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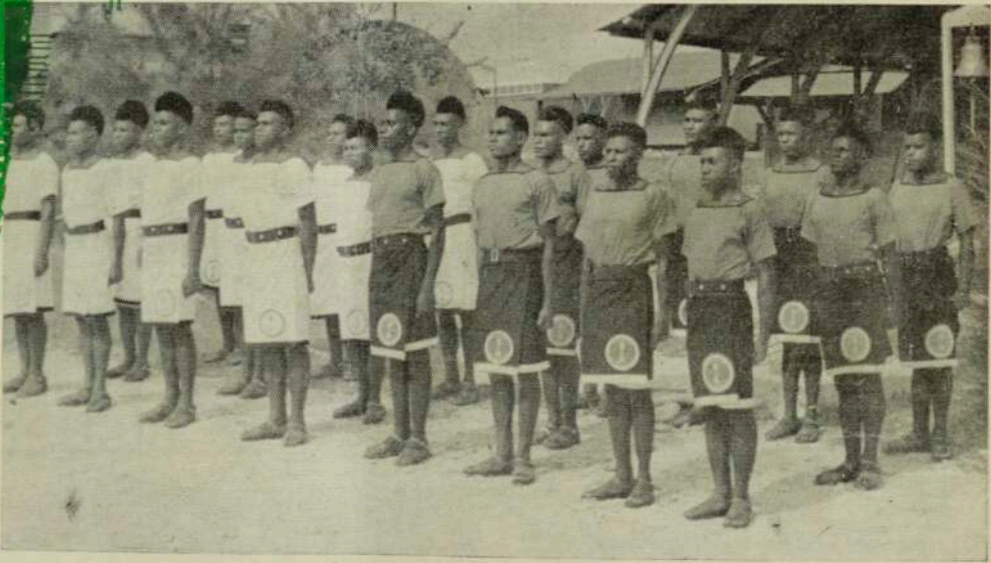
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48

FEBRUARY, 1954 Vol. XXIV. No. 7.

PACIFIC ISLANDS Monthly

1 MAR 1954

Part of Her Southern Empire



The Papua-New Guinea unit of the Royal Australian Navy which will be amongst the Servicemen who will parade before Queen Elizabeth and the Duke of Edinburgh during their Canberra visit from 13th to 18th of February. They have trained for two years at *HMAS Tarangau*, Manus Island, where this photograph was taken just prior to their departure for Australia in the *Soochow*. The white uniform is ceremonial rig; the other, ordinary shore-going rig.
—Photo by Papuan Prints.

Published 1930.

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"By QANTAS is the ONLY way to enjoy Tropical Travel"

FLY QANTAS



ISLANDS AIR SERVICES

Travel in the Tropics is *timesaving* and a *pleasure* when you fly by QANTAS—Australia's Overseas Airline with 33 years of flying experience.

Over 50 points in the S.W. Pacific Area are linked with Australia by fast, regular QANTAS services shown below.

NORFOLK ISLAND SERVICE

Sydney • Norfolk Island • Sydney.

SUVA SERVICE

Sydney • Brisbane • Noumea • Suva • Noumea • Sydney.

NEW HEBRIDES SERVICE

Sydney • Brisbane • Noumea • Vila • Espiritu Santo • Vila • Noumea • Sydney.

TROBRIAND SERVICE

Port Moresby • Samarai • Esa'ala • Rabaul • Samarai • Port Moresby.

BOUGAINVILLE SERVICE

Rabaul • Buka • Kieta • Buin • Kieta • Buka • Rabaul.

PAPUA WEST SERVICE

Port Moresby • Yule Island • Kerema • Wana • Kikori • Lake Kutubu • Daru • Kikori • Wana • Kerema • Yule Island • Port Moresby.

SOLOMONS SERVICE

Lae • Finschhafen • Rabaul • Buka • Vella Lavella • Yandina • Honiara • Yandina • Vella Lavella • Buka • Rabaul • Finschhafen • Lae.

BISMARCK WEST SERVICE

Lae • Madang • Wewak • Manus Island • Kavieng • Rabaul • Madang • Lae.

BISMARCK EAST SERVICE

Lae • Finschhafen • Rabaul • Kavieng • Manus Island • Kavieng • Rabaul • Lae.

"GOLDFIELD'S" SERVICE

Lae • Bulolo • Wau • Lae.

N.G. HIGHLANDS SERVICE

Lae • Nadzab • Kaiapit • Arona • Kainantu • Bena Bena • Goroka • Nondugl • Banz • Minj • Mt. Hagen • Ogelbeng • Baiyer River • Wabamunda • Wabag and return.

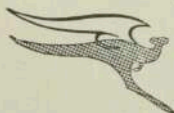
NEW BRITAIN SERVICE

Rabaul • Jacquinot Bay • Moewe Harbour • Talasea • Rabaul (alternatively fortnightly) • Rabaul • Talasea • Moewe Harbour • Jacquinot Bay • Rabaul.

HOLLANDIA SERVICE

Lae • Madang • Wewak • Hollandia and return.

QANTAS

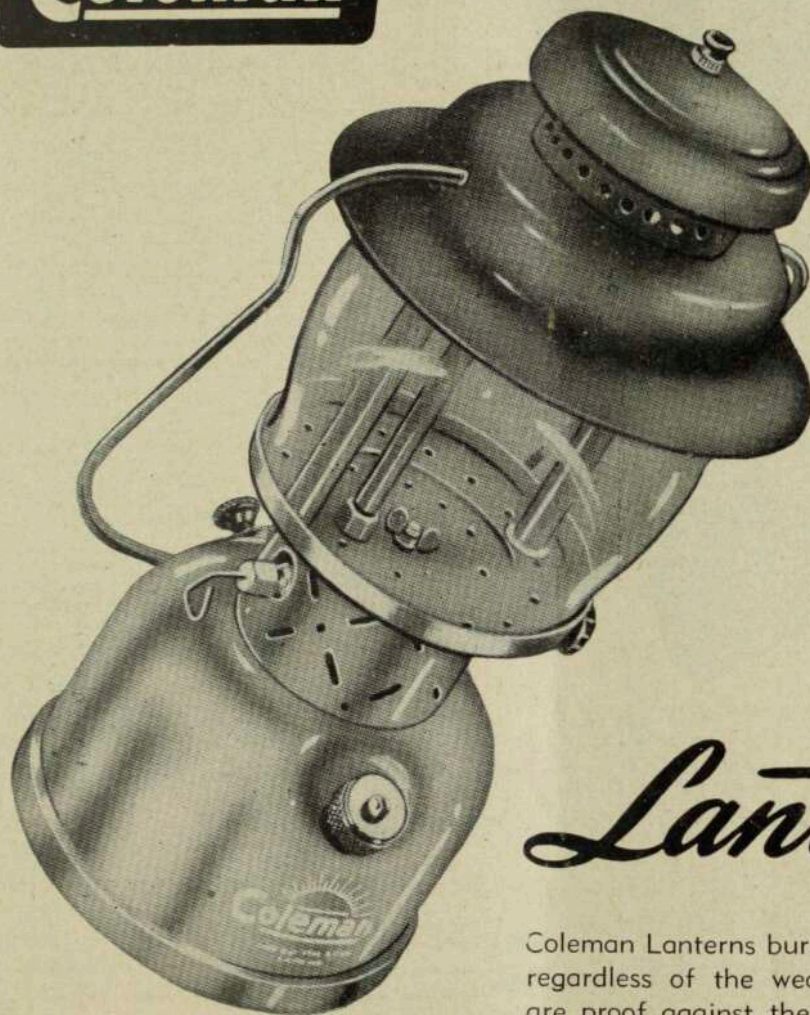


Qantas Empire Airways Ltd. (Inc. in Q'land) In assoc. with B.O.A.C. and TEAL

Australia's Overseas Airline

P16

Coleman



Lanterns

Coleman Lanterns burn steadily and safely regardless of the weather. Their globes are proof against the shocks of cold rain and they floodlight a 100 foot area with light so bright a newspaper can be read 50 feet away.

Available for petrol or kerosene in capacities of 200, 300 and 500 C.P.

Coleman Lanterns are safe, because it is impossible to fill them while burning and they cannot spill if overturned.

Representatives for the Pacific Islands:

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SYDNEY

ROBERT GILLESPIE PTY LTD

PEARCE & CO. LTD.
SUVA
FOR FIJI ISLANDS



for service...

Perhaps a Plymouth—or a bottle of Pepsi. Whatever you want, wherever you are, we'd be glad to help you. CW stands for service.

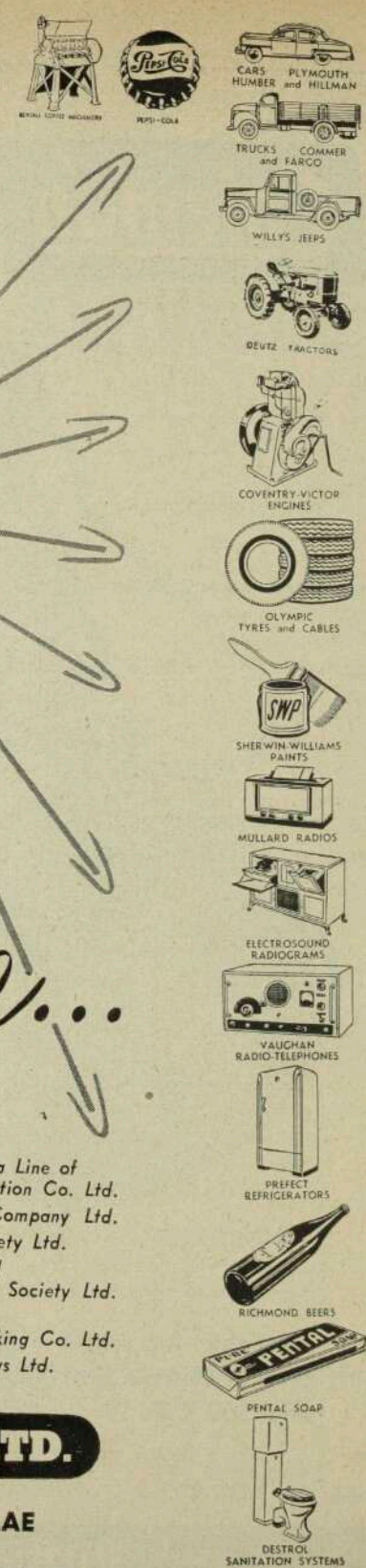
AGENTS FOR:
New Guinea Australia Line of the China Navigation Co. Ltd.
Lombard Insurance Company Ltd.
Union Assurance Society Ltd.
Aust. T. & G. Mutual Life Society Ltd.
New Britain Shipping & Docking Co. Ltd.
Qantas Empire Airways Ltd.

COLYER WATSON (NEW GUINEA) LTD.

• RABAU • MADANG • KAVIENG • LAE

Associated with:
COLYER WATSON PTY. LTD.,
 Sydney, Melbourne, Brisbane.

COLYER WATSON & CO. LTD.,
 Wellington, Auckland, Christchurch.



SHIPPING TIME-TABLES

There now are comparatively few shipping lines running on regular time-tables to the Pacific Islands. The following time-tables are only approximately correct—they are subject to much alteration at short notice:—

Sydney-Papua-N. Guinea

MV Bulolo, modern liner, sails about every six weeks: Sydney-Brisbane-Moresby-Samarai - Lae - Madang - Manus - Rabaul - Moresby-Brisbane-Sydney. Last sailing February 9. MV Malekula sailed from Sydney on January 30 for Samarai, Rabaul, Manus, Wak, Madang, Lae, Samarai and return Sydney. Next sailing about mid-March. Details from Burns Philp & Co. Ltd., 7 Bridge Street, Sydney.

MV Soochow and MV Shansi, modern 900 tons vessels, leave every six weeks approximately (making a three-weekly service): Sydney-Brisbane-Port Moresby - Madang - Rabaul - Pt. Moresby, Sydney. Next sailing Shansi, February 9. Last sailing Soochow, February 9. End of March, Sinkiang which was withdrawn for refit some months ago, will resume in this service. Sinkiang will include Melbourne in her itinerary, leaving from that port March 19, from Sydney March 25. Details from New Guinea Australia Line, S. Yuill & Co., Ltd., agents, 6 Bridge Street, Sydney.

Zealand-Fiji-Samoa-Tonga

Motor vessels Tofua and Matua, from New Zealand, serve Suva (Fiji), Nukunono and Vavau (Tonga), Niue Is., Pago Pago (American Samoa), Apia (Western Samoa). Tofua leaves Auckland for any

or all of above ports at approx. five weeks intervals. Matua calls at Wellington and Lyttelton (NZ), Lautoka (Fiji) and supplements Tofua's schedule in Islands, calling at ports as directed by owners.

Tofua's next voyages are scheduled to leave Auckland February 15 and March 15.

Matua will leave Auckland on her next voyage March 6.

N. Zealand-Cook Is.

The NZ Government's old motor vessel Maui Pomare is scheduled to leave Auckland every month for Rarotonga and other Islands in the Lower Cooks, subject to requirements of trade. This vessel carries

30 passengers. On her return to Auckland after January voyage will withdraw for annual survey, expected to take about 2 months.

Full details on application to NZ Government Department of Island Territories in Wellington, or to any office of the Union SS Co. of NZ, Ltd., which Company acts as Agent for this vessel at some ports.

Sydney-New Hebrides-BSI-Rabaul, Etc.

MV Malaita makes a round trip at about 8-weeks intervals from Sydney to

LONDON - SUVA

FIJI DIRECT SERVICE

VIA
PANAMA

For Sailings and Further Particulars Apply To:—

BETHELL, GWYN & CO. LTD., BURNS PHILP (SOUTH SEA)
138 LEADENHALL ST., CO. LTD.,
LONDON, E.C.3. SUVA, FIJI

New Guinea Australia Line

Regular Three Weekly Service to
PORT MORESBY, SAMARAI, LAE, MADANG, KAVIENG,
AND RABAU, VIA BRISBANE

WITH THE MODERN MOTORSHIPS

“SOOCHOW”

“SHANSI”

Agents for PAPUA:
STEAMSHIPS TRADING CO. LTD.

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

General Agents:

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

6 BRIDGE ST., SYDNEY

Telephones: BW 2731
BU 6313 (Freight only)

Cable Address: “YUILL”

Lord Howe-Norfolk Is.-New Hebrides
Ports - BSL ports - Bougainville - Rabaul -
Samarai-Sydney.

Last sailing from Sydney February 9.
Details from Burns Philp & Co., 7
Bridge Street, Sydney.

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes Line,
coming from Marseilles, via West Indies

and Panama, call about every six
weeks at Papeete, Vila (New Hebrides),
Noumea and Sydney, and return by same
route. Details from Messageries Mari-
times. Luxurious new liners Caledonien
and Tahitien recently added to this
service.

Small motor-ships Polynesian (Messa-
geries Maritimes) and Neo Hebrides (H.
C. Sleigh, Ltd.) maintain fairly regular
service between Noumea and Sydney.

PACIFIC ISLANDS TRANSPORT LINE

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

— M.V. "THORSISLE" —

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

and

TAHITI — SAMOA — FIJI — NEW CALEDONIA —
NEW HEBRIDES

GENERAL STEAMSHIP CORPORATION, LTD.

General Agents

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

PAPEETE—Etablissements Donald Tahiti

APIA—Morris Hedstrom Ltd.

SUVA—Morris Hedstrom Ltd.

NOUMEA—Etablissements Ballande

PORT VILA—Comptoirs Francais des Nouvelles Hebrides

WILLIAM FARRER PTY. LTD.

(formerly Jacketts Pty. Ltd.)

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Cable Address: "Butterfly"



"FIG TREE" BRAND.

Fiji Representatives: OCEANIA AGENCIES CO.,
P.O. Box 284, Suva.



"IBEX" BRAND.

N. America-Fiji-Hebrides, etc.

Norwegian motor vessel Thorsisle, carry-
ing cargo and passengers maintains a regu-
lar service between North American ports
and French Oceania, Samoa, Fiji, New
Caledonia and New Hebrides.

Last sailing from San Francisco Jan.
8, Papeete, Jan. 23, Nukualofa, Jan. 29,
Suva, Feb. 5, Lutoka, Feb. 9, Vila, Feb.
12, Noumea, Feb. 16, Apia, Feb. 22.
(Dates approx. only).

Details from General Steamships Cor-
poration Ltd., 432 California St., San
Francisco, U.S.A.

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

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

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

Tues. and Fri.—Sydney - Nadi (Fiji) -
Canton Is.-Honolulu-S. Francisco-Seattle-
Portland.

Tues. and Sat.—Return via same route.

* Tues. and Fri.—Auckland - Nadi (Fiji).

* Thurs. and Mon.—Nadi (Fiji)-Auckland.

* Connecting with Strato Clipper at Nadi.

BY BRITISH COMMONWEALTH PACIFIC

AIRLINES (BCPA)

(DC-6 All-Sleeper Service)

Wed. and Sat.—Sydney-Nadi (Fiji)-Canton
Is.-Honolulu-S. Francisco-Vancouver.

Mon. and first Thur.—Dep. southwards,
same route. On second or alternate
Thursday, flight commences at S.
Francisco.

Tues.—Dept. Auckland-Nadi-Canton-Hono-
lulu-S. Francisco-Vancouver.

Fri.—Dep. Vancouver and S. Francisco
alternatively; thence same route to
Auckland.

BY CANADIAN PACIFIC AIRLINES
(CPAL)

(With Super DC-6B Aircraft)

Every Tuesday—Sydney - Auckland - Nadi
(Fiji) - Honolulu - Vancouver.

Every Friday return by same route.

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways
NORTHWARDS

Tuesdays and Saturdays (Skymasters)

Depart: Sydney, 7.30 pm
Arrive: Brisbane, 10.15 pm
Brisbane, 11.40 pm
Moresby, 6.30 am
(Wed. Sun.)

Moresby, 7.30 am
Lae, 8.45 am
Connecting services north of Lae by
Drover to Bulolo and Wau.

Sundays and alt. Wednesdays
(Sandringhams)

Depart: Sydney, 7.30 pm
Arrive: Brisbane, 10.50 pm
Brisbane, 12.20 am
Cairns, 6.35 am
(Mon. and Alt. Thur.)

Cairns, 8.05 am
Moresby, 11.55 am
(Night stop)

Moresby, * 8.30 am
Samarai, 10.30 am
(Tue.)

Samarai, 11.00 am
Esa'ala, 11.40 pm
(Alt. weeks)

Esa'ala, 11.55 pm
Rabaul, 2.55 pm
The alt. Wednesday Sandringham from
Sydney terminates at Port Moresby, a
connection north to Lae on the following
day at 9.00 am being by D.C.3.

* The Sunday Sandringham from Sydney arrives Moresby Monday and after a night stop then goes on to Rabaul via Samarai, etc., on Tuesday.

SOUTHWARDS

Sundays and Wednesdays (Skymaster)

Depart: Lae, 10.25 am
Moresby, 12.40 pm
Brisbane, 8.45 pm
Arrive: Moresby, 11.40 am
Brisbane, 7.15 pm
Sydney, 11.30 pm
Connecting service from Wau by Drover. Arrives Lae 9.35 am Saturday.

Thursdays (Sandringham)

Depart: Rabaul, 5.30 am
Samarai, 9.15 am
Moresby, 12.15 pm
Arrive: Samarai, 8.45 am
Moresby, 11.15 am
Cairns, 3.40 pm (Night stop)
Brisbane, 2.15 pm
Sydney, 7.0 pm (Fri.)
Brisbane, 3.45 pm

Alt. Saturdays (Sandringham)

Depart: Moresby, 6 am
Cairns, 10.55 am
Brisbane, 6.10 pm
Arrive: Cairns, 9.25 am
Brisbane, 4.40 pm
Sydney, 9.30 pm
A connection from Lae, with a DC3, to pick up Saturday Sandringham, arrives Moresby on Friday at 8.20 am.

