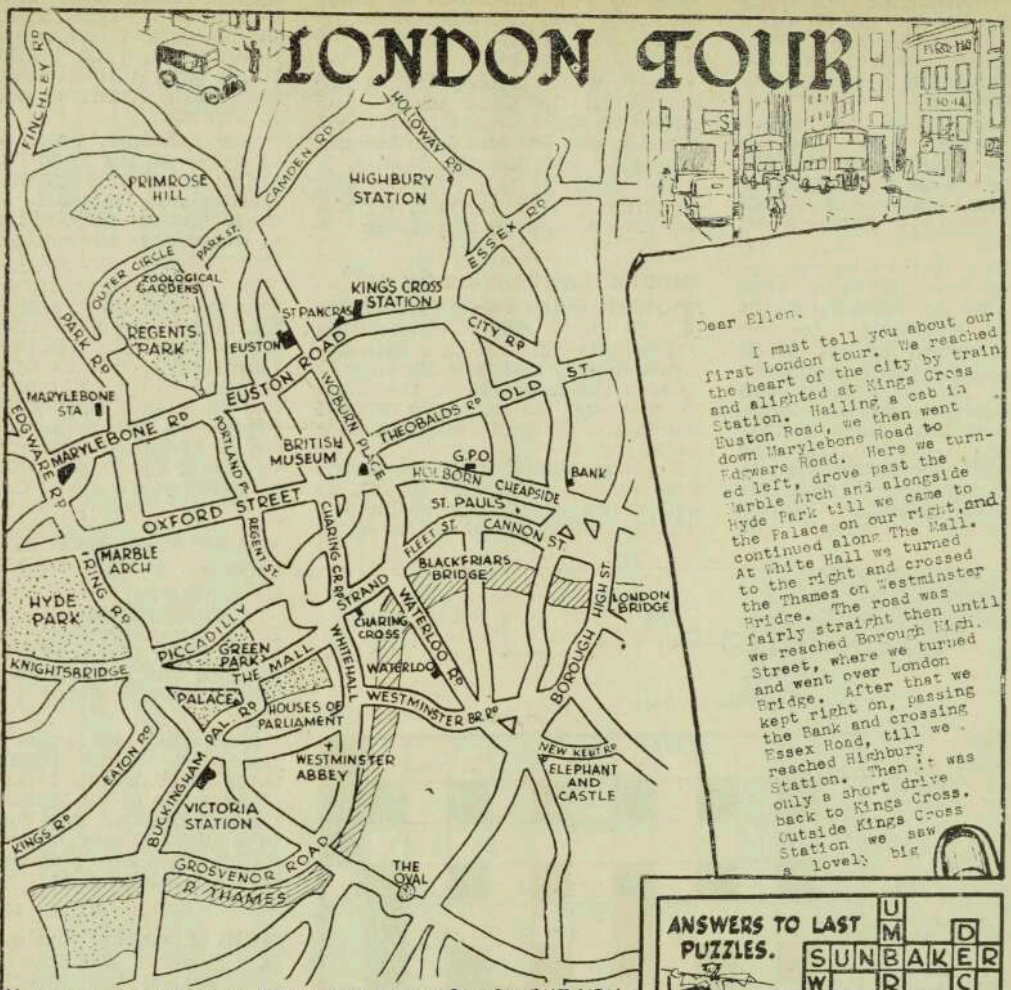
LONDON TOUR



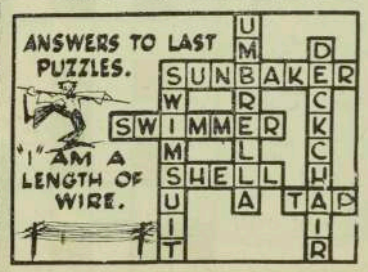
Dear Ellen,

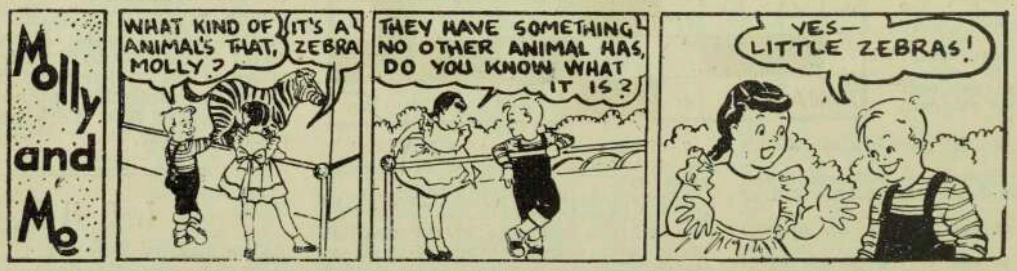
I must tell you about our first London tour. We reached the heart of the city by train and alighted at Kings Cross Station. Hailing a cab in Euston Road, we then went down Marylebone Road to Edware Road. Here we turned left, drove past the Marble Arch and alongside Hyde Park till we came to the Palace on our right, and continued along The Mall. At White Hall we turned to the right and crossed the Thames on Westminster Bridge. The road was fairly straight then until we reached Borough High Street, where we turned and went over London Bridge. After that we kept right on, passing the Bank and crossing Essex Road, till we reached Highbury Station. Then it was only a short drive back to Kings Cross. Outside Kings Cross Station we saw a lovely big

YOU WILL ENJOY READING THIS LETTER FROM LONDON, BUT YOU WILL NOTICE THAT AT THE VERY END SOMETHING IMPORTANT HAS BEEN LEFT OUT. JUST WHAT DID THEY SEE OUTSIDE KING'S CROSS STATION? YOU CAN FIND OUT BY TRACING THE ROUTE THEY FOLLOWED ON THE MAP WITH A PENCIL. FILL IT IN AS YOU GO AND WHEN YOU REACH KING'S CROSS STATION AGAIN YOU SHOULD BE ABLE TO TELL AT A GLANCE WHAT THEY SAW.

ANSWERS TO LAST PUZZLES.

"I" AM A LENGTH OF WIRE.





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MARIBOI RUBBER MAKES £40,000

THE recent good prices for rubber are reflected in the annual accounts of Mariboi Rubber Limited, a Papuan company connected with Steamships Trading Co. Ltd. In the year ended June 30, the company made a net profit of £40,607. It proposes to pay 12½ per cent on its issued capital of £201,186, put £10,000 in general reserve and carry forward over £7,000. Mariboi Rubber Ltd. was formed eight years ago to take over plantations which Captain A. S. Fitch was instrumental in establishing. Prospects were blue for a while, but the venture certainly has come good now. Mr. E. V. Crisp, head of Steamships Trading, is chairman and managing director.

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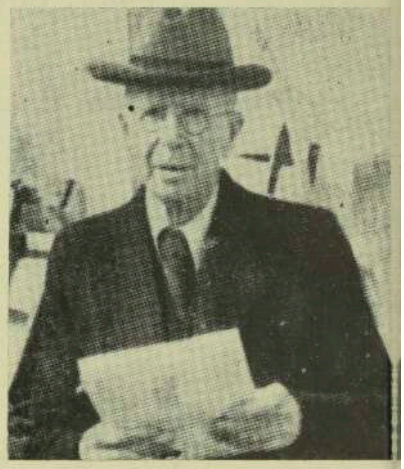
REV. J. F. GOLDIE

Native Tributes Mark 50 Years' Mission Work

THE Rev. John F. Goldie, one of the pioneers of the Methodist Mission in the British Solomon Islands in 1902, left the Solomons in April and spent some time in Sydney before proceeding to Melbourne, where he will make his home.

During the weeks before his departure there were farewells at all

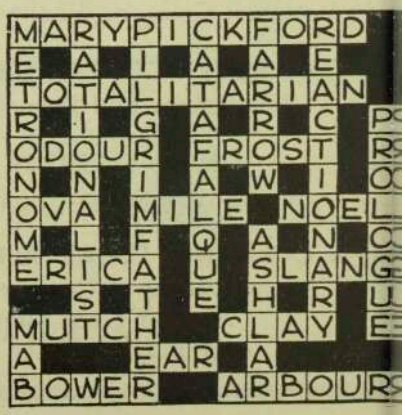


Rev. J. F. Goldie, as he is to-day.

the mission stations throughout the New Georgia Group, where the Methodist Mission has been working since the early years of the century.

Mr. Goldie was a young Methodist minister in Queensland when Melanesian sugar-plantation workers were being returned to their islands, at the turn of the century. He volunteered for service in the

Solution to Crossword Puzzle on Page 67.



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Methodist Mission, then being established to assist the natives, and he remained there for 50 years. His wife, Mrs. Helena Goldie, who went to New Georgia as a bride, and

With the veteran missionary in this photograph at Roviana is Sam Angarau, who returned from the Queensland sugar plantations to the Solomons with Mr. Goldie and the other pioneer missionaries, in 1902. They have been firm friends for 50 years.

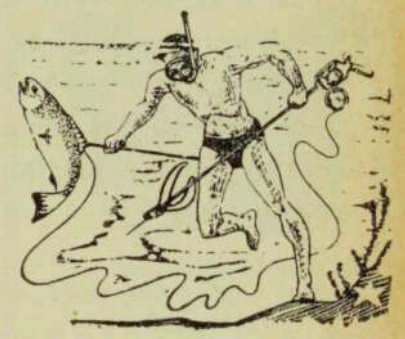
was one of the first white women to live in the group, died in Melbourne a few years ago.

Although retired, this old Christian war-horse will not lie down. He has undertaken that this year he will see through the press a new hymn-book and a New Testament in the Roviana language. Later in the year, he will visit New Zealand to attend gatherings of the Methodist Church of New Zealand, which is responsible for the maintenance of the Methodist Mission in the Solomons and Bougainville. He hopes to return to the Solomons next year for the Golden Jubilee of the Mission. People interested in missionary work have made plans to charter a passenger ship to take New Zealand supporters on this occasion on a cruise to the Solomons.

At numerous farewell gatherings to Mr. Goldie, the native leaders expressed their gratitude to Mr. Goldie and other pioneer missionaries for what they had done to help the native communities, and commented on how the effort of 50 years ago had expanded into the present great organisation.

At Roviana, about 2,000 people assembled for the farewell service for Mr. Goldie. Speaker after speaker expressed heartfelt appreciation of the sterling work of "the father of the Mission," and insisted that the Mission has a bright future, because of the good foundation work that has been done.

When Mr. Goldie left on the mission ketch Roviana, to connect with the steamer Morinda at Honiara, a large crowd assembled. In the words of one correspondent: "It was almost necessary to appoint a harbourmaster to control the shipping, so numerous were the canoes surrounding the Roviana."



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An ornate example of historical keys, this XVIth Century French key features the sporting motif in its club and animal carvings. It seems to have been the key to a Duke's country lodge.

The key
to smoking pleasure

CAPSTAN FINE CUT or NAVY CUT TOBACCOS

1657/48.

Hunting Down The Head-Hunters

(Continued from Page 65)

coast. Little or nothing is known of these raiders, he says, but this is certain: They are war-like and numerous, and they come from the west in large canoes without outriggers.

Continuing, he records that last (1890) North west season they went along the coast of the Possession as far as the village of Kadawa (about ¾ mile from Mawatta) and there killed a man named Martin —a European.

He says that Captain John Strachan, from the account given in his book, seems to have been attacked by at least 1,000 of them in the Mai-Kussa River, and he and his men, firing on them with Winchester rifles at 150 to 200 yards, failed to intimidate them, and had to abandon their vessel.

In his despatch, on page 69, Sir William gives a full account of the Tugeri he saw beyond the Anglo-Dutch boundary, their mode of dress, their canoes, etc., and of his efforts to establish friendly relations with them.

IN his despatch on page 42 of 1891 Report, Sir William reports sending Commandant of Police Wriford, with constabulary, to Mabudauan to reinforce that station, owing to disquieting rumours as to the danger of this station from Tugeri raiders. He emphasises the necessity of HM Government making representations to the Government of the Netherlands on the subject of restraining the Tugeri. Alternatively, he recommends that a strong post be established near the Anglo-Dutch boundary to restrain the marauders from proceeding further into the Possession.

Mr. B. A. Hely, R.M., replaced Mr. Cameron in charge of the Western Division. Sir William records on page 22 of 1892 Report that on June 5, 1892 it was reported at Port Moresby that the Tugeri tribe had invaded the Western end of the Possession and penetrated as far as Mabudauan.

He made a hurried visit to that station, and found that the Tugeri had come along to that place, but fled when they saw the constabulary turn out armed. Their traces were followed by a strong party, but the flight of the Tugeri had been so precipitate that their return camp at Thompson Bay (near the Morehead River) appeared to have been occupied about a week or 10 days before it was reached by us.

Sir William gives a lengthy and detailed account of this episode on page 50. He vigorously protests against the apathy of the Netherlands Government, and points out that the remedy is the establishment by the Dutch of a Station in the Tugeri country, and that some natural boundary should be laid down between the two Sovereignties.

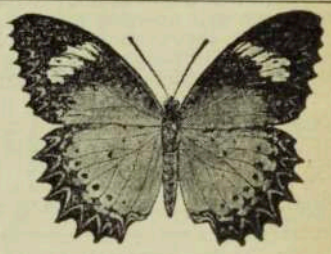
On page 22 of 1893 Report it is recorded that the Government Station for the Western Division was shifted from Mabudauan to Daru Island (where it has remained to this day). The Tugeri did not appear to have visited the coast during the year.

Sir William records meeting Dutch Resident Bensbach at Thursday Island, on board the Dutch Government vessel "Zeemeeuw," and discussing the delimitation of the boundary between British and Dutch New Guinea. Afterwards they visited the coast of New Guinea and there agreed to make certain recommendations to their respective Governments.

These recommendations, which provided for the boundary as it exists today, were adopted, with the Bensbach River as the commencing point on the South coast. Thus, nobody could be in doubt as to whether the Tugeri, or anyone else, had crossed the boundary, if they had passed the Bensbach River.

ON page 19 of 1896, Sir William records that tribes on the Morehead River had been attacked and dispersed by the Tugeri, their villages having been burned down, and many people killed.

He remarks that, following the settlement of the Anglo-Dutch boundary, some effort seems to have been made by the Dutch authorities to settle these (Tugeri) tribes, but their endeavours did not appear to have been renewed after they attacked the Magistrate posted among them, and made his removal necessary.



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On page 52 of this Report, Sir William gives a lengthy account of leading a large party of Government officers and native constabulary to the Wassi-Kussa River, there encountering and dispersing a large war party of Tugeri in their canoes.

He used the steam launch "Ruby," which was well boarded in so as to be almost arrowproof, and two whaleboats. Fifty-eight large canoes which the Tugeri had abandoned were captured and destroyed.

The Tugeri fled westwards overland, leaving a large number of bows and arrows, paddles, etc., behind. Some canoes escaped, but Sir William says that 500 or 600 Tugeri would have to find their way home through interminable mangrove swamps along the shore.

Sir William Macgregor left in September, 1898, and Mr. G. R. LeHunte, as Lt.-Govenor, took charge on March 22, 1899. On page 5 of 1899 Report, Mr. LeHunte reports having received from Mr. Wood, sub-collector of Customs at Daru, a written statement by an Austrian named Dammkohler, of an affray he, himself, had had with a Tugeri raiding party on the Morehead River, and of his escape overland to Buji, from where he was taken to Daru. Mr. LeHunte appears to have been sceptical as to the truth of Dammkohler's story. However, the sequel appears in the next Report.

On page 19 of 1900, Mr. LeHunte reports having visited the Morehead River, and records:

"I threw some doubt as to the credence that ought to be attached to the story (of Dammkohler). What was our surprise on landing at the spot we had selected to camp at, to find a tree with W.D. over 1898 carved in large and well defined figures and letters. It is due to Mr. Dammkohler to say that we subsequently found his story confirmed as far as what happened to him on the Morehead and afterwards, and I owe him an apology."

Mr. LeHunte records on page 19 of 1901 that discussions between the Foreign Offices of Great Britain and the Netherlands regarding the Tugeri had been inconclusive, as the Dutch Government declined to admit that any or sufficient proof had been afforded that the raiders came from their Territory.

However, the Dutch facilitated matters by sending Mr. J. A. Kroesen, in the cruiser "Serang," with instructions to place himself in communication with the British authorities at Port Moresby. He met Lieut.-Governor LeHunte at Thursday Island and then Mr. Kroesen, with Mr. G. Murray, the Resident Magistrate of the Western Division, visited the Morehead River.

Murray sent six of his native constabulary on ahead from Daru, with instructions to await his arrival at the mouth of the Morehead River. The police party were attacked at night by a Tugeri raiding party which had come down the River.

The Tugeri were driven off by the police, who captured some war canoes, in one of which three recently decapitated heads were found.

This fortuitous incident was all that was needed to provide sufficient proof for Mr. Kroesen (who, with Mr. Murray, arrived at the mouth of the Morehead River the following day) to satisfy him that the raiders were Dutch subjects.

The party proceeded up the river in the hope of capturing some of the raiders who, however, had fled overland to their own country, leaving some of their canoes behind. But what the Dutch Resident did find were the headless bodies of 15 men and women at the scene of slaughter. Two boys had been taken away into captivity by the Tugeri.

Mr. Kroesen arranged for the payment of compensation to the survivors of this massacre.

SUBSEQUENTLY, Mr. Kroesen was appointed by the Dutch Government to be Resident in charge of Dutch Territory which adjoins the British Possession. Thus the Dutch Settlement of Merauke was founded.

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Sir Frances Winter, Acting Administrator, records on page 16 of 1902 that, during the year, the Western Resident Magistrate had visited the Morehead River, and learned that the Tugeri had again been on a marauding expedition up that river. A village had been attacked, and some of its inhabitants killed. As the Tugeri were canoeing down the river, they were seen and attacked by a large hunting party of local natives, and put to flight with the loss of some of their warriors and all of their canoes.

No further raids by the Tugeri were recorded in subsequent Annual Reports. However, there was another raid, which is recorded in my private diary.

I was Resident Magistrate at Daru during 1913. In October, I made an extensive patrol of the country between the Wassi-Kussa and Bensbach Rivers. After re-crossing the Morehead River, I fell in with some local natives at a small village named Tonda.

They informed me that a Tugeri raiding party had visited the Morehead River a short time previously, had killed two women, taken away two children into captivity, and had wounded the mother of these children.

I saw the mother. Her body had been pierced by an arrow, and the consequential wounds had not yet healed. I treated the wounds with my emergency supplies of medicines and dressings. The Tonda people said that they had seen a vessel high and dry on the beach at Walata Point, on Gerai Bay.

In the river, not far from their village, was an old Tugeri canoe. This the police patched, and attached an outrigger. In this canoe I took a small party down the river and, from a place on the east bank, we walked overland to Gerai Bay.

At Walata Point, I found the cutter "Mabuiag." Some of its planks had been hacked through with an axe, and the mast had been cut down. The vessel had been thoroughly ransacked.

After Lieut.-Governor J. H. P. Murray received my report, he decided that a police patrol should be established on the Morehead. I again visited the Morehead River district, overland from the Wassi-Kussa River, and established the police camp at Tonda Village with a native corporal in charge.

I visited this camp every 3 or 4 months, replenishing stores. The police kept up a round of patrols, visiting most of the villages between the Bensbach and Wassi-Kussa Rivers. For a short time, I placed Patrol Officer Flint in charge of the camp. He carried out vigorous patrolling. At a village close to the Bensbach River, he met two Tugeri men, and made friends with them, and took their photograph, which is reproduced here.

This police camp was maintained at Tonda all the time I remained in the Western Division.

The Dutch established a second station, this one being situated at Assiki, many miles up the Diguel River.

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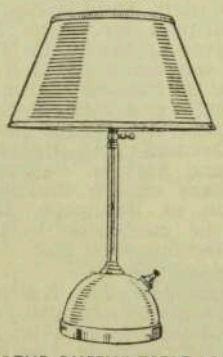

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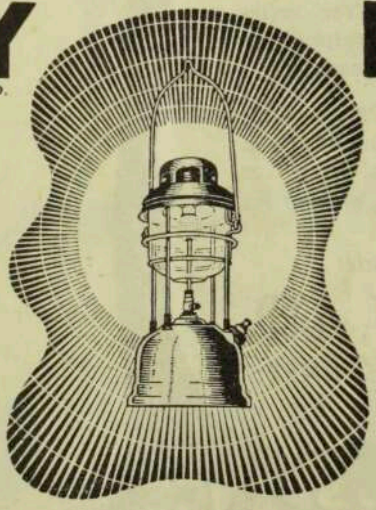

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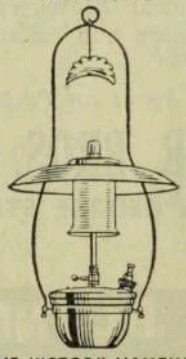

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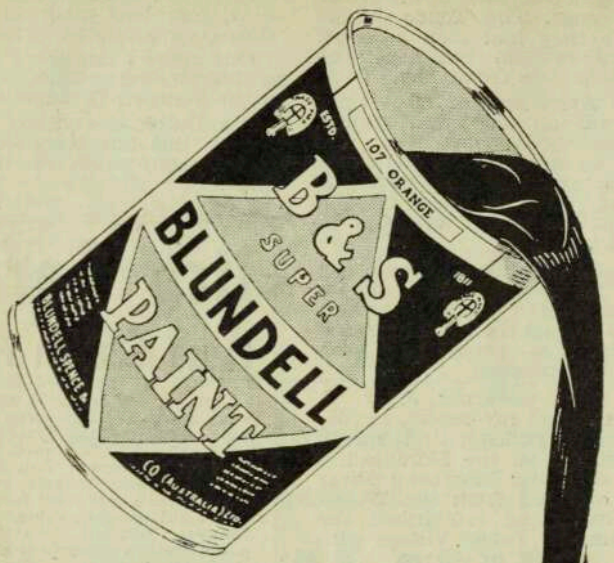

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SAMPAN CAPTAIN FINED £500

Welter of Conflicting Reports

THE master of the Japanese sampan, Kyogo Maru, caught stealing trochus shell from the Hermit atoll, westward of Manus (New Guinea waters), was fined £500. The arrest was reported in last issue.