3. N. Guinea Internal Services

Operated by Qantas

AE—HOLLANDIA (Dutch New Guinea) (DC3)

Every 4th Monday (Feb. 22, Mar. 22, etc.). Departs Lae 8 am, calls at Madang and Wewak, and arrives at Hollandia 1.5 pm. Every 4th Tuesday (Feb. 23, Mar. 23, etc.), departs Hollandia at 9 am, and, with calls at Wewak and Madang, arrives Lae at 3.5 pm.

LAKE-MANUS (DC3)

Every Wednesday.
Dep. Lae, 10.45 am; Finschhafen, Rabaul, Kavieng, Manus (5.45 pm)
Returns Saturdays (dep. 8 am), via Kavieng and Rabaul; optional call at Finschhafen; arr. Lae, 2.45 pm.

MORESBY-DARU (Sandringham)

via Yule Is., Kerema, Wana (optional), Kikori, L. Kutubu.—Every alternate Friday, returning same day (Feb. 19, Mar. 5, 19, etc.).

RABAU—MOEWE HARBOUR (Sandringham)

Alt. Wed.—Rabaul—Jacquinot Bay—Moewe Harbour—Talisea—Rabaul—Feb. 24, Mar. 10, 24, etc.).

N.B.—The direction of operation changes with each service, i.e., each alternate service operates Rabaul—Talisea—Moewe Harbour—Jacquinot Bay—Rabaul.

NEW BRITAIN—BOUGAINVILLE (Sandringham)

Alt. Wed.—Rabaul—Buka—Kieta—Buin—Feb. 17, Mar. 3, 17, etc.).
Alt. Wed. (same day) Buin—Kieta—Buka—Rabaul.

LAKE-MADANG—WEWAK—MANUS—KAVIENG—RABAU GENERAL SERVICE (DC3)

Mon., Thur. Dep. Lae 6.30 am, Madang arr. 7.35 am Wewak, Manus Is., Kavieng, Rabaul arr. 3.35 pm.
Tue. only Dep. Rabaul 8.00 am, direct Madang arr. 11.00 am, Lae arr. 12.35 pm.

CENTRAL HIGHLANDS (DC3)

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

B.O.A.C. Takes Good Care of You

Speedbird Services

AUSTRALIA, INDONESIA, MALAYA, BURMA, THAILAND, HONG KONG, JAPAN, CEYLON, INDIA, PAKISTAN, MIDDLE EAST, AFRICA, EUROPE, GREAT BRITAIN, U.S.A., CANADA, CENTRAL & SOUTH AMERICA, BERMUDA.

See your Travel Agent for complete trip-planning help—no charge!



FLY BRITISH-
FLY → B.O.A.C.
TO ALL SIX CONTINENTS

Wherever you fly it costs no more for B.O.A.C. traditional service and experience . . . for the unrivalled skill of flying and ground staffs . . . friendly, courteous attention . . . smooth efficiency.

Speedbird services link with 51 countries on all 6 continents—and you can travel on one ticket all the way.

Four-engined Speedbird airliners are fully pressurized for smooth above-the-weather flying.

Complimentary meals and meal-time drinks. No tips. No extras.



FOR POST HASTE WITHOUT WASTE—USE OVERSEAS AIR MAIL

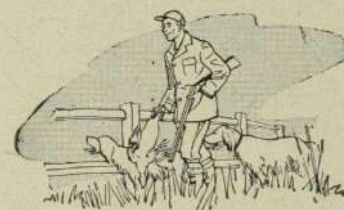
B.O.A.C. LEADS WITH THE COMET!

BRITISH OVERSEAS AIRWAYS CORPORATION WITH QANTAS, TEAL AND S.A.A.

A42/PIM

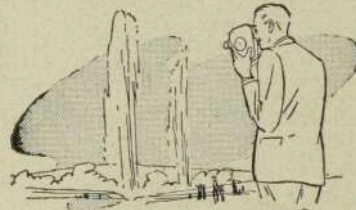
There's so much to do in **NEW ZEALAND**—

Imagine a holiday in this land of breathtaking beauty!
At any time of the year there's so much to do . . .
watching geysers play in wondrous thermal regions . . .
fishing in placid lake or swift-running stream or spec-
tacular big-game waters . . . climbing in the towering
Southern Alps . . . deer shooting in virgin forest . . .
slaloming on perfect ski runs . . . swimming and boat-
ing in fascinating fiordlands!



flyng gives you so much more time

Air travel will save you days in which to play, let
you see so much more of this scenic wonderland.
And it's so much more comfortable.



NAC



Linking all principal New Zealand cities and extending to Norfolk Island. Offices and
Agents throughout New Zealand, Australia and the South-West Pacific.

NEW ZEALAND NATIONAL  AIRWAYS CORPORATION

LAE-BULOLO-WAU (Drover)
p. Lae.—Tues. 3 pm.—Mon. & Sat.
7.30 am.
p. Wau.—Tues. 4.30 pm.—Mon. 9.00 am
—Wed. 12.35 pm. Direct to Lae in 35
minutes.

LAE-FINSCHHAFEN (Drover)
ery 4th Tuesday, leaving Lae 1 pm,
returning same day (Feb. 23, Mar.
23, etc.).

MADANG-GOROKA (DC3)
days.—Depart Madang 8.25 am, arrive
Goroka 9.00 am, returning same day;
Depart Goroka 9.30 am, arrive Madang
10.5 am.

SERVICES BY MANDATED AIRLINES
With headquarters at Lae, this company
has regular services for passengers
flight and mails to all New Guinea
territories.

4. Aust.-Dutch N. Guinea

By KLM Royal Dutch Airlines.
A weekly service with Constellations
between Sydney and Amsterdam with a
stop at Biak, DNG, and Manila, Philippines.
DC3 aircraft link Biak with Hollandia,
Long, Merauke and Tannah Merah.

5. N. Guinea-Solomons

By Qantas with DC3
3 Flights Every Four Weeks,
n. (March 1, 8, 15, 29, etc.),
Lae (dep. 6 am) — Finschhafen —
Rabaul — Buka — Vellalavella —
Yandina — Honiara, BSI (arriving 4.30
pm).
e. (Feb. 16, Mar. 2, 9, 16, 30, etc.),
Honiara (dep. 7 am) — Yandina —
Vellalavella — Buka — Rabaul —
Finschhafen — Lae (arriving 3.30 pm).

6. Indo-China-Brisbane- N. Caledonia

By Air France, Monthly.
Constellation aircraft dep. Saigon, Feb. 6
and every 28 days thereafter for
Darwin-Brisbane-Noumea, and return.
Australian agents: Messageries Maritimes.

7. Sydney-Lord Howe Is.

Ansett Flying-boat Service, with
Sandringhams and Hythes.
Flight services per month, return same
day.

8. Sydney-Norfolk Is.

By Qantas, with Skymasters.
Alternate Thursdays (Feb. 25, Mar. 11,
25, etc.), returning same day.

9. Sydney-New Hebrides

By Qantas, with Sandringham
(Weekly Flying Boat Service)
Depart: Arrive:
Sydney, Mon. 7.30 pm Brisbane, 10.50 pm
Brisbane, 12.20 am
(Tue.) Noumea, 7.00 am
Noumea, 8.30 am Vila, 11.05 am
A, 12.35 pm Santo, 1.50 pm
(Night stop)
to, 6.00 am
(Wed.) Vila, 7.15 am
A, 8.15 am Noumea, 10.55 am
Noumea, 1.00 pm Sydney, 8.40 pm

10. Sydney-Noumea-Suva

By Qantas with Sandringham Flying
Boats—Weekly.
Depart: Arrive:
Sydney, Thur. 7.30 pm Brisbane, 10.50 pm

Brisbane, 12.20 am
(Fri.) Noumea, 7.00 am
Noumea, 8.30 am Suva, 3.00 pm
Suva, Sat. 6.30 am Noumea, 11.00 am
Noumea, 1.00 pm Sydney, 8.40 pm

11. Auckland-Norfolk Is.

By NZ National Airways, with DC3's
Sundays—From Auckland double service
returning same day.

12. Sydney-Auckland

Tasman E. Airways, with Solents
Tue., Thur., Sun.—Dept. Sydney 12 mid-
night, arr. 8.30 am following day.
Thur., Sat.—Dept. Sydney 8.30 am, arr.
5 pm.
Dep. Auckland 8.30 am, arr. 1.30 pm
Mon., Tue., Wed., Thur., Fri.

13. Sydney-Wellington

Tasman E. Airways, with Solents
Dep. Sydney 10.30 pm Mon., Tue., Wed.,
Thur., Fri. Arr. 7.30 am following day.
Dep. Wellington 10.30 am Tue., Wed.,
Thur., Fri., Sat., arriving 3.45 pm.

14. Melbourne-Christchurch

Tasman E. Airways, with DC4 Skymaster
Thurs.—Dep. Melb., 10.25 pm; arr. Ch'ch.,
8.15 am next day.
Fri.—Dep. Ch'ch., 11 am; arr. Melb., 5.30
pm.

15. New Zealand-Fiji

SEE ALSO TABLE 18.
Tasman Empire Airways, Ltd.,
with Solents.
Dep. Auckland—February 23, 27, March 2,
13, 16, 23, 27, 30.
Return to Auckland on February 22, 24,
March 1, 8, 15, 22, 25, 29.)
Depart Arrive
Auckland, 9.30 am Suva, 4.30 pm
Suva, 9.00 am Auckland, 4.15 pm

16. Fiji-Western Samoa

SEE ALSO TABLE 18.
Tasman Empire Airways, Ltd.,
with Solents.

Dep. Auckland, Feb. 27, Mar. 3, 17, 28.

Depart	Arrive
Auck., 9.30 am Sat.	Suva, 4.45 pm Sat.
Suva, 6.00 am Sun.	Apia, 11.05 am Sat.
Apia, 1.30 pm Sat.	Suva 4.35 pm Sun.
Suva, 9.00 am Mon.	Auck., 4.15 pm Mon.

GLANDS MADE YOUNG VIGOUR RENEWED WITHOUT OPERATION

If you feel old before your
time or suffer from nerves, brain
and physical weakness, you will
find new happiness and health
in an American medical dis-
covery which restores youthful
vim and vigour quicker than
gland operation. It is a simple
home treatment in tablet form,
discovered by an American doc-
tor. Absolutely harmless and
easy to take, but the newest
and most powerful invigorator
known to science. It acts
directly on your glands, nerves
and vital organs, builds new,
pure blood, and works so fast
that you can see and feel new
body power and vigour in 24 to
48 hours. Because of its natural
action on glands and nerves,
your power and memory often
improve amazingly.

And this amazing new gland
and vigour restorer, called Vi-
Stim, has been tested and
proved by thousands in America,
and is now available at all
chemists here. Get Vi-Stim
from your chemist to-day. Put
it to the test. See the big
improvement in 24 hours. Take
the full bottle under the guaran-
tee that it must make you full
of vim, vigour and energy, and
feel 10 to 20 years younger, or
money back.

To restore
Vim and
Vigour

Vi-Stim

Spruce up on
SPRUSO
for
Your Hair

**SPRUSO LIQUID, SPRUSO LIQUIDSHEEN, and SPRUSO
CRYSTALLISED SHEEN.**

SPRUSO is the best selling Hairdressing in Australia
TRADERS: write for samples.
SPRUSO COMPANY, Redfern, New South Wales, Australia.

130 years is a long time —

The knowledge and experience gained, during the years since 1823, in the distillation and blending of the finest Scotch Whiskies is presented to the discriminating consumer of today in the form of **SCOTTISH CREAM SCOTCH WHISKY**.

(The man who knows whisky is aware of the fact that Scotch Whisky is different and superior to all other whiskies, because it is a blend of the product of many Scotch Distilleries, the secrets of distillation being, in most cases, handed down from father to son for generations. The blending of these whiskies is entrusted only to men of many years' experience.)

Scottish Cream

**FINEST
SCOTCH WHISKY**
(Since 1823)

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History of Torres St. Pearling Industry

In January PIM, on pages 93-4, WHM tells the interesting story of the origin of the now famous pearling industry of Torres Strait. His story carried the history to 1871. Here is a further instalment—an account of what happened in the years immediately following 1871.

It was to be expected, there was a very keen rivalry between the gangs of shellers; and one of their methods of keeping a good catch to themselves was the hoisting of a yellow flag when an opposition craft appeared. One such incident concerns a rival captain who, bowling up to inquire why the quarantine flag was flying, was informed that smallpox had broken out—"ten men already dead, 15 others not expected to live!" The solicitous skipper cleared out straightaway, and the men "not expected to live" collected a ton of shell before dark!

When the first band of L.M.S. missionaries landed in the Strait in 1871, Captain Banner (whom they had previously known in Lifu as having a good reputation) aided them by lending a whaleboat and providing them with useful information about the Islands and New Guinea.

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la, N				
Hebrid- umea,	51 9 0	92 13 0	0	9
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moa . .	47 2 0	84 16 0	16	
tutaki .	67 11 0	121 12 0	18	
peete .	82 10 0	148 10 0	18	

TWELVE months later, the Government Resident at Somerset reported that the Captain had died, on July 22, at Warrior Island. "Since this happened," he wrote, "the Island has been a perfect pandemonium. The Kanakas appear to have taken possession of the large quantity of rum and other spirits landed from the *Pakeha* and, while maddened with drink, to have plundered the station and distributed the trade amongst the natives of the island. The only two Europeans there had lost all control over the men, and it will be well if nothing more serious occurs before the rum is all finished."

When I was in the Strait thirty years ago, old hands amongst the Tu-Tu men (then living at Yam Island) still recounted with deeply

reminiscent trimmings the big junketing that followed the demise of "Captain Banna."

The Sydney firm with which he was connected sent up a tombstone to mark his grave. High tides caused it to collapse some time later; and Islanders found its broken sections just the right thing for sharpening their sheath knives. But portions of it were carried away by native friends of the old captain, and placed on one of their own graves at Stephen Island.

That was where I last saw the remains of the monument to the man who inaugurated the Torres Strait pearling era with its adventure, romance, and tragedy, and who — although perhaps he didn't know it — may be accounted one of the colonisers to whom the British race owes so much.

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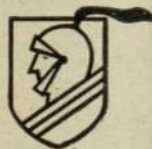
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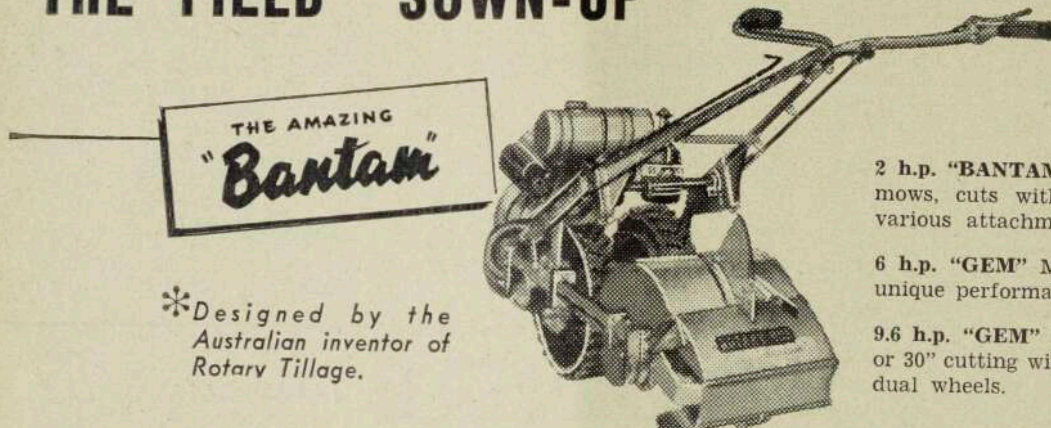
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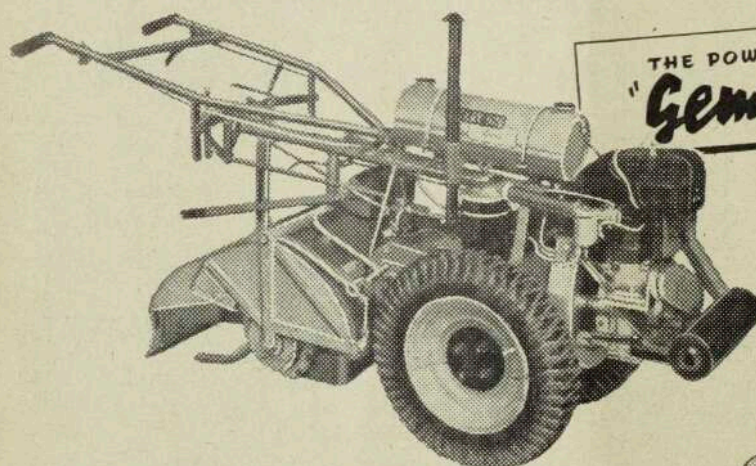


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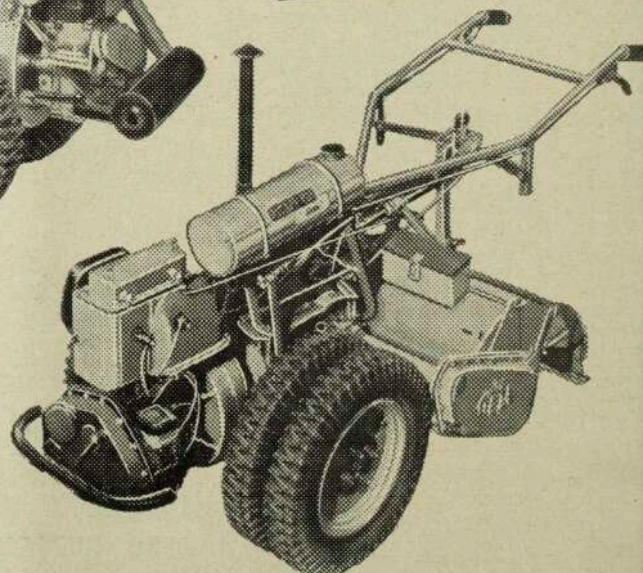
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FEBRUARY, 1954

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FIJI'S MAJOR PROBLEM SHIFTS FROM INDIAN TO FIJIAN

THE Indian population of Fiji keeps on growing; Indian influence extends and becomes stronger; the British rulers express an ever livelier concern for the future of the Fijian race, already outnumbered and threatened by the Indian community; but no practical plan for the future just government of Fiji has appeared.

On another page of this issue there is an article by one who is an old resident of Fiji, and a thoughtful observer. He has described a grave weakness of the present set-up in Fiji—namely, the community system under which the native Fijians are deprived of all initiative and political power—but he does not suggest how the obvious remedy is to be attained. This, perhaps, is the most important factor in the problem of Fiji.

Many do not like the Indians because in a political sense they do not trust them. But we cannot ignore the plain facts that 150,000 Indians (the majority of them Fijian-born) are established in Fiji; that they now dominate the economy of the rich Colony; and that they are a factor as important as the Fijians in all planning for the future of Fiji. It is sheer waste of time to think of them in any other relationship.

We feel sure that that is the view of the very small section of

the British Colonial Office that knows anything about Fiji. Probably, the chief concern now of high officialdom is to find an administrative policy which will give practical effect to Britain's solemn obligation to protect the land rights and social privileges of the indigenous people, while giving the Indians a voice in Government. That is not easy. In fact, it calls for a fundamental, and rapid, change in the policy which hitherto has guided the British administration.