Such a jumble of contradictory reports was published in the Australian newspapers that, at this stage, it is difficult to know what actually occurred in the North-west Islands (the various little groups in the north-west corner of the Trust Territory area), beyond the fact that the Japs were caught red-handed in the Hermits.

The first reports said that the Japs landed on an island in the Ninigo group occupied by Mr. Dan McCosker; that they accepted hospitality from the planter; that they then seized and carried off a considerable quantity of bagged trochus shell and copra; and that Mr. McCosker was unable to report the occurrence for some weeks. This was mostly exaggeration and imagination.

Planes and small craft went out from Manus and caught a sampan actually taking trochus off the reefs in the Hermits, which are leased to Mr. Gus Kuster. The poaching vessel was arrested and taken to Manus.

After that the newspapers got into an inextricable tangle as between Mr. Kuster and Mr. McCosker, and the Ninigo and Hermit groups. The PIM has seen no official reports; but probably the facts are as follow:—

The Hermit "group" is a big atoll of 14 islets. It is leased to a well-known man, Mr. Gus T. Kuster. He has lived all his life in New Guinea—he was for a time on the gold-fields. He lives on Maron islet with his wife and step-daughter, in a hardwood house built about 1900 by the Germans, and their four children and his two step-sons are in the care of the Catholic Mission station at Vunapope. Mr. Kuster has the concession to take copra and trochus shell from the Hermit islands.

About July, Mr. Kuster had his first visitation—Japanese craft came in and took away a lot of trochus shell, off the reefs. Two other similar craft visited the Hermits—the last of them being the sampan arrested.

Owing to a radio breakdown, Mr. Kuster could not report the first theft. The report finally reached Manus through Mr. McCosker, who appears to be interested with Mr. Kuster in the Hermits. (This is only

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surmise, from a garbled report published in Brisbane.) Manus acted immediately and sent out planes and small boats to search, and caught the Jap sampan in the act on August 5. Its dories were out on the reefs, gathering shell.

The sampan was escorted to Manus by a RAAF crash boat, with the District Commissioner, Mr. Tom Aitchison, in charge. When the sampan arrived at Manus, the Jap captain disappeared. The newspapers called it a suicide. Mr. Aitchison, however, alerted the natives, and they caught the Jap hiding on one of the Palawatt islands, 1½ miles away, and he was brought back to trial (See photo on p. 7.)

Mr. W. E. Sansom, as magistrate, constituted a District Court, and fined the captain, Sakihama Shumai, £500 (maximum under the Territories Fishing Ordinance) for shell poaching, and ordered that the Kyoyo Maru be impounded for 50 days. Higher authorities are considering other charges against master and vessel.

Police Sub-Inspector John Graham, who boarded the Kyoyo Maru on her arrest, said that the vessel carried charts of New Guinea, the Coral Sea, Great Barrier Reef, Solomon Islands, etc.

The Kyoyo Maru had been licensed by the American authorities in the North Pacific to fish in areas north of the equator, but not below the equator. She was about 60 ft. long and carried 44 Japanese. She was equipped with at least half a dozen dories, fitted with small engines, which were used to search the reefs.

So much fuss was made about the "danger" to Australian security as a result of these Japanese sampans wandering around Manus, that the Australian frigate Barcoo spent the last 10 days of August showing the flag among the North-west and other islands of the area.

Philip Chapman, aged 4, of Rabaul, achieved front-page fame on August. 28. A city newspaper camera-man snapped him standing in awed wonder before a display at an exhibition in Sydney, and he and the exhibit made an unusual and attractive picture.

The Norfolk Island Society of Auckland, founded five months ago as a rallying-point for ex-Norfolk Islanders, is enjoying an active and useful life. Membership is now nearly 200.

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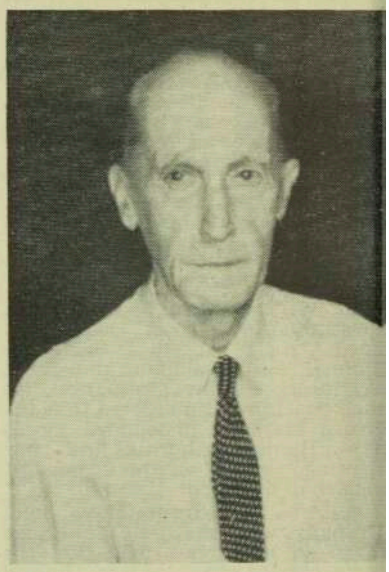
AUSTRALIA-S. AMERICA, VIA SOUTH PACIFIC

IT is probable that Captain P. G. Taylor will again fly the South Pacific, from Australia to South America, via Tahiti and Easter Island, on a goodwill mission from the Australian Government to the Governments of the South American States of Chile, Argentine, Brazil, Peru, etc. Although there is very little commercial traffic at present between Australia and South America, it is felt that the route has possibilities.

On his next expedition, Captain Taylor will spend more time in the cultivation of friendly relations.

Retirement of a Notable Planter



Mr. R. F. Ott, who has retired, after 2[illegible] years of outstanding service as plantation manager for NZ Reparation Estates Western Samoa.

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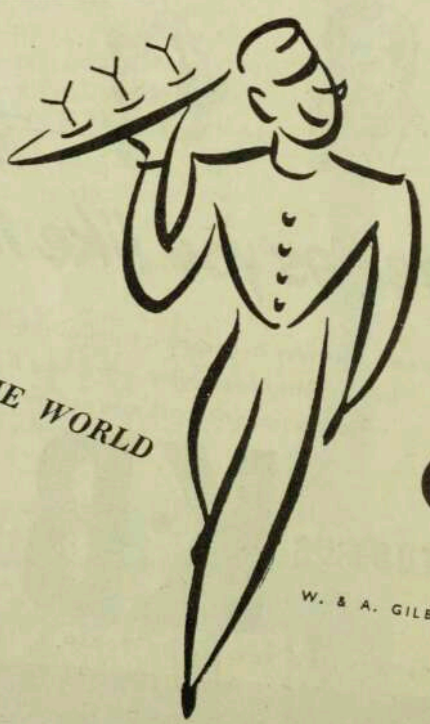

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MEMORIAL TO LATE REV. H. MATTHEWS

UP to August 10, the Port Moresby Church of England committee which has been collecting subscriptions for a Memorial (a pair of memorial windows) to the work of the late Rev. Henry Matthews and his wife, Ellen, had received £387/4/10. The committee has expressed its gratitude for this generous response.

A photograph of the drawings for the windows is reproduced herewith.

The following is a list of the donations:—

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Miss H. M. Smith (2nd Don.)	3	3	-
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Mr. V. C. Gabriel	2	2	-
Mr. Hylton E. Jarrett	2	2	-
Rev. P. N. W. Strong	5	5	-
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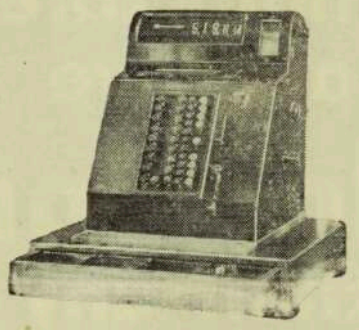
Mrs. E. F. Bunting	3	3	6
Mrs. C. L. A. Williams	2	2	-
St. J. Women's Guild	25	-	-
Mr. C. Champion	2	2	-
Mr. W. A. Hamilton	5	1	-
Mr. L. V. Brossey	1	1	6
Mr. & Mrs. Alex Matthews	2	10	-
Mr. L. A. Maguire	2	-	-
Mr. & Mrs. E. T. T. Ward	5	5	-
Mrs. L. K. Lambden	2	2	-
Anonymous	2	-	-
Anglican Mission (2nd. Don.)	3	3	4
Mr. A. E. Watkins	5	-	-
Mr. & Mrs. S. A. Greenland	5	-	-
Miss Florence Smith	5	-	-
Mr. & Mrs. J. F. Keelan	1	1	-
Mr. & Mrs. J. West	1	1	-
	£387	4	10

Misses I. Knight and B. Tall, Methodist missionaries, after long service in Fiji and Tonga, have retired to Melbourne. **Miss Margaret McIntyre,** a former teacher, has gone as a Methodist missionary to the Ballantine Memorial School, Fiji, and **Sister Thurston,** from West Australia, to Salamo Hospital, Papua. **Miss Doris Robertson,** from Melbourne, has gone to mission work in Fiji.

:: :: ::

Wing-Commander Gordon Steege, who was a patrol officer in New Guinea between 1947 and 1950, after a distinguished Air Force record in which he won the DSO and the DFC, has just taken command of the famous No. 77 Squadron of the RAAF in Korea. He left NG for Korea war service in 1950.



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WHAT HAS BECOME OF THE 'BUKA BOY'?

A Plea for a Better Deal for Bougainville Natives

BY PAUL MASON

SITTING on the ladder steps of a dilapidated "house-kiap," built on the outskirts of a village in the foothills in one of the most patrolled Sub-Districts in Bougainville, my memory took me back 25 years, to an occasion when I sat looking from the same site, but from a very different house-kiap.

The coconut palms in front of the house were then just making their poles. To-day, those that still remained were tall palms nearly 30 years old. Except for the Galup-ut tree and the aged breadfruit tree, the vegetation was different, yet the same.

The house-kiap was then the peoples' pride. Theirs was to be the centre from which the Patrols would work when opening up those areas to the way of "White," and progress.

What have we done for these people?

Much of their civic pride has gone. There is retrogression in their homes, their roads, their men's council houses—yes, even in the house-kiap itself.

Most enthusiasm is now centred around making easy money. Their own money is fast becoming obsolete.

A few are showing interest in academic education; a few in introduced projects. In the main they have outdone their mentors in seeking security and leisure without work.

True, they have been through devastating times from which they have not fully recovered.

The War? It did not affect directly this village in particular; but this Sub-District was affected perhaps more than any on Bougainville. The taro blight did affect them badly, as it did everywhere on the island, and it still is a major factor in their lives; no new food has entirely replaced taro in their diet.

But it is their morale that mostly

Paul Mason is one of the most experienced and highly-respected planters in New Guinea. He is a quiet, retiring man; and native conditions on Bougainville must be really bad, to have induced him to write in this strain.

Mason was one of the outstanding heroes of the Pacific war. He and Reed, an administration official, stayed behind on Bougainville and radioed Japanese air and naval movements to the Americans in Guadalcanal. The Americans afterwards said it was this information which gave them the final advantage in the critical Guadalcanal battles. Jap patrols, for months, hunted constantly for the two famous Coast Watchers, but never actually caught them.

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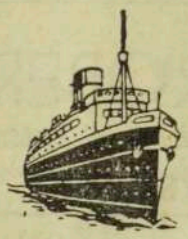

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has gone. That enthusiasm for the things that really make life worth living: pride in achievement; pride of possession; pride in things and position honestly won in the strife of life.

The post-war Administration has accomplished much, in spite of the great harm done during its raw inexperienced early days. One of the biggest weaknesses of the officers of the Department of District Services and Native Affairs is their smugness in their own achievements. Few will even believe that the conditions I refer to prevailed 15 years ago. Some even believe their own reports. It is not words or paper sent to Moresby that will put heart back into the people.

WHAT progress has the Bougainville native made? A few have amassed power and pelf But there has always been the powerful and the poor. Some have achieved part-medical and other training, but their numbers are few And these few are going, some day to rise against us and blame us for the neglect of the many.

What of the health, wealth and happiness of the rank and file? Few villages are better off than they were 30 years ago. Their exports —and, therefore, their potential imports—are less than they were before the war—not at inflated money values, but in produce and goods.

At one time they supplied most of the labour needs of the European plantations on the island, as well as many places outside the District and they brought the products of their earnings back home.

To-day, almost no one leaves the District to produce this unseen export, and a very small percentage work for European plantations.

There are about 800 to 900 natives from other islands working on Bougainville to-day. Their fares alone amount to some £25,000 per annum Their wages, rations, housing medical attention, etc., run into more than £75,000 per year. This is lost to Bougainville, and mostly to the native people themselves.

Is it any wonder that they are

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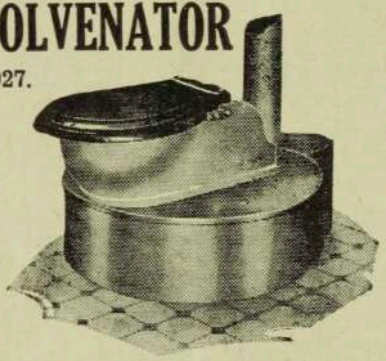

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as a whole, poorer in worldly possessions than they were 15 years ago? They may have more of certain European goods, but these were mostly acquired through "spoils of war" and war damage payments.

THE "Buka boy"—as the Bougainville native was known throughout the Territory—was famous as a police-boy, and as a loyal, capable worker, and he held important jobs, both under the German regime and, later under our own.

It was the Buka police-boys who were used in the German time to quell the troublesome Manus natives. It was the Buka police-boy who was used to establish a station on notorious Malaita Island, in the British Solomons.

Alas, the fame of the Buka boy has passed. Racked with Cargo Cult, get-rich-quick ideas, or sloth, he is a sorry example of his past.

The people have been told that in fifty years time they will be able to govern themselves. Their report was, We have always governed ourselves. In 50 years' time, if past progress is a criterion, few of those who have adopted our ways will be left to govern themselves, and the mountain people will still be Stone Age people, still governing themselves.

THE road back is no easy road. It must be accomplished by the people themselves, under clear-sighted leadership. The Bougainville people were, on the whole, a moral people. The Missions have done noble work; but many things are outside their scope and ability.

THE Education Department is doing much to train and interest the natives in arts and crafts, and giving natives at their schools a balanced education. But these are a small percentage of the whole.

Not that literacy matters a great deal. In twenty years' time we will be illiterate ourselves, with television and new methods of communication. Tests show that the majority of people forget what they have been taught at school unless, through life, their memory is constantly refreshed. Still, these people are in grave need of being led and taught how to adapt themselves to their changing life; of being inspired to keep their own or our moral laws as may suit their conditions; so that, with the loss of their own culture, they can take on another that works for the good of themselves and their land.

Health of course is the most important factor. You cannot have vitality and the necessary enthusiasm for work and life, when riddled with malaria, hookworm and yaws.

Many mountain villagers have come, and are coming, down to the coast, only to become riddled with malaria. Malaria undermines their whole life, physically and mentally; kills the children, born and unborn; weakens them and makes them more susceptible to respiratory diseases, as does hookworm.

OUR Health Department has always played a gallant part; but more can be done by patrols. They should inspire confidence in our treatments. Patrols and examinations are essential, as the most damaging diseases are insidious, and treatment is not sought until it is too late.

Better liaison, too, is required between PHD and DDS & NA.

A patrol officer will come along and encourage the mountain people to build their floors above the ground. This they do, with dire results.

From time immemorial these people have been used to an earth floor, with a fire in their houses at night, to ward off the cold and ventilate their dwelling.

This is only one of the ways we mislead these people with changes for the worst. These mistakes are not made by cadet patrol officers, but by experienced officers.

It is better for the young cadets

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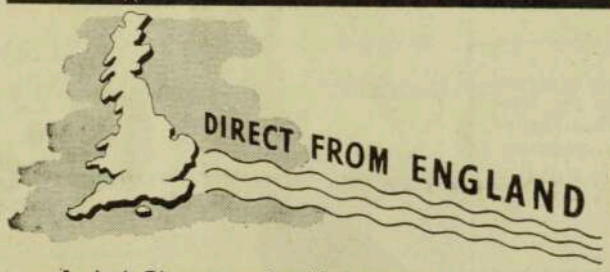

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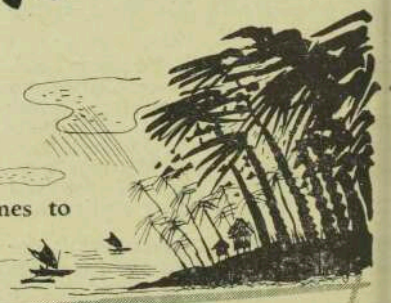

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to get out on patrol in approved areas and learn by their own mistakes, instead of being kept doing clerical work in the District Offices.

One DC said it was necessary to keep cadets at the District Office to learn to deal with the public.

One would think that a Cadet Patrol Officer was meant to go on patrol, and learn about the natives in his village, and not the Europeans around a District Office. It would be interesting to know what part of their time is spent by patrol officers on patrol and what time is spent doing office work. They usually rush out on Patrol, and rush back to catch up with their office duties.

Patrols are the keynote of the whole—PHD patrols, DDS & NA patrols, and Agricultural patrols. These patrols should not be rushed affairs. Rushed patrols teach little and learn less in the rush from village to village—apparently to collect data to include in the report of the patrol.

Mr. R. A. Woodgate, who went from Queensland to Tonga five years ago to be principal of Tupou College, was ordained a minister of the Methodist church while the Tonga Conference was sitting in July. He already held the degrees of BA and BEd.

Tongan Prince's Informative World Tour

WHEN Tugi, Crown Prince of Tonga, left Sydney for Suva by air on August 14, he had circumnavigated the world, and gathered an extraordinary amount of practical information for the assistance of his vigorous little kingdom—all within the space of 10 weeks.

He left Tonga by air for the United States in June. He then flew south to the West Indies and spent some very profitable days at the Imperial College of Tropical Agriculture.

He glanced at some of America's problems in tropical industries, and then he crossed the Atlantic, to be the guest of the British Government at the Festival of Britain.

As a student of mankind, an ardent agriculturist, and the future ruler of a one-economy State, Prince Tugi spent some extremely interesting days in and around London. He made the most of his many opportunities of meeting top-level representatives from Britain's innumerable colonies and proctectorates—and many of the latter, doubtless, were impressed by the knowledge and vision of the young Polynesian leader from faraway Tonga.

Returning, Prince Tugi travelled to Sydney by the Mediterranean-India air route; and again he made the most of his chances on this—his first world tour—to acquire new knowledge and a wider outlook. He stopped for a few days in Ceylon, to examine that young nation's highly expert methods of dealing with the products of the coconut palm. He came away with a book full of notes on the desiccating of coconut, and the widening uses of the once useless coir fibre.

He broke his journey again in Singapore, where he had a quick look at some of the tropical industries which bring wealth to that Asiatic cosmopolis.

He did not stay 24 hours in Sydney, although it was here that he was for so long a student—he graduated from Sydney University. But he found time to greet a few old friends, and hear the latest news of the Islands. (When travelling by air, in this quick-moving age, one is always one hop ahead of the news.)

Chatting shyly to reporters after his arrival at Sydney airport, the Prince remarked that he had been impressed by the way they worked

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elephants in Ceylon—and, he added, whimsically, that if he could get a couple of elephants brought to Tonga he might be able to do without one or two tractors. Within three hours, the startled traveller found himself front-page news. "Prince Proposes to Bring Elephants from Ceylon to Tonga," howled the headlines!

That evening, in his hotel, Tugi was interviewed by a morning paper reporter. He evaded questions on birth-control and grass skirts, which he quite shrewdly judged were loaded, and talked quietly and informatively about the development of new tropical industries, and the remarkable evolution of the African negro in the field of colonialism. But there was not a word about it in the morning paper.

Prince Tugi now knows a little more about the ways of modern journalism.

Tugi missed, by a few hours, the Right Hon. John Dugdale, British Minister of State, who arrived in Sydney on August 14, after having visited Fiji, Tonga and New Hebrides.

THE FLAG STILL FLIES

PAPEETE, July 4.

FOR the 119th year in succession ever since the day when Queen Pomare IV donated the land on which the United States Consulate was erected—the flag of the United States was raised here to-day.

When, to the regret of the community, the United States closed down this Consulate in October 1948, it was remarked that the American flag would be seen no more. But the citizen who moved into the one-time Consulate, to occupy it as a residence, declared that as long as he was a tenant he would have the American flag raised there on all National days. He has carried out that promise to the letter.

Tasman Empire Airways, Ltd. which presently will operate a new service from Auckland to Tahiti made an operating profit last year of £16,591.

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Madang Newsletter

From Our Own Correspondent

MADANG, Aug. 4.

TWO events that may affect Madang's commerce occurred in July.

They were the laying of the foundation stone for the new hotel; and the spanning of the Gum River with the steel girders which will bridge the river on the Madang-Amele Road.

Mrs. Gilmore, who will own the hotel, was present for the felling of the first tree on the property.

To celebrate the event she later entertained friends and business associates at a buffet dinner party at the Madang Recreation Club.

During the evening, Mr. Ian Downs, District Commissioner spoke of Mrs. Gilmore's courage and resourcefulness, in tackling such an undertaking in difficult economic times.

Mr. R. Voegler will be manager of the hotel.

:: :: ::

AT the Gum Bridge ceremony, Mr. Downs and government officials were present as well as Lutheran missionaries.

All the school children were present with their mistress, Miss E. White.

This bridge links the two sections of the road, which connects Madang to the hospital at Yaguam and the Amele rice fields which are under the sponsirship of the Agricultural Station.

The rice grown, although small-grained, is of good quality and production compares favourably with rice produced elsewhere in the Territory.

:: :: ::

PASTOR S. H. GANDER of the S.D.A. Mission has returned from leave in Australia. Pastor Ward Nolan will attend the conference in Port Moresby in August.

:: :: ::

AT a general meeting of the Madang Club, it was decided to change the name to the Madang Recreation Club.

The election of officers resulted in Mr. Allan Clark becoming president while Messrs. A. Reynolds and Collins became vice-presidents. Mr. J. Ramsay was returned as secretary.

The committee for the next half year will consist of Messrs. R. Vicary, B. Bach, A. Shields, T. Tender and O. Banks.

:: :: ::

MADANG mourned the death of Mr. E. V. O'Brien of Mililat Plantation, (see July PIM), who has been part of Madang for many years.

TO Mr. and Mrs. R. Johnston, a daughter (Shay Elisabeth) was born at Madang European Hospital, in July. Mr. and Mrs. C. Longworth are the proud possessors of the first son, Christopher.

:: :: ::

THE Minister for Civil Aviation, Mr. Anthony, and Air Marshall Williams visited Madang on August 3. They were accompanied by their wives.

During a visit of 4½ hours, the party inspected the air-strip and suggested developmental projects in connection therewith.

They also looked at the housing site, leased for Department of Civil Aviation personnel.

At the home of the District Commissioner, Mr. Anthony conducted interviews with the Town Advisory Council and private business people.

Mrs. Downs I, entertained the party at lunch.

:: :: ::

THE wedding of Miss Margaret Wong to Mr. Louis Chegg created much interest.

The ceremony took place at the Roman Catholic Church at Alexishafen on August 4.

The wedding breakfast, at which 100 European and Chinese residents were present, was held in the garden of the couple's future residence.

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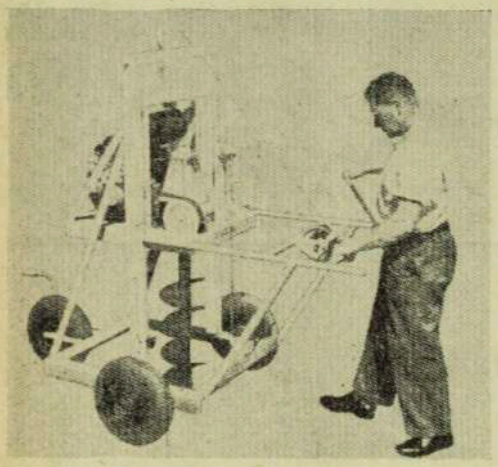
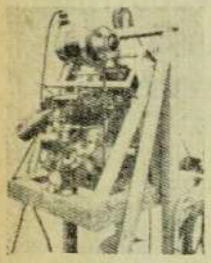
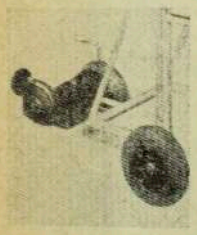


The Mobilco Post Hole Digger digs a 2' 8" deep hole in 10 seconds in average soil. This well-balanced, one-man machine will pay for itself in no time . . . and see the attachments (below) which can be fitted to a Mobilco Post Hole Digger.



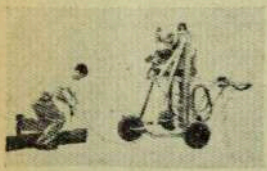
Electric Generator

This 32 volt, 500 watt generator fits firmly on to the frame of the Mobilco Post Hole Digger. It provides a portable source of 32 volt light and power.



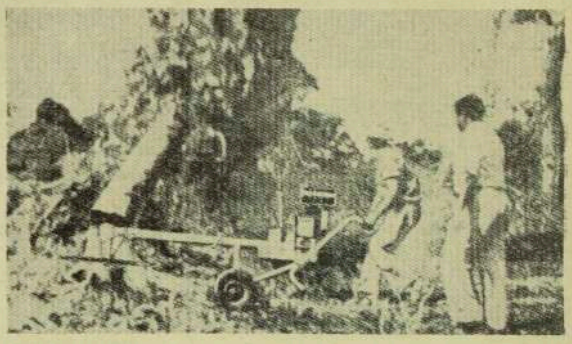
3" Centrifugal Pump

Fits on to the frame of the Mobilco Post Hole Digger. Delivers 300 gallons per minute, at 50' head.



Electric Power Drill

Driven from the 32 volt generator on the Mobilco Post Hole Digger this light, smooth running Drill bores up to 1" holes in hardwood and ½" in metal.

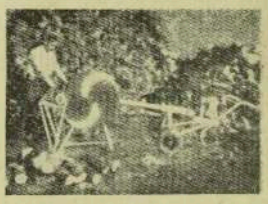


The fast working, one-man Mobilco Tree Felling and Cross-cutting Circular Saw at work at Nukualofa, Tonga. This machine leads the market for fast low-cost clearing.

Electric Hand Saw (Circular)

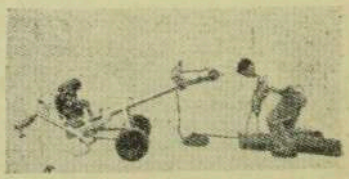
Driven from a 32 volt, 500 watt generator which attaches to the shaft of the Mobilco this 6" circular saw is particularly useful in home or workshop.

Copra-Cutting Saw



This light bench fits on to a Mobilco Tree Felling Saw. Fitted with 28" diameter, 14 gauge blade it is most useful for cutting coconuts.

Electric Power Drill



Driven from the generator attached to the Mobilco Tree Feller this Power Drill makes quick work of boring holes in wood or metal.

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SHIPPING SERVICES IN CENTRAL AND SOUTH PACIFIC

Position of Trade Between Islands and North America

We publish hereunder, in full, the text of a letter received from the Assistant Vice President of the General Steamships Corporation, Ltd., of 432 California St., San Francisco.

OUR attention has been called to the following article which appeared in the February issue of Pacific Islands Monthly (page 89) under the heading of "APPEAL TO SHIP OWNERS":

."Tourist interests in Tahiti are urging that the Union and Matson Lines be given cargoes to encourage them to send passenger steamers to Tahiti. .These two companies, in the past, have rendered valuable service to these islands. They helped to put Tahiti and other South Seas Islands on the tourist map.

"To-day there are European steamship companies entering the islands trade and carrying cargoes, but they do not seem to care whether Tahiti prospers or not—all they want is to get the freight money and move on.

"The Matson people have said that if Tahiti can help their ships with only 500 tons a trip, it would encourage the Line to send to Tahiti vessels that could carry passengers and tourists. This would not affect the Maritimes, which comes from France. We want the tourist traffic from North America, Australia and New Zealand."

We are sorry to say that some of the statements are grossly misleading and it is apparent that the person writing it was either not acquainted with the facts or had no knowledge about the part which Pacific Islands Transport Line has played in developing the Islands trade.

This Line commenced operations between the Pacific Coast and the South Seas in 1938 with two vessels, MS Thor I and MS Velox, both of Norwegian registry. Subsequently the Velox was substituted by MS Philae and, prior to the war, was the only Line offering regular service from this coast to Fiji, Samoa, Tonga, New Caledonia, New Hebrides, Solomons, New Guinea, with occasional calls to such out-of-the-way places as Fanning Island, Washington Island, Niuafoo, Canton, Tarawa, etc., carrying petroleum products, lumber and general merchandise south-bound and returning with full cargoes of copra north-bound, principally to Mexico.

At the outbreak of the war all commercial shipping was withdrawn from the trade to serve the Allied cause, with the result that most of the Pacific Islands, principally, Tahiti, Fiji and New Caledonia, were left with practically no connection with the mainland. However, with the co-operation of our principals, Messrs. A. S. Thor Dahl, Sandefjord, Norway, it was arranged with the War Shipping Administration and British Ministry of Shipping to retain the MS Thor I in the trade, as both the American and British Governments recognised the importance of keeping these islands supplied with foodstuffs and other materials.

Throughout the war the Thor I was not only an important factor in maintaining the economy of the islands but also rendered valuable service to the common cause. We are certain that important firms with large interests in the South Seas, such as Burns, Philp Co. (South Sea) Co., Ltd., Morris Hedstrom, Ltd., W. R. Carpenter & Co., Ltd., Etablissements Donald Tahiti, Ltd., Etablissements Ballande, can subscribe to this statement.

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• Trade mark patented in U.S.A., Great Britain, and other countries.

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During that time this vessel carried not only essential materials from America to the islands under direction of the War Shipping Administration, but also full cargoes of copra from Tahiti and the Marquesas to San Francisco, which was urgently required for the war effort, especially since there was a complete shut-off of similar supplies from the Philippines and the Netherlands East Indies. She also carried, as passengers, Government and other personnel in both directions and between the Islands ports.

We do not know what prompted the article in your publication but we hasten to assure you that the Thor I is still operating regularly from the Pacific Coast to the United States and Canada to Papeete, Apia Suva, Noumea, etc., carrying a capacity list of passengers (12) and general cargo to these areas. Every possible effort has been exerted to obtain return cargoes from Tahiti and other islands but so far we have been unsuccessful, especially copra. The reason for this is twofold:—

(1) The British Government requires that all copra produced in the Fijis and Solomons be shipped to Great Britain Australia or New Zealand while the French Government requires that copra produced in the New Hebrides, Tahiti and Marquesas be shipped to France.

(2) Since the resumption of shipments from the Philippines to USA and the reinstatement of the Excise Tax on coconut oil derived from copra (temporarily suspended during the war) prices on copra from the South Seas have been non-competitive.

We have also endeavoured to obtain copra for British Columbia, but importers have not been able to consummate any business.

Without detracting from the efforts which other Lines have rendered in developing trade between the Pacific Coast and the South Seas, we should like to call your attention to the fact that Union Steamship Co. of New Zea

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and primarily serve New Zealand nd Australia, calling at Papeete nd Rarotonga southbound. The ceanic Steamship Co. (Matson) ormerly called at Suva, Pago Pago, lew Zealand and Australia, but ave changed their service whereby ney are now calling only at Sydney nd Melbourne. During the past x months they have had several essels call at Papeete enroute to ustralia, but their service to that ort cannot be considered as egular.

In closing, permit us to say acific Islands Transport Line has een an important factor in the evelopment of trade between the acific Coast and the South Seas. ur principals are determined to ontinue this policy and have ublicly stated on numerous oc- asions that they are ready and illing to supplement the service ffered by the Thor I with dditional tonnage, if and when the rade warrants taking such steps.

We have given you the back- round of this matter as we are uite certain that you may desire correct any wrong impression hich your article has undoubtedly ven some of your readers.

EDITORIAL NOTE

T was through inadvertence that our writer, in February issue, failed to include the Pacific lands Transport Line with the ames of the Matson and Union ines, when making his plea for rgoes. We apologise to the eneral Steamship Corporation. eyond question, the Thor I has ven the Islands a useful service.

What is of greater concern to the lands is the absence of copra rgoes for North American ports. nder present conditions, all South as copra is being drained away Europe, and there is a dwindling nount for North America.

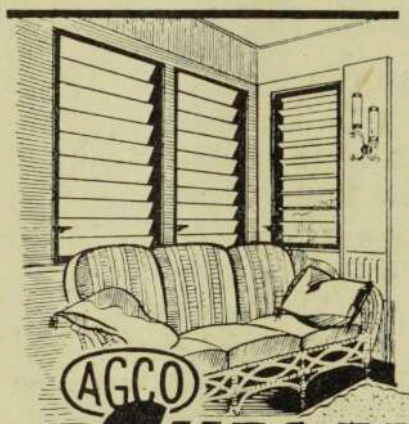
That is due to a number of ctors, of which the eagerness of ritain and France to grab all their lands trade for themselves is only e. Over a very long period, the nited States arranged its tariffs d its shipping so that Philippines pra was readily admitted, and the oduce of other Territories more or s discouraged; and of course that ly encouraged the non-American ands to buy their goods where ey sold their copra.

The international situation has anged, and is still changing. All n-Asiatic countries in the Pacific w are under American protection. d the ties between the South cific countries and the United ates are growing stronger, every ar. Always, the tendency of trade to follow the flag; and, if the minant flag is American, then ore trade is likely to go to nerica. But, if there are to be velopments in that direction, it will be necessary for the Americans to give serious thought to some of the tariff and port laws which govern the introduction of Pacific Islands produce to their country.

NOTES FROM RABAUL

RABAUL'S smallest citizens now have a delightful establishment of their own, providing the latest styles in swimsuits, and really "chic" bonnets. This is The Nursery, chatelaine of which is Mrs. Fishwick, sometimes assisted by her small son. Included with the array of frocks for the tinies are serviceable suits and khaki pants for the youngest men about town. Shoes, toys, and (later) shoes for mothers of the youngsters will be available. Friends, while they wait, may amuse themselves in the rustic kunai-covered "beer garden," provided for this purpose. "The Nursery" is a blessing to mothers, who have always had difficulty in obtaining children's clothing, particularly shoes, in Rabaul. Now they are catered for in a comprehensive and attractive fashion, exclusively theirs.

TWO well-known Territorians have been honoured recently by additions to their families. A son was born to Mr. and Mrs. Mick Foley, late of Talasea, at the Rabaul Hospital; and a daughter (Karen) to Mr. and Mrs. W. Sievers, of Rabaul.



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NOTES FROM THE NG GOLDFIELDS

From Our Own Correspondent

WAU, August 15.

MR. AND MRS. JOHN GRAINGER are the proud parents of Jonathan Paul, who was born the Wau Hospital on August 4. Mr. and Mrs. Grainger are soon depart for Moresby and will be ssed in this community.

Mr. Grainger has proved a fine ortsman and a capable and unrstanding Police Officer. He has en the recipient of suitable tokens m the Wau Sports Club and the au Golf Club.

On August 1 Mr. Justice Kelly companied by Mrs. Kelly arrived Wau.

Judge Kelly dealt with two minal cases and as a result a tive was sentenced to 9 months prisonment for insulting a Euroan woman at Bulolo, and a second tive was imprisoned for 3 years tampering with letters in the au Post Office.

The Assistant District Officer has w moved into his new office which in a group of fine modern buildgs, which may well come into the st in the Territory" class.

MR. PAUL HASLUCK, our new Territories' Minister, arrived in Wau by road from Lae on gust 3, after visiting Mr. Mick ahy's farm at Zenag, the Govment Stations at Mumeng and lolo, and Bulolo Gold Dredging l's property.

That evening Mr. Hasluck met a putation from the Wau Citizens' sociation and the Wau Town uncil. Matters brought before Minister included the Wau High hool, the Wau Hospital, the rising st of Native Labour, and the stion of gold royalties.

The party left for Goroka on gust 4, and returned on 6th, en a Dragon aircraft took the nister, Mr. Lambert and Dist Commissioner Niall (of Lae) to new post at Menyama where sistant-District Officer Hurrell s established a station in the idle of the Kukukuku country.

The Minister for Air Mr. H. L. thony, accompanied by Mrs. Anny, Air Vice-Marshall Williams d Mrs. Williams, and Mr. J. hur, of DCA, paid Wau a very ef visit on July 28.

MR. J. CROMIE (Port Moresby) and Mr. D. Jones (Rabaul) are at present in Wau appear in the Supreme Court in conction with the electrocution of ward J. Kuhl at Wau last year. Justice Kelly is hearing the e.

Mr. W. Orr, accompanied by his e, is visiting Wau at present. Mr. Orr represents southern interests which purchase Klinki pine from New Guinea Goldfields for the making of battery separators.

Fox Movietone cameraman Syd Wood spent a week in Wau this month. During his visit he had re-acted the discovery of gold in Edie Creek.

Mr. Joe Bourke, a former European Police Officer, on early Edie Creek, was the star of the cast which included Mr. A. Malcolm and Mr. C. Eldred—both old-timers of this area.

The Returned Soldiers' and Sailors' Association held their Annual Ball on August 4 at the Wau Club. This year it took the form of a Fancy Dress Ball. Mr. and Mrs. Jim Harridge won the prize as an Indian and his squaw.

The Golden Ridges Club was officially opened on the evening of August by Mr. J. Honnen, general manager of New Guinea Goldfields. This is the first post-war Club to be formed at Ridges, an offshoot of Wau, and should be of great benefit to the community.

MR. WEARNE of Harrison Ramsay Pty. Limited has been visiting New Guinea Goldfields Wau area. Mr. Wearne is an

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expert on timber production and considers the Wau pine to be eminently suitable for specialised requirements on the mainland.

With the arrival of the third diesel unit by the Nankin, and the fourth due shortly, New Guinea Goldfields timber output will be stepped up to about 200 tons per month. Present production is allocated primarily to the New Guinea market. Only specially selected flitches are being exported to Brisbane and Sydney for the battery separator industry.

Trial shipments are now in progress of fruit, milk and egg cases (from NGG mill). These are in much demand by Australian exporters and will be made entirely from timber that would otherwise be treated as waste.

A record load of Wau pine left Wau in mid-August for Lae; the load was carried by a trailer coupled to an AEC diesel prime-mover—the overall payload was 20,000 lb. of timber for supply to Works and Housing Department, Lae.

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SAMOA'S TRIBUTE TO VETERAN TEACHING BROTHER

From Our Own Correspondent

APIA, Aug. 10.

ONE of the most loved of the remaining group of veteran teachers of the Marist Brothers, Reverend Brother Pamphilius (Joseph Maria Rohrer) will celebrate the 60th anniversary of his entrance into the Novitiate of the Marist Brothers on August 15. Great preparations are being made by present and former pupils of the Marist Brothers School to worthily mark this event. In spite of advanced age, Brother Pamphilius is still carrying on his duties in the same selfless, efficient and conscientious spirit.

In a public function on August 1

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n illuminated address and a suitble Jubilee gift will be presented Brother Pamphilius by the Hon. autua, Tupua Tamasese.

Brother Pamphilius was born in witzerland in 1874; he entered the ovitiate of the Marist Brothers in rance at the age of 16; he taught French schools for some years; as assigned to the Chinese Mison; but in response to a call from amoa, he changed his destination the last moment and proceeded Samoa in 1903. Thousands of oung Samoan and part-Samoan ys have benefited by his educaonal skill and efficient care. Many his former pupils now occupy sponsible positions in Samoa and erseas. The people of Samoa, irspective of creed, race and tionality, are joining wholeartedly in extending their best ishes to him. After 48 years of ntinuous and devoted labour, he still carrying on his onerous ties.

OOD SERVICE RECOGNISED

OR public services rendered, the following were awarded the OBE in the recent Birthday onours: Mr. G. J. Bridges, anager of BPC, Ocean Island; Mr. H. Griffiths, late manager of SR Co., Fiji; Joeli Kete Ravai, oko Tui Tailevu, Fiji. Awarded BE: Mr. G. S. Barrack, chief countant, Western Pacific High ommission; Mr. V. J. Shearwin, ssistant Treasurer, British Solon Islands; Rarikua Stephen ra, livestock officer, Fiji; Mr. S. Wilson, Suva, Fiji. Police Medal: eputy Commissioner W. J. G. olland, Fiji.

HEALTH MEASURES IN TERRITORIES

om Pacific Science Association's Bulletin

STABLISHMENT of a small farm colony for lepers is planned at Lumi, in the Sepik strict of New Guinea. This was nounced by Dr. J. T. Gunther, alth Director at Port Moresby. r. L. R. Healey, European Medical ssistant at Lumi, will be in charge the project. The natives already ve been induced to take antilarial drugs on a regular sched-, and without supervision, as a sult of the work of Mr. Healey. tive women are attending pretal clinics and first aid posts ve been set up in the villages.

EDICAL FACILITIES IN THE COOKS

The 1950 report of the NZ Dertment of Island Territories reds that on Rarotonga there is a general hospital with accommodation for 50 beds and equipped with dispensary, X-ray, and laboratory facilities. The Tuberculosis Sanatorium at Arorangi (Rarotonga) is a modern building, completed in December, 1945, with accommodation for 30 beds.

The outer islands for the most part are served by single-room dispensaries or by larger dispensaries which can accommodate a small number of patients. Pukapuka, Rakahanga, Mitiaro, and Palmerston have no hospital or dispensary facilities. The construction of a small hospital for Pukapuka, a dispensary room for Rakahanga, and modern medical amenities on Aitutaki, Mauke, Mangaia, and Manihiki have been approved, while plans are being drawn for a more up-to-date general hospital on Rarotonga.

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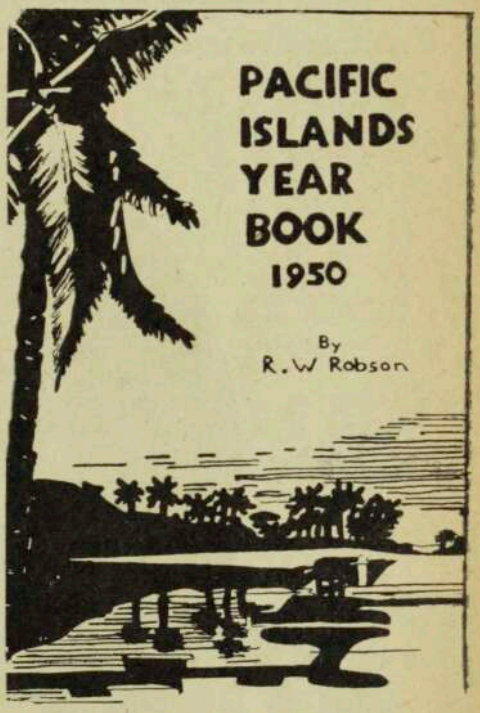

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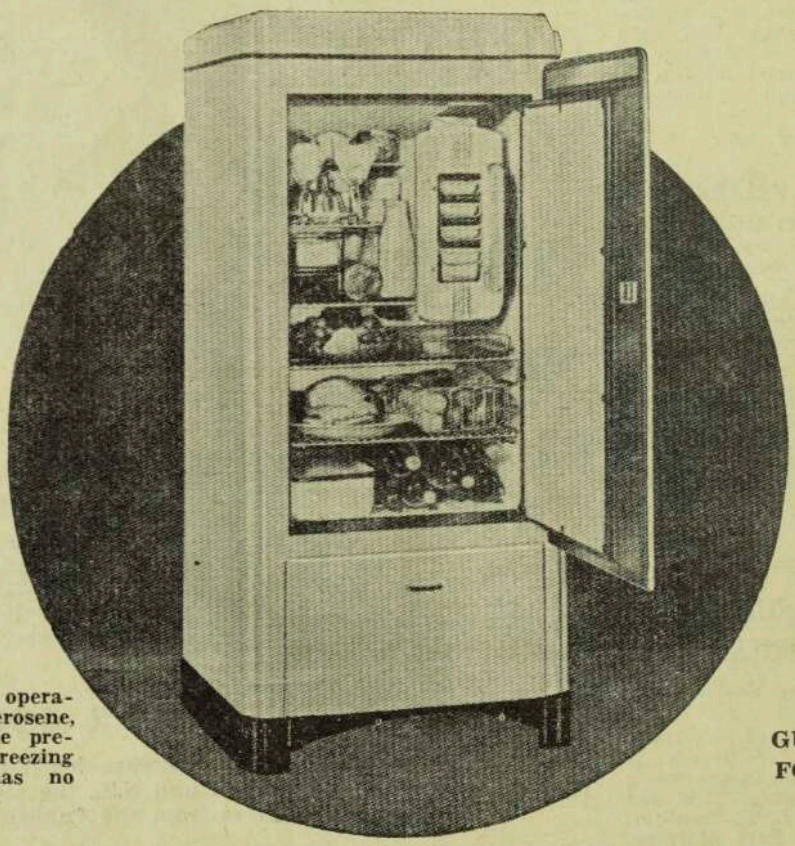

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Notes From SE New Guinea Districts

From Our Own Correspondent

SOHANO, August 10.