THAT change has been indicated by some of the more thoughtful old residents of Fiji. In so many plain words, it calls for a far-reaching change in the Fijians' system of life. As soon as possible, they must abandon the ancient feudal system of absolute rule by their hereditary chiefs, *bulis*, or headmen, over their communities, and change to the Western or democratic system, under which there is self-government in local and national affairs—the system now followed by the British, and soon to be followed by the Indians. In other words, instead of merely "protecting" the Fijians, the British must teach the Fijians how to meet the Indians in government on equal terms.

Already, in Fiji, the Europeans and the Indians are in charge, as communities, of their own local

government, especially in the towns—each European and each Indian, in some form or other, has a voice. But the property, and the civic machinery of the Fijians, are cared for by the Native Department, through the native headmen—the individual Fijian has no voice whatever.

Sooner or later, the Indians will exercise greater administrative power through the national government, whatever form it takes; and it follows, as a matter of course, that if the Fijian is to have future security as against the Indian, he must meet the Indian on at least equal terms in the national administration.

While present conditions remain, the Fijian has no hope of that. If the Indians were now to attain a governmental voice, the only way in which the Fijians could get protection would be by the creation by the British of some special legal machinery, which would give the non-voting Fijian certain powers and privileges over the voting Indians. How long would that last?

WE do not for one moment argue that the present Fijian communal system is a bad system. Actually, as demonstrated over the last century, it is a very good system, so long as the men in charge of the communities are wise and just—and most of them are. So far as administrative efficiency and individual happiness are concerned, it probably is a better system than that of the West. Most of the political evils of

Australia, for example, would disappear overnight, if the one-man-one-vote method of government were wiped out, and small communities placed in charge of wise and trained men with autocratic powers.

The present Fijian system is bad only in relation to the political set-up in Fiji. The Fijians must be trained to meet the other races in self-government; and they cannot do that unless their political organisation can stand alongside that of the Europeans and Indians.

Acceptance of the fact that the Indians are permanently in Fiji places upon the British the obligation to (a) prepare for the time when the Indian community must take its full share in government; and (b) simultaneously help the Fijians to prepare themselves to accept the same responsibility.

Failure to do this simply will

create a certainty of grave conflict, sooner or later.

The Fijian, in intelligence, and in adaptableness to changing conditions, is fully the equal of European or Indian. He can be trained quickly in citizenship responsibility.

In all European colonies where the native people out-number the Europeans—especially in Asia and Africa—the Europeans now are on their way out. There is nothing to suggest that that rule will not apply in Fiji.

While the British are in Fiji, they can take care of the Fijian. They will be wise to train the Fijian to take care of himself, in the field of government as well as in other important fields, when the Westerners move out. In that task, they probably will get support and valuable help from the more thoughtful men of the Asiatic communities — and especially the educated Fijian-born Indians.

Have You Forgotten, Uncle Sam?

THE United States—and probably a few other countries—was surprised at the howl of indignation which arose from Australia when it was suggested that selected Japanese should assist the teams of Americans who propose to re-survey the tropical waters north of Australia. The plan has been dropped. If the survey is made, Americans and/or Australians will do the job.

Australia's protest was not based on security reasons. Australia knows that, in the long years before 1941, every reef and rock in the Southwest Pacific was charted by the Japs, as part of their plan for seizing and settling all these South Pacific countries.

Australia's angry refusal to have anything to do with Japs, in the connection suggested, was based on sentiment—on her still vivid memories of what Australians suffered at the hands of this people. How can Australians forget the cruelty and beastliness with which their soldiers and civilians were treated by this sub-human species in Malaya, Burma, Borneo, East Indies, New Guinea? In all the annals of warfare, there has been nothing more horrible than the torture and massacre of our people by the Japs in the Pacific Islands and Indonesia.

Eight years have passed since the Japan which plotted our destruction was battered into abject, shameful surrender in Tokio Bay; but we, who were so close to the Pacific War, still are sickened by the memories of what happened to men and women we knew, caught by these Asiatic gentlemen at Tol and Tarawa, Buna and Amboina and Borneo.

We know that the Communist menace of the Cold War is as great as the Jap menace of the Pacific War, and that it is important to our security that Japan, if possible, be lined up with the Western Powers against Red Asia. American strategy is quite correct. International politics makes strange bedfellows.

But please, Uncle Sam, don't ask us to accept Japanese as friends and comrades, yet awhile. Why, among them there may be some of the human swine recently released from Manus. Have you already forgotten, Uncle Sam, that the evidence written down in the long months of Australia's trials of Jap war criminals at Manus is probably the foulest story of human treachery and cruelty ever recorded?

MORE SHIPPING BETWEEN P-NG AND THE EAST

REGULAR calls will be made, beginning March, at P-NG ports by the Australian Oriental Line ships *Shansha* and *Taiyuan*. The ships' southern terminal port will be Melbourne; the northern terminal Hong-kong, where easy arrangements have been made for trans-shipment to the UK.

The ships will call at two Territory ports, but only on the south-bound journey. They will call, as well, at Sydney, Manila and Japan.

With this new service, the Territories will have a double link with Melbourne without trans-shipment at Sydney: *Sinkiang*, of the New Guinea-Australia line, will terminate its run in Melbourne, beginning end of March.

Agents are shown on page 3.

January 23

RELATIVES and friends of New Guinea men who were lost in New Guinea during and after the fall of Rabaul, in 1942, met at Sydney Cenotaph at 8 a.m. on January 23.

Wreaths were placed on the monument by the New Guinea Women's Club of Sydney and the NG Ex-Servicemen's Club and by others.

The attendance was somewhat smaller than in other years.

BSIP ADVISORY COUNCIL

HONIARA, Feb. 11.

THE formal opening of the first 1954 meeting of the Solomon Islands Advisory Council took place on Thursday, February 11.

At the parade preceding the ceremony, the High Commissioner (Sir Robert Stanley) presented the Colonial Police Medal to the Superintendent of Police (Mr. E. J. H. Colchester-Wemyss).

More New Year Honors

A NUMBER of names of Fiji interest were included in the Colonial Section of New Year Honours List. Mr. J. D. Rankine was made a KCMG—Sir John was born in Fiji and during the war served in the Colony as an Assistant Colonial Secretary. He is now British Resident, Zanzibar. Mr. J. L. Brown, formerly Director of Public Works in Fiji and now Director of Public Works in Cyprus, was awarded the CBE.

Mr. C. E. Leembruggen, a former member of the staff of the Customs Department in Fiji and now Deputy Comptroller of Customs and Excise in Nigeria, was awarded the OBE.

Another Step towards New Wharves for Suva

MESSRS. Wilton and Bell, London consulting engineers, have been asked to prepare contract drawings and other documents for the new dock system at Walu Bay, Suva, which will replace the present earthquake and hurricane damaged structure, and make of Suva a much better port.

The new wharf scheme calls for covered storage sheds, cold storage and administrative buildings. There will be berths for four ocean-going vessels which will allow them to approach and leave in the line of the prevailing wind.

Estimated cost of the whole operation is £2½ million. It will take about 4 years to build.

10 PER CENT. MORE FOR COPRA THIS YEAR

Australia Is Confident

SYDNEY, Feb. 9.

DISCUSSIONS between the British Ministry of Food and the various British Administrations in the South Pacific, concerning the 1954 price of copra under the MOF contract, are still going on. A decision should be reached at any time.

Australia is so confident that there will be a 10 per cent. increase, as from January 1, that it has fixed the price to Australian crushers at \$99 Aust. per ton for hot-air and sun-dried, and \$98 per ton for smoked—an increase of \$8 per ton.

This is based on Minister Hasluck's belief that the new MOF copra price will rise by 10 per cent. from \$65 Stg. f.o.b. Territory ports to \$71/10/- Stg. It has been agreed that, if that is not the new price for 1954, adjustments will be made with the crushers accordingly.

Planters generally may expect the higher price in 1954. The world's copra quotation remains firm, at a figure around \$90 Stg. f.o.b. European ports—which is in excess of \$71/10/- Stg. f.o.b. Pacific ports (which is the highest figure to which copra may go, in 1954, under the MOF 9-years contract).

The copra prices reported in London on January 29 were, per ton, cif European port: Straits \$94/10/- Stg.; Philippines, 247 US dollars; Indonesia, 99 guilders per 100 kilos—rise of about 3 per cent. in 6 weeks.

AN EX-SULTAN WITH CONCUBINES

Reported New Home in Tahiti

PAPEETE, Jan. 30.

It is reported here, with some authority, that the Government of France has decided to give the recently-deposed Sultan of Morocco asylum in Tahiti; and that a home is being prepared immediately for the ex-Sultan.

Three wives.
Two sons.
Unspecified number of daughters.
20 concubines.

The party is to be flown from Mauritius to Sydney by Qantas; and thence by TEAL, via Auckland and Suva, to Papeete.

The PIM on February 9 checked with Qantas in Sydney. The officials were signed ecstatically over what they seemed to regard as a luscious looking; but said regretfully that they had no record of it at all.

AUSTRALIAN TO BE TONGAN JUDGE

TONGA will soon have a new Judge of the Supreme Court—Mr. David Hunter, a Sydney barrister, and the first Australian-born person to hold the position, although Mr. Raynar Hyne was almost an Australian.

Negotiations have been going on for months. Mr. Hunter was finally appointed on February 9, after some weeks waiting for documents.

The new Justice, with Mrs. Hunter, will leave shortly for Tonga. His term is for three years with an option of renewal.

The new judge is a son of Mr. Percy Hunter, well-known businessman and journalist, now retired.

Usually Tongan legal positions are filled from the legal branch of the Colonial Service. In the case of Mr. Ragnar Hyne, now Chief Justice of Fiji, who was born in Norway but educated in Australia, entry to the Colonial Service was via the teaching profession—after serving with the First AIF he went to Tonga in 1920 as Director of Education. He was called to the bar in Queensland in 1924 and thereafter, in the legal branch of the Service, served in Tonga, BSIP, Sierra Leone and Gold Coast before being appointed to Fiji in late 1952.

W. SAMOA AND BRITISH TARIFF

No Abolition in March, But—

THE report published in the November and December PIM, that the New Zealand-Western Samoa governments have agreed to the abolition, in March, of the British Preferential Tariff, is denied by the Western Samoan Government.

It says that the matter has been under official discussion for a long time, and it has been agreed that the way now is clear for abolition; but abolition has not yet been decided upon. A further official inquiry is proceeding.

This statement arrived as this issue is going to press—it will be published in full in March.

On the known facts, abolition seems likely.

Our report that the Tariff would be abolished in March came from a semi-official quarter at United Nations headquarters. If it is incorrect, and embarrassment is thereby caused, officialdom has only itself to blame. Although discussions on this important matter have been going on for at least a year, not a word has been published by either the NZ or Western Samoa Governments to indicate what is proposed, and why.

Orient Co.'s Successful Pacific Experiment

AN indication of the success of the first of three test services across the Pacific by the Orient liners (See PIM for January) was the announcement that there would be an additional two services at the end of the year—making five for 1954.

Oronsay (28,000 tons) will leave Sydney on November 19, and her sister ship *Orcades* will leave on December 17. They will follow the same itinerary, calling at Auckland, Suva, Honolulu, Vancouver and San Francisco.

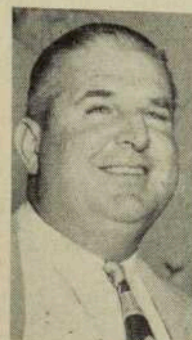
Unless there is some unforeseen slump in the demand for trans-Pacific passages, it is expected that the Orient Co. will announce still more services on the same run, in 1955.

Oronsay was due to return to Sydney from the first trip on February 8. She will leave on the second trip on May 21, and *Orion* will leave on the third on September 17.

NEW ROADS IN N. GUINEA

P. MORESBY, Feb. 2.

THE Minister for Territories (Mr. Hasluck) says there has been greater development on road building in the Territory during the past two years than in any comparable period. On his present tour he has travelled over new roads built in the Highlands, and the Madang area by the District Services and Native Affairs Department, with the co-operation of native communities. These included suspension and conventional span bridges. Mr. Hasluck said new roads were important agents of civilisation, and valuable in opening up the country for general administration.



Pan American Chief

Mr. William J. Mullehey, who recently has been appointed Pan American World Airways Director for the Central and South Pacific with HQ at Honolulu.

¶ Mr. A. J. McMahon, of Wellington, has taken up an appointment at the Rarotonga Post Office in succession to Mr. Ken Holt.

QUEEN MEETS TERRITORIANS AT CANBERRA

Formal Ceremony Under Grey Skies

From Our Special Reporter

CANBERRA, Feb. 15.

THE functions attending the Queen's reception of the Territorians actually began on Friday, the 12th, when all the Delegates gathered for a rehearsal of the Territories function. That evening, Territories Secretary Lambert entertained all the Delegates at a reception.

On the Saturday, a few Territories' delegates went to the official welcome at Civic Centre and got their first glimpse of the Queen and Duke; but, due to muddle, no place was reserved for them officially.

So far, this was entirely a Canberra set-up. But this, Monday morning, the Territorians came into their own.

The Territorians were in four groups, representing Northern Territory, Norfolk Island, Papua-New Guinea and Nauru, and delegates were presented in that order. Papua and New Guinea were represented as follows:

Special Delegation of 12—9 Europeans, 2 Natives, 1 Chinese.

From the Australian Navy at Manus—2 officers and 20 native seamen.

P-NG Volunteer Rifles—1 officer and 12 other ranks.

Pacific Islands Regiment — 3 officers, 100 native soldiers and a Pipe Band of 28.

Papuan Police—1 officer, 20 native police and the Police Band.

NEW GUINEA DELEGATION

The Administrator, BRIGADIER CLELAND, and MRS. CLELAND.

Representing Papua

BISHOP P. N. W. STRONG.
MRS. MYRA HUMPHRIES.
MR. E. A. JAMES, MLC.
MR. E. J. FRAME.

Representing New Guinea

MRS. DORIS BOOTH, MLC.
MR. D. BARRETT, MLC.
MR. JAMES LEAHY.
MR. PAUL MASON.

Native Representatives

MR. SIMOGUN, MLC.
MR. WILLIE GAVERA.

Representing the Chinese Community
MR. GABRIEL ACHUN.

NORFOLK IS. DELEGATION

BRIGADIER C. H. B. NORMAN (Administrator) and MRS. NORMAN.
MR. H. S. CHRISTIAN.
MR. P. ADAMS.

NAURU DELEGATION

MR. J. K. LAWRENCE (Acting Administrator) and MRS. LAWRENCE.
MR. RAYMOND GADABU.
MR. AUSTIN BERNICKE.

PREPARATIONS for "Territories Day" began early this morning. The various Delegations and Services parties were drawn up on the lawns before Government House; and at 10.35 a.m. the Minister for Territories (Mr. Paul Hasluck) escorted Her Majesty, the Duke, and the Royal Party onto the dais.

At the Queen's left were seated the Federal Ministers and their wives; at her right, the Diplomatic Corps. The Territorians were seated behind the dais.

Although the delegates were presented without their wives, some wives were present on this occasion as onlookers, seated behind delegates. They will not attend any other functions; and some delegates may not attend the ball for this reason. Their wives have had to make their own accommodation arrangements.

Accompanied by Major Bishop, of the Pacific Islands Regiment, the Queen and Duke inspected the P-NG Police and Servicemen, who made a very fine show—their bearing, appearance and drill were Guardsman-perfect.

When the Royal Party returned to the dais, the delegates had formed a queue, and the presentations began. The Queen only occasionally spoke to a delegate but the Duke frequently—which caused frequent hold-ups between the Queen and Duke.

The P-NG people were presented in this order: Brigadier and Mrs. Cleland, Mr. Barrett, Mrs. Booth, Mr. James, Mr. Simogun, Bishop Strong, Mr. Frame, Mrs. Humphries, Mr. Leahy, Mr. Mason, Mr. Achun, and Mr. Gavera.

Mr. C. R. Lambert, Permanent Head of the Department of Territories, and Mrs. Lambert, were also presented.

The Duke talked at length to Paul Mason, and spoke also to Simogun; but, judging by the Duke's expression, the latter conversation was not very enlightening. Simogun speaks only pidgin.

WHILE the Administrator of NT, Mr. Wise, gave an address of loyalty, the microphone did not function and what he said could only be guessed at—but, whatever it was, it was exceedingly brief. The first few words of the Queen's reply were also lost.

Mr. Hasluck then presented to Her Majesty an album of 50 photographs, and maps of the Territories richly bound and inscribed, and contained in a case of beautiful wood, with handles of Bulolo gold. The table on which it rested was

made of selected NG timbers, with a map of the Territory, in inlaid wood, on top. This could not be accepted as a Royal gift and it remained behind on the dais after an equerry had borne off the album.

The only cheers to shatter the dignified silence then came from the NG troops. The Queen then moved off to Government House.

The Queen wore a grey shantung frock, with matching gloves and hat—they all toned with the sodden morning.

Reporters then descended on the Territorians—and particularly on Mrs. Doris Booth, whom women reporters evidently regarded as "top feature material." Mrs. Booth said she was still walking on air: The Queen had spoken to her.

Generally, it was a stiff and very formal occasion, but the Territorians seemed content.

IN the afternoon, a 3-hours' down-pour stopped just before the Queen arrived in her magnificent Coronation gown to open Parliament.

Mr. James, Mr. Barrett, Mrs. Booth and Mr. Simogun were admitted to the Senate for the event. Mr. Simogun arrived after the Queen, but apparently was allowed in as an act of grace.

Later, all four had official seats for the review of 4,500 troops. The weather was a sartorial disaster for most of those present.

The review of the troops was the most stirring spectacle of the day.

A marvellous reception of the New Guinea troops was given by the crowd, obviously pleasing to the smiling Mr. Hasluck, who stood in the rain to watch.

All the members of the Delegation will attend other official functions tomorrow and Wednesday—and all of the P-NG representatives will see the presentation of Colours at Duntroon, and attend the Garden Party at Government House on Wednesday afternoon.

The Native Police Band played at the Territorial function at Government House this morning. It is booked for a full programme of engagements in Sydney prior to leaving Australia for the Territory. The Police Band probably will travel aboard *HMAS Australia* when it escorts the Royal Yacht *Gothic* to Cairns in March.

The *Australia* will sail for Manus and the Papua and New Guinea Naval Contingent will travel on her.

The Department has planned a full recreation programme for all Territory native people in Canberra for the Queen's Visit. This includes a cricket match, special picture shows, swimming parties, visits to one of the largest sheep stations in the district, etc. The YMCA at Canberra has set aside its Club Rooms for their exclusive use during the evenings. (More on P. 142.)

£5 MILLION-A-YEAR INDUSTRY

CNGT Mill Opened at Bulolo

THE plywood factory at Bulolo, owned jointly by Bulolo Gold Dredging, Ltd., and the Australian Government, was officially opened, on January 26, by the Minister for Territories, Mr. Paul Hasluck.

The mill is now in production and it is expected that the first shipment of ply will be made to the United States in March. Daily output of the mill will be about 100 tons of 3/16 in. plywood in four different sizes. It will add £5 million, to the annual overseas exports of the Territory.

American experts say that the plywood is better than any produced in America and Canada because it has the minimum of knots in the wood, very little grain and the logs are of even cylindrical measurement—the trees that provide them going up 90 feet before they branch.

For these reasons Bulolo will produce a high grade ply with the minimum of wastage.

Everyone is pleased with the Bulolo mill—except a few disaffected Australian manufacturers of plywood and some Labour politicians who imagine that it is a threat to Australian industry.

Provision is made for a certain amount of Bulolo's production to be made available to Australia if required, but the bulk of production is to go to North America where it will earn dollars.

Here are some facts and figures about the new undertaking:—

• The mill was built at a total cost of £1,340,000.

• The company, Commonwealth-New Guinea Timbers, Limited, has an authorised capital of £2,000,000, and paid-up capital of £1,500,000. Half the shares, plus one, are held by the Commonwealth Government, and the other half, less one, by Bulolo Gold Dredging, Limited.

• Board of Directors: Mr. F. H. Witt, Mr. G. Gummow (Commonwealth Government), Mr. A. W. Austin, Mr. L. W. Bergstrand (BGD, Ltd.).

• Chairman of the Board of Directors, Mr. L. W. Austin; General Manager of the company, Mr. L. W. Bergstrand. (Mr. Bergstrand, who is also General Manager of Bulolo Gold Dredging, Limited, joined the staff of that company in 1931 and has been associated with it ever since).

• The mill, covering an area of four acres, was designed by an American firm of Engineers and Contractors, Incorporated, of Tacoma—who have built 25 wood plants. As a result the mill has proved a known device for mechanisation of plywood processing. It is hoped, will offset the high operating costs in the Territory.

• The plant will be operating 24 hours a day, five days a week, with 155 Europeans and a similar number of native assistants.

• CNGT has a timber permit over 40,000 acres comprising mainly hoop and klinki pine, and expects to use 12,000,000 superfeet of logs a year for its plywood operations. This will clear about 500 acres yearly.

• A perpetual forest is to be established through re-planting of logged-out areas by the Administration Forestry Department thus establishing a 50-years cycle.

• First postwar plantings by the Forestry Department have already reached a height of 20 feet in three years, and pines in a small pre-war test plot have grown to 80 feet in 11 years. (This compares with an average growth of a little over a foot a year in cold-climate pine forests).

Although plywood production is expected to occupy the mill for the present, it is probable that in the future wall-board and wood-pulp for high grade writing paper will also be manufactured.

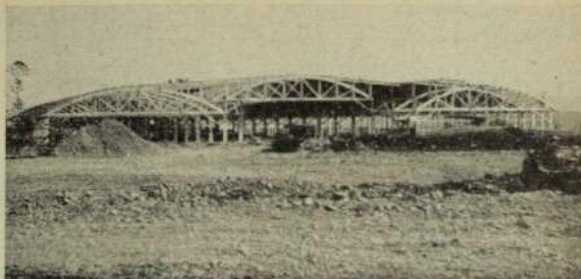
The new undertaking has given the Bulolo valley a new lease of life. Five senior technical men sent from BGD to the United States last year to study the latest production methods are key personnel now the mill is in production. Gradually, as the gold-mining part of BGD's activities diminish, men will be transferred to plywood production.

Although pioneering and development in Papua New Guinea has largely been left to the "small man"—to whom most public sympathy goes—large-scale development of the type undertaken by CNGT is the only method likely to get quick results and in our time. It is the answer to the thousands who are wont to say that "They should do something about developing New Guinea." Reduced to £SD it means an outlay of millions instead of hundreds or thousands.

MUMENG BRIDGE OPENED, TOO

During his visit to Morobe for the opening of the plywood mill, Mr. Hasluck also opened a bridge across the Mumeng Creek on the Lae-Wau road. The bridging of the Mumeng is a vital link in the success of the plywood venture. All ply is to be freighted out by road in a fleet of 7-ton trucks to warehouses at Lae on the coast.

Mumeng crossing has been a nightmare to drivers on the Wau-Labu road for years. It is a swiftly-running mountain torrent that crosses the road just below the



The giant plywood mill before the outside sheathing had been put on.

Mumeng Hotel; it is dangerous at any time and a death-trap after rain.

THEY ARE AFTER FIJI'S TAX-DODGERS

SUVA, Feb. 1.

AN old administrative difficulty in Fiji, the dodging of income tax by well-to-do Asiatics, is likely to be dealt with in the near future. The Acting Commissioner of Inland Revenue (Mr. W. J. Drysdale) has announced that the tax net is being widened to rope in all defaulters. He said that few Indian cane-farmers send in income tax returns, but this happy state was coming to an end. He added, cryptically, that no racial pot had any call to describe any kettle as black in the matter of dodging, where possible.

Noumea-Loyalties Air Service

CAPTAIN E. Savoie, of Noumea, in Auckland in February, referring to the air service to be established by M. Sylvestre Leconte, with an aircraft purchased in Australia (January PIM) said that he understood the service would operate to Chepenehe (north-western Lifu, Loyalty Islands). An airfield is being prepared there. This service would probably be additional to services within New Caledonia.

Recent appointments to the Gilbert & Ellice Islands Administration staff include Assistant Marine Superintendent Eland, who with his wife is to leave London for the Colony in mid-February, and a Mr. Rose as Mechanical Engineer, who left England by air in December.

Mr. Glendinning Anstice, son of the Rev. A. Anstice, a retired Baptist Minister in Auckland, has been appointed principal of the Suva Boys' Grammar School. He left for Fiji with his wife and two children by air in mid-January.

19 NATIVE SCHOLARS ARRIVE IN AUSTRALIA

Emphasis on Poverty of New Guinea's Native Education Machinery

NO time was lost by the Papua and New Guinea Education Department in announcing 19 of the names of the 20 New Guinea natives who, under a scholarship scheme, are to go to secondary schools in Australia for two years. The names were announced on January 23, and the "students" were on their way South by air on February 2. Except three, all will attend Queensland schools. Three (from Kwato) go to Victoria.

The plan has been sharply criticised—not because it lacks merit in itself, but because (a) it is completely ill-timed, and (b) these young natives should be trained in their own Territories, and not subjected to the innumerable social influences which must affect their training in Australia.

IT was pointed out in January PIM that Papua-New Guinea's sporadic, piecemeal attempts at native education may be excellent in themselves, but they only emphasise the Territory's lack of an overall plan of native education.

The Minister in charge says that Australia's first duty is to raise the standard of native life and win the goodwill of the natives. How can this be done when the administering authority is shut off from the 1½ million natives by the barrier of language? Except for the Pidgin speakers, and the few coastal natives who understand English, there is no means of communication whatever between the mass of the Territory's primitive peoples, and the Administration.

In other Territories, the Government learns and uses the native languages. That is impossible in New Guinea, because there are scores and scores of completely different languages.

The only alternative, therefore, is to start with the village children, and teach simple English to the natives. That calls for big institutions, in Papua and New Guinea, where natives can be trained to teach village schools. That, in turn, requires a large staff specially trained to train the native school-teachers.

Since civil administration was resumed, Australia has spent at least £40,000,000 on the "development" of Papua and New Guinea. Native education should have first priority—otherwise, all this talk about native welfare is so much eye-wash for the Trusteeship Council—but after the lapse of eight years, and the expenditure of

so huge a sum, there not only are no institutions for the training of teachers on a worth-while scale, but no sign of an over-all plan of native education.

IF the idea of awarding scholarships to a few selected natives had been integrated with such a plan, the idea could have been praised. As it is—well, here are the names of the scholarship-holders:

FROM SOGERI
Gomea Varoka, 15, Central District.
Berareia Bwanoan, 15, Misima.
Nega Mark, 15, Milne Bay.
Jack Baure, 14, Central District.
Andrew Tiraka, 15, Milne Bay.
Gavera Rea, 14, Hanuabada, Port Moresby.

David Lawrence, 15, Hanuabada, Port Moresby.
Banian Pilikesa, 15, Milne Bay.
Bate Alasina, 15, Milne Bay.

FROM MISIMA
Sanoi Sanoi, 15, Milne Bay.

FROM KAVIENG
Ismel Langau, 13, New Ireland.
Konda Alsol, 15, New Ireland.
Pasangan Sialis, 12, New Ireland.
Abraham Jacob, 15, New Ireland.

FROM DARU
Patrick Samson, 15, Daru.

FROM KERAUAT
Robin Vuaina, 13, New Britain.

FROM KWATO MISSION
Titus Tiso, 15, Milne Bay.
Miss Maria Sioni, 13, Milne Bay.
Miss Dalai Maniana, 17, Milne Bay.
The 20th student comes from Bougainville—he is already at school in Australia.

¶ Mr. Ralph Albrecht, accompanied by his wife and two children, left Sydney on the *Bulolo* on February 9 to take up the managership of Mackay Kerry Pty. Ltd.'s new branch at Lae, New Guinea.

Do You Remember ?

From PIM of
20 Years ago.

THE year 1934 was not proving any better than 1933 for the planting fraternity in the Pacific Islands. But gold mining was enjoying a boom and Territories where gold was found were still balancing their budgets. The others had got almost beyond despair. Here are some other extracts from our issue of the PIM of February, 1934.

Although the copra market had crashed and showed no signs of reviving, gold was going to the economic rescue of New Guinea. We reported that in the year ending December 31, 1933, Bulolo Gold Dredging had recovered £683,000 worth of gold; and New Guinea Goldfields £157,000 for the same period. (The amount per ounce received for this gold was about one-third the present price).

Plans were being made for a conference in Canberra of all the Administrators of Australia's Pacific Territories—New Guinea, Papua, Norfolk Island and Nauru. First item on the agenda was a discussion on the "amalgamation of the Territories."

New Guinea's first slip way was opened in Rabaul by W. R. Carpenter & Co.

Fiji Airways, Ltd., were "disappointed with their 10 months' operations in the Colony". They had not received the support hoped for from either the public or the Government and were therefore disinclined to continue after March, 1934. It was said that it would be years before Fiji would be air-minded enough to support a decent air-service. (For once the prophets seem to have been right. Fiji's present successful internal air-service is just a little over two years old.)

The New Guinea Planters' Assn. started a movement for an investigation into the "ramifications of Unilever, Ltd." in view of the control, exercised by this company and its associate companies over the world's vegetable oil products, which is directly instrumental in maintaining the price of the products below cost of production."

TOUGH DAYS: We reported that on January 29, "500 natives of both sexes and a small number of Europeans, assembled on the hillside near Port Moresby gaol to witness the execution of Stephen, a native sergeant of the Papuan Armed Constabulary, who had committed a grave assault on a European child aged five."

"Development work is still going on at the Tavua goldfield in Northern Viti Levu where Mr. E. G. Theodore has been the first to bring in Australian capital. The ground has been proved to a depth of 50 feet and assays have given three ounces to the ton."

Editorially we said that Australia's fiscal policy seemed to be under the control of lunatics—and quoted Fiji bananas to prove it. Special duties imposed on Fiji bananas amounted to 3/6; import duty a further 2/-. Fiji exporters were suggesting that Fiji retaliate as some other countries had done, and pointed out that, while Fiji took £380,000 worth of Australian goods per annum, Australia bought only £43,000 worth of goods from Fiji.

Such Goings On Dept. (from our Fashion Notes): "The vogue for less clothes is world wide. Even the sternest sex follows it with reckless abandon. On Continental beaches men sport scarlet shirts and brown slacks, their berets matching their vivid shirts!"

Guinea Airways were calling at over 30 aerodromes in Papua and New Guinea—all but three of them on the New Guinea side. Some of these landing strips have long returned to the jungle and have been forgotten; some are still in use. They were: Bubuai, Bapi, Bulolo, Bulwa, Gabanziz, Garina, Juni, Kajabit, Kidjura, Kokoda, Kabuna, Mt. Hagen, Marilinan, Menyamya, Marawassa, Nadzab, Port Moresby, Purari, Ramu, Salamaua, Sanggan, Sunshine, Surprise Creek, Upper Watut, Wagau, Wahgi, Wampit, Warona, Wau and Zenag.

STILL GOING THE ROUNDS!

Fiji Legco Plea For Population Inquiry

LONDON, Jan. 12.

THE resolution of the Fiji Legislative Council of December, 1952, namely—

"That this Council urges that a commission of enquiry from the United Kingdom be appointed forthwith to enquire into and advise as to what steps should be taken to ensure that this Colony will not suffer from overpopulation to the detriment of the standard of living of all races in the Colony."

has been under consideration during 1953 by the Pacific Islands Sub-group of the Commonwealth Council of the Conservative Party. The Sub-Group, at meetings held on November 6 and December 3, recommended that a Commission of Inquiry be appointed, and warned against a Commission "with narrow and irrelevant terms of reference which ignore the racial problem."

It was decided that the following further considerations be sent on, along with the recommendation:—

Migration: To what extent, if at all, can Fiji's problem be solved, having regard to the rights of its inhabitants and the views of other governments that might be concerned, by encouraging migration to other parts of the Commonwealth where the pressure of population is less.

Voluntary Limitation of Birth rate: How far can the present excessive increase in population be checked by (a) voluntary co-operation of the younger generation of both races, and (b) legislation, to raise the marriage age?

Land Tenure: Might not further institutional developments necessitate modification of the present system of land tenure, to allow Indian cultivators to acquire longer leases of freehold title in agricultural land? If so, can adequate safeguards be framed to regulate the alienation of rights in land to non-cultivators?

Development: Is the development present envisaged under CD and A likely to prove adequate to the needs of a swollen population, and would it be advisable to invite the World Bank to survey the resources of the Colony and make recommendations?

EDITORIAL NOTE: It is pertinent to wonder why the Fiji quest, a whole year after it was made, should be wandering around the halls and by-ways of the British Conservative Party. It also may be pertinent to note that the newspapers of February 8 reported, as part of a pending re-shuffle of Winston Churchill's Cabinet,

the probable removal of Mr. Lyttleton from the office of Secretary of State for the Colonies. The suggestion was that Mr. Lyttleton and others had outlived their usefulness.

Farewell to New Zealand



Delegates from New Zealand's Island Territories who attended the Royal Visit to New Zealand as representatives of their Territories—Western Samoa, the Tokelau, the Cooks and Niue.

They saw the Queen and the Duke of Edinburgh on four occasions — first at Putaruru where the Royal Party passed while the delegates were travelling by their own bus; then at Rotorua; and again twice at Wellington. At the Royal garden party at Wellington, leaders of the delegations were officially presented to the Queen, who also spoke to some other members during the course of the party. They were greatly impressed by Her Majesty's natural, friendly and unaffected manner.

Probably their visit to the Fox glacier took top place in the list of "sights". Five members of the party — Malletoa Tanumafili II, Makea Nui Teremoana Ariki, Jane Tararo Ariki, and Sergeant Tohovaka, with a guide, made the effort to ascend the glacier and considered themselves amply rewarded.

On January 18, the delegates were finally farewelled from Auckland at a kava ceremony given by the Mayor, Mr. J. H. Luxford, well-known as a former

magistrate in W. Samoa.

These photographs were taken at that function.

TOP (left to right), front row: Mr. Don Read of Island Territories Department, who conducted the party throughout their New Zealand tour; Makea Nui Teremoana Ariki, leader of the Cook Islands delegation; Mrs. Malama Head, leader of the Niue delegation; Miss Jane Tararo Ariki representing Mauke, Atiu and Mitiaro Islands; the official chauffeur. Back row: Mr. Piri Maoate representing Rarotonga; Gatoloai Peseta S. Sio of Savaii; Mr. Tihau Napara representing Cook Islands Northern Group; Sergeant Tohovaka of Niue; Mr. Tualvi Mose of Aitutaki; Peato of Tokelau; Tulele Masoe of Upolu; Tangi Trego Ariki of Mangaia; Mr. Jacob Helg of Apia; Lilomalava To'omata of Upolu; and Matai'a Europa of Upolu. (Malletoa Tanumafili II, Mataafa Mulinu and Talamaivao are missing from photo.)

LOWER: Malletoa Tanumafili II has just been presented with a bowl of kava by the bearer who is stepping back. Nearer, and watching, is the Mayor, Mr. Luxford, with Makea Nui Teremoana Ariki, in white, next to him.

BRITAIN AND NEW HEBRIDES

Depressing Story of An Unhappy Political Experiment

THE report that Britain is preparing to abandon, to France, her administrative responsibilities in the New Hebrides Condominium, published in the January PIM, caused a considerable stir in Australia.

The Foreign Office, and the Colonial Office, London, denied that any such plan was in contemplation; Canberra said it knew nothing of it; and finally Britain's High Commissioner for the Western Pacific, Sir Robert Stanley, announced that "the report is without foundation."

It is acknowledged, however, that the British and French High Commissioners for the Western Pacific, and the British and French Resident Commissioners in the New Hebrides, will meet formally in Honiara (BSI) early in March. The report published by the PIM came from a reliable source. Whether or not it is premature, it can be taken as a fact that Britain's future connection with the New Hebrides is under official consideration.

BITAIN'S readiness to abandon her administrative obligations in the New Hebrides—thus putting an end to the 50-years-old Condominium and leaving the valuable archipelago entirely to France—is quite logical. These Islands are of no strategic, political or economic use to Britain. They are merely an irritating source of endless cost.

Seventy years ago, when Germany was urgently seeking colonies and showing the liveliest interest in any unattached lands, Britain and France grabbed simultaneously at and jointly held the New Hebrides. They kept the Germans out, but created an awkward little problem of their own, which they solved eventually (1906) by forming a Condominium Government.

In the field of Islands administration, the Condominium has been a joke for 50 years. It has become famous as "the Pandemonium Government." It should have been wiped out in 1920, after World War I removed the German colonial threat, but neither of the two jealous nations would give way.

IN the beginning there were many British planters and traders there. The French section of the joint Government went to great lengths to assist and encourage the French nationals, especially in providing the latter with plenty of indentured Asiatic labour. But the British Government never at any time assisted British nationals and in time most of the British dropped out. A certain number stayed and obtained French nationality—and the essential labour by which their continued residence became possible.

Decade by decade, the New Hebrides economy became more French. To-day the only British institutions there, apart from a thin sprinkling of depressed Colonial Office officials, are Burns Philp & Co. Ltd. and the Presbyterian Mission—both Australian. Three-quarters of the 300-400 British there are Australians.

Britain's share in the New Hebrides, and her Solomon Islands, were offered to Australia in 1949-50; and rejected by Canberra on the ground that Australia already has all the Islands expense and trouble she can cope with in Papua and New Guinea. France doubtless could make effective use of New Hebrides, run in administrative combination with New Caledonia.

THERE is only one reason why Britain's withdrawal from NH should be opposed by Australia—but that reason is paramount. It is Asia.

In East and South-east Asia there are more than 1,000,000,000 quick-breeding people, the majority of them actually hungry. In the South Pacific, including Australia and New Zealand, there are lands which could feed Asia's surplus population and which are held by only 10,000,000 whites.

Natural laws operate to-day as they have done for 10,000 years. If we European communities are to remain established and free in the South Pacific, we must have protection against overcrowded Asia—especially against the new Asia which has taken shape in the last quarter-century. That protection can come from only two directions—Western Europe and North America.

The Lord helps those who help themselves. We can expect no assistance from overseas unless we put in our own defence organisation. The events of 1941-45 showed that our outer defences must be built up in the chain of archipelagoes which lie like a natural barrier between Australia and Asia—the archipelagoes of Indonesia, New Guinea, New Britain, New Ireland, the Solomon Islands, the New Hebrides, and New Caledonia.

It is this consideration which induces Australia to spend up to £8,000,000 per annum in Papua and New Guinea. We contend that it would be sound tactics for Australia to extend that defence organisation eastwards from the New Guinea area, across Solomons and New Hebrides.

Of course, it would be expensive. But would it not be more logical, and more realistic, to spend the money in trying to ensure our own safety, rather than in the hopeless task of cultivating Asian goodwill,

by giving away millions through the Colombo Plan?

A score of Colombo Plans will not alter Nature's fundamental laws. If ever we lose the protection of Western Europe and/or North America, nothing will prevent the swamping and probable extermination of all European communities in the South Pacific by countless millions of Asiatics. These Colombo Plan idealists should read the history of what Asiatics did to helpless Europeans, on various occasions in the last century—the Indian Mutiny, for example, and the Chinese Boxer rebellion, and the Japs' performances in the Islands they overwhelmed in 1941-43.

If Australia thinks its future is secure here, in the shadow of Asia, then let it forget New Hebrides—which never has been much more than a frustration and an administrative joke, anyway. But if Australians are impressed with the logic that lies in Asia's over-population, Asia's hunger, and the under-populated South Pacific's helplessness, they should see to it that the Solomons, as well as the New Hebrides, become part of whatever structure of defence Australia is capable of building.—R.W.R.