MR. H. L. ANTHONY (Minister for Air and PMG) visited Sohano on July 31 and inspected Buka air strip.

Mr. R. McKay of Aropa, Kieta, and Mr. Fred Archer, of Yame, Buka Passage, went to Rabaul to attend Annual Meeting of the Planters' Association on July 26 and 27. Later Mr. Archer was one of the Planters' deputations to both Ministers from Canberra.

Mr. Archer strongly stressed to both Mr. Hasluck and Mr. Anthony the fact that Bougainville was a much neglected district—it was, in fact, the Cinderella district of the Territory and, whilst the mainland got so much, Bougainville got very little. He said we had the worst air service, wireless service and mail service because Bougainville was in the extreme south east corner. A speedier air service, more shipping and better mail and wireless services would do much to improve business, encourage development and be a great morale builder among all residents, colours and creeds. The Ministers asked for details and promised to give the various matters due consideration.

A USEFUL PLANE

The Walrus plane—based on Rabaul—has been a frequent visitor of very recent times and has been most useful in bringing out people who had missed the regular plane, police boys to assist in enforcing quarantine against polio infected areas, and in taking sick natives to hospital. On last trip it was diverted to the isolated Nissan Group to pick up the Catholic nuns from the Mission there and bring them to Sohano. The plane lands on strip or water and, in latter case, lets down a pair of wheels and runs up on any properly sloping beach.

COPRA ACCUMULATIONS

The "Muliama," former well-known BP ship, has been lifting copra from the Burns Philp interests in Bougainville and New Ireland. She will lift, in all, some 28,000 bags and then return to Sydney. Her activities will assist in lessening, but will not finish, the very considerable accumulations of copra throughout the district. After the Directorate ships and methods it was nice to see a properly-equipped ship loading in a workmanlike manner—like a page from the past.

Numa Numa, which had copra stacked in every shed, "go down" and even an old dwelling-house—to the total of 6,500 bags, and an all-time record—will have a clearance by time "Muliama" goes back to Sydney. This would represent approximately £27,000 worth of copra taken off, which seems a lot, but with the long wait for a ship there is much loss of weight and, meantime, the exceptional expense of running a big estate in these times has to be met.

WATCH ON VOLCANOES

Great interest is being taken, by the Territory, in Bougainville volcanoes and many visits have been paid to the new baby one—north of Buin—by vulcanologists, to feel its pulse and inquire after its welfare.

Mr. Frank Jones, District Officer at Kieta, has been out there at times, "riding herd" on it, and reporting on its vagaries. It's not wise to mention fumaroles and crater temperatures and fissures to Mr.

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Jones—he has "had" them. It's a job that no one this scribe has met envies him.

SEARCH FOR A PORT

Works and Housing officials have been out from Moresby and Rabaul, including Capt. Copeland, who is Rabaul's Harbour Master, inspecting the various locations, reef and harbour possibilities of Kieta, Teop and Ramun Bay.

It is planned to eventually put a Copra Concentration Depot at one or the other of these places, and to concentrate most of the district copra at the point for overseas shipment.

Local residents have no doubt whatever that Kieta is easily th most suitable spot, as it has a goo harbour, is healthy and has splen did building sites. Both Ramu Bay and Teop—whilst good har bours—have a great reputation fo mosquitoes and the natives a Ramun have suffered much fro fever always.

In former times big ships used t come into Kieta—day or night—with no difficulty and there are fe reefs in the harbour and deep wate in close to shore. Kieta is a beau tiful spot, with its clear wate sheltered harbour, surrounding hil and the shaded road that run round the foreshore. It smacks ver much of the old romantic Sout Seas port.

NEW ROAD WELCOMED

A start is to be made on th coastal road south from Kieta t Iwi Plantation, via RC mission Toberoi plantation, Aropa planta tion—18 miles down, and the hom of Jim Joyes. This road will sav the plantations a great deal of worr and inconvenience. Pre-war, ther was a good road and very litt will have to be done to put it bac into good order. There are, how ever, several bridges to be built ove Reboine and other rivers. Ofte both people and rations have hazardous canoe trip along th coast and not infrequently get ver wet when landing in the surf. Wo

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CABLES—"VENTURA," SYDNEY.

Australian Writer Critical of BSI and Papua-N. Guinea

F all the daily newspaper journalists who have visited the Pacific Islands since the ar ended—and they are beyond unt—the only one who has suc-eded in getting the Islands prob-ms into focus, and has written out them in an interesting and lpful manner, is Mr. Osmar hite, of the Melbourne Herald. Mr. White has just concluded a ur of the New Hebrides, Solomons d Papua-New Guinea, and the llowing (Melbourne Herald, July) are his conclusions respecting onomic conditions he investigated. e old residents of the Territories ow how right he is!

SLANDS economy to-day would be as dead as Queen Anne if it were not for the fantastic copra om. Copra commands five or six nes the price it did in 1939—and yone who has had courage to go ck to plantations that survived e ruin and neglect of war years is rning high profits.

n on the plantations have been rced to stay on them with their ildren, or else face considerable comfort and some danger in ese canoe trips. The road will ow trucks and jeeps to go to eta. Without a great deal of ort a track over "Wireless Hill" w existing, could be improved to e jeep or truck and so bring Jack is' Arawa Plantation into the ture, as well.

POLIO

The polio epidemic at Buin is eading and cases have occurred the neighbouring area of Siwai d Nagavisi. Quarantine restric-ns have been imposed but it is ficult to stop the natives going m place to place by the lesser-own jungle paths and, anyway, y do not look upon these restric-ns as other than more of the hite Man's foolishness. "Tumas nmon belong all the Dokitor" they. Some forty-odd cases ve occurred, among them two ropeans who have made good re-eries. So far, two or three ives have died.

The radioes that flash back and th from Moresby and Buin must e burned up an awful amount air. One shudders to think of all extra returns—Forms of many ds, in very truth!—that the un-tunate Medical people will have fill in now, to satisfy the United ions Council in connection with outbreak!

But, at the commercial level anyway, no attention whatever is being paid to any other of the region's resources. No serious effort is being made to revive or develop alternative industries. If copra were to crash, nothing would be left but a few settlements inhabited by civil servants.

The planters themsedves are very well aware of the danger. They are cleaning up the profits while the going is good, and are prepared to make a clean break when the crash comes. Few areas are being planted with new trees, and management is often on a strictly short term basis.

All this hasn't happened by accident. True, the war left tragic confusion in its wake—but people were prepared to go back and build

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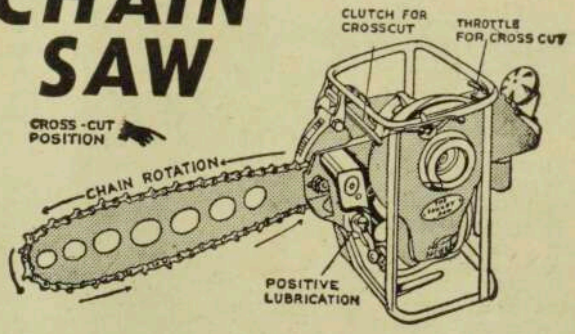

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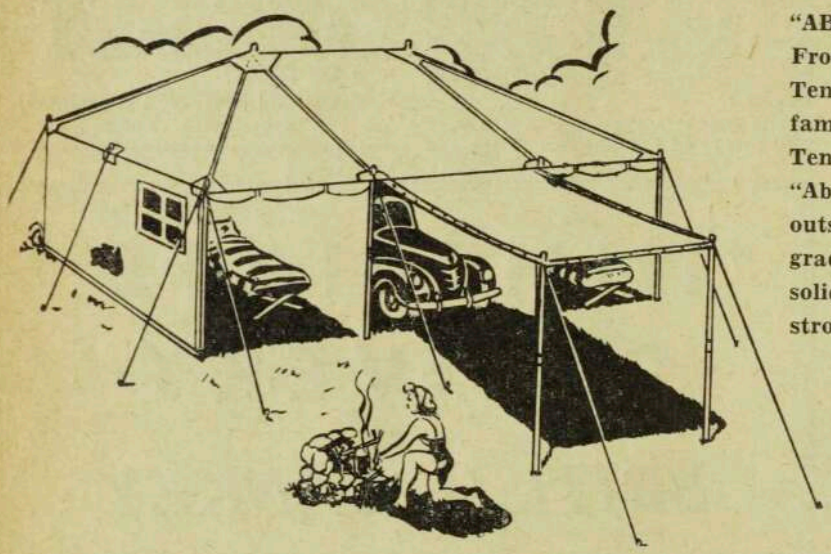

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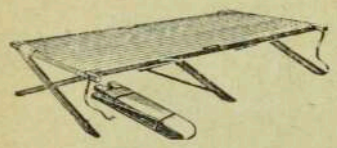

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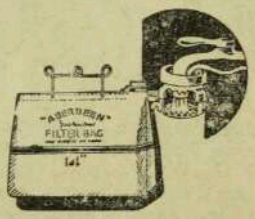

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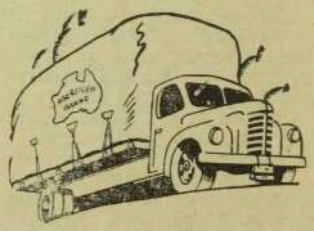

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up again if they had received any real encouragement to do so.

THEY were not encouraged. The politicians of both Britain and Australia suffered, apparently, a fine sentimental revulsion from old-fashioned colonialism. They cashed in on liberal sentiment with slogans like "Papua for the Papuans," and set up international bodies to study how stone-age people could most effectively be educated to govern and look after themselves in the atomic age.

Morally, the intention was laudable, for the history of European colonisation of the Pacific is black with ruthless exploitation and abuse of human rights.

But, as so often happens, the reformers went far beyond the bounds of practical common sense. In seeking to protect the native against the villainous "black-birder," and exploiter, they created a situation infinitely more dangerous in its future implications.

Neither Britain nor Australia can afford to run their Pacific dependencies as anthropological charities. The resources of the area must be tapped to pay for the social services needed to improve the condition of several million people, many of whom still practise cannibalism and sorcery.

Unless efficient and profitable industries can be established to pay for really large-scale health and educational services, the efforts of the benevolently minded Governments must be limited to what will be, in effect, small-scale experimental work.

Yet, as I have said, the effect of present colonial policy is to discourage European enterprise.

To-day it is a long, tedious and difficult business for any European to obtain long term leases or land grants anywhere in the South-Western Pacific.

IT is even more tedious and difficult to employ native labour profitably. The system of indentures has been abolished, and natives can be engaged only for short terms. In effect, they can enter or leave employment at will.

In theory this may seem only fair. It is their land and their labour.

But in practice? Is it wise in this modern world to try to lock up vast areas of forests and arable land simply because they happen to be the tribal hunting grounds of natives who will require four or five generations of intensive education before they can make use of the land themselves?

What about the human rights of the Asians next door? Hundreds of millions of them drag out a miserable existence on the edge of famine for want of living room or access to new sources of food supply.

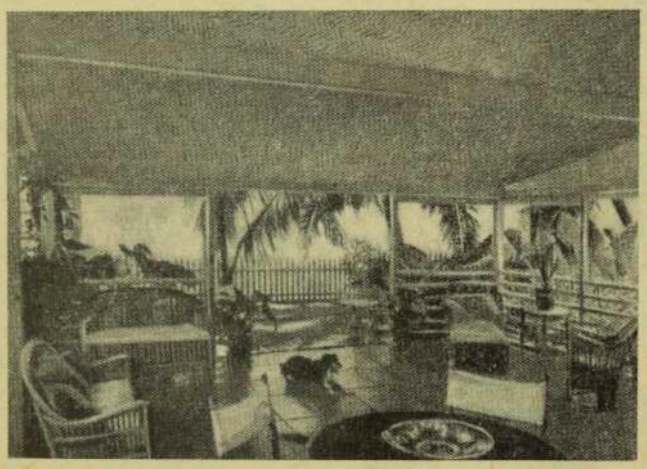
And on the subject of native labour laws—even the most idealistic young Government officer soon learns that Melanesians are by temperament an easy-going, indolent, child-like people. They work only when they have to.

They are undoubtedly intelligent and teachable—but they will make prolonged effort only under discipline. In most cases, when they are free to come and go at will, they won't stay in a job long enough to acquire any real skill at it. They are a poor employment risk unless subject to control.

TRUE, free and compulsory school education may alter this temperament in time. But does it seem likely that the benevolent educators are going to be given the time — when there are millions of people only a few hundred miles away who already have the skill and temperament to turn the swamps of the Solomons and New Guinea into padi fields, and the kunai downs into pastures?

All this is of vital importance to Australia. National security demands that we should continue to exercise a predominant influence in the island territories to the north and east of us. We can't exercise it unless we have a healthy economic interest as well as administrative representation in the area.

THE CHARM OF THE ISLAND HOME



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SEARCH FOR GOLD LOST IN CRASHED PLANE

SALVAGE expert Captain J. W. Herd and Diver Neil Todkill returned to Brisbane on August 26, after a further effort to salvage the £35,000 in gold which was lost when the Drover plane, from Wau, unaccountably collapsed into the sea half a mile from the Lae airfield on July 16.

They found and salvaged the plane, and brought it into Lae for examination. They found Pilot J. W. Spiers in the cockpit, and he was buried in Lae. But there was no sign of the other four of the seven persons lost, or of the gold—they had been scattered over the sea-bed when the plane partly broke up after striking the surface.

The bullion probably is lying in deep mud, anywhere within half a mile of where the wreck was found. Captain Herd thought a further search was justified.

A company formed to breed cattle and Romney sheep in New Guinea has brought 10 pedigree Aberdeen-Angus heifers and two bulls, as well as 30 non-pedigree Aberdeen-Angus heifers from a champion breeder of Milong, NSW.

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STUDY OF ATOLLS

Scientific Parties in South Gilberts

A CONTINUATION of the American Coral Atoll programme, sponsored by the Pacific Science Board of the National Research Council, with financial assistance from the Office of Naval Research, is now starting with the despatch from Honolulu of a team of six scientists to Kwajalein (Marshall Islands).

Their field study will follow the pattern of the ecological investigations of Arno, in the Marshall Islands instituted last year by the Pacific Science Board with a team of 12 specialists.

For comparative purposes, the Gilbert Islands have been selected as the site for study this year. The site chosen is a heavily-populated, dry atoll, in contrast to the wet lush atoll investigated in the Marshalls.

The six-man scientific team left Kwajalein in June on a scheduled trip of the US Coast Guard vessel Nettle, and landed with full equipment on Onotoa, in the Southern Gilberts, where they will spend 3 months in a general ecological study of the inter-relationships of all forms of life, including the native population, to their limited environment.

Liaison has been established with the South Pacific Commission three-member team, including Dr. and Mme. R. Catala, working in the Gilberts on the economic development of Coral Atolls (Project E.6).

The Pacific Science Board's expedition is entirely self-sufficient, being equipped to meet its needs for food, water, tentage, communication, etc. The expedition is financed in part by a grant from the Office of Naval Research, with co-operation in equipment and transportation from Army, Navy, and US Coast Guard, as well as from the British High Commissioner of the Western Pacific, and the administrative officials of the Gilbert and Ellice Islands Colony.

Dr. Preston Cloud, geologist, US Geological Survey, is leader of the expedition. Other members are Dr. Albert Banner, marine zoologist, University of Hawaii; Dr. Ward Goodenough, anthropologist, University of Pennsylvania; Dr. Edwin T. Moul, land ecologist, Rutgers University; Donald Strasburg, marine zoologist, University of Hawaii; John E. Randall Jr., marine zoologist, University of Hawaii.

A follow-up study on Arno atoll in the Marshalls is also being sponsored by the Pacific Science Board. Harry Uyehara, anthropologist, University of Hawaii, and Leonard Horwitz, alogologist, University of Minnesota, have undertaken the investigation there. This project is also being financed by the Office of Naval Research with co-operation from the Navy and the Department of Interior.

The Governor of Singapore (who is giving up the administration of the Cocos Island), and Mr. T. Critchley, Commissioner in Malaya for Australia (which is taking over the islands) flew from Singapore to Cocos at the end of August, to make an investigation of the islanders' problems. There are some 1,200 people of Malayan stock there, and it is proposed to transfer them to Borneo.

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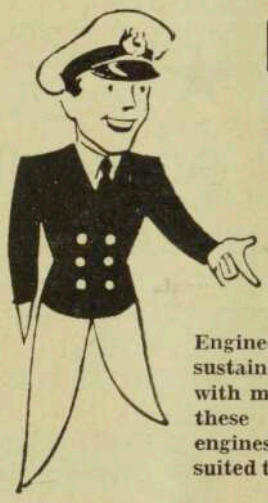

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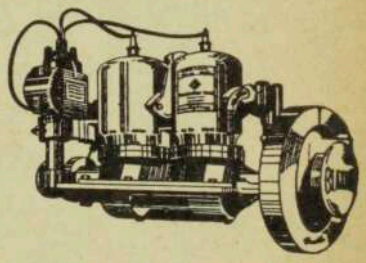

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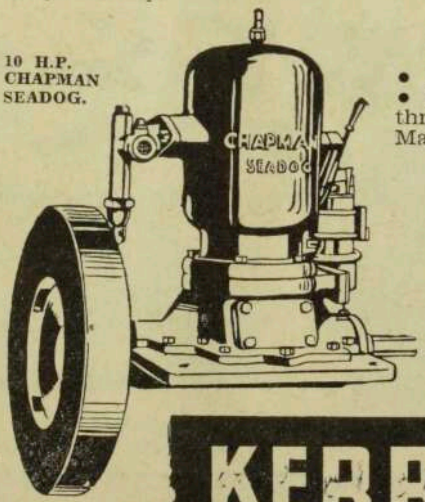

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SHIPPING TIME-TABLES

There now are comparatively few shipping lines running on regular time-tables in the Pacific Islands. The following time-tables are only approximately correct—they are subject to much alteration at short notice:—

Sydney-Suva-N. America

Canadian-Australasian liner Aorangi (17,500 tons) maintains regular two-monthly sailings—Sydney-Auckland-Suva-Honolulu-Victoria-Vancouver, and return.

RMS AORANGI

Syd. ..	Sept. 6	Nov. 8	Jan. 10
Auck. ..	Sept. 10-11	Nov. 12-13	Jan. 14-15
Suva ..	Sept. 14	Nov. 16	Jan. 18
H'n'l'u .	Sept. 21	Nov. 23	Jan. 25
Vict. ..	Sept. 27	Nov. 29	Jan. 31
Vanc. .	Sept. 28-Oct. 4	Nov. 30-Dec. 6	Feb. 1-7
Vict. ..	Oct. 4	Dec. 6	Feb. 7
H'n'l'u ..	Oct. 11	Dec. 13	Feb. 14
Suva ..	Oct. 20	Dec. 22	Feb. 23
Auck. ..	Oct. 23-25	Dec. 25-27	Feb. 26-28
Syd. ..	Oct. 29	Dec. 31	Mar. 3

Sydney-Papua-N. Guinea

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

Next departure from Sydney indefinite owing to serious fire aboard.

MV Malaita, freighter with some comfortable passenger accommodation, sails on varied schedule about every seven weeks — usually Sydney - Samarai - Lae-Madang-Manus-Rabaul-Samarai-Sydney.

Next departure from Sydney early October.

All details from Burns, Philp & Co., Ltd.

N. Zealand-Fiji-Samoa-Tonga

Small modern MV Matua, carrying 100 passengers, runs about every 4-5 weeks: Auckland-Suva-Nukualofa and Vavau (Tonga) - Niue - American Samoa - Apia (Western Samoa)-Suva-Auckland.

Details from Union SS Co.

N. Zealand-Cook Is.-Niue-Samoa

Old MV Maui Pomare (40 passengers) maintains fairly regular service between Auckland and Rarotonga (Cook Islands), with alternative calls at Niue and Apia (W. Samoa).

Details from NZ Government Shipping Office.

Sydney-Norfolk Is.-N. Hebrides-Solomons

Steamer Morinda, 40 passengers, runs at about 6 weekly intervals: Sydney-Norfolk Is. (alternative)-Vila and N. Hebrides ports-Honiara (Solomons), and return direct to Sydney.

Details from Burns, Philp & Co., Ltd.

Sydney-N. Caledonia-Tahiti

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

Small motor-ships Polynesien (Messageries Maritimes) and Neo Hebridais (H. C. Sleigh, Ltd.) maintain fairly regular service between Noumea and Sydney.

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

FOR FARES, SEE END OF SECTION

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

BY PAN-AMERICAN AIRWAYS

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Thur. and Sun.—Sydney-Nadi (Fiji)-Canton Is.-Honolulu-S. Francisco.

Sun. and Wed.—Return via same route; but once weekly dep. is from Seattle and Portland to Honolulu.

Twice weekly.—PAA run shuttle service DC4 between Nadi (Fiji) and Auckland.

BY BRITISH COMMONWEALTH PACIFIC AIRLINES (BCPA)

Wed. and Sat.—Sydney-Nadi (Fiji)-Canton Is.-Honolulu-S. Francisco-Vancouver.

Every 4th trip terminates at S. Francisco.

Mon. and Thur.—Dep. southwards, same route.

Tues.—Dep. Auckland-Nadi-Canton-Honolulu-S. Francisco-Vancouver.

Fri.—Dep. Vancouver and S. Francisco alternatively; thence same route to Auckland.