Of Vital Concern To BP's

THE only British institution vitally concerned in any change in New Hebrides status is Burns Philp & Co. Ltd.

This Co. has large investments in NH, and it conducts a regular shipping service through the group. If France took over, the French probably would force the BP stores and shipping out of NH, just as they forced them out of Wallis and Futuna Islands, several years ago.

In such matters, the French are ruthless. No Australian concerns maintain trading or shipping establishments in Noumea, for example, although Noumea is the only non-British port within a few hundred miles of Australia.

Fifty years ago, the late Sir James Burns formally presented, to the new Commonwealth Government of Australia, rights to about 100,000 acres of valuable land in New Hebrides—the idea, of course, being that this should be made available to British planters. Australia still holds those rights—but evidently regards them with indifference, because nothing has been done about them. If they go by default they probably will enrich some long-sighted Frenchmen, who have been watching them for many years.

The 600-tons motorship *Viria*, owned by New Guinea Industries Ltd., en route from Brisbane to Lae and Madang with oil products, developed trouble in her pipe system and put into Cairns for repairs late in January. She resumed her voyage three days later.

TERRITORIES - TALK-TALK

By Tolala

IF reports in Sydney evening papers can be taken as correct, it seems odds-on that "forced labour" in P-NG will be a political platform plank of the ALP in the forthcoming Federal elections. And so, once again, poor old P-NG becomes a political chopping-block.

The press reports that the NSW Central Executive of the Federal Executive of the ALP appointed a "fact-finding" committee on "allegations of forced labour on government projects in P-NG." One of the Central Executive is a Mr. G. Donnell, one-time ADO, "who resigned in 1952 after 15 years in the service after clashing with the Administration on treatment of natives." The Committee is "concurring with former Territories Minister Ward, Australian Board of Missions and other missionary bodies."

So there is every indication of nasty hustings in the offing which will do the Territory no good and only increase the sectional antagonism up there.

Amongst the many and various

government hand-outs coming over the air from the ABC recently (on the twelfth anniversary of the Fall of Rabaul, to be exact) was the announcement of a week-end tour of Minister Hasluck to P-NG for the purpose (so it stated) of speeding up the production of beef cattle and rice for the consumption of the local native population and then, incidentally, reference was made of the Minister attending the opening of the big ply-mill at Bulolo on January 26.

Presumably the listening public, following such an announcement, is to visualise the Minister personally hastening the breeding of stock and the planting of rice in order to make P-NG self-supporting and so justify the week-end jaunt, which would become a charge to Native Affairs account. The Speed Age must have added many thousands of pounds to Administration Traveling Expenses.

"The Hill," not far from Rabaul, has been the centre of considerable controversy, conflict and court action, ending in "calaboose" for one party and a *nolle prosequi* for another. But, from what an old-timer tells me (and he keeps his ear well to the ground) the matter is not ended yet.

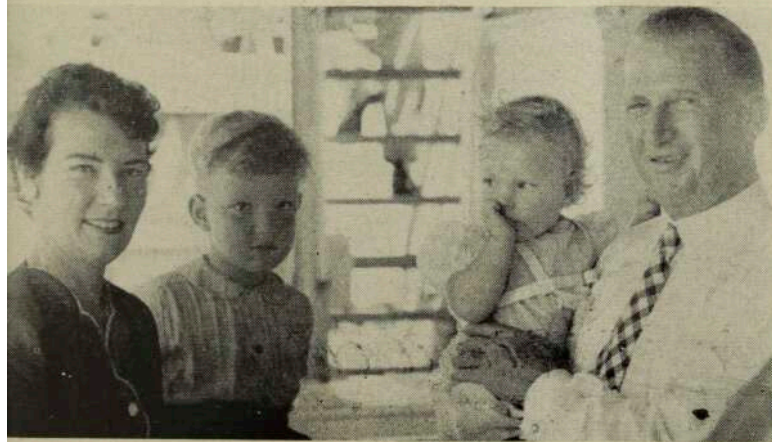
The Hill, by the way, translated into the Blanche Bay dialect, is Raluana. There have been several features of the Raluana incident

Bulolo Passengers

Mrs. R. Frame, who with her husband, returned to Port Moresby recently on the Bulolo, after three months leave in the NSW Blue Mountains.

Mr. and Mrs. N. F. Maloney and their two children who also travelled back to Moresby on the Bulolo, after almost a year in the UK and on the Continent.

—Photos by Papuan Prints.



that need clarifying. Iron curtain tactics in such matters only lead to serious misunderstandings.

Latest development, according to the *SP Post*, tells that Administrator Cleland has adopted strong-arm tactics with the Raluana folk and told them it was his job to put them in the Council, "like it or not."

Somehow, I don't think they will like it.

American anthropologist Margaret Mead figured in Sydney newspapers last month when she reviewed present conditions with those existing 25 years ago, when gathering material for her *Growing Up In New Guinea*, a book which has become a classic of its kind.

Many people in Australia, reading her remarks about the speed with which the Manus folk have progressed, according to Western standards, are liable to apply her remarks to New Guinea natives as a whole and raise their eyebrows at recent incidents in the Telefomin and Kukukuku countries. Manus, of course, was one of the most sophisticated areas of T-NG even 25 years ago, so little wonder at the "speed" they have shown after having made contact with Yanks, Jap prisoners, Service personnel and the gentleman known as Paliau.

I would like to see Beatrice Blackwood, Oxford anthropologist, who studied the Kukukuku tribe back in the early thirties, make a return trip and give us her comparative observations.

Sea communication with P-NG, Australia and the East seems to be on the increase, and a welcome step, too. Australia does not want to neglect this trade route. It would not surprise me if the NDL steamers are ploughing through these seas in the not-distant future.

The general outcry against Japanese being included in the ANZUS survey of NG was only natural, and for a few days public feeling ran high on the subject. I don't think the Japs have very much left to learn about the coastlines of New Guinea or New Britain, and particularly the Manus area. Japanese hydrographers were by no means idle during the 3½ years of the Nippon occupation of our Territory and for many years before the war Japanese nationals, engaged in shell-fishing, recruiting and ordinary freighting, in territorial waters, were always acknowledged as being well versed on their inter-island voyages. What the late Captain Komine didn't know about NG waters was nobody's business. His own plantation at Pipitalai, which afterwards became the property of Nagahama, formed a part of the famous Manus base.

The greatest danger, in my opinion, of carrying out the suggestion would have been the impression made upon the natives when they

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aw Japanese engaged in this work. de by side with ANZUS personnel. he "turning the other cheek" policy is not readily understood by rown Brother and, before we knew here we were, the rumour could asily have been started by some aterprising agitator that Japan as making a check-up before equiring a new property!

"Twenty Kanaka police bands- en from Port Moresby arrived in ydney. . . ." Thus the *SMH* on its ont page one day last month. Tut. it! Scarcely a tactful appellation r fellow-students in our Aus- alian Secondary Schools, even ough it may be etymologically rrect!

And, while on the important sub- ct of secondary education for NG atives: Don Barrett, MLC for NG lands, seems to have a justifiable mplaint that the Administration ithheld a UN Trustee Council ort dealing with this subject. It ears that Mr. J. H. Jones (NG ecial representative and one- ne DDS), in answer to a ques- on by the Syrian representative, id NG indigenous children had t yet reached the stage for ondary education; and, when ady, it would be provided in the rritory. Mr. Barrett believes the ange of policy was the result of rong representation by mission- ies from the Kwato Mission." e should have described the rep- resentation as Abel, not Strong.)

To me, this proposed colour co- ucation scheme is a very risky siness, from the sociological pect. Time will tell; but the union of the Australian parents hose attending schools with NG idents should be obtained.

It was only natural that P-NG d native welfare should come up r discussion at the congress of the Australian and New Zealand Assn. r the Advancement of Science. Professor of Geography O. H. K.

Spate plugged for the extension of European plantations and native- geared economy in the Territory. "Forced European development," he envisaged as "leading to a Second Kenya." . . . Anthropologist Stanner criticised mission teaching as sub- ordinating native cultures; and Prof. Elkin thought many years would elapse before full-bloods of NT be- came assimilated, adding: "If we are honest we may have to admit that we are not sure whether we want them to be assimilated." And the Professor has got something there which could apply to P-NG "if we are honest," and not pro- pounding policies for the edifica- tion of the UN critics.

A new film star arising in Lon- don is Diane Cilento, daughter of T-NG's one-time PMO, Sir Raphael Cilento. Press blurbs say she was born in NG, but as she is only 21 now that would mean 1932 as her birth year. If my memory serves me aright, Sir Raphael and Dr. Phyllis (his so-capable wife who is well remembered—especially in Rabaul Chinatown, for her child- welfare work) left the Territory circa 1928. Still, if Diane wants to claim NG as her birth-place, I don't suppose anyone will have objection.

Critics criticised section: UN Trusteeship Council delegates, who visited P-NG last year and were free with criticism of local condi- tions, have themselves come in for some outspoken criticism from the Moresby branch of the Australian Ass'n. for UN, which complains of rudeness, and lack of tact on the part of delegates. Special exception is taken to the remarks of the Dominican member.

I am not at all surprised—it is time P-NG locals stood up for them- selves. For years, planters and commercial enterprises have been accused by L of N and UNO of be- ing tyrants and exploiters of natives, and Government officials of not



A group of native Administration employees who were presented with Long Service medals at a ceremony in Hanuabada, near Port Moresby, on January 19. From the t (departments in parenthesis): Heni-Heni (Gov. Printer), Mara-Hekura (P. & T. esman), Gavara-Lohia (Postal Services), Lohia-Gabe (Marine), Kabua-Gairo (Supreme Court), Nogo-Ru (Gov. Secretary), Morea-Hila (Agriculture), Gaba-Boe (Gov. Stores), Bodu-Mea (Medical Services).

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adequately safeguarding native interests.

Administration officials always remain mute and tactful (an attitude, no doubt, prescribed by Canberra) but non-officials certainly do the Territory good by challenging UN representatives' attitude towards dwellers in Trust territories.

For years, now, I have wanted to tell these unqualified critics of NG to jump into the Lakes—first Geneva and now Success—and until more people do this Australia will always be bounced by these folk who are handing out pompous criticisms in order to hold their jobs.

Lae is anxious that the RPC parade ground at Malahang should be resumed as an historical site. Another site, with greater historical interest, is Proclamation Square in Rabaul, where the ceremony of taking over German New Guinea by the Australians in September, 1914, was carried out. It was also the scene of the public flogging administered to the German civilians involved in the flogging and ill-treatment of the Australian missionary, Rev. W. H. Cox, during the first days of War I. It is block 21 on the current Rabaul town plan.

Bits and Pieces: Old-time T-NG resident Willy Dupain and his charming wife were in Sydney last month at the Australia—he now is

BP Manager at Cairns. . . . Edwina Hordern, of Bowral, is engaged to marry Peter Bailleu, of Victoria. He is a step-son of Harold (3LO) Coldham, a popular T-NG old-timer. . . . Hon Camilla Wedgwood, of the SOPA, has been elected a member of the Social Scientific Research Council of Australia—the only woman member. . . . Passed to his rest in Moresby is Lionel P. B. Armitt, one of Papua's oldest and best-known residents. By his magazine articles in US and Britain he put Papua on the map. He arrived in Papua about 1898. . . .

¶ Mr. R. M. Taylor, formerly Financial Secretary in the Government of Fiji, who was transferred to Northern Rhodesia in 1952, has been seconded to the post of Secretary of Transport in the new Central African Federal Government.

¶ Mr. A. L. Baker, Establishment Officer in the Fiji Secretariat, accompanied by his wife and family, left Suva in late January on overseas leave. During his leave Mr. Baker will attend a conference of Establishment officers at the Colonial Office in London.

Returning to the Cook Is.



Left to right: Mr. and Mrs. R. V. Kay—Mr. Kay has been appointed Judge of the High Court and Native Land Court of the Cook Islands and has taken up his appointment. Mr. and Mrs. Jim Ingram returned to Rarotonga after vacation in New Zealand.

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PAPUAN COCONUT STILL NOT WANTED

"Frozen" Stocks Go Into Soap

THE damage done to the coconut industry in Papua-New Guinea by the Australian typhoid scare in August last year cannot be accurately assessed.

For six months sales have been at a standstill and before they can return to anything like normal unprecedented measures will have to be taken to restore public confidence in the product—even if given a clean bill by the Health Authorities.

At the moment there is an insurmountable prejudice in favour of Deylon desiccated coconut.

Although the exact figures are not available, an enormous quantity of New Guinea coconut must have been seized under the direction of the Commonwealth and State health authorities soon after the first typhoid germ was detected in Canberra.

A spokesman for the NSW Department of Public Health told PIM that at least 230 tons had been placed under seizure in that State. All of it was packaged, desiccated coconut.

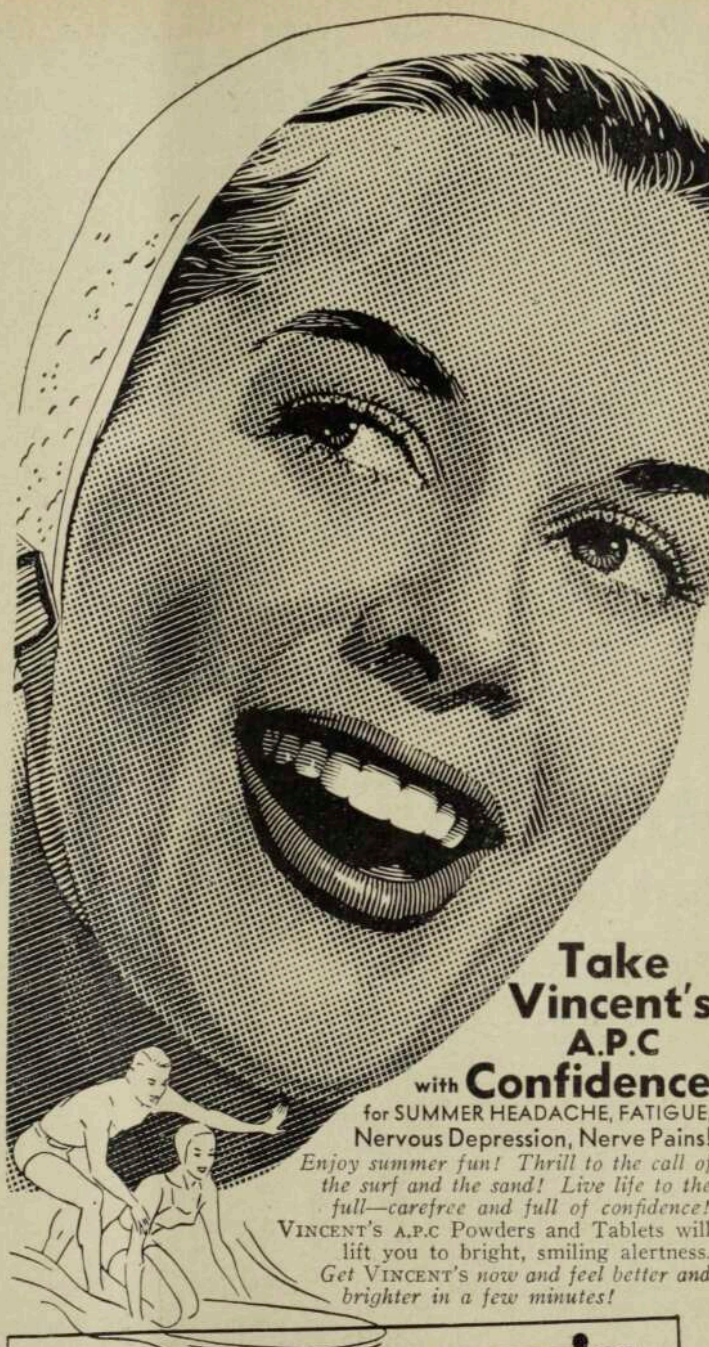
Ironically, no typhoid germ was found in the samples examined in NSW. The coconut was condemned because it contained organisms which were of intestinal origin. A lot of it was unequivocally pronounced "dirty."

After a long delay, the NSW Department gave permission for the coconut to be pressed, the oil and residue to be used for purposes other than foodstuffs. In this way, importers have been able to cut some of their losses. The Department insisted that the pressing should be done under its own supervision.

About 86 tons of two brands of coconut have already been treated, the oil being used for soap making and the residue fed to stock. At least 150 tons of another brand have still to be treated.

Permission will have to come from the Commonwealth Department of Health before shipments to Australia can be renewed. One importer said that, following a thorough inspection of NG mills and alterations that have been made for a greater measure of hygiene, he had called for a sample shipment. This would be submitted to the Department for analysis.

But even if the coconut were declared fit for human consumption, there would remain the difficult task of selling it in the face of a strong prejudice. The importer said the main abstacle to be overcome in any selling campaign would be the big wholesalers who had lost a lot of money at the time of the typhoid



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scare. These would be extremely wary of NG coconut for a long time.

SOURCE OF INFECTION NOT FOUND

A correspondent in NG reports that despite lengthy investigations no solution has yet been found as to why the Territory's coconut is contaminated.

All investigations made so far in the Territory have amounted to negative findings, although it was thought the situation would have been resolved by Christmas. Rats and flies have been blamed; but apparently they are only the carriers. The original source of infection is elsewhere.

Another bacteriologist may be sent to the Territory to help in the matter.

¶ Mr. and Mrs. Ken McFarlane and Miss D. Kearsley and Mrs. E. C. D. Scherrer arrived at Suva on February 2 in the *Oronsay*. Mr. McFarlane, a former resident of Suva, has been working in Canada. Miss Kearsley is returning from leave. Mrs. Scherrer was formerly Miss Joyce Kearsley, of Suva—Her husband, Col. Scherrer, is serving with the United States forces in Korea.

P-NG PUBLIC SERVANTS MUST LIKE POETRY

And Means, Medians, Modes and Frequency Polygons

A COMPETITIVE examination will be held in Papua-New Guinea in November this year for appointment or transfer to the Second Division of the Territory public service as clerk.

The subjects for the examination are English, which includes essay writing, precis writing, clear thinking and writing, analysis, and appreciation of verse; Government administration, which covers everything from the function of the Australian Governor-General down to the Advisory Councils of the Territory, the history of the Territory and financial administration. Arithmetic, from vulgar and decimal fractions to logarithms and graphs plus statistics ("statistical data, correlation, mean, median, mode, variability and standard deviation, histogram, frequency polygon, weighted means, cost of living index numbers"). Economic history of the Territory, which includes natural resources, popula-

tion, scope, primary industries, land policy, secondary industries, transport—and much more. Economics. Accounting.

Candidates must pass in English, Arithmetic and Government administration and one other subject.

Clerks in the P-NG Public Service have gone up in our estimation although we have wondered why appreciation of verse is insisted upon.

Willie Gavera, chairman of the Hanuabada Village Council who has been included in the party from Papua-New Guinea which is in Canberra to meet the Queen and Duke of Edinburgh.



¶ A new radio beacon, on the highest point on Norfolk Island, came into operation in early January.

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A full range of general groceries available at lowest rates, together with full supplies of Penfold's, Lindeman's and Hardy's wines; also leading brands of Scotch Whisky, Rum, Gin, Brandy and Liqueurs available at competitive in bond prices.