BY CANADIAN PACIFIC AIRLINES (CPAL)

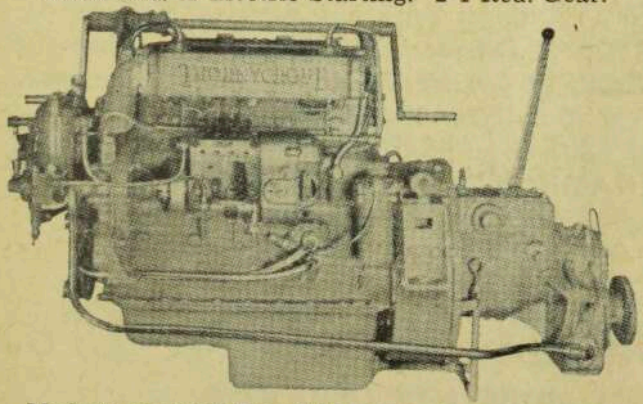
Alternate Wed.—Sydney-Nadi (Fiji)-Canton Is.-Honolulu-S. Francisco-Vancouver.

Alternate weeks.—Return by same route.

THORNYCROFT

RTR4/D1 30 H.P. Marine Diesel

Hand and/or Electric Starting. 2-1 Red. Gear.



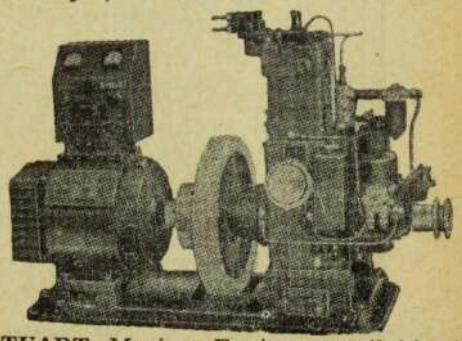
Modern compact Diesel for general purpose use.

MARINE PETROL AND DIESEL ENGINES

Ranging from 9-130 H.P.

In units—9, 18, 20/30, 33/55, 60/90, and 95/130 H.P.

STUART TURNER Petrol and Diesel Generating Sets. 500 Watt to 1,500 Watt. Simple, Efficient and Economical.



STUART Marine Engines available in 1½, 4 and 8 H.P.

GOOD DELIVERIES OF ALL MODELS.

Write for full particulars of our complete range of engines to:

Thornycroft (Aust.) Pty. Ltd. 6-10 Wattle Street, PYRMONT, N.S.W.

Cables: "THORNMOTOR," Sydney.

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways

NORTHWARDS

Tuesdays, Saturdays (Skymaster)

Depart:	Arrive:
Sydney, 8 pm	Bris., 10.45 pm
Bris., 12.15 am	Moresby, 7.05 am

Connects here with DC3's for Lae and (Wed.) Wau, Bulolo; and (Sun.) Rabaul, direct.

Mon., Thur., Fri. (DC3's)

Sydney, 8.15 am	Bris., 11.15 am
Brisbane, 12 noon	Rock'ton, 2.20 pm
Rock'ton, 2.40 pm	Towns., 5.15 pm (overnight)
Depart:	**Arrive:**
Townsville (Tues., Fri., Sat., 5.20 am	Cairns, 6.30 am
Cairns, 7 am	Moresby, 10.30 am
Moresby, 11 am	Lae, 12.20 pm

On Tues., connects here with DC3 to Madang.

SOUTHWARDS

Tuesdays (DC3)

Madang, 3.45 pm — Lae, 5 pm

Wednesdays (DC3)

Wau, 3.30 pm — Lae, 4 pm

Mondays, Thursdays (DC3)

Lae, 5.45 am	Moresby, 7 am
Moresby, 7.35 am	Sydney, 10.15 pm

Via Cairns, Towns., Brisbane.

Monday (DC3)

Rabaul, 7 am	Moresby, 10.20 am
Moresby, 10.50 am	Cairns, 2.10 pm
Cairns, 3.10 pm	Towns. (overnight), 4.30 pm
Towns., Tues., 8.15 am	Brisbane, 1 pm
Brisbane, 1.45 pm	Sydney, 5 pm

Sundays (DC3)

Lae, 6 am — Moresby, 7.20 pm

Connects Skymaster

Wednesdays, Sundays (DC3)

Lae, 6.40 am — Moresby, 8 am

Connects Skymaster

Wednesdays, Sundays (Skymasters)

Moresby, 9.30 am	Brisbane, 4.15 pm
Brisbane, 5.45 pm	Sydney, 8.30 pm

2a. SERVICE BY TRANS OCEANIC AIRWAYS

With Solent Flying-boat

Sundays and Wednesdays

Depart:	Arrive:
Sydney, 7.15 pm	Bris., 10 pm
Bris., 11 pm	Moresby, 6.30 am

Mondays and Thursdays

Moresby, 8.30 am	Bris., 5 pm
Bris., 6 pm	Sydney.. 8.30 pm

This service connects at Moresby with the planes of Mandated Airlines, which provide service to all points in New Guinea.

3. N. Guinea Internal Services

Operated by Qantas

LAE-MANUS (DC3)

Every Wednesday.

Dep. Lae, 8 am; Finschhaven, Rabaul, Kavieng, Manus (3 pm).

LONDON - SUVA

FIJI DIRECT SERVICE

VIA PANAMA

For Sailings and Further Particulars Apply To:—

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

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

MARINE ENGINES

MORRIS "VEDETTE" 4 Cylinder 6/12 h.p. Petrol or Kerosene
MORRIS "NAVIGATOR" 4 Cylinder 12/24 h.p. Petrol or Kerosene
MORRIS "COMMODORE" 6 Cylinder 20/40 h.p. Petrol or Kerosene
CHRYSLER "CROWN" 6 Cylinder 45/102 h.p. Petrol
CHRYSLER "ROYAL" 8 Cylinder 55/132 h.p. Petrol
LEYLAND DIESEL MARINE 6 Cylinder to 125 h.p.
AMERICAN STERLING AND SUPERIOR DIESELS

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Telegrams: Halvorsens, Sydney. **'Phone: Ryde 705**

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BUILDERS OF HALVORSEN BOATS

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Returns Saturdays (dep. 8 am), same route.

LAE-MADANG-GENERAL SERVICE
Every Monday.

LAE-MADANG-WEWAK-RABAUL-GENERAL SERVICE
Every Thursday.

MORESBY-DARU (Catalina)
Via Yule Is., Kerema, Wana (optional), Kikori, L. Kutubu.—Every alternate Wednesday; returning same day.

MORESBY-EAST PAPUA (Catalina)
Alternate Monday.—Dep. 9 am—Abau-Samarai-Esa'ala-Losuia (overnight).
Alternate Tuesday.—Return to Moresby, same route (except Esa'ala), calling Deboyne Lagoon.

MORESBY-NEW BRITAIN-BOUGAINVILLE
In Alternate Weeks, by Catalina
Alternate Monday.—Moresby-Abau-Samarai-Esa'ala-Losuia-Rabaul.
Alternate Tuesday.—Rabaul-Q. Carola Harbour-Buka-Kieta - Buin (Bougainville) and return. Inus optional.
Alternate Wednesday.—Rabaul - Talasea-Moewe-Jacquinot B., and return. Lindenhafen optional.
Alternate Thursday.—Rabaul - Losuia-Esa'ala-Samarai-Abau-Moresby.

MORESBY-NE PAPUA
Tuesdays and Fridays
Moresby (7.30 am)—Kokoda (8.20 am)—Popendetta (8.55 am)—and returns to Moresby 10.15 am.

CENTRAL HIGHLANDS (DH84)
Tuesdays.—Madang (7 am) to Goroka, Kainantu, Aiyura, Arona, as required. Returns to Madang (noon).
Thursdays.—Madang (7 am) to Wabag, Baiyer R., Hagen. Optional: Kerowagi, Chimbu. Returns to Madang (noon).
Fridays.—Lae (6.30 am) to Wabag, calling at any of: Nadzab, Kiaipit, Arona, Aiyura, Kainantu, Benna Benna, Goroka, Chimbu, Kerowagi, Kup, Nondugl, Banz, Minj, Hagen, Ogelbeng, Baiyer, Wabamunda. Return to Lae.

LAE-GARAINA
Tuesdays.—Departs 7 am; returns 9 am.

LAE-WAU-BULOLO (Dragons)
Dep. Lae.—Mon., Tues., Thur., Fri., Sat.
Dep. Wau.—Mon., Tues., Wed., Fri., Sat.
Time: 65 mins. each way.
Wed.—DC3 from Lae to Wau, Bulolo, and return.

SERVICES BY MANDATED AIRLINES
With headquarters at Lae, this company runs regular services for passengers, freight and mails to all New Guinea settlements.

4. Dutch N. Guinea-Darwin

By Netherlands Government, with DC3
Weekly service, between Darwin and Biak.

5. N. Guinea-Solomons

Operated by Qantas
Alternate Monday (DC3).—Lae (dep. 6 am) - Finschhafen - Rabaul - Torakina Bougain.) - Vellalavella - Yandina - Honiara (BSI) (arr. 4.15 pm).
Alternate Tuesday.—Honiara (dep. 7 am) - Yandina - Vellalavella-Torakina-Rabaul-Finschhafen-Lae (arr. 3.15 pm).

6. Indo-China-Brisbane-N. Caledonia

By Air France, Monthly.
DC4 (Skymaster) dep. Saigon every 28 days for Jakarta - Darwin - Brisbane-Noumea, and return.
Australian agents: Messageries Maritimes.

7. Sydney-Lord Howe Is.

By Trans Oceanic Airways, with Flying-boats
Regular weekly service.

8. Sydney-Norfolk Is.

By Qantas, with Skymaster
Alternate Thursdays; returning same day.

PRIVATE HOTEL,
Priory Road, North Sydney.

Only five minutes' drive across the Sydney Harbour Bridge from the City, "Bellhaven" is quietly situated—your rest is assured in this new, comfortably furnished and well serviced hotel.

Handy to transport for beaches, Olympic Pool, Zoo, all sights, and Australia's leading City of entertainment and night life—Sydney.

Modern Room or Suite Accommodation.
TARIFF FROM 16/6 PER DAY.
Manager: A. L. GUARD.
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Fly B.O.A.C. around the world

- BY AN ALL-PRESSURIZED SPEEDBIRD FLEET

You may book locally—and fly from South, East or West Africa to Europe by Hermes Speedbird, one of the famous B.O.A.C. fleet. Pleasant relaxation is provided for 40 passengers with deep, semi-reclining chairs. Superlative meals, complimentary wines, liqueurs and cigarettes are served in the traditional B.O.A.C. manner.

The sound proofed cabin is air-conditioned on the ground as well as when airborne—ensuring maximum comfort in tropical climates.

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BRITISH OVERSEAS AIRWAYS CORPORATION WITH QANTAS, TEAL AND S.A.A.

"Nothing short of amazing!"

. . . says New Hebrides owner of
LISTER 60 H.P. MARINE DIESEL —

Lister's extreme simplicity makes an immediate appeal to owners of craft in the islands. Maintenance, too, is simpler, thanks to especially large inspection doors, which allow convenient overhaul on board.

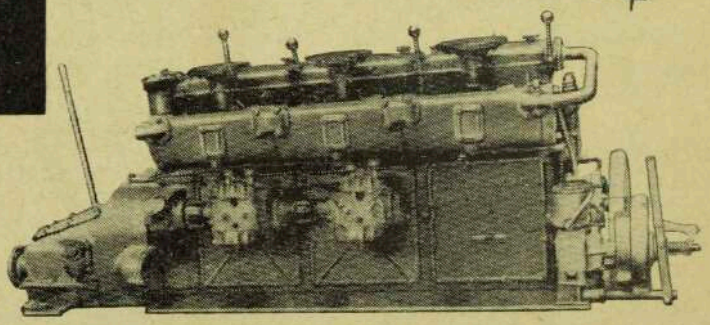
Features include:—

- Robust construction
- Variable compression for easy starting and smooth economical running
- "Listard" cylinder linings, giving 400% longer life
- Electric (24 volt) starting equipment
- Dry sump lubrication

"I am pleased to inform you that the engine is behaving very well and that its performance is nothing short of amazing, for it continues to push this 60 ft. Trawler at an average speed of 7½ knots and to date the engine has not run at above 1,150 revolutions."

Extract from letter on file.

Lister
BRITISH BUILT



World-famous Lister Marine Diesels range from 8-60 h.p. Write for complete details of the Lister engine to suit your craft.

DANGAR, GEDYE & MALLOCH LTD.

10-14 Young Street, SYDNEY.

Marine Workshop: Careening Cove, Sydney Harbour. Cable Address: "Dangars," Sydney.

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9. Sydney-New Hebrides

Qantas, with Sandringham Flying-boat

Frequent non-scheduled flights, thus:—

d., dep. 9.30 pm	Noumea, 6.30 am
u., dep., 8.30 am	Vila, 10 am
a, dep. 11 am	Santo, 1 pm
nto, dep. 6 am	Vila, 8 am
a, dep. 10 am	Nou., 11.30 am
u., dep. 12.30 pm	Syd., 7.45 pm

10. Sydney-Noumea-Suva

By Qantas, with Flying-boats, Weekly

Depart:	Arrive:
dney, Fri., 9.30 pm	Noumea, Sat., 6.30 am
umea, Sat., 8.30 am	Suva, Sat., 3 pm
va, Sun., 6 am	Noumea, Sun., 10.30 am
umea, Sun., 12.30 pm	Sydney, Sun., 7.45 pm

11. Auckland-Norfolk Is.

By NZ National Airways, with DC3's

Tdays.—From Auckland, returning same day.

ernate Sundays.—One additional service, same day. See also table No. 8.

12. Sydney-Auckland

Tasman E. Airways, with Solents

. Sydney, Mon., Fri., 11.59 pm; Thur., Fri., 8 am.

. AK, Tues., Wed., Thur., Sat., 9 am. Av. crossing time, 6½ hours.

tralian bookings: Qantas or TAA.

13. Sydney-Wellington

Tasman E. Airways, with Solents

. Sydney, Tues., Wed., Thur., Sun., 10.30 pm.

. Wellington, Mon., Wed., Thur., Fri., 11 am.

4. Melbourne-Christchurch

Tasman E. Airways, with DC4

irs.—Dep. Melb., 9.20 pm; arr. Ch'ch., 3.15 am.

—Dep. Ch'ch., 11 am; arr. Melb., 5.35 pm.

15. New Zealand-Fiji

Tasman Empire Airways, with Solents

Depart:	Arrive:
kland, Tues., 12.30 am	Suva, Tues., 7 am
Suva, Tues., 9 am	Labasa, Tues., 10 am
Labasa, Tues., Noon	Suva, Tues., 1 pm
Suva, Wed., 7 am	Auckland, Wed., 1.30 pm

16. Auckland-Fiji-Samoa-Cooks

By NZ National Airways Corporation

Alternate Wednesdays, by DC3, via Norfolk Is., Nadi (Fiji), Faleolo (W. Samoa), Aitutaki (Cook Is.)

Depart:	Arrive:
Auck., 9 am	Norfolk Is., 12.55 pm
Norfolk, 2 pm	Nadi, 8.40 pm
Nadi, Thur., 10.15 am	Faleolo, 4 pm
Faleola, 8 am	Aitutaki, 1.50 pm
Aitutaki, 2.50 pm	Rarotonga, 4 pm
Rarot'a, alt. Sat., 8	Aitutaki, 9.15 am
Aitutaki, 10 am	Faleolo, 3.15 pm
Faleola, Sun., 10	Nadi, 1.45 pm
Nadi, 5 am	Norfolk, 10.55 am
Norfolk, noon	Auckland, 4.50 pm

Alternate Wednesdays—DC3

Depart:	Arrive:
Nadi, 6.45 am	Faleolo, 12.30 pm
Faleolo, 1.15 pm	Nadi, 5 pm

* Western Time.

BERRY'S BAY BOATYARD

(B. J. Halvorsen—Manager)

Specialists in Island vessels.

All kinds of boat-building and repairing.

New and used boats and engines for sale.

Quotations and estimates free.

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CAPTAIN W. L. KENNEDY

(Established 1931).

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LISTING:

Auxiliary Schooners and Ketches suitable for Pacific work:

THREE-MASTED SCHOONER.—Steel. 150 h.p., H.D. diesel, approx. 110 ft. x 25 ft. x 9 ft., three hatches, sails, deadweight 260 tons. Class German Lloyds, 1950. **£10,000 Sterling.**

AUXILIARY SCHOONER.—Steel. Deadweight cargo 240 tons, 104 ft. x 21 ft., 220 h.p. H.D. diesel. 3 hatches. **£16,000 Sterling.**

AUXILIARY KETCH.—91 ft. x 23 ft., cargo deadweight 240 tons, construction oak and beech, 140 h.p. H.D. diesel, two hatches, sails. **£11,500 Sterling.**

THREE-MASTED SCHOONER.—Steel, 114 ft. x 23 ft., cargo deadweight 320 tons, two hatches, two winches, electric light, 200 h.p. H.D. An exceptionally fine ship. **£24,500 Sterling.**

AUXILIARY KETCH.—Steel, 130 ft. x 21 ft., 315 tons, cargo deadweight, two hatches, wireless, radiophone, 160 h.p. H.D. diesel. **£17,000 Sterling.**

ALSO Cargo Boats, Tugs, Trawlers, Workboats and L.F.B.'s, Class Bridge and R.D. Cruisers, Auxiliaries and Launches, all types.

WE ARE ALSO AGENTS FOR MOST MAKES OF MARINE DIESELS.

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Territory of New Guinea

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17. New Zealand-Chatham Is.

By Tasman Empire Airways, with Flying-boat

Once monthly, from Auckland and Wellington, from October until April.

18. Tahiti-Cook Islands

By Tahiti Airways, of Papeete

Once monthly, from Papeete to Aitutaki (Cook Is.) with mails and passengers, returning same day.

19. Micronesia

Civilian services, based on Guam, using 2-engined amphibious Catalinas, run regularly to Koror (Palau), Yap (West Carolines), Truk (Central Carolines), Ponape (E. Carolines), Majuro (Marshalls) and Saipan (Marianas). Details from Trans-Ocean Airlines, Guam, via Honolulu.

Telephone 136. Telegrams: "AKUN," RABAUL.

ALOIS AKUN & COMPANY

RABAUL, TERRITORY OF PAPUA-NEW GUINEA

Also at 180 NATHAN ROAD, KOWLOON, HONG KONG.

Planters and General Merchants

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(1) Embroidered Silkware, Carved Camphor-wood Boxes. Eastern Fancy Goods.

(2) The Best of Beers, in different Brands—"San Miguel," "Red Horse" and "Three Horse."

(3) Cotton Piece Goods suitable for trade and issues.

(4) Trade goods of all descriptions: Wholesale and Retail.

— Prompt attention to all orders —

Sydney Representatives: NELSON & ROBERTSON PTY. LTD., Electra House, 12 Spring Street, Sydney, N.S.W.

Approximate Airways Fare

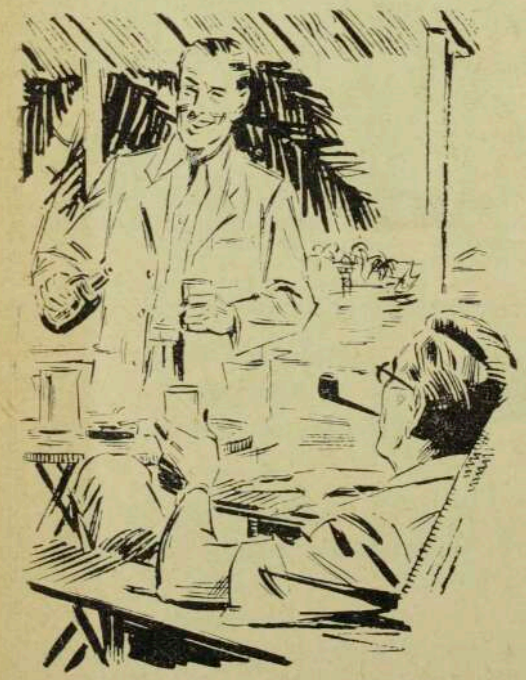
The following figures are not guarante accurate, but they are approximat correct. Details should be obtained fr the Air Company named in the Tab Unless otherwise indicated, figures are Australian currency.

FROM SYDNEY TO—

	Single	Return	Tabl No.
Moresby .	£39 5 0	£70 13 0	2, 2a
Lae	48 15 0	87 15 0	2, 3
Rabaul ..	61 12 0	110 18 0	2, 3
Honiara, BSI ..	77 0 0	138 12 0	5
Vila, N. Hebrides	42 10 0	76 10 0	9,
Noumea, NC . ..	37 10 0	67 10 0	10, 9
Norfolk Is.	25 0 0	45 0 0	8
L. Howe .	10 16 0	21 12 0	7
Nadi (Fiji) .	57 15 0	103 19 0	1
Suva (Fiji) .	55 10 0	99 18 0	10
Auckland	39 8 0	70 19 0	12
Welling-ton . ..	39 8 0	70 19 0	13
Christch. (from Melb.) .	44 2 0	79 8 0	14
Honolulu .	217 15 0	391 19 0	1
S. Fran'co	265 10 0	477 18 0	1
Vancouver	265 8 0	477 15 0	1

FROM AUCKLAND TO—

	Single	Return	Ta N
Norf. Is.	£14 0 0 NZ	Less 10%	11,
Nadi (Fiji) .	31 0 0 ,,	,,	1,
Suva (Fiji) .	31 0 0 ,,	,,	16
Samoa .	39 10 0 ,,	,,	16
Cook Is.	45 0 0 ,,	,,	16
Suva (direct)	31 0 0 ,,	£55 16 0	15



You can taste the quality in

"VALIANT" RUM

"Valiant" Rum has a smoothness on the tongue, and a richness which comes from the use of the finest ingredients. "Valiant" Rum has a deep, ruby colour and a mellow maturity which is the natural result of long ageing in the cask.

Words cannot fully describe a flavour, so we'll simply say that here's a refreshing, bracing flavour that makes a very happy first impression, and improves with acquaintance.

If you haven't tried "Valiant" Rum as yet, then the best time for you may be your next opportunity.

Valiant PURE RUM

Fully-matured in the wood

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Advisory Councils In New Guinea

ae, Wau and Morobe District

From Our Own Correspondent

LAE, Sept. 4.

HE announcement that the Administrator has approved of the formation of "District Advisory Councils," and has appointed s nominees thereto, has rather nfused the matter of advisory ocedure.

We now have the Legislative uncil, the Town Advisory Councils, and the District Advisory uncils.

There are only three elected persons in the whole of the triple set—these are the three elected ople on the Legislative Council—the rest are nominated by the lministrator.

As far as can be ascertained, the strict Advisory Council will deal th matters—in an advisory pacity, of course—which are outside the province of the Town Advory Councils, whose "advisory" nctions are confined to the town eas.

This is exemplified so far as the robe area is concerned, by the ked question of the Markham dge. The interest shown by the au Advisory Council, and the Lae visory Council, in the proposal t the river be spanned at Kirkds, is, according to local authoris, entirely misplaced, as those lies should be interested only in n matters.

pparently, this is where the Dist Council comes in—by the ointment of representatives who deal with matters in a wider a.

Quite laudable, it may be said; in the selection of the additional body, the powers that be, in sing the Administrator as to ointments — in an advisory acity—have nominated men who eady are members of the Town visory Councils. That might have n avoided: although these obisly are men with interests in n and district and they provide useful liaison between town and ntry.

The following have been ointed by the Administrator to stitute the Morobe District Adry Council:—

orman White, Snr., Wau, agriurist, and member of the Wau visory Council.

Norman Wild, Wau, mining nager, and member of the Wau visory Council.

redk. G. Rose, electrical engir, Bulolo Gold Dredging Ltd.

ames A. Birrell, manager, Morobe nsport Co., and member of the Town Advisory Council.

A. J. Bretag, Lae, manager of New Guinea Industries Ltd., and chairman of the Lae Advisory Council.

Jas. A. Peterson, Lae, manager of Burns Philp (NG) Ltd., and vice-chairman of the Lae Advisory Council.

Rev. Frerichs, Lae, Superintendent of the Lutheran Mission.

Tang Kam Hong, Lae, Chinese businessman, and representative of the Chinese community in Lae.

The inaugural meeting of the new body will be called at an early date by the District Commissioner.

It is a good Council; but we cannot help asking why some of the highly respected pioneer residents of the Morobe district, who surely have a wide knowledge of district matters, have been passed over in favour of town merchants who already are members of the Town Councils.

Enjoy the Oven-Fresh Crispness and Flavour of SAY-VEE CRACKERS

This well-designed, air-tight and moisture-proof pack brings you Savoury SAY-VEE Crackers in perfect condition. Try them with jam, cheese or any other favoured spread.

Each packet contains ½ lb. net . . . 4 dozen appetising, wholesome crackers ideal for suppers, luncheons, and 'tween-meal snacks.

TALLERMAN & CO. PTY. LTD.

60-62 York Street, Sydney, N.S.W.

Cable Address: "FRESHET," SYDNEY.

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ALL GOOD BAKERS USE
"BLUE SUPERB FLOUR."

!

FINE & DRY

MUNGO SCOTT PTY. LTD., Flour Millers, Smith Street, Summer Hill, N.S.W., Australia.

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Aladdin lights the way to better living

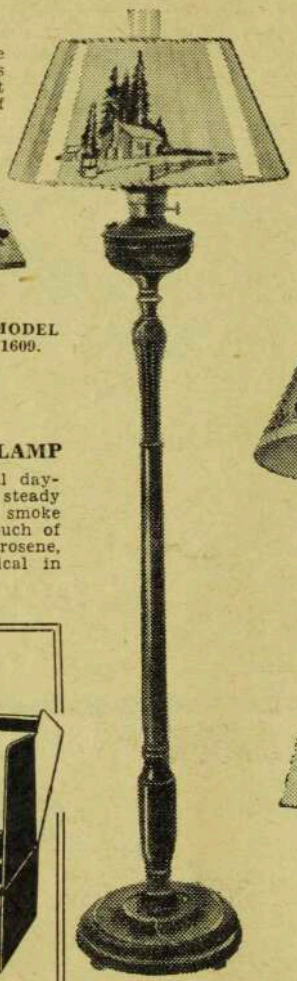
STORMPROOF LANTERN

This Pressure Kerosene Stormproof Lantern gives 300 candle power of brilliant light, in any kind of weather.

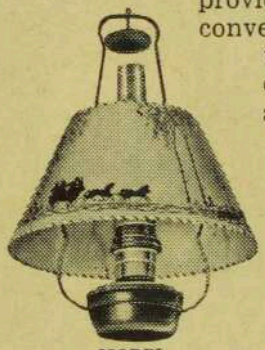
MODEL 1609:

Throws a flood of light on to the work area. Avoids direct light being thrown into the eyes.

MODEL 1609.



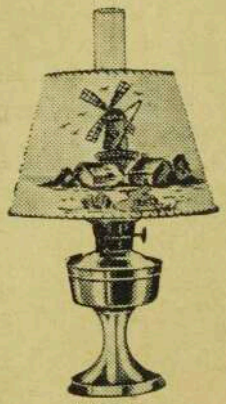
Good lighting and convenient cooking contribute much to comfortable living, and Aladdin lamps and cooking appliances have been famous for more than a century. Burning ordinary lighting kerosene, Aladdin products provide the comfort and convenience of gas or electricity. They are unequalled in efficiency and ease of operation.



MODEL 1620.

THE WORLD'S MOST WONDERFUL LAMP

Aladdin light is the closest of all to natural daylight, and these non-pressure lamps give a steady white light of 75 candle-power. There is no smoke or fumes, no pumping. They light at the touch of a match! Burning 94% air and only 6% kerosene, these modern lamps are extremely economical in use, and safe and easy to use.

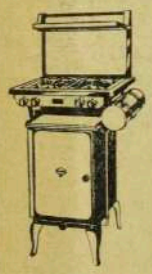


MODEL 1680.

MODEL 1630.

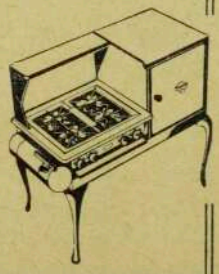
2 BURNER PORTABLE STOVE

Compact efficient pressure Kerosene stove has adjustable self-pricking burners. Available with metal carrying case for outdoor cooking.



5 BURNER RANGE

Modern porcelain-finished pressure Kerosene range has all the advantages of gas or electric stoves. Heat is adjustable from "simmer" to "boil" and insulated oven cooks perfectly.



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Compact, modern pressure range is attractively finished in porcelain. Has five self-pricking burners adjustable to any heat, and insulated oven cooks perfectly.

MODEL 1671.

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BULOLO AFIRE

Out of P-NG Run For 2-3 Months

ON Wednesday, August 29, 48 hours after the Burns Philp motor- liner Bulolo (6,397 tons) arrived in Sydney from Papua-New Guinea, the copra in No. 3 hold was found to be ablaze. Spontaneous combustion is blamed.

Firefighters poured in enormous quantities of water, but the fire got bigger. The liner carried so much water that she developed a dangerous list. Everyone was ordered off, and she was hurriedly towed across the harbour to Kerosene Bay and beached in the mud.

After another 24 hours, the fire was quenched. The water then was pumped out, the Bulolo was hauled off the mud, and returned on Friday to her berth at Walsh Bay. As she was coming in, she bumped the liner Marinella, and both vessels were slightly damaged.

The ship has suffered no structural damage, but there is a great deal of general superficial damage, and destruction especially in No. 3 hold, and in the refrigeration section. It is estimated that repairs will take two to three months.

The next sailing of the Bulolo was cancelled at once and the October sailing probably will be; 160 passengers, due to sail north in September, had to make other arrangements.

The worst feature of the accident was the disturbance of arrangements made to send urgent cargo to Papua-New Guinea, especially foodstuffs and refrigerator items.

The following arrangements were announced within a couple of days by Burns Philp and Co.:

- The freighter Burnside, then loading for Singapore, was instructed to also load refrigerated cargo for Port Moresby.
- The Nellore, for the East, also would load refrigerated cargo for New Guinea ports.
- Other ships would similarly lift cargo for the Territories.
- The Mangola, which was then at Madang, would be brought south as soon as possible, to take over some of the Bulolo's services.

A Burns Philp spokesman said that the damage to the Bulolo was less than had been at first anticipated.

The first High Commissioner of the American Trust Territory of Micronesia is Mr. Elbert D. Thomas, former US Senator from the State of Utah, professor of political science, and a Far Eastern missionary for many years.

As an indication of developments, it is noted that TEAL on September 1 took over, in Suva, the office that has been maintained there by NZ National Airways for some years. It will be, for the present, TEAL's Islands headquarters. Mr. John Wisdom is in charge.

Now Available For the Islands

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and Allied Products

We manufacture Holland Rusks, Butter Johns, Speculaas, Jubilee Par-T-Pack, Almond Rings, Breakfast Cake, Edam Cheese Crunches, Cocktail Buttons, Celery Rondelles, etc. Individually packed and shipped in sealed tins and cases for the Tropics.

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GOOD NUTRITION and BUOYANT HEALTH

Good nutrition and really buoyant health go hand in hand.

Modern cooking methods can destroy a high proportion of the vitamins in our food and, although our meals may satisfy our appetites, the essential vitamins may be lacking.

A diet inadequate in vitamins can so frequently cause, especially in tropical climates, troublesome "run-down" conditions characterised by lassitude, nerviness, sleeplessness, loss of appetite, etc.

'AKTA-VITE' Nutritive Food Tonic is valuable in correcting these conditions, particularly because it provides definite and stated quantities of four vitamins essential to good nutrition.

Each two teaspoonful dose contains:

Vitamin A	2000	International Units
Vitamin B1	300	" "
Vitamin C	300	" "
Vitamin D	1000	" "

plus calcium, phosphorus and carbohydrate.

'AKTA-VITE' is especially valuable for nursing mothers and growing children.

FOR ALL AGE GROUPS

'AKTA-VITE' is so pleasant and easy to take; it combines the four vitamins, together with calcium and phosphorus in delicious crunchy granules. This can be taken as such straight off a spoon, mixed with hot or chilled milk to make a pleasant drink, spread on sandwiches or sprinkled on other foods, desserts, cereals, etc. To preserve the vitamins, 'AKTA-VITE' should not be cooked with foods but added when serving.

Ethical Division **NICHOLAS PTY. LTD.** Melbourne, Sydney, Brisbane Adelaide, and Perth.

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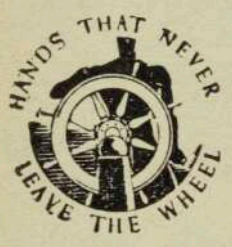

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From Notes Made in Fiji

(Continued from Page 19)

"BULA, BULA"

STORIES of the popularity of the Fijian Rugby football team now touring New Zealand continue to pour in. Whether the Fijians win or lose, their bright, interesting football captures the interest of the New Zealanders.

It is said that the tourists were greatly heartened when they played Buller at Westport—in conditions that resembled a rice swamp rather than a playing field—when local barrackers continually yelled "Buller, Buller."

It sounds the same as "Bula"—the Fijian expression that was worked overtime by the Americans during the war and which, in the case of the footballers, could mean "Good on you, lads."

* * *

SOMETHING OF THE ARTS

THE Fine Arts Group of the Fiji Arts Club will present an exhibition of work by local artists at the Parish Hall, Suva, on September 3, 4, 5 and 6.

There will be over 100 paintings and other artistic contributions and these range from the conventional palms and blue sea to splashes of mad colour provided by devotees of contemporary art. Some of them will startle Suva—but Suva can do with a little of that.

Also starting a season on September 3, the Suva Group Theatre will present a revue called "Black Velvet."

It is produced and directed by Paddy Mulelly and James Crawford; dances are arranged by Kitty Carter, assisted by Heather Emerton.

There is an all-local caste of 50 including 20 Fijians.

* * *

BROADCASTING COMMISSION

AMALGAMATED WIRELESS AUSTRALASIA LTD. will design and supervise the building of the new studios of the Fiji Broadcasting Commission, supply and instal all equipment and train staff.

The studios are to be erected near the present Government Building in Suva, and it is expected that tenders for the building will be called shortly.

The broadcasting licence of Fiji Broadcasting Company, in which AWA has a substantial interest, was renewed at the end of 1949 for five years, but the Government has the option of terminating it within three years—that is next year—if the establishment of the FBC is far enough advanced to warrant it. The decision to create a Commission-

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which is to function on much the same lines as the ABC in Australia —arose out of a committee who made a report in 1948. The FBC will differ from the ABC and BBC in one important aspect, however—it will derive part of its revenue—a large part—from advertising. Revenue from listeners' licences will also go to the Commission, less a 5 per cent. collecting fee.

At present there are about 2,000 listeners' licences in the colony. They cost 25/- per annum.

* * *

LAUTOKA WHARF: NADI ACCOMMODATION

THESE two bones of contention for Lautoka district residents will soon be receiving a little more official attention.

The consulting agents for the wharf have been asked to submit alternative proposals because the large cost of the scheme proposed by them—£335,000 Fijian—is apparently caused by the plan to build wharf sheds on the wharf itself. The money was to go in building wharf foundations strong enough to support the wharf, the sheds and what cargo might be in them.

The consultants have been asked to give the cost of a simpler wharf and sheds which are built on dry land.

The South Pacific Air Transport Council will meet in Wellington, NZ, at the end of October. Fiji's Assistant Colonial Secretary, Mr. E. R. Bevington and the Director of Lands, Mr. W. H. Buckhurst, will probably represent the colony.

Items on the agenda for this meeting include the proposed third runway at Nadi Airport, review of passenger and crew accommodation and other matters concerning technical services and facilities at the airport.

Much has been said locally about the withdrawal of certain facilities at Nadi. Fiji's international airport has somewhat peculiar circumstances to provide for. But, in general, it is not left to the Government which maintains the airport to provide transit accommodation for the passengers of the commercial airlines. This was done at Nadi until the closing of the Makambo; but now the responsibility is being passed back to the airlines.

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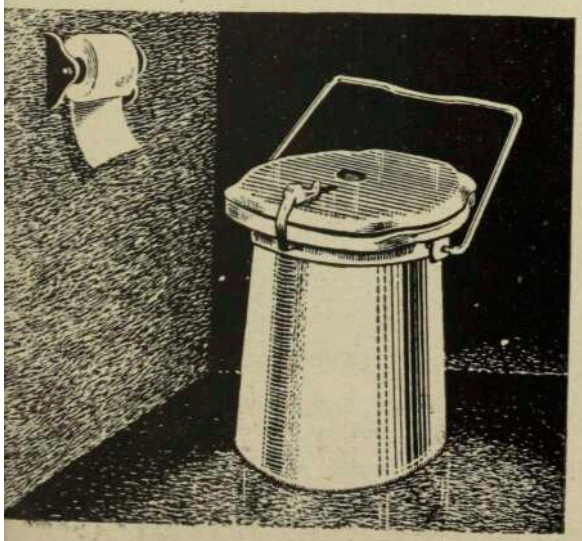

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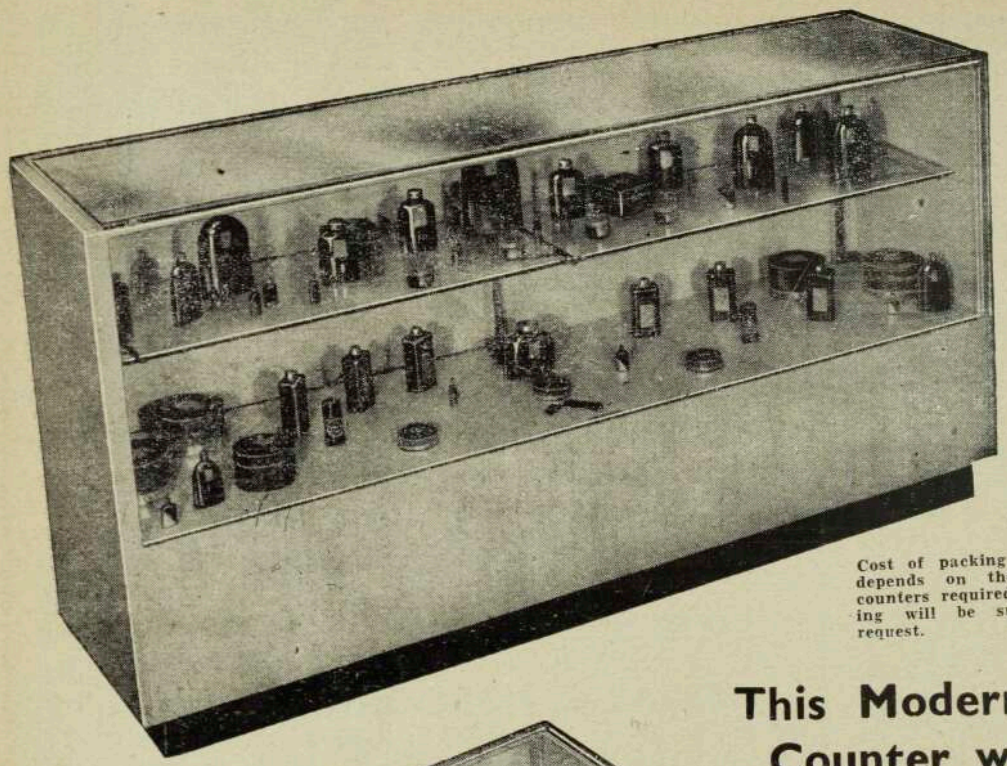

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10 in. additional shelf and brackets if required.
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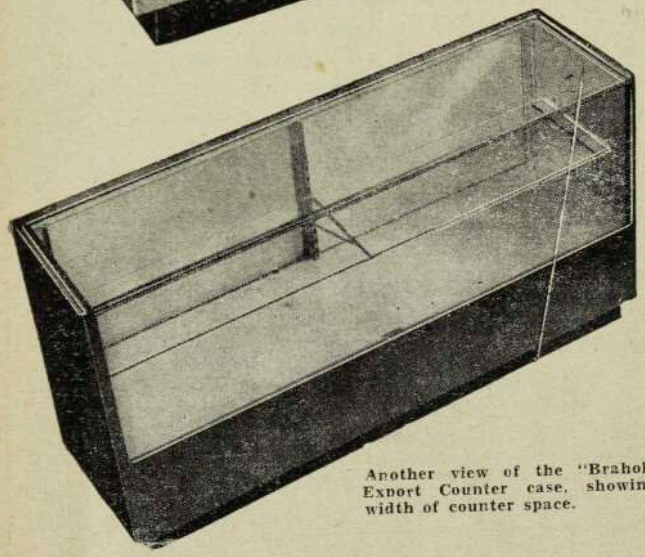

Another view of the "Brahol" Export Counter case, showing width of counter space.

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Moreover, it is specially built for export, so that it can be readily securely packed, and assembled by anyone, from simple directions in an hour, with no tools other than a screwdriver. Retailers all over the world have learned the selling value of modern display equipment, and this "silent salesman" will soon pay for itself in increased sales.

BRIEF SPECIFICIATIONS:

To help you get an accurate picture of the "Brahol" Special Export Glass Counter Case, here are the main specifications: Overall size is 6 ft. long x 1 ft. 9 in. deep x 3 ft. 3 in. high. Made from first-class, well seasoned Queensland Maple, hand French polished, wax finished, natural maple colour. Glass parts are ¼ inch British plate glass.

The inside is lacquered ivory colour, and the recessed base is lacquered burgundy.

There is a pair of solid core sliding doors, and one glass shelf, 14 inches wide, on adjustable nickel-plated brackets.

Storage space below is 11 inches high.

The plate glass front is 22 inches high.

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TAHITI NEWS

Rendezvous for Yachtsmen

From Our Own Correspondent

PAPEETE, Sept. 4.

THE following are among the overseas yachts which have recently arrived in Tahiti—

The American yacht Nordlys, owned and captained by Omar Darr, which made its third appearance in Papeete, on July 11.

The British yacht Palmosa, of 30 gross tons home port, Plymouth, England, and owned by Captain H. V. Hudson, RNR.

Mollilou, American, of San Francisco, of 18 tons, Captain S. R. Kochenderfer.

The Colleen, from Honolulu, under American registry, and owned by the Seventh Day Adventist Mission, to be used among the islands. The Colleen's captain is W. E. Ferris.

The Nordlys left Papeete on August 7 for Honolulu.

BIG PLANE FOR CONFERENCE

For the first time, the people of Papeete saw a four-engined plane when the Pan American Airways clipper, carrying delegates to the conference on Filariasis, circled over the town on August 19, before going off to land on the nearby lagoon of Bora Bora. There is no airstrip on Tahiti.

Mr. Cornelius Crane had sent his yacht, the Vega, to Bora Bora, for the assistance of the delegates, and they were soon in Papeete. The Governor presided at the Filariasis Conference, which lasted several days. The delegates left again, at the end of August, by special PAA plane.

SCHOONER LOST

The French schooner Aito, owned by Mr. Andre Blouin, of Papeete, was lost when she ran on the reef off the island of Marutea North. She was a motor vessel of 53 tons, commanded by Captain Ioane Roo a Anania. All on board were saved. The weather was thick and the reefs and the currents treacherous.

Every year a number of ships are lost in the Tuamotu archipelago.

NEW COLONIAL SECRETARY

On July 25, His Excellency Governor Petitbon introduced Monsieur G. Sully, newly-arrived Colonial Secretary, to all the service chiefs of the French administration of Tahiti.

DEPARTURES ON THE CHUNGKING

Among the passengers who departed on the liner Chungking for Europe were M. Jean Vidal, former chief of the public works; M. and Mme. D'Astier de la Vigerie, of the Information Bureau; M. and Mme. Landry, who had come to Tahiti to film Tahitian scenery; Doctors Andrea de Balmann and Tourneux, going to France for well-deserved vacations.