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ASIA AND THE SOUTH PACIFIC

Fears Expressed About Intentions of India

A STUDY of political, social and commercial developments in 1953 indicates that the Asiatic countries which increasingly menace the future security of South Pacific (European) countries, in their order of importance, are:

- JAPAN, which is returning with growing urgency to its demand that room shall be made in the South Pacific lands for its huge surplus population.
- HINDUSTANI, which is believed by some to be deliberately plotting against the British in the lands fronting the Indian Ocean and some parts of the Pacific, so as to provide a place for surplus Indian population.
- CHINA, which is now working secretly through some Indo-Pacific Chinese communities for the spreading of Communism and the ultimate overthrow of the Western European authority.
- INDONESIA, which is in a condition of politico-economic collapse, and may thereby open the way to the establishment of Communism.

The Philippines are so seriously penetrated by politico-economic corruption that that country is almost comparable with Indonesia. But Philippines are under the domination of the United States, which will not permit Communism to over-run Philippines as in Indonesia, where there is no dominant power.

In the above analysis, the new and surprising factor is Hindustani, or India. We never have been under any misapprehension about Japan—that country, if opportunity offers, will surely return to the South Pacific, and as surely will enslave or exterminate the European populations. The events of 1940-45 showed us what to expect. The Asiatic can no more change his nature than the leopard can rid himself of his spots.

JAPAN, already, is on the job. Japan is pleading with the victors of World War II for a little understanding and help in the vital problem of providing for an 80-millions population that grows by more than one million each year. A group of Tokio business men is reported to have announced that it will pay Australia and Netherlands some £3,000,000,000 for the island continent of New Guinea. Another group has said that Australia and Netherlands must be forced to open New Guinea to Asiatic immigration.

Without navy, army or air force, Japan is no more a threat to our security at present than is Indonesia, which insists periodically (whenever the political situation gets sticky) that "Dutch New Guinea must and shall be Indonesian." But we dare not forget the threat. If anything happens to keep

Britain and United States deeply engaged elsewhere, Japan within a year could build enough armaments to challenge Australia, which then would be the South Pacific's only guardian.

IT is with Hindustani that this survey is primarily concerned—our fellow member in the British Commonwealth of Nations. Suspicion of Hindustani's good faith is growing, and not without reason. It is being said, with increasing emphasis, that Hindustani is encouraging anti-British elements in the Indo-Pacific region, in the hope that the British may be pushed out, and Indians take their place.

The London *Daily Express*, in a series of startling disclosures in January, made the following charges:

India's High Commissioner in East Africa, a Mr. Pant, was recalled after the Governor-General of Kenya, Sir Lawrence Baring, had protested to Delhi, alleging that Mr. Pant was responsible for much of the propaganda carried out by Indians among Africans, wherein the Africans were urged to follow India's example and liberate themselves from the British. The *Daily Express* says:

"Delhi radio broadcasts daily in

African dialects, exaggerating every incident of African defiance or disobedience. Indian merchants are financing the African opposition Press, and even the Mau Mau."

This is in line with what is known about growing anti-European sentiment among the large Indian communities in British East Africa generally, in Madagascar, in Natal, and in Mauritius.

Conditions in Mauritius are of significance to us in the South Pacific. There is a parallel between the sugar-producing island of Mauritius and the sugar-growing island of Fiji, where there now is a predominantly Indian population. According to Mr. Sefton Delmer, a special correspondent sent by the *Daily Express* to Mauritius, half the population of Mauritius are Hindus, who are dominated by the "Indian-led and Indian-financed Labour Party."

He says the latter is "one of the most sinister Marxist machines outside the Iron Curtain," and alleges it is working for Indian domination of the colony and a Marxist Socialist revolution in its economic and social set-up."

Mr. Delmer says:—"If Indian plans are allowed to go unchecked in Mauritius it will encourage and help their take-over ambitions in many other parts of the Colonial Empire where large groups of Indian immigrants are among the inhabitants."

(Continued on Page 133)

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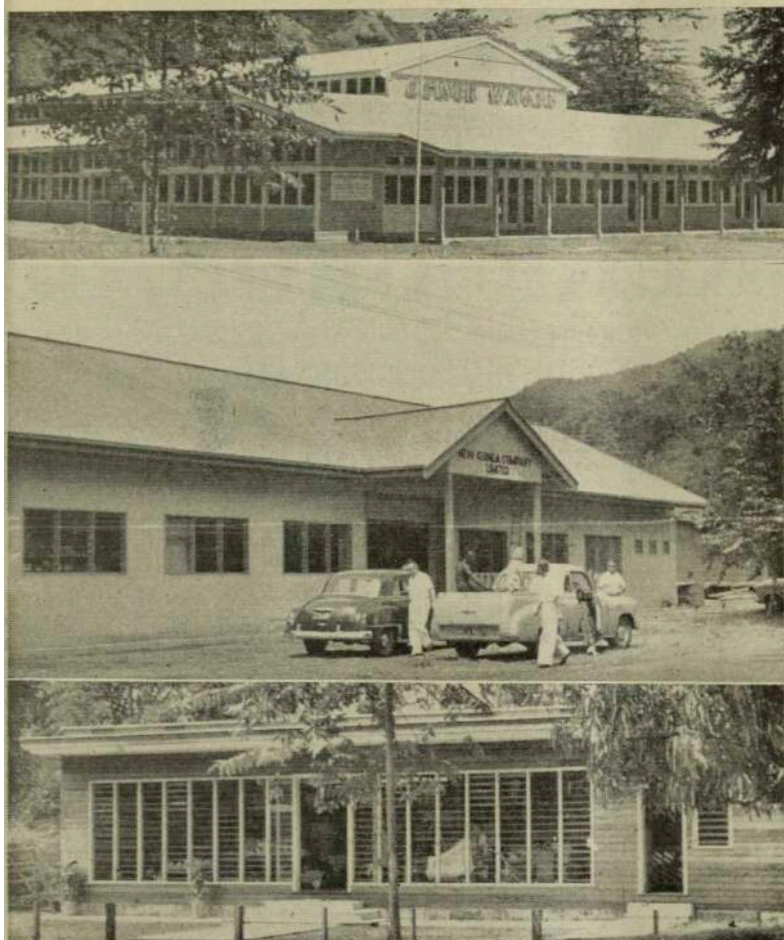
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The New Rabaul



These three fine new permanent buildings have recently been opened in Rabaul, New Guinea. From top to bottom: Colyer Watson (NG), Ltd.'s, new premises (see PIM for January); the new establishment of the New Guinea Company, Ltd.; and the new shop of Besswicks, Ltd., which was opened just before Christmas.

—Photos by C. H. Meen.

Mr. F. C. Moore, Superintendent of Police, GEIC, left England for New Guinea in December, returning on a furlough.

A branch of the Australia and New Zealand Bank has been opened in Lautoka, Fiji, under the management of Mr. N. H. Scott.

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Enquiries Invited.

Some Polynesian Delegates Not Presented To Queen

DELEGATES from the Island Territories of Western Samoa, the Tokelaus, Cook Islands and Niue were grateful to the New Zealand Government for its hospitality to them during their tour of New Zealand at the time of the Royal Visit. But, although no public statement was made, it is known that they were displeased in regard to the major reason for their visit—to represent their people in paying respects to the Queen.

For reasons best known to the New Zealand Government, only six of the 17 representatives were officially presented to Her Majesty. A few others, presumably at the request of the Queen, were presented to her during the course of a garden party at Wellington. Others were not presented officially or unofficially. If there was a reason for this it was not explained to the delegates—and they were not amused. Their feelings were supported by members who had been officially presented.

Their view is that as some of the members who were not presented were representing the people of certain islands or districts of their respective Territories, these islands or districts were thereby slighted.

Why the entire party could not be presented—it would have taken at most another ten minutes—is not clear.

ADMINISTRATOR ON LEAVE

PORT MORESBY, Feb. 2.
THE Chief Judge, Mr. Justice Phillips, is Acting Administrator during the absence of the Administrator (Brigadier Cleland) on recreation leave. Brigadier Cleland is leading the Territory Delegation to Canberra for the Royal Visit. He

takes recreation leave, following the Canberra ceremonies. He will return about April 28.

¶ Mr. Jack Cowan, who has operated a stevedoring business on the Papeete waterfront for the 20 years since settling in Tahiti from the Cook Islands, has now become a naturalised French citizen.

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Australia And The Japanese Pearling War

Skirmishing on Eve of New Season

It appears from recent Canberra announcements, that the Jap pearling-luggers and mother-ship will be back this year in north Australian waters under the licence system set up last September under the Pearl Fisheries Act. At that time Australia declared sovereignty over the "Continental Shelf" which, as far as north Australian waters are concerned, stretches about 300 miles off-shore.

The season lasts from about April to November.

To fish for pearlshell in this area everyone—and that includes Australians—must have a licence, or

Australia says. The Japanese are disputing Australia's right to the Continental Shelf and will take the case to the International Court. At the present moment Australia and Japan are exchanging "notes" and "preliminary documents" and going through all the motions at a high diplomatic level although it is expected that the International Court will not get down to cases for anything up to two years.

In the meantime, Australia says that she has agreed to the matter going to the Court if Japan will serve a provisional pearling agreement acceptable to Australia. Australian MOP interests believe that the reappearance of the Japanese in north Australian waters to fish for pearlshell is due to American pressure on the Australian Government; they believe, also, that an American firm was behind the Jap pearling fleet of 25 so small ships and a mother-ship which collected at least 1,000 tons of shell in northern waters last season.

This is what they say happened: America informed the Australian Government that if more MOP were not forthcoming from Australian waters, American button-factories would switch over entirely to plastic buttons. This would ultimately force the Australian shell industry out of existence. America suggested that a Jap fleet, backed by American money, collect shell for American button manufacturers only—only the second-class or broken shell being retained in Japan.

WHAT actually happened was that the shell the Japanese fished, plus the regular Australian production, plus shell from the half-dozen other parts of the world where it is produced, oversupplied the market—particularly the American market—and de-

pressed the price.

The American firm that was behind the Japanese enterprise not only had sufficient to supply American manufacturers, which was the point on which they applied their pressure on Canberra, but had, also, sufficient to sell to UK and Continental consumers—that is, Jap-fished Australian shell was being sold by Americans to the UK and the Continent.

The Japanese made 1,500,000 dollars out of their part of the proceedings.

That is what most of the pearl shell interests in Australia believe; and it does not please them.

Since the war, and the withdrawal of the Jap divers, who realists admit made the North Australian pearling industry, costs of pearling with the inefficient

labour now available has made the industry uneconomic unless fantastically high prices are received for shell. Pearling masters in the north now simply cannot compete with the Japanese on a cost basis. It is estimated that the men employed on the Jap fleet received about £20 or £25 per month for the duration of the season; for this they lived in most primitive conditions and worked unlimited hours. No Australian government would tolerate the conditions under which the Japanese work on their luggers.

A few, therefore, say that the Japanese should be kept out; that the area should be worked by Australians, under Australian conditions of employment and with the available labour—mostly islanders.

(Next Page)

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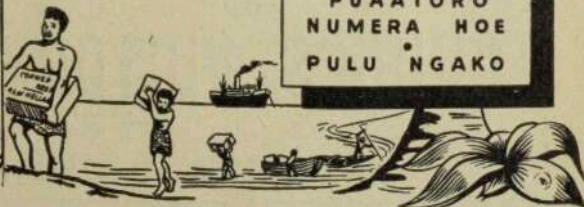
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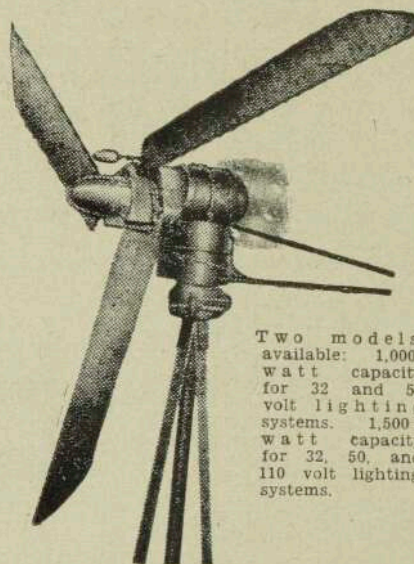


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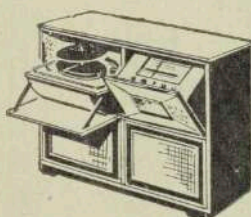
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You need have no worry about installing a costly motor to generate electricity for your home. Quirk's Windlite harnesses the wind—the oldest and cheapest form of power—to bring the benefits of electricity to the most isolated homes. It takes only the lightest breeze to operate the Windlite Generator, which provides efficient, economical electricity for home lighting and for operating all electrical home appliances. The secret lies in its perfectly balanced three-blade propeller, which automatically feathers when the wind velocity increases, thus reducing strain on tower, and maintaining continuous charging rate. Draw all the electricity you need direct from the generator while the plant is charging, and from the batteries when the wind is low.

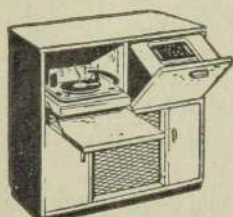
QUIRK'S WINDLITE costs nothing to run—needs no attention whatever, apart from a yearly change of oil. . . Aerofoil section Propeller Blades for maximum power. . . Grease-packed ball bearings on all rotating parts ensure long life and freedom from maintenance worries. You can depend on Quirk's—Australia's Home Lighting Specialists for over 50 years—to supply all your power and light requirements. Their staff of specially trained engineers is at your service to assist and advise you in all matters connected with home lighting and power plants.



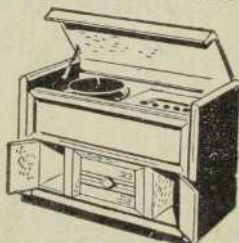
Two models available: 1,000-watt capacity for 32 and 50 volt lighting systems. 1,500-watt capacity for 32, 50, and 110 volt lighting systems.



Model M Traditional Cabinet.



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Operate a QUIRK'S 3-Speed Microgroove 'gram from your "Windlite" power plant . . .

Any of these beautiful modern, triple-wave radiograms can be operated from 32, 50, 110, volt home lighting plants. Make your selection of the model you require, then write to Quirk's for full details. From the three radiograms illustrated, you can choose a model to match the furnishing, style and colour scheme of your home. Simply provide a sample of wood to be matched, and Quirk's will supply the cabinet of your choice in that colour.

Also available: Portable, mantel and table radios. Radio chassis and speakers to fit any home cabinet can be supplied.



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This would not oversupply the MOP market and would therefore keep the price high and still economic for Australian operators.

This is the traditional Australian approach to any industry cost procedure: If they cannot produce it economically themselves, then the obvious solution is to pass legislation to make it impossible for anyone else to produce it at all. This is a dead-end attitude and must sooner or later end in disaster, particularly in such an industry as pearling where virtually everything produced is exported.

BRING BACK THE JAPS, THEY SAY

As an alternative, the realists (who are in the majority), say "bring back the Jap pearl divers, under a system of indenture, to work for Australians." And, although this would bring the usual howl of protest from people in the South, particularly from returned servicemen who, with all due respect to them, know nothing about the pearling industry, it is, in fact, the only sane solution.

There is scarcely a pearling master in northern waters who would not welcome back the Japs with open arms; and morally, what is the difference between Australians, in their own waters, employing Japanese to produce shell, and Americans employing Japs to do the same thing?

The difference as far as Australia was concerned in the last season was the 1,500,000 dollars which were lost to the country.

Objection to any plan to re-introduce Jap pearldivers would certainly come from the Queens-land Government which, since the war, has made a great effort to drain and finance Torres Strait Islanders to run their own luggers. Some of these luggers are doing an efficient job. A great many of them are not. There would be no reason why the efficient should not continue their operations. In a competitive industry the inefficient, as is right, would soon be weeded out.

It is unlikely that even if the International Court upholds Australia's claim to the Continental Shelf, that Australia will be able to efficiently police the vast area of water it involves in the north, particularly against the wily Japs who respect other peoples' rules only when they are at the wrong end of a gun. None of us like Japs, but let us face it: There are some things they can do better than we. Pearl diving is one of them, and fishing is another.

The clever thing for Australia to do is to use Japanese know-how for the benefit of Australia. But will it? The whole conduct of the pearl-shell industry since the end of the war indicates political ineptitude and muddled thinking.

The chances are that north Australia is now in for a long period of squabbling over the pearling grounds for, unless Australia employs a whole fleet of inspection vessels, the odds are very much in favour of the Japs.

IN PASSING: One of the few reparations Australia received from Japan was the secret of producing "culture pearls." We know that experiments have been going on in northern waters but so far as we know Australia has not produced any results. Nor have there been any progress reports.

POET'S IMAGERY

Shall I burst all links of habit—
there to wander far away,
On from island unto island at the
gateway of the day?

Larger constellations burning,
mellow moons and happy skies,
Breadths of tropic shade and palms
in cluster, knots of Paradise
Droops the heavy-blossom'd bower,
hangs the heavy-fruited tree—
Summer isles of Eden lying in dark-
purple spheres of sea.

—By Tennyson (who never even
saw the Islands), in *Locksley
Hall*.

Mr. W. A. Milne, assistant-Superintendent of Police in Fiji, has been transferred to a similar position in Kenya.

† Sir Alport and Lady Barker, of Fiji, recently visited Norfolk Island for a short visit. Sir Alport's sister, Mrs. E. Moltke, is a resident of the island.



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- COCOA
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- GREEN SNAIL.



Probably the last time this Pagan ceremony will be performed in a village on the outskirts of Port Moresby: When Peter-Vagi, an old Hanuabadan, died early in January, his two wives went through the age-old Papuan ritual of bedecking themselves for several months of mourning. Wearing ropes of the dead man's hair around their necks, and native-made string bags containing feathers, they have blackened their faces with burnt coconut. Peter-Vagi who was over 90 at the time of his death, was one of the few old-timers who refused to conform to Christianity. But

he was a village councillor for some years and well respected by his people.
—Photo by Papuan Prints.

Following the death of his father (Sir Walter Carpenter), Mr. R. B. Carpenter has been appointed Chairman of Messrs. W. R. Carpenter & Co. Ltd.

Among Islanders who have been present at Royal functions in Sydney during the visit of the Queen are Mr. and Mrs. Basil Hicks and Mr. and Mrs. M. J. Bernhardt, of the Solomon Islands. Mr. Hicks was present at the Investiture on February 6, and received the MBE from Her Majesty.

NELSON AND ROBERTSON PTY. LTD.

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that they are re-established in RABAU on their pre-war site opposite the Cricket Ground, and will be pleased to receive enquiries from

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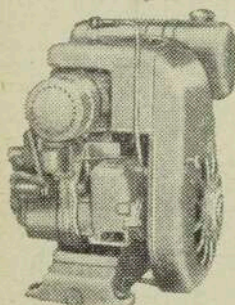
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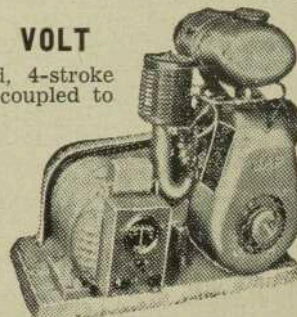
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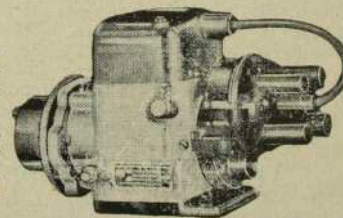
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IANA AND ATUA RE REGARDED SERIOUSLY

WE were astonished, recently, by the character of a brochure received from an English publisher (The Omega Press), entitled "Research in Fiji, Tonga and Samoa," by George and Helen Sandwith.

It would appear that these writers who spent some time in the South Pacific Islands in 1951-52—believe in miracles and accept as scientific facts "the controlled use of Mana," the power of the Atua, the authenticity of the legends of the Fiji-Indians, and other things customarily regarded as part of the mysticism of uneducated people.

There is a very amusing section, wherein Mr. Sandwith describes at length a bitter and merciless struggle in 1951 between a Fijian wizard, working through an old Fijian chief, and a Tongan Atua (stone idol), which Mr. Sandwith himself "activated." But Mr. Sandwith does not think it amusing—it is seriously presented as a contribution to scientific knowledge.