PERSONALITIES

When the Chungking sailed from Papeete, on July 25, many well-wishers were at the wharf to farewell three Mission Brothers who have given several years to teaching at the Ecoles des Freres de Ploermel. They are Brother Enogat, 42 years in Tahiti, and 19 years in Canada; Brother Ludovic, 34 years

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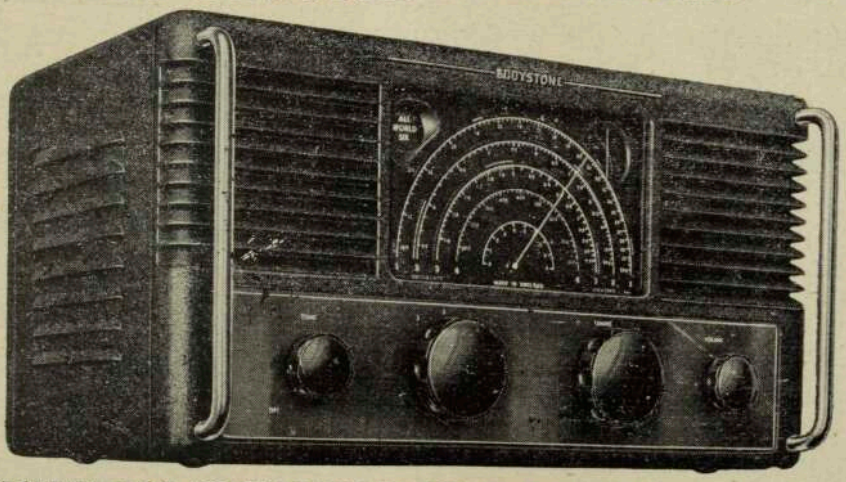

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in Tahiti, six years in Senegal, and nine years in Turkey; Brother Romain, 17 years in Tahiti.

They now have retired from active service, with the exception of Brother Romain, who is still young enough to be sent to another colony.

An amplifier—the handiwork of M. Eddie Lund—played farewell tunes as the ship sailed down the Bay.

Rolf Armstrong, whose portraits of beautiful American girls are published in millions on calendars, magazine covers and posters, has been spending the summer in Tahiti. It was his first visit to the South Seas. He said he was impressed, not only with the beauty of Tahitian girls, but with their natural rhythm of movement which (he says) no other girls in the world passess. Mr. Armstrong has made paintings of Tomatu, whom he considers our most beautiful Polynesian type, and also made a vivid study of Germaine, the famous Bora Bora dancer.

Two well-known auditors and accountants died recently—Messrs Eugene Alexandre (known to all as Hiti), and Rene Porlier. Both were born in Papeete.

We have been informed that Mr R. de Lambert, who was American Consul in Papeete from 1941 to 1946, is now US Consul-General in Valparaiso, Chile. Mrs. and Mr. de Lambert have many friends in Tahiti.

AMBRYM VOLCANO IS ACTIVE

2,000 Natives Evacuated

From Our Own Correspondent

NOUMEA, Sept. 1.

THE story of the volcano Ambrym, in New Hebrides, began some 20 years ago when it sent up huge columns of smoke while pumice rained down, blacking out all the island. At the time, lava flattened all plantations and houses with the exception of a Catholic Mission hospital.

Today, the Government here has been advised that Ambrym is threatening eruption.

A heavy pumice mud is falling and a mass of cloud hangs over the island. Two thousand natives have been evacuated to the nearby islands of Malekula, Santo, Epi and Efate. Three to four thousand natives have refused to leave Ambrym, and the authorities are supplying them with food.

The official message to Noumea adds that most plantations are being buried, but there are no casualties.—FD.

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MEMORIAL TO LATE SIR HUBERT MURRAY

AT the request of the Administrator, a Fund was opened in Port Moresby in September to provide a Memorial to the late Sir Hubert Murray, who died in 1940, and who did such notable work for the old Territory of Papua, and especially for the natives. The appeal has been launched in both Papua-New Guinea and Australia.

This appeal originally was made in 1941, and £263 had been subscribed when the war with the Japanese came. Since then, invasion and post-war problems have taken precedence.

It is now proposed to complete the Fund, and provide the Memorial. The form probably will depend upon the amount subscribed. Some of his friends hope that it may be a plain construction of stone, erected in Port Moresby, to permanently remind both Europeans and natives of his achievements.

Subscriptions should be sent to the Secretary, Hubert Murray Memorial Fund, C/o Customs Department, Port Moresby. Any amounts sent to the Pacific Islands Monthly, PO Box 3408, Sydney, will be acknowledged and sent on. It is expected the Commonwealth Government will make a contribution.

The Archbishop of York, the **Most Rev. and Rt. Hon. Cyril Forster Garbett,** will make a five-days visit to Fiji in December. His Grace, who is in his 76th year, will make an extended visit to Australia and New Zealand between October and December. He will arrive in Suva from Auckland by TEAL Solent on December 11.

Two scientists of the Australian CSIR left Sydney for New Guinea in early August. They are **Dr. C. Barnard and Mr. L. J. Webb,** who will search for plants that will yield valuable drugs, including cortisone. Native plants used by the natives to cure ulcers and skin diseases will also be of particular interest to the scientists.

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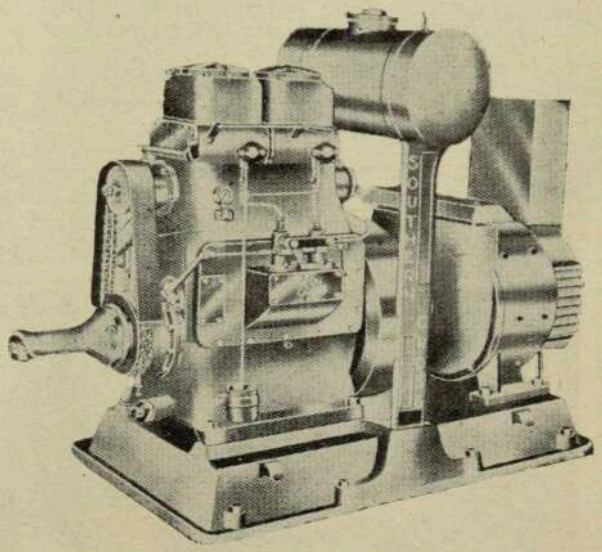

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Suva Merchant in Sydney

Mr. C. L. Harrison, a leading Chinese merchant in Fiji, has been in Sydney for a month, arranging new agencies. When he returns to Suva shortly, his firm (C. L. Harrison Trading Co.), will have Fiji representation for several Australian exporters, including Mungo Scott Pty., Ltd. (flour millers), Walter Cavill Pty., Ltd. (wholesale grocers), Moulded Products (NSW) Pty., Ltd. (plastics), F. H. Prager & Co. (hardware), M. Kerry Pty., Ltd. (general exporters), and Standard Paint and Oil Co. Pty., Ltd. (varnishes and paints).

Mr. Harrison, who has been in the Colony for nearly 40 years, was originally in business after World War I as a director of the Tai Chong Company, in which the late Sir Maynard Hedstrom was interested. In 1921 he sold his interest to Morris Hedstrom Ltd. and concentrated on banana planting and exporting. In later years his family extended the activities to copra plantations, bakeries and butcheries, as well as the import and export trade.

The insignia of the O.B.E. was presented to **Ratu George Tuisawau** of Fiji by the King at Buckingham Palace last month. It was the first investiture to be held since His Majesty's illness, and only 66 recipients of honour were invested.

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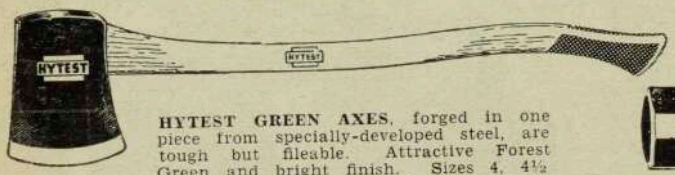
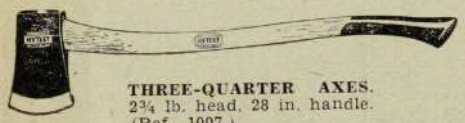
Every HYTEST Product Lives up to its Name!

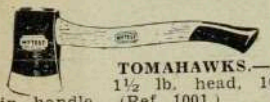
That's one fact about Hytest Forged Steel Axes and Tools that more Island residents are discovering every day. Rigorous factory standards, special packaging, prompt delivery, honest performance —they are all covered by the one word "Hytest"!



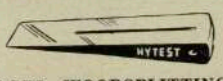
HYTEST GREEN AXES, forged in one piece from specially-developed steel, are tough but fileable. Attractive Forest Green and bright finish. Sizes 4, 4½ and 5 lb. Heads only (Ref. 1011) or with Hickory or Australian handles.



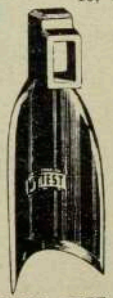
THREE-QUARTER AXES. 2¾ lb. head, 28 in. handle. (Ref. 1007.)



TOMAHAWKS.— 1½ lb. head, 16 in. handle. (Ref. 1001.) Axes, Three-quarter Axes and Tomahawks supplied "Heads only" or with handles.



WEDGES—WOODSPLITTING. Hammer Head (Ref. 7043), Maul Head (Ref. 7053) in 6 in., 8 in., 10 in., and 12 in. sizes.



CANOE ADZE.— Another Island "special." (Ref. 1120.)

BANANA MATTOCKS.—Blade 9 in. x 3 in., 5 lb., ideal for plantations. (Ref. 4603.)

CULTIVATING HOES.—A "must" for plantation work. (Ref. 3850.)

SLEDGE HAMMERS.—Double-faced, forged steel, 4, 7, 8, 10, 12, 14 lb. (Ref. 3731.)

Leading wholesalers, Island merchants, or your trade store can supply Hytest Green Axes and Tools. Write for illustrated leaflet displaying the full range.

HYTEST AXE & TOOL PTY. LTD
(A subsidiary of A.C.I. Ltd.)
Collins Street, Alexandria, N.S.W., Australia

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'Super Terminal' for Qantas Opened In Sydney

TERMINAL facilities and amenities which will bear comparison with those of most cities have now been established in Sydney by Qantas Empire Airways, whose services increasingly extend out over the South-western islands of the Pacific.

Some time ago, Qantas obtained a controlling interest in the Wentworth Hotel, which probably ranks as Sydney's second best. Now the incoming passengers of Qantas have first preference in the Wentworth bookings in the fearfully overcrowded city.

Following on that, Qantas has now established its new air terminal in premises adjoining the Wentworth Hotel—it was formally opened on September 5. It is designed to handle, weekly, 2,000 overseas passengers and their luggage—arriving by Qantas, BOAC and Tasman Empire Airways (for which Qantas acts as agents in Australia).

Luggage is handled on the modern American system, claimed to be expeditious and trouble-free. The assembly lounge has, for the comfort and help of passengers, every facility that ingenuity can suggest. The decoration and lighting plan has won high praise.

WAU'S COLOURFUL WEEKEND

From Our Own Correspondent

WAU, Sep. 4.

NEW Guinea Goldfields' Golden Ridges mill was officially opened on September 1 by the Administrator Colonel J. K. Murray, who travelled from Moresby by plane, accompanied by Mrs. Murray.

The large number who attended were entertained by the company at the Golden Ridges Club.

That evening, the company entertained the Administrator and official party at dinner at the company's mess, and all went to the Wau Club later, for the Ball.

On Sunday, the company again entertained all at a luncheon at the Wau Club, for the directors and employees of the company to meet Colonel and Mrs. Murray.

Visitors included the Acting Government Secretary (Mr. C. Champion) and Mrs. Champion, Judge and Mrs. Kelly, Mr. and Mrs. E. P. Holmes, and Miss Fletcher. Visitors from Lae included the District Commissioner, Mr. H. L. R. Niall.

The Managing Director of New Guinea Goldfields (Mr. Kruttschnitt), accompanied by his wife,

PABCO MALTHOID

for temporary & permanent roofs

Completely waterproof, Malthoid is proof against torrential downpours—is unaffected by burning tropical heat.

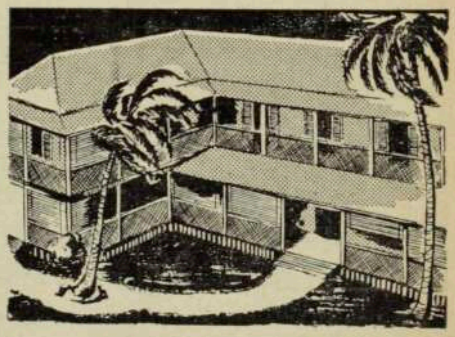
Pabco Malthoid is the only Malthoid made. It is produced in Australia to the precise specification of the American Pabco Company.

Pabco Paints or Pabco Cement and Coating are recommended for the preservation of Malthoid roofing.

PROTECT IRON WITH COLOURFUL *WATERPROOF*

PABCOTE

Bituminous-base PABCO Paints will preserve iron and fibro roofs, downpipes and guttering, and tanks.



Insist on PABCO

PABCO PRODUCTS

MALTHOID HYDROSEAL "The Leak Fixer"
PABCOTE CEMENT & COATING

Available from all leading Island stores. If your store does not stock these Pabco products, write to us direct.

PABCO PRODUCTS PTY. LIMITED
150 Wigram Rd., Glebe, N.S.W.

PA38-51

and Mr. W. Harram, a director, are also here.

On Monday, the 3rd, the official party went to Edie Creek to see the workings there, and whilst there they were entertained at luncheon by Mrs. A. Bowring.

An interesting visitor to Rabaul recently was the two-masted auxiliary schooner Milleta. She was purchased in Adelaide by the Government of the American Trust Territory of Micronesia, for service in that area.

Apply 'Dettol' at once on insect stings

'DETTOL'

THE MODERN ANTISEPTIC
SAFE . NON-POISONOUS
PLEASANT SMELL . CLEAN
DOESN'T PAIN . DOESN'T STAIN

97.

Hay Fever; Incessant, Uncontrolled Sneezing Coughing Curbed Quickly

Do you have attacks of the weakening, exhausting Hay Fever; sneezing, coughing spasms so bad that you can't work, play or enjoy yourself? Do you feel so weak and helpless that you're unable to work, and have to be careful when you go out, and you can't enjoy life around this time of the year. No matter how long you have suffered, or what you have tried, there is new hope for you in a doctor's prescription called MENDACO. No Dopes. No Smokes. No Injections. No Atomisers. All you do is take two tasteless tablets at meals, and in three minutes MENDACO starts working through your blood aiding nature to promote free easy breathing and removing the irritating symptoms which cause those terrible sneezing and attendant distressing symptoms. You can go out without fear of attack. You sleep better at night and feel well, strong, and years younger.

NO HAY FEVER SYMPTOMS IN 2 YEARS

MENDACO not only brings almost immediate comfort, easy breathing and freedom from sneezing attacks but it builds up the system to ward off future attacks. For instance, Mrs. S. Bishop, of Dandenong, Victoria, had lost two stone, suffered severe sneezing attacks for months, was afraid to go out for any length of time, couldn't sleep. MENDACO stopped Hay Fever symptoms quickly and she hasn't had any since in over two years.

MONEY BACK GUARANTEE

The very first dose of MENDACO goes right to work circulating through your blood and helping nature relieve you of the effects of Hay Fever and incessant Catarrhal Sneezing. Try MENDACO under OUR IRON-CLAD MONEY BACK GUARANTEE. You be the judge. If you don't feel fully satisfied after taking MENDACO just return the empty package and the full purchase price will be refunded. Get MENDACO from your Chemist today and see how well you will feel tomorrow, and how well you will sleep tonight. The guarantee protects you.

Mendaco

Stops Asthma ✶ Bronchitis ✶ Hay Fever

S. Pacific Commission

Eighth Session in October

THE Eighth Session of the South Pacific Commission will open at headquarters in Noumea, New Caledonia, during the last week of October, and will last for approximately twelve days.

Consideration of the Commission's work programme in the fields of economic development, health and social development, and of recommendations regarding it made by the Research Council of the Commission at its meeting last June, will constitute the main item on the agenda.

Expert Seeks Best Native House

ON September 5, Professor Thysse, of the University of Indonesia, who is an authority on tropical housing, arrived in Rarotonga to begin a building survey of Islands territories. He is undertaking this task for the South Pacific Commission as part of its programme for promoting the welfare of island peoples. He is accompanied by his wife, who will assist in the work.

The survey — to occupy 8 to 10 months — is to determine, from among the wide range of native dwellings and public buildings in various Pacific territories, those types most suitable for the widely varying climates and conditions of the area. Buildings for study will include dwellings for families of varying sizes, schools, community halls, health centres and food storage sheds. He will take into account such factors as availability of materials and labour, and costs.

Furniture needs will also be considered in relation to conditions and resources available.

Territories that Professor Thysse will visit during his survey include the Cook Islands, Samoa, Fiji, New Caledonia, Papua and New Guinea and Netherlands New Guinea.

Anti-Filaria Conference

THE first international Anti-Filariasis Conference, which was held in Papeete, French Oceania, in the latter part of August, is expected to add much to the sum of human knowledge respecting this group of diseases—now such a scourge in the Pacific Islands.

The recommendations of the Conference will go through the Commission to the six constituent governments, for concerted action thereon.

A summary of the report of the Conference will be published in the next issue of the PIM.

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Papua-N.G. Notes

(Continued from Page 53)

ACUTE MILK SHORTAGE

A SERIOUS shortage of processed milk is affecting practically all parts of the Territory, and by early September the problem was so acute that assistance was sought from the Territories Department in getting a special shipment. By that time anyone who still had a can or so of milk was measuring it out in jealously-guarded spoonfuls.

This is the second time within two years that a milk shortage has hit the Territory, and while it is a real privation for most people, it is more than that for people with young families.

It looks as though the cry to Canberra is likely to produce results, even with the current shortage in Australia. With only two or three isolated dairies in the Territory, milk is an absolute necessity on our import list.

NO MORE FREE BUSES

PORT MORESBY residents are about to say goodbye to free bus travel in the town, and debate waxes strong over the question of fares.

The free service came about gradually, as the town population increased. The morning scatter of jeeps and trucks collecting staff gave way to first one bus, then another; and, finally, right on to a free native bus service.

Now the Administration has got its orders from Canberra that cash must be paid for a ride on the Government vehicles. So far as fares are concerned residents are wistfully suggesting a flat rate of sixpence, or (with less confidence) a flat annual rate of around £3. The Government says it is not anticipating a fare to cover the whole cost of the bus service, and the service may be handed over per public tender to private enterprise. The obvious inference is an Administration subsidy.

ANOTHER BANK COMES IN

ANOTHER banking house is preparing to extend its trading area to Port Moresby and Lae. This is the merged Union Bank and Bank of Australasia, called the Australia and New Zealand Bank. Mr. H. Watson, a Queensland inspector of the Union Bank, had a good look around the two towns in August, with a keen eye for business sites and a land for the homes of bank staff personnel.

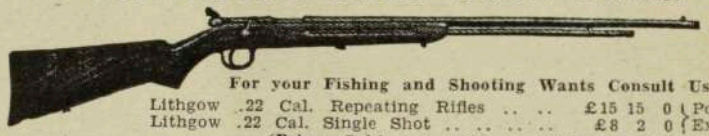
Maybe a bank has a way of getting a business site; but it's a problem quite a few other interests have tackled in Port Moresby with conspicuous lack of success. And it will be even more interesting to watch the flow of building materials for bank premises. At present the assembly of a full category of building materials for even a modest dwelling requires something akin to the magician's art. Only the Works and Housing Department can pull those particular rabbits out of the construction stockpile.

WHAT OUR PLANTERS WANT

The Planters Association of Papua is still unhappy about the Commonwealth Government's failure to do anything regarding the copra price charged to Australian crushers.

The Association's Annual Report

"OUR HANDS MAKE GOOD ARMS."



For your Fishing and Shooting Wants Consult Us.

Lithgow .22 Cal. Repeating Rifles .. .. £15 15 0 { Post
Lithgow .22 Cal. Single Shot .. .. £8 2 0 { Extra

(Prices Subject to Change Without Notice.)

SIL ROHU, 143 ELIZABETH STREET, SYDNEY.

SPRING TIME is RING TIME

(And Hay Fever Time, Too.)

In Hay Fever (as you know) the sensitive part of the nose affected is mainly the mucous membrane on the projection inside known as the turbinals—any of the three bones situated in the lateral wall of the nose.

FROM INFLATION BY INHALATION TO DEFLATION WITH EXHILARATION ALL IN A FEW MOMENTS

If you use ASPAXADRENE because it Touches the Spot

Mary had a little lamb, with peas and mint sauce, too;
Mrs. 'Oskins 'ad Hay Fever—so she was in a "stew."
She used her "loaf"—and when the light was green
She crossed the crossing cautiously—and bought Aspaxadrene.
No longer now her nose is red,
She knew just what to do.
She's lovely now—is Mrs. 'Oskins;
Just the same as me and you (I hope).

Aspaxadrene is used similarly against Asthma, Catarrh, Bronchitis, Sinus, Antrum, etc. All of these are akin in so far as they are associated with inflation of the mucous membrane.

AT ISLANDS CHEMISTS AND STORES.

OUTFIT, 28/6 COMPLETE LIQUID, 12/6

(Same Old Prices. No Price Pop-Ups.)

A. H. CRUNDALL

Box 58, Prahran, Victoria, Australia.

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Honiara

(British Solomon Islands).

All types of Trading Bank and Savings Bank business are conducted at the above Branch, and the following services are now available to you:—

Cheque Accounts, Interest Bearing Deposits, Overdrafts, Loans for Primary Production, Finance for Industrial Undertakings, Letters of Credit, Travellers' Cheques, Safe Custody, Savings Bank, etc.

The Bank's services are most comprehensive and you may be sure your every banking need is provided for.

The Manager will always be pleased to assist you in every way possible. His friendly and practical advice on banking or financial matters is readily available to you.

Commonwealth Bank of Australia.

says the present system, under which Australian crushers buy at the United Kingdom contract price, is subsidising the Australian manufacturers by £20 a ton. The continued sale on this basis has been the subject of repeated protests to the Commonwealth Government.

Papuan planters also want to know what the Commonwealth Government intends to do about the copra stabilisation fund. They emphasise that there has been a steady rise in plantation production costs, and pointedly mention that new plantings last year were limited to a few small-scale extensions. They hoped future conditions would be more encouraging for new development, both replacements and extensions.

On native labour, the report advocated continued campaigning for an initial Native Labour Agreement of two years, instead of the present term of 18 months, with an optional additional six months by mutual consent of employer and employee.

Improved coastal shipping services were also mentioned as a matter for further representation.

The Annual Report also referred to the composition of the proposed Legislative Council, and a resolution was passed unanimously that the representation as laid down by the Act was entirely unsatisfactory. This, the report added, did not permit proper representation for interests outside the government.