Mr. and Mrs. Sandwith claim to have had a great deal of trouble with Mana—it seemed to attach itself to various things and houses, and at times the unfortunate Sandwiths found themselves completely exhausted—their vitality could not stand up to the persistent attacks of the malevolent spirits. (This writer, at certain times in Fiji and Samoa, has suffered similar exhaustion, but always attributed it to the climate, combined maybe with a little unwise mixture of chilled beverages).

It is a pity that the investigators did not visit New Guinea in the monsoonal season. It probably would have convinced them of the terrifying potency of Papuan witchcraft. Anyone who wants to read a barrage of nonsense, seriously presented in excellent English as a scientific treatise, should send 4/6 to the Omega Press, in Reigate, Surrey.

NB: This is written on February Auckland's birthday. To-day, as part of Auckland's festival, 20 Fijian rewalkers from Beqa are putting on one of their performances—they roll, unharmed, across a pit of white-hot stones. The method of repairing their feet to resist intense heat for a short time is a tribal secret—something to do with herbal treatment. But the Sandwiths say that it is pure Mana.

Important decisions on Public Works Priorities and work to be undertaken in the Cook Islands are expected to be made at Wellington during February. Mr. Ryan, of the Public Works Department, travelled south per January *Mau'i Pomare* to attend the conference.

Little Benefit to W. Samoa

While English and Australian cocoa buyers were offering £400 to £420 Stg. per ton, FOB Apia, for W. Samoa cocoa during January, the American market continued to hold back, believing that the present sellers' boom is only temporary and that prices will soon level off at a much lower figure.

Unfortunately, most planters and shippers of Samoan cocoa had commitments at much lower prices than those recently offering, and were unable to benefit during the present off-season.

W. Samoa shipped 3,700 tons in 1953, an all-time record, and in 1954 the indications are that the figure will be well over 4,000 tons as large areas are coming into bearing.



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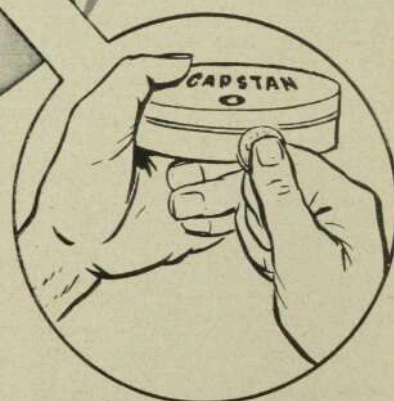
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TOBACCO

New Ireland RSL

Members of the Kavieng Sub-Branch of the RSSAILA met on January 3, for their annual general meeting. This photograph of members was taken on that occasion.

BACK ROW: Kim Chan, J. Swanson, D. Macpherson, J. White, W. Meehan, I. King, P. R. K. Murray, W. Dolby, L. Keogh, I. Underwood, R. Morris.

FRONT ROW: P. Jensen, W. Lindsay (secretary), T. Perkins (treasurer), S. Weston, B. C. Batt (president), E. Hitchcock, B. Maloney, W. A. Lussick.



A son was born recently at Vamanula Hospital, Rabaul, to Mr. and Mrs. J. Savage, of Malaguna Road, Rabaul.

Mr. V. J. Cornage, who had represented Dewar & Sons Ltd., in the South Pacific countries for 40 years, retired in December. He was entertained by a large gathering of trade interests in Sydney, and given some valuable presents.

Allen Taylor & Co. Ltd.

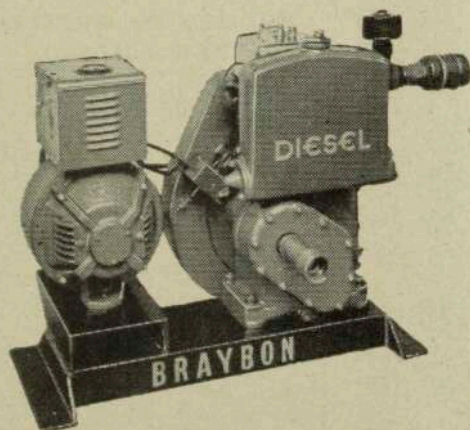
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The ship loads Islands produce for her return trip to Rabaul and always carries a full load of over 4,000 bags of copra from the various plantations. She maintains a regular schedule and is popular and dependable.

Before the advent of the ship two years ago the district depended upon the Government-owned shipping service which was irregular, and very unsatisfactory and with constantly rising freights.

Some of the Bougainville planters, under the leadership of Mr. Fred Archer and Mr. James Joyes, organised and formed a company that brought the *Polurrian* out from England at the end of 1950. The company owns its own wharf and sheds in Rabaul.

The company's Bougainville shareholders purchased recently all interests that had been held by the

former English owners of the vessel in the form of vendor's shares.

Passenger and freight rates on the *Polurrian* have been lower than the rates charged by the Government-owned vessels.

¶ Mareko Mareko has been selected as the first recipient of the Dick Brown Scholarship, which provides funds for the education of a Manihiki (Cook Is.) boy in New Zealand. Mareko goes to the Timaru Boys High School.

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THE GENIUS OF THE LATE SIR WALTER CARPENTER

How A Powerful Group of South Pacific
Companies Was Established

By R. W. ROBSON

ACCORDING to the records, Sir Walter Randolph Carpenter was 76 when he died, and a sick man. But to those who knew him well he was never old or sick—he retained always the qualities of dynamic youth. He was a trader before he wore long pants; he organised and registered J. B. Carpenter & Son before he was 21; he was still the active Chairman of the Carpenter group of companies when he died.

He got more fun out of directing large and growing organisation, and playing the money market, than anyone I have ever known. The secret of successful finance, of course, is to see and assess the market trends before anyone else. In that, he was truly remarkable. He would sit in that little office of his on the western side of O'Connell street, and doodle by the hour on his blotting pad—half calculations, half whorls and symbols—and then make up his mind. He was nearly always right; but the joy of success did not lie in the money he made. Walter Carpenter was right again—that was what mattered.

From boyhood, he was trained in the quick analysis of the conditions which govern markets; and, of course, because of his environment, he became a specialist in handling tropical produce. He was a shrewd and successful young Islands trader

before World War I and, when that war gave New Guinea into Australia's care, he saw his big opportunity.

WALTER, and his father before him (the famous Captain Carpenter), had had many opportunities of learning the trading technique of the South Pacific's most successful firm, Burns Philp & Co. Ltd.; and when W. R. Carpenter & Co. Ltd. began to operate in what was later the Mandated Territory, as BP's liveliest competitors, it was BP methods which made it so formidable so soon. Carpenters went immediately as coprabuyers and traders into a field that was wide open; and in spite of the

BIOGRAPHICAL DETAILS OF LATE SIR WALTER CARPENTER

Born: Singapore, 1877, son of Captain J. B. Carpenter.

Educated in Sydney.

Manager of J. B. Carpenter & Son, in pearl shell industry, Thursday Island, in 1899. Mayor of TI for two years.

Established W. R. Carpenter & Co., Ltd., in 1914.

Knighted in 1936, in recognition of his gifts to charity.

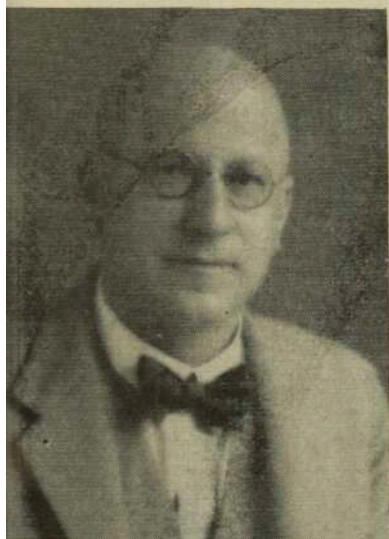
Removed his home to Vancouver in 1940, and became a Canadian citizen.

Died on February 1, in Sydney, after a series of heart attacks. He came from Vancouver in November to Sydney, to recuperate after illness.

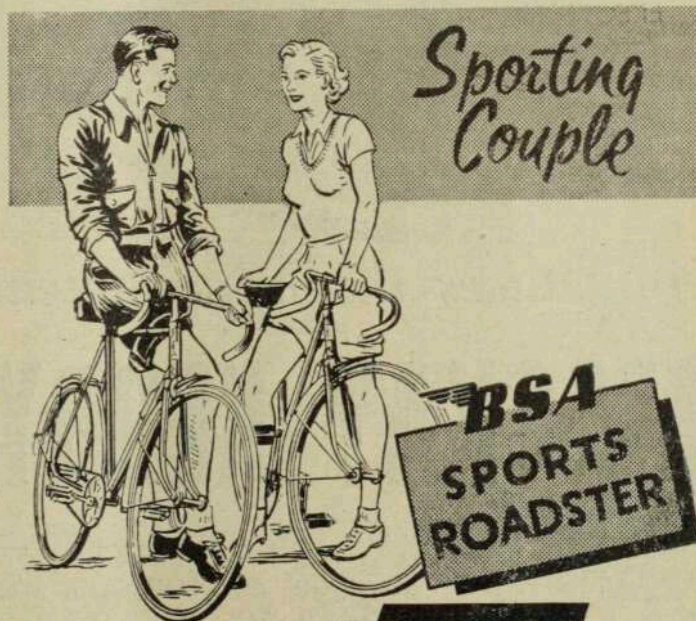
Survived by his widow, Lady Carpenter, two sons and three daughters.

steady opposition of the experienced BP men, they had phenomenal success.

This success created Walter Carpenter's first real problem: How to finance a big and growing turnover. That he solved it was the first outstanding proof of his quality. He was helped, of course, by the way in which copra "skyrocketed"



Sir Walter Carpenter.



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the 'Twenties. He easily could have been ruined by what happened in 1929-30, for in those early days he must have been carrying a lot of borrowed money.

But the swing-back from the boom of the 'Twenties, bringing the depression, and starvation prices for copra had been foreseen by The Boss: he had his anchors down in firm ground, and he rode out the storm without damage. In fact, he profited by it. Many properties, trading and planting concerns, collapsed financially, and Carpenters gathered them into the WRC organization.

IN the beginning, with capital small, the Carpenter trade consisted of simply buying and selling where one could, at a profit. But, as the years passed, and more capital became available, Walter's plan became clear—namely, control industries, and linking them together, so that one fed the other. The trading stores bought the copra, and sold essential goods back to the planter. Profit on copra and profit on goods for the Co. Then the Co. began to get control of plantations—sometimes by purchase, sometimes by financing the planter. There were now three profits—on the copra, on the goods supplied, on the operation of the plantation. He established his own insurance company and got a fourth profit. Once the Depression was past,

Walter's tireless mind turned to transport. Every activity of his Co. had to pay for sea-carriage, in some form or other. The next logical step, therefore, was to own and operate ships. The Co. ran its own small boats along the New Guinea coasts; but by 1934 it had acquired two elderly motor-ships which it named the *Salamaua* and the *Rabaul*, for carrying its copra overseas, and bringing back the goods for its Islands stores. That was the beginning of the Carpenter line of modern motor-ships, now known in most Pacific ports.

Ships could not carry goods and passengers between the sea and the Morobe goldfield, however—that was the handsome prerogative of Guinea Airways Limited. To the horror of the GA directors, there suddenly appeared in New Guinea a couple of little planes, to run between Lae and Wau in the Carpenter interests. So was established Mandated Airways, still operating in New Guinea. A few years later, Carpenter airways interests tendered for and captured from Guinea Airways the contract for running the air-mails between Sydney and New Guinea; and this service subsequently was merged with Qantas.

AND so it went on—copra buying and selling, plantations, trade stores, ships, air services, and various subsidiaries, all linked together, each feeding the other, and

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NOUMEA.—L. & W. Johnston.

NEW GUINEA.—Manager for the
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Resident officer at Lae,
B. Bembrick.

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constantly growing. Carpenters were an increasing force in Islands trade. Walter's brothers—Jack and Bill, notably—became associated with the Co. early in its history, and the Co. also was (and still is) magnificently served by managers like Bert Perriman and Jack Sedgers. Two of Walter's sons, R.B. ("Ranji") and C.H. ("Wick"), grew up beside him as his loyal and exceedingly competent lieutenants. To-day they are the men in charge.

"The Boss" was rarely seen in public or in the Islands; but he was always there in his little room, scribbling figures on his tortured pad and planning each developmental step. In the beginning, there were croakers a-plenty, who foresaw Walter's downfall; but when the Depression only brought him greater strength, and the Carpenter dividend continued and grew, Carpenter shares slowly and steadily entered the gilt-edged field.

Of course, the Co. had its critics and its implacable enemies—success in a highly competitive field usually produces a crop. The Carpenters were tough traders, and there was no coddling of staff in the Islands. Those who stuck it mostly went on to reap solid rewards; but many found the going too hard, and dropped out, to become vociferous Carpenterphobes. Walter himself, like most folk with a quick brain and dominating character, was not easy to live with, at headquarters. But the staff men who survived

never had reason to complain of lack of kindness or generosity.

AN important development was seen before World War II. Carpenters now were getting the production profit, the trading profit, and the transport profit. But still Walter was not happy. Why could they not share in the end profit—

manufacturing and distribution?

The first step was taken at Pond in New Britain. By the middle Thirties, a Carpenter mill there was producing desiccated coconut from Carpenter plantations' copra. On my last visit there, in 1940, before the place was torn to pieces by the Japs, some new and ingenious appliances were working

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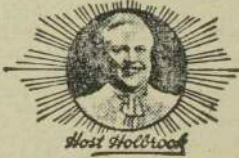
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coconut husks, and bales of coir fibre lay beside the sacks of desiccated coconut, awaiting shipment.

Walter, sometime, had noticed that, although Canada consumed coconut oil and meal, there was no copra mill in Canada. So before World War II broke out, Walter was in Vancouver at the official opening of a crushing mill, for the establishment of which he was personally responsible.

The story of the mills is a long story—but to-day, in Suva and in Rabaul, there are large crushing mills, producing coconut oil and meal in bulk, both owned and operated by Carpenter interests. Carpenters thus get some of the end profit on their copra; and, by establishing these secondary industries, they have enriched the economy of both Territories.

SAW this immense organisation, and all these inter-locking industries, come into existence over the last 30 years. Enormous capital, of course, was needed—and it was provided, and still the Carpenter family retained control. How was it done? Only God and Walter Carpenter knew. I never ceased to admire the man's financial genius. He never failed his colleagues, and his backers.

Naturally, with his knowledge of big finance, Walter Carpenter was intensely interested in government. It was through that that I first met him 24 years ago. He believed that the solution of Australia's then financial troubles lay in the depreciation of the Australian £. Most people shuddered in horror at the idea that there should be any difference between the Australian £ and Sterling. His understanding of international finance, and his logic, convinced me, and I helped him many times in the compilation of newspaper articles, advocating devaluation. As everyone knows, it came in 1933.

LONG before World War II, WRC foresaw the effect of Socialist trends on Australian economy—trends that are so apparent now. He believed that, if anything ever happens to disturb the overseas markets for Australia's chief products, there will be a grave collapse in Australian economy, and that Socialist politicians then will ruthlessly despoil rich men and rich companies.

So, little by little, all of the Carpenter interests which could be removed from Australia, were widely based overseas—the newer enterprises were never even brought to Australia. The parent company, once so big and flourishing and profitable, remains in Australia, of course, but it now is little more than a holding Company; a good deal of its original capital has been returned to the shareholders. That was Walter Carpenter's last big job; and it represents the comment of his financial genius upon the future of Australia.

Walter Carpenter belongs, as of right, to a remarkable company of outstanding British men whose genius, foresight and industry established great trading and industrial organisations in the South Pacific. They are the late Sir James Burns (founder of the Burns Philp group); the late Sir Walter Carpenter (founder of the Carpenter group); the late Sir Maynard Hedstrom (founder of Morris Hedstrom Ltd.); Captain A. S. Fitch (founder of Steamships Trading Co. Ltd., of Papua); the late O. F. Nelson, founder of O. F. Nelson & Co. Ltd., of Western Samoa; and certain directors of the Grove and Donald companies of New Zealand, which have established branches throughout Polynesia.

FUTURE OF NEW GUINEA GOLDFIELDS LTD.

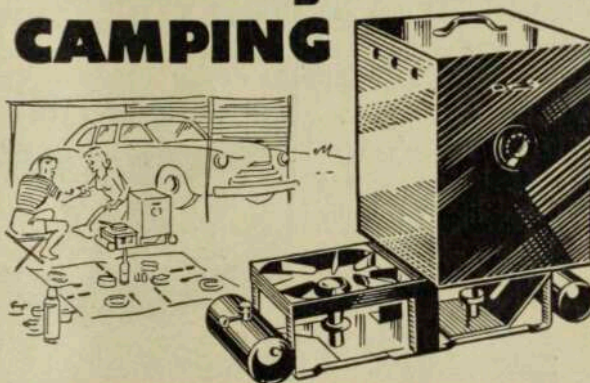
IN their annual report, the Directors of New Guinea Goldfields, Ltd., express the hope that they will pay a dividend during the current financial year.

The company, in the year ended September 30 last, made a profit of £37,373—about the same as last year.

After years of heavy struggling, the company appears to be entering a period of small, regular profits. It has completed the construction of its cyanide treatment mills (cost £87,000) which strengthens revenue.

There is nothing about NGG, Ltd., to excite the speculator. The year's profit (£37,000) is only 3½ per cent. on the total subscribed capital of £950,000; and there is nothing to indicate that profits will rise substantially. NGG's neighbour, Bulolo Gold Dredging, Ltd., seeing the

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end of its gold bearing country, went into partnership with the Australian Government in a very large timber industry based on the famous Bulolo pines. NGG Ltd., also have established a large timber plant; but the authorities seem determined that NGG, Ltd., shall not get any substantial share of the available forest — they are reserved for BGD. NGG, Ltd., appears to have no future in New Guinea timber.

However, while the gold lasts, and under the present competent, cautious and conservative management, it is likely that NGG, Ltd., will be a small but steady dividend payer for some years.

Fiji-Indian School Annual Is Interesting

So far, the Government of Fiji has only partially undertaken the task of providing secondary education in that growing Colony; and the schools that it has provided are generally on racial lines. There is a Boys' and a Girls' Grammar School for Europeans; and part-Europeans; the Queen Victoria and Kadavulevu Schools for Fijian Boys, and the Adi Cakabau Intermediate for Fijian Girls; and the Natabua Secondary School for Indians.

As a result, the different communities tend to provide private secondary schools for themselves; and, among the three or four Indian institutions there now is prominent the ambitious and active Shri Vivekananda High School, of Nadi, which was established as a result of the pioneering work of Swami Avinashananda. He came to Fiji from India in 1937, on behalf of the Ramakrishna Mission.

The Vivekananda School has commenced the publication of an Annual, and we have a copy of the 1954 issue, well printed and containing 100 pages. It gives some interesting sidelights on Indian education in Fiji. It is mostly in English, but there are large sections in Hindi and Fijian. The published articles generally express a moderate Fiji-Indian viewpoint; there are many moral precepts, based on Hindu religion; and it is apparent that the School generally seeks to maintain a strong cultural relationship with India. Anyone trying to see the future of Fiji should examine this excellent little book. Some of the answers may be there.

Campbell—Passey Wedding

THE marriage of Mr. Rex Campbell to Miss Anne Passey, of Griffith, NSW, at Lingatu in the Russell Group, BSIP, took place at the residence of Mr. and Mrs. L. C. Thomas, Ilua, on December 12.

The ceremony was performed by the Rev. Fr. Garrity; the bride was attended by Miss Etta Palmer and the best man was Mr. Brian Cullen. The bride was given away by Mr. L. C. Thomas, managing-director of Lever's Pacific Plantations.