GENERAL

Road maintenance work has started in the Kanosia district, west of Port Moresby, and all the main plantation roads are to be reconditioned. The Administration has provided £12,000 for this work, and a team from the Works and Housing Department has started on the job. Equipment being sent to Kanosia includes a bulldozer, a light grader and tip trucks.

A three - masted American schooner, the California, sailed into Port Moresby on August 13 after visiting most of the Pacific Islands groups. On board are its four owners, young lads from California who are making their dreams of adventure come true. They have already spent about two years on their round-the-world voyage, and will be out for two more before they sight California again. They clubbed together and raised $12,000 to buy the schooner, then put another $13,000 into refitting it. Their next port-of-call will be in Indonesia—then South Africa, around the Cape, and home across the South Atlantic.

New Presbyterian missionaries who will go out to stations in the New Hebrides in September are: **Rev. and Mrs. R. W. Kirkby** (Ambrym), **Rev. and Mrs. J. Poon, with two children** (Tongoa), and **Rev. and Mrs. H. A. Prenter** (Hog Harbour).

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Classified Advertisements

FOR SALE

COCONUT PLANTATION.—In the Solomon Islands, 540 acres freehold property, ideally situated—340 acres planted fully bearing palms, 200 acres virgin country suitable for planting cocoa. Large new well-furnished bungalow, water, sewerage, electric light, with garden and orchard. Trade store, bulk store, workshop, labourers' quarters, copra drier, and copra storing shed, with capacity for 100 tons—all newly constructed. Good trading centre. Going concern. For sale, with or without new 10 ton auxiliary ketch, built July, 1950. For further particulars (to principals only), write to **"Solomons,"** c/o Box 3408, G.P.O., Sydney.

ATTRACTIVE PROPERTY IN PAPUA.—Amongst friendly people, in a delightful climate. Your chance to invest in Real Estate and know and feel you have security in a Tax-Free Country. Daily air services to and from Australia, only few hours away.
COME—follow the sunshine. ESCAPE the cold winters.
INVEST safely before INFLATION strikes you. YOU can't go wrong.
OFFERING to you: **Three modern, fully furnished flats,** electric power, water, refrigeration, septic system. Also on same property: **Detached Cottage**—constructed with best materials, double lined throughout, fully equipped and furnished. Situated in ideal surroundings in Port Moresby's newest European suburb, and designed for comfort in every detail. Handy to all buses and shops. **Price: £6,500.**
Inquiries answered promptly—so air-mail or cable: **N. T. Corbett,** c/o G.P.O., Port Moresby, Papua.

NORFOLK ISLAND.—If you want FREEDOM from irksome restrictions—come to NORFOLK IS. and live with delightful, friendly people. The climate is ideal (50° to 85°), mainland and tropical flowers and fruit all grow profusely. There are NO TAXES of any sort. Now available: 17 acres, freehold, very central, near shops and school, beautifully wooded —only £65 an acre. Great potential value. Build four cottages on this property, let them to all-the-year-round visitors and enjoy an easy income.—**Peter Goddard, Norfolk Island.**

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., Australia.

SACKS.—Several thousands used 2 cwt. sugar sacks for sale. These sacks are cleaned, repaired if necessary, fumigated, ex-U.K., measuring 27 in. by 44 in. (approx.), weight 1½ lb. Bales of 25 and 50. Price: 39/- Aust. per doz., c.i.f., Sydney. Ideal for all uses in Islands, including shipment of shell. Apply: **Box 2295,** G.P.O., Sydney, N.S.W., Australia.

BOOKS

BOOK BARGAINS.—Send for list of real bargains from 2/- upwards. State your interests, please. I also find out-of-print English Books. Mention "PIM." Nearly 900 customers in the area where "PIM" circulates.—Philip Boulton, Bookseller, Westbury, Wilts, England.

POSITIONS WANTED

RETURNED SERVICEMAN (ex-Paratroop Battalion), 30, married, wishing to settle permanently in Pacific Islands, desires position of trust. Healthy, strong and capable—expert knowledge of cars and trucks, also familiar with storekeeping, but willing to fill any position offering chance for advancement. Definite asset to any employer. Excellent references. Reply to: **Frank Pages,** 5 Cross Street, Waverley, N.S.W., Australia.

RELIABLE, trustworthy and conscientious man, 40 years of age, requires position of any kind. Four years as Regimental Sergeant-Major of Native Battalion during the war. I am able to handle cars, trucks and tractors, and am handy with most tools of trade. Not afraid of work, either manual or administrative, and am willing to accept anything in any part of the Islands. Please reply to: **"Ex-R.S.M.",** Box 3408, G.P.O., Sydney, N.S.W.

PLANTATION MANAGEMENT.—Thoroughly experienced, competent, economical manager, open for engagement, permanent or relieving. Lifetime experience copra, cocoa, rubber. Full knowledge plantation accounting, stores and supplies, issues, shipping, pests and diseases, cover crops, catch crops, native foods, draining, drier and other construction, roads, boats and N.G.N.L. Ordinance, 1946. Expert with labour and Pidgin; knowledge Fijian and Hindustani. Go anywhere. For full details write: **Kent Williams,** Box 18, P.O., Collinsville, Queensland.

CANADIAN citizen, British ex-Servicewoman, 28, desires permanent position as cook for hospital, hotel, or plantation, with accommodation for self and three healthy, happily disciplined children (two

HOW TO SUCCEED AT MUSIC

Play at Parties, Dances – anywhere

An Amazing NEW METHOD

JUST ARRIVED. A limited supply of amazing new lesson books that will quickly teach you to play AT HOME.

NEW SIMPLE LESSON BOOKS NOW AVAILABLE FOR

● Steel Guitar ● Banjo Mandolin ● Hill-Billy Guitar ● Saxophone ● Piano Accordion ● Clarinet ● Piano ● Violin ● Mouth Organ ● Ukulele. Now you can start playing in 30 minutes—and play all popular tunes in a few weeks without previous knowledge of music.

HOW TO LEARN. You learn at home, privately, just you and your instrument—nobody else, and no other teacher. The lesson books show you everything. You can pay as you learn—just a few pence weekly—but there's no charge at all if you're not satisfied. Each student receives our special—

MONEY BACK GUARANTEE OF SUCCESS

If you ever wanted to learn, this is your chance. These simple lesson books are your passport to a new and fascinating hobby—to friends, fun, outings, extra money—perhaps a career.

INSTRUMENTS. You can get your instrument for a few pence weekly, too—sent Freight Free to wherever you live. Ask for our illustrated catalogue when writing.

A REVELATION IN MUSIC

1000 FREE Books • 1000 ONLY

Get this fact-packed book. It tells how you can be playing in 30 minutes and all popular tunes in a few weeks—how to learn at home without visits to a teacher and how to banish nervousness and play at parties—evenings. But write to-day—there are only 1,000. Don't delay. Enclose 2½d. postage stamp and mention the instrument you favour.

THE SAMPSON SCHOOL OF MUSIC

Dept. 2G, 481 Kent St. Box 4184, G.P.O. Sydney.

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school-age). I have intimate knowledge of Islands life and social welfare of natives—am capable of responsible position dealing with the latter, if vacancy exists in Island trade business, etc. Papua-New Guinea area preferable, though a healthy environment for a healthy worker destination immaterial within tropical zone, adjacent to sea. Write: "Ex-Servicewoman," c/o Box 3408, G.P.O., Sydney, N.S.W., Australia.

POSITION VACANT

CLUB MANAGER.—Applications are invited for the position of Manager of the Returned Servicemen's Club in Rabaul, New Britain, Territory of Papua and New Guinea. Married man preferred, with a knowledge of catering. Salary, £720 per annum, with rent-free house. Bond guaranteed for successful applicant whilst in the Club's employ. Replies (by air-mail) to: **Acting Hon. Secretary, Returned Servicemen's Club**, Anzac House, Rabaul, Territory of Papua and New Guinea.

HERE'S HOPE
For A Persistent Worry

CONSTIPATION, fore-runner of many troubles, affects people of all ages and walks of life and causes much annoyance and worry.

When the bowels refuse to work naturally and regularly, the body absorbs poisons from the waste that remains in the system. Constipation brings sick headaches, biliousness, coated tongue and unpleasant breath, flatulence, loss of appetite, blemishes and other troubles which quickly upset your health and well-being.

These troubles are easily corrected by safe, gentle Pinkettes for you and all the family. Pinkettes are simple to take; and do not have harsh after-effects which can be dangerous. Being compounded of harmless vegetable ingredients only, Pinkettes act in Nature's way. Thousands and thousands of people have found Pinkettes the ideal laxative, because they are not habit-forming and the dose is reduced as they make you regular. Always at chemists and stores.

TENDERS

ESTATE ERNEST RUSSELL MILLER, DECEASED.—Sealed Tenders endorsed "Estate E. R. Miller" are invited and will be received by the undersigned until 5 p.m., November 15, 1951, for the purchase or leasing of the following, either wholly or in part:—

PURCHASE.—1.—Tsalui Group Plantation.—(a) Situation: 27 miles north-west of Kavieng, New Ireland, Territory of Papua and New Guinea. (b) Area: 598 hectares (approximately 1,495 acres), planted with coconut palms.

2.—Matanabago Plantation.—(a) Situation: Near Tsalui Group, approximately 10 miles from Kavieng. (b) Area: 323.60 hectares (approximately 809 acres), planted with coconut palms.

General.—Above properties are heavily overgrown with secondary growth. An assessment as under has been made by War Damage Section as a subsidy towards clearing the secondary growth and will be paid to the successful tenderer by the War Damage Section, when satisfactory evidence is produced to it that the work has been completed or well advanced: Tsalui Plantation, £831; Matanabago Plantation, £304.

Title.—The successful tenderer shall accept such title as the Administrators of the Estate now have and without further investigation.

Terms.—All properties sold subject to the consent of the Administrator of the Territory of Papua and New Guinea. Tsalui and Matanabago Plantations are sold subject to the consent of the Custodian of Expropriated Properties. On acceptance of tender, 10 per cent. of tender price to be deposited and the balance is to be paid upon the execution by the Trustees 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 if he so desires may take over the existing liability to the Custodian of Expropriated Property approximating £15,378 in respect of Tsalui, and £4,873 for Matanabago.

LEASING.—As an alternative to selling, the abovementioned properties are submitted for leasing to competent and approved persons on the basis of 25 per cent. of gross proceeds of copra and/or other island produce payable to the Lessors, subject to the provision of a minimum production in respect of each of the aforementioned plantations.

The highest or any tender not necessarily accepted.

BURNS PHILP TRUST COMPANY LIMITED,
7 Bridge Street, Sydney.
Administrator of the Estate of E. R. Miller, deceased.
Sydney, August 30, 1951.

ESTATE CARL ALFRED OSTROM, DECEASER.—Sealed Tenders endorsed "Estate C. A. Ostrom" are invited and will be received by the undersigned until 5 p.m., November 15, 1951, for the purchase of the following, either wholly or in part:—

1.—Parnai Coconut Plantation.—Situated 34 miles from Kavieng on the east coast of New Ireland, Territory of Papua and New Guinea. Area: approximately 100 hectares, not less than two-thirds, has been completely bombed out, leaving one-third of the whole from which produce may be expected. No clearing of any nature has been carried out on this plantation; although covered with secondary growth there is little evidence of the convolvulus vine. Estimated production is two tons per month. Soil mainly of a dark volcanic nature and would appear to be quite suitable for replanting with Cocoa. There are no buildings on this plantation.

2.—Lakurafanga Coconut Plantation.—Situated 36 miles from Kavieng, on the east coast of New Ireland. Area: approximately 200 hectares and is used as a base for all operations in respect of the Ostrom estate.

Present buildings consist of: Smoke Drier; Two Labour Houses; One Garage and Labour House; Overseer's Quarters and Store; and One Well.

Plant consists of Army type three-ton "Ford" truck, which is reported to be in very fair order and suitable for the estate's transportation requirements. Estimated production is nine tons per month.

3.—Fangalawa Coconut Plantation.—Situated 42 miles from Kavieng on the east coast of New Ireland. Area: approximately 150 hectares, of which 90 hectares are considered good country. One-third of the area has been cleared and is in reasonable condition, the palms being in excellent condition. Another one-third has had lines cleared to provide access to produce, no further clearing being attempted. The palms are in extremely good condition and surrounded by dense growth of germinated nuts. The remaining third was cleared 18 months ago, but now requires further cutting. Palms in this area are in fair condition. Estimated production of this plantation has a possible maximum of six tons per month. No buildings of any type have been erected.

The three plantations referred to above are subject to a mortgage in favour of W. R. Carpenter & Company Limited and Ex-Gratia Clearing Subsidy amounts to approximately £900.

Title.—Fee simple. The successful Tenderer shall accept such title as the Administrator of the Estate now has, and without further investigation.

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BURNS PHILP TRUST COMPANY LIMITED,
7 Bridge Street, Sydney.
Administrator of the Estate of the late C. A. Ostrom.
Sydney, September 4, 1951.

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SYDNEY.—Furnished, serviced flats, with private bathroom and kitchenette, morning trays, situated in heart of the city. Double and family flats available—reasonable rates for Pacific Islands residents. **Wyobe Court**, 52-54 Phillip Street, Sydney. Cable address: "Yarap," Sydney. Telephone: BU 1376.

ATTRACTIVE ACCOMMODATION for tourists, with children. **"Tanglewood,"** Clayfield, Brisbane, Queensland. 'Phone FI 5656.

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SMALL ISLAND, suitable for middle-aged couple to retire and escape worldly worries. Only necessities are fresh water supply and soil suitable for growing normal vegetables. Bungalow not necessary. Anywhere with warm climate, not in mosquito zone. Details and price to: **Field**, 2 Cobbler's Bridge Road, Herne Bay, Kent, England.

BRITISHER, healthy, active, 60, lifetime in Asiatic countries, fed up with their political and economic troubles, desires transfer tropical land, where law and order prevails and life secure under congenial conditions amongst friendly people. Contemplates purchasing small, successful going concern, such as copra plantation, Island trading, trocas fishing or other suitable activity. Would consider interest in larger business, provided may take useful part in management and administration. Competent, experienced business executive, skilled accountant, strictly temperate. Interested in genuine proposition offering scope for happy, mutual co-operation. References exchanged. Confidential. **H. Stephen**, c/o Box 3408, G.P.O., Sydney.

STAMPS

COLLECTOR wishes to buy envelopes showing clear postmarks (1939 onwards) from the small Post Offices of the British Pacific Islands, including those with Australian stamps postmarked Papua-New Guinea. Particularly, Gilbert and Ellice Islands Colony from 1943 to 1946, the single-line rubber postmarks of Fiji, and all Paquebot and A.P.O. markings of the Pacific. Sendings to: **M. T. Bulley**, 4 Tower Street, Upper Hawthorn, E.3, Melbourne, Australia.

WANTED.—Mission mixtures of Pacific Is., large or small lots, by weight or count, high values. Also Australian, N.Z. and Gt. Britain high values; 20/- Brown wanted in quantities. In clean condition, round post-mark, will take 1,000 old envelopes with or without stamps, also anything useful in post-mark errors. Good mint N.G. stamps wanted; used also. For imprint blocks of new Islands stamps will pay 7½ per cent. over face (but cannot deal outside sterling area). For sale: new issues of British Colonies at 10 per cent. over face, sterling. **Foster's**, 18 Cullum St., E.C.3, London, England.

PEN FRIEND WANTED

YOUNG LADY, journalist, aged 24, would like to correspond with a European planter in any part of the Territory of Papua and New Guinea. Reply to: **"Pen Friend,"** Box 22, Post Office, Strathfield, N.S.W.

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W. H. Grove & Sons, Ltd., 16 Fanshawe St.
Gordon & Gotch (A/sia), Ltd., 6 Gore St.

ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency)

COPRA

Papua-NG.—Production Control Board price: Main ports, Hot-air, £57 per ton (Kokopo, £55/12/6); Smoked, £56/7/6 (£55). Sydney crushers pay: Hot-air, £74/15/-; Smoked, £74/2/6. Australia has 9 years' contract with UK, based on £53/15/- Stg. ton.

Fiji.—£F59/10/7 per ton, f.o.b., Suva—producers get £F54/10/6 ton, plantation grade, Suva or Levuka; £F54/5/-, FMS; £F51-£53, other. Fiji has 9 years' contract with UK Food Ministry.

New Hebrides.—At Vila and Santo: approx. £A80 per ton.

Samoa.—Producers receive £S45/11/- (par with Stg.) per ton, f.o.b., Apia—based on MOF rate of £Stg.53/19/- (less £S5/7/11 Duty, £S3/0/1 Stabilisation).

BSI.—Growers get £A51 per ton, f.o.b., Honiara or Yandina (based on £Stg.53/15/- MOF price).

Tahiti.—Merchants pay 14,900 Pacific fr. per 1,000 kilos (about £A106 per ton).

COCOA

Islands prices are usually based on rate for Accra cocoa (W. Africa), quotation (from Colyer Watson Ltd., Sydney) for which in September was £Stg. 280 (£A350) c.i.f.

Pacific cocoa was quoted nominally on Sydney market in September at:—

New Guinea.—£A315 per ton, ex wharf.

New Hebrides.—Nominally £A320—supplies unavailable in Sydney at present.

Samoa.—Sydney agents in September quoted Samoan cocoa unchanged at £S295 (£A368/15/-) per ton, first-grade. (Samoan currency equals Stg.)

COFFEE

New Caledonia.—Production exported to France at nominal equivalent of £A450 per ton, Arabica; £A400, Robusta.

Papua-NG.—Nominally £375 to £425 per ton (c.i.f.), according to quality.

RUBBER

Sydney firms use London and Singapore rates as basis to buy Papuan rubber. Sept. 6: No. 1 grade, RSS (sellers) Spot 50d. Stg. lb., c.i.f., London (62½d. Aust. lb.); Singapore, RSS No. 1, 163½ cents lb., f.o.b.

VANILLA BEANS

Papeete merchants recently quoted 325 Pacific francs per kilo for Tahiti vanilla beans. Sydney quotation: White Label, 20/6 lb., c.i.f., Sydney.

RICE

Rice shipped from Sydney to Islands was fixed in May at £60 f.o.b., White, Unpolished and Brown. (On plantation in Papua-New Guinea, approx. £85.)

TROCHUS SHELL

Market for trochus shell in Sydney is unsettled at present—most agents are not interested in buying until prices firm. It was reported last month that, because of labour shortage, Sydney importers were insisting that shell be sorted before shipment; the Western Pacific shell price was quoted at approx. £175 per ton on wharf, Sydney.

GREEN SNAIL SHELL

Nominal quotation is at £150-£160 per ton, on wharf, Sydney.

PEARL SHELL

By a contract between Gerdau Co. (USA) and majority of Torres pearlers, TI shell prices were fixed, 1949-52, at: Sound grades, £A325 per ton, f.o.b., TI; "D" grade, £A225; "E" grade, £A125—all plus bonuses. Independent pearlers are selling at around £A580 for Sound grades; £A465, "D" grades; £A340, "E" grades.

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LONDON PRICES

LONDON, July 12.

The following are to-day's quotations:—

Copra, c.i.f., Continental ports, per ton:—

FM Straits/Mixed DEI	£86/5/- Stg.
Ceylon	£88 Stg.
Philippines	$195 US

Coconut Oil, c.i.f., 2,240 lb., in drums:—

FM Straits	£132 Stg.
Ceylon	£133 Stg.

Cocoa, c.i.f., Continental ports, Stg.:—

Accra, 280/- per cwt. ex-store.

Accra, 250/- Stg., Nov.-Jan. shipment, per 50 kilos, c.i.f., Amsterdam.

Bahia, 289/4 per 50 kilos, f.o.b.

ISLANDS MINING SHARES

FIJI

	Aug., 1939.	Aug. 1.	Sept. 1.
Emperor	b9/11	b8/6	b10/-
Loloma	s25/6	s20/-	b32/-

PAPUA-NEW GUINEA

Bulolo G.D.	b124/-	s65/-	s65/-
Guinea Gold	b13/3	b5/6½	s6/6
Mandated All.	b3/8	b1/3	b1/-
N.G.G. Ltd.	b1/10	b2/3	b2/5
Oil Search	s3/11	b3/11½	b4/-
Oriomo Oil	b5/-	b2/9	b2/-
Papuan Apin.	b4/11	b1/6	b1/6
Placer Dev.	b68/6	b206/-	b317/-
Sandy Creek	b1/5	b6d	b6d
Sunshine Co.	b6/5	s10/-	b5/6

Price of Gold.—Commonwealth Bank's fixed price for gold is: Fine oz., £A15/9/10; Standard oz., £A14/4/-.

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EXCHANGE RATES

The following exchange rates exist in Sydney in September:—

FIJI.—Through Bank of NSW and Bank of NZ.—Australia on Fiji basis £100 Fiji: Buying, £A111/2/6; Selling, £A113

Fiji-London, basis £100 London: Buying, £111/2/6; Selling, £113.

SAMOA.—Through Bank of NZ.—Australia on Samoa, basis £100 Samoa: Buying, £A123/12/6; Selling, £A124/10/9

Samoa-London, basis £100 London: Buying, £100/7/6; Selling, £101/10/-.

Samoa-NZ, basis £100 NZ: Buying £100; Selling, £100/10/-.

Samoa-Fiji, basis £100 Samoa: Buying £111; Selling, £110.

PAPUA - NG.—Commonwealth Bank (branches P. Moresby, Lae, Rabaul, Madang) and **Bank of NSW** (P. Moresby, Lae, Rabaul) quote exchange rate Australia-Papua-NG as 10/- per £100.

FR. PACIFIC COLONIES.—Pacific francs: most valuable of the three franc groups in French Union, are used in N. Caledonia, N. Hebrides, and Fr. Oceania. **French Bank** in Sydney quotes (nominally): 141.75 Pac. fr. to £Aust.; 178.25 to £Stg.; 64 to US $.

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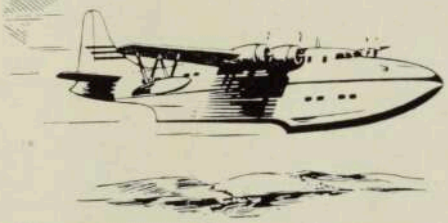

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