The bride wore a ballerina-length frock of white Broderie Anglaise with pearl trimmings and matching mittens. Her tulle veil was held by a Juliette cap of the same material. She wore a locket, an heirloom belonging to her father, which arrived on her wedding day.

The guests were received by Mrs. L. C. Thomas, who wore a grey shark skin ensemble with matching straw hat.

The bride and groom, after being presented with frangipanni leis, sailed on the gaily decorated "Monokal" to spend their honeymoon at Ufa.

Low Price for NG Peanuts

Kingaroy Nuts Swamp Market

INSTEAD of rising, as expected, the price of New Guinea peanuts in shell had dropped by mid-January to 1/- lb, delivered into store, Sydney.

At the end of the month there was no sign of a recovery, even though it was the so-called off-season for Kingaroy peanuts when Territory nuts could normally be expected to bring about 1/8 lb. Top price in the last twelve months was 1/11½—brought in early 1953.

The main factor in the price fall has been the announcement, by the Queensland Peanut Board, that it has increased the acreage for April-May harvesting by no less than 300 per cent. Contributing factors have been the prejudice of Australian buyers against the Territory nuts, and the late release of quantities of Kingaroy nuts which were held over by the growers from last season.

Trebling the current Queensland peanut acreage is expected to yield 2,000 tons. Crops from Darwin and the NSW North Coast will probably increase the total yield to 25,000 tons, enough to satisfy Australia's requirements of nuts in shell for this year. Queensland growers are

already contracting to sell at 10d lb, into store, Brisbane.

If the Australian crop is successful, importers will be hard-pressed to find a market for any considerable quantity of the Territory nuts in shell. Besides competing in a market that will be fully supplied, they will have to overcome

the ingrained prejudice of buyers who have come to expect that about 75 per cent. of Territory nuts will be unattractive and undersized.

Although importers report some improvement in the appearance of nuts coming from the Gazelle Peninsula, New Britain (where almost all the growers are natives), the

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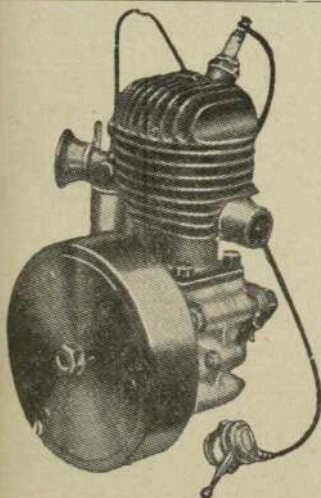
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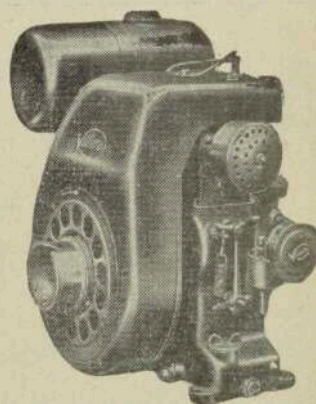
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bulk of NG nuts is still dirty and unacceptable in a fully-supplied market.

One big importer, Robert Gillespie Pty. Ltd., has stated that the best course open to NG growers is to shell their crops and consign the kernels for which there is always a ready sale for processing. Inexpensive hand, or power-operated, shelling machines are now available, and consignment of the kernels only would mean an appreciable saving in freight which costs £15 per ton for nuts in shell.

The company said that NG nuts in shell would have to be clean and large to compete on the Australian market.

LESS RED TAPE FOR IMPORTERS

Importers have described as a step in the right direction, the new method of obtaining approval for the entry of peanut shipments which operated from January 1. From that date, the Health Department in Sydney was given authority to approve of shipments on the application of the importers. Importers say that the new procedure saves much valuable time.

Previously, they had to obtain approval from Canberra.

¶ Mrs. J. N. Hall, together with her daughter and son-in-law, Mr. and Mrs. Rutger, returned from Hawaii to live in Tahiti in January.

Four new Government Officers from the United Kingdom arrived in Honiara, BSIP, in December. They are Mr. C. J. Hadley, a new Forestry Officer, who will be posted to Vanikoro; Dr. R. Bevan, a new Medical Officer; and Mr. R. M. Thompson and Mr. Pudsey-Dawson, Government Geologists, who will assist the Senior Geologist (Mr.

J. C. Grover) in the geological survey of the Protectorate which is now in progress.

¶ Dr. Andre Tourneux, well-known Papeete surgeon and radiologist, departed suddenly on *Tahiti* in December, on receiving advice from France that his mother was seriously ill.

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Cook Is. Visitors

Recent arrivals in New Zealand from the Cook Islands included (left to right): Mr. and Mrs. H. S. Moreland on three months' vacation to New Zealand; Mr. J. Bennett, Islands Inspector for A. B. Donald & Co., met Mr. Tony Thomson, eldest son of Captain Andy Thomson and date of Charlotte Donald, who went to



Wellington to sit for his Master's ticket; Mr. and Mrs. James Coombs on vacation.



Mr. Coombs, a former British submarine commander, is Resident Agent at Penrhyn.

A Windmill Water Supply for Aitutaki

AITUTAKI in the Cooks Islands has a serious fresh-water problem. Although the island has an annual rainfall of about 77 inches, there are long spells of dry weather. Domestic tanks, the only fresh water storage suitable for drinking, are the only means of storing drinking water.

Travelling through New Zealand is a member of the Cooks delegation attending the Royal Visit, Mr. Fuaivi Mose, Island Councillor, noted the many windmills operating pumps in various parts of the country. He is convinced that a few of these would be the answer. Water from the ground is somewhat brackish at Aitutaki, but it would be quite suitable for washing purposes. Pumped to a storage tank on elevated ground, such windmill pumps could, at very low cost and maintenance, provide water for the whole island, and could be piped to village taps. Aitutaki has plenty of steady wind.

Water from roof catchments could then be reserved exclusively for drinking purposes.

Consecration of Bishop in BSIP

THE Consecration of the Rev. A. T. Hill as Bishop of Melanesia will take place in the British Solomon Islands Protectorate in May, 1954.

The Archbishop of New Zealand (The Very Rev. R. Owen) will be the Chief Consecrator, and the Bishop of Dunedin, NZ, will assist. The Bishop of New Guinea will also be present.

The exact place and date of the consecration have not yet been announced.

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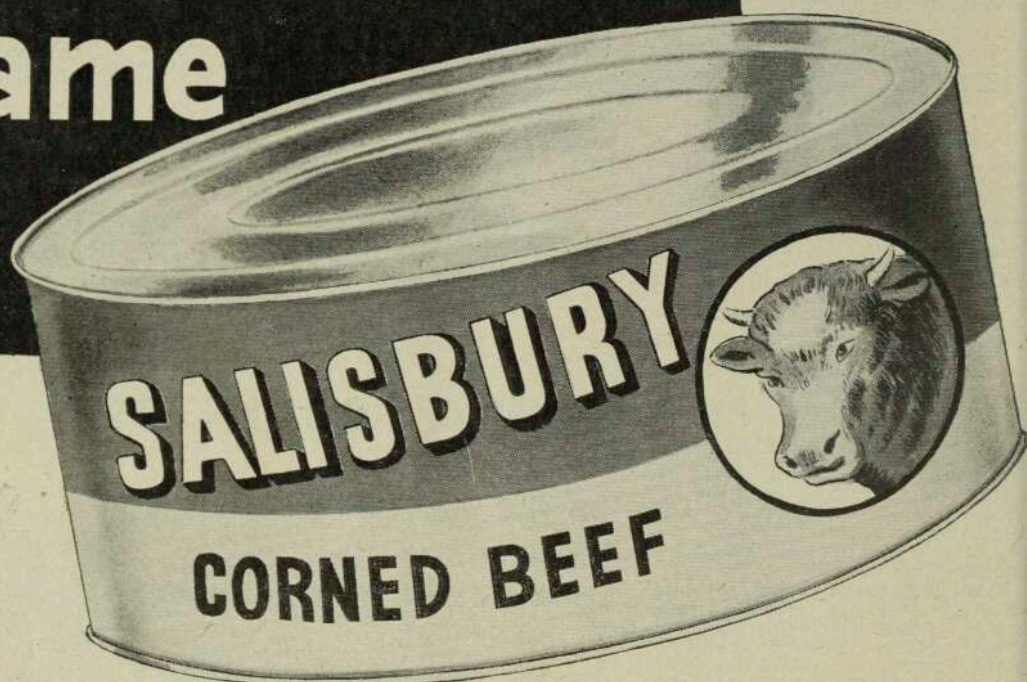
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Islands residents returning from NZ recently, included (left to right): Mr. and Mrs. J. M. McEwen and sons, bound for Niue where Mr. McEwen has just been appointed Resident Commissioner in succession to the late Mr. C. H. W. Larsen; the Rev. Brother Patrick Managrove homeward bound for Rotuma, on leave from his studies at Auckland University; Mr. and Mrs. R. Marlow and children returned to Suva from leave in New Zealand.

LOWER: Mr. E. R. Moyle of A. B. Donald & Co's. Rarotonga shipping department arrived in Auckland on vacation; Mr. Manukuo, at school in New Zealand, returned to Niue for the holidays; the Rev. William Etueni Mounalea, L.Th., returned to Tonga after four years of study at Leigh Theological College, Sydney; Miss Ann Scott was bound for Suva.

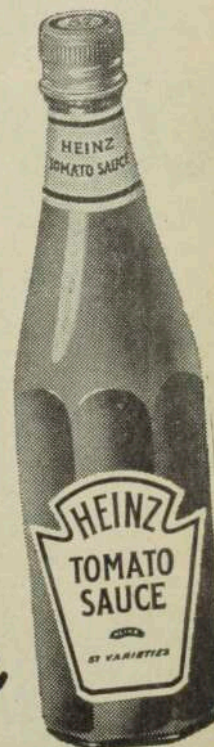
In January, two bags of mail were stolen in Fiji and were later found floating in the sea behind the Suva baths by two Fijian children. The bags had been opened and money and registered packets taken from them. The bags of mail were from Vunisea, Kadavu.

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Occupants Walked Out



In this car a man and his wife plunged over the cliffs near the Rouna Hotel, about 30 miles out of Port Moresby, at 1.30 a.m. on December 19. Neither was seriously hurt, but this is what the car looked like after its 200-ft. plunge. The couple were Mr. and Mrs. G. Bugg.

—Photo by Papuan Prints.

Fiji, like the rest of the world, suffers from an acute shortage of trained stenographers. In an endeavour to overcome this the Fiji Education Department has opened a school in Suva where classes for aspiring stenographers will be held each morning. In the afternoons the students will be required to assist in the Government offices.

During the period of training each student will be paid £100 per annum.

The Rev. S. G. C. Cowled, OBE, Chairman of the Methodist Mission in Fiji, has gone to Malaya to pay a brief visit to the 1st Battalion. He served as Chaplain with the 1st Battalion in the Solomons during the Pacific war.

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NATIVE PAPUAN ORDAINED PRIEST

A New Era in P-NG

By RENATA COCHRANE

TO-DAY, in Mainohana village, Julian Efi became a priest, the first Papuan ever to be ordained in his own country.

Sixteen years before, he had left for St. Mary's Seminary, at Vunapope Mission, near Rabaul. "At first, when I started, I didn't understand what it was all about," he said. "But as the years went on—well, things seemed to get clear. Botany and physics and history I found easy; but dogma and philosophy, they were hard; and I think we all had difficulty with Latin to begin with."

Julian's studies were interrupted by the Japanese invasion in 1942. With his fellow-students, he was forced to labour side by side with Australian prisoners-of-war. Later, he was interned in company with all the members of Vunapope Mission.

By the end of the war, there was not a single building left at the

"I don't know where the Bishop will send me," he said. "All the Fathers here are Missionaries of the Sacred Heart, but the Pope prefers that the clergy of a country should be taken from its own people. So if I wish to remain a secular priest, I can do so." He spoke decisively, well knowing that he represented the beginning of the Church in Papua.

FOR this reason, the Bishop had decided that the ordination should take place at the village of Mainohana, the natural meeting-place of the Mekeo, Roro and Waima people, inhabiting the coastal plain across from Yule Island. Julian

is a Mekeo, like the only other Papuan priest, Father Louis Vangeke, MSC; but Father Louis was ordained in Madagascar, and the Papuan people had never seen an ordination.

So, on this Sunday morning, Julian's people got up long before drawn to attend Mass and hurry along the paths through the kunai grass and along the creeks in their canoes, so that, for once in their unhurried lives, they might be in good time. Mothers carried their babies in net bags slung from their foreheads. Grave Mekeo men, their carefully-combed frizzy hair clipped like a round, full wig, walked with their heads held high. Some were



The Ordination of Julian Efi.

Mission. There was no question of re-opening the seminary. Then Bishop Wade, of the Solomon Islands, came to the rescue. He bought an Army camp at Torokina, in his own diocese, and founded a new seminary, where Julian was able to finish his studies. Then he returned to Papua to report to his superior, Bishop Andre Sorin, MSC, of the Catholic Mission, Yule Island. Broad shouldered and self-assured, quiet and with a ready smile, he held himself in readiness for his great day.

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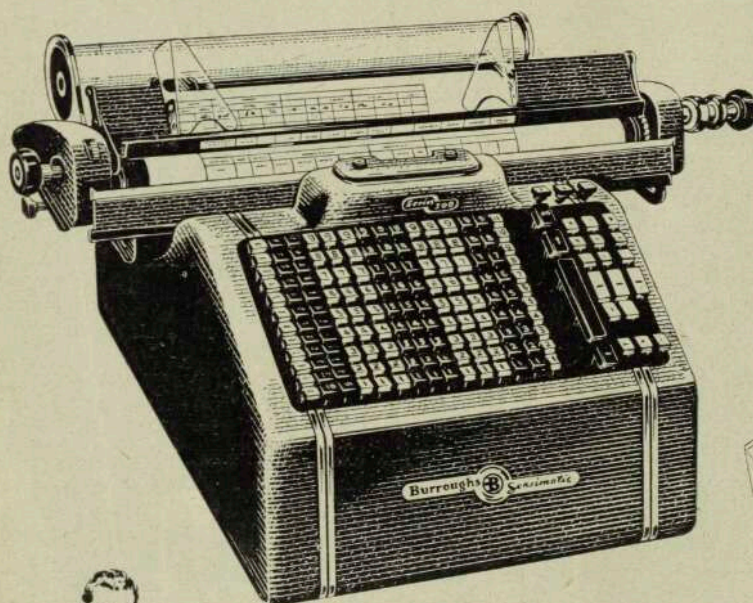
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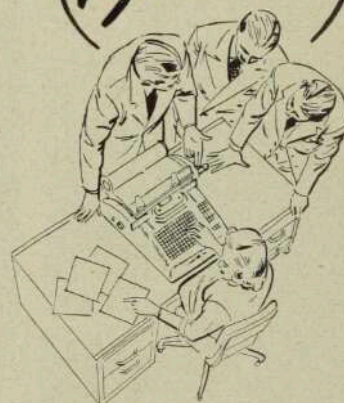
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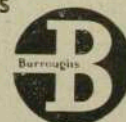
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naked except for a breech clout and a collection of ornamental belts and armlets; but most came in shirts and blue or scarlet ramis.

Roro girls, tattooed from head to foot in delicate, sooty, geometric patterns swayed their hips and set their fine, yellow-dyed grass skirts swinging. Round their necks hung massive necklaces of dogs' teeth, plaques of gold-lip pearl shell, finely-worked ornaments of tortoise-shell—all their portable wealth for the prospective husbands to see and admire.

The crowd grew denser as they neared Mainohana Mission Station. Schoolboys dressed uniformly in blue ramis marched in; a troop of Scouts; young men with their faces intricately painted all over in traditional designs of many colours; old women with shaven heads and no adornment, naked piccaninnies. All the people—Julian's people—came hurrying in for the ordination.

ABOUT 4,000 of them gathered in the open space near the newly-erected Mission buildings. The unfinished church was too small to house them, so the village people had built a sanctuary out of doors, high up on a platform. They used the traditional design of a Papuan house, a pointed arch rising uninterrupted from floor to roof tree. Delicate young coconut fronds outlined the entrance, indicating a chief's house. The walls were of local bamboo, tied with vines.

The front of the altar was hung with a native fishing net, the centre decorated with a design of flaming bird-of-paradise plumes. Grass skirts hung on the walls, and mats woven by the women from dried sago leaves carpeted the floor.

It was the Bishop's wish that this should be a feast for Julian's people, that they should understand that this was the beginning of the Church in Papua. Even the embroidery on Julian's new white chasuble caught the theme—a bird-of-paradise escaping from a broken net, with taro leaves in the background to symbolise the Mekeo countryside.

"Laqueus contritus est et nos liberati sumus."—"Our soul was freed as a bird from the snare of the trappers: the snare was broken and we were delivered."

PRESENTLY the procession came walking under the arches of swaying coconut fronds. The brown-skinned schoolchildren led the way, followed by the Sisters in their white habits and pale blue veils. Then came the Papuan Little Sisters in grey, with a demure white collar; then the laymen, builders, boatmen and farmers of the Mission; the Brothers, European and Papuan, dressed alike in black soutanes and starched white lace; and lastly the Fathers—all those who could possibly leave their stations for a little while.

From the steps of the sanctuary,

the Bishop in his robes spoke to the people in the Roro language: "God, who is all powerful, created man. Man, by sin, cut himself off from God. God sent His Son, Jesus Christ, to stand between Himself and man. He is therefore the only true priest. But, just before He died, Jesus Christ gave to the Apostles the power to stand before

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God as priests. And though we are only men, we who are ordained are priests in Jesus Christ. And so, by His power, Julian also will become a priest."

The Bishop asked the people if they knew of anything which might prevent Julian from becoming a priest. No one spoke. He turned to Julian, reminded him of the duties he will have to undertake.

BEAUTIFULLY and meticulously, the ceremony continued. Julian prostrated himself before the altar, while the Waima, Roro and Mekeo people, accustomed to Latin, took up the responses of the Litany of the Saints. Julian rose and knelt before the Bishop. In silence, in the fierce hot sunlight of the tropic morning, the Bishop laid his hands on Julian's head, asking the Holy Spirit to come down on him and make him a priest forever.

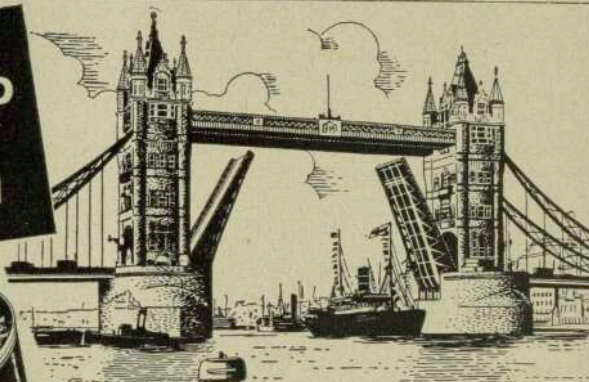
Sweat ran down the faces of the attentive native people. No one stirred. In the front row, a woman with a shaven head wept quietly. She is one of Julian's sisters.

The crowd jostles and pushes round the Mission House. The sun beats down on eager, painted faces. From shining brown skins comes a smell of coconut oil, slightly rancid in the hot sun. The red and yellow

flowers around the top-knots of the young women begin to wilt. Suddenly, there is silence. Father Julian in his white chasuble, the bird-of-paradise escaping from the broken net of paganism, comes out to his people to give them his first blessing.

The Under Secretary of State for the Colonies, Lord Munster, who attended the Finance Ministers' Conference in Sydney, had brief informal talks with the Governor of Fiji when he passed through Nadi, on his return to the UK via America, in late January.

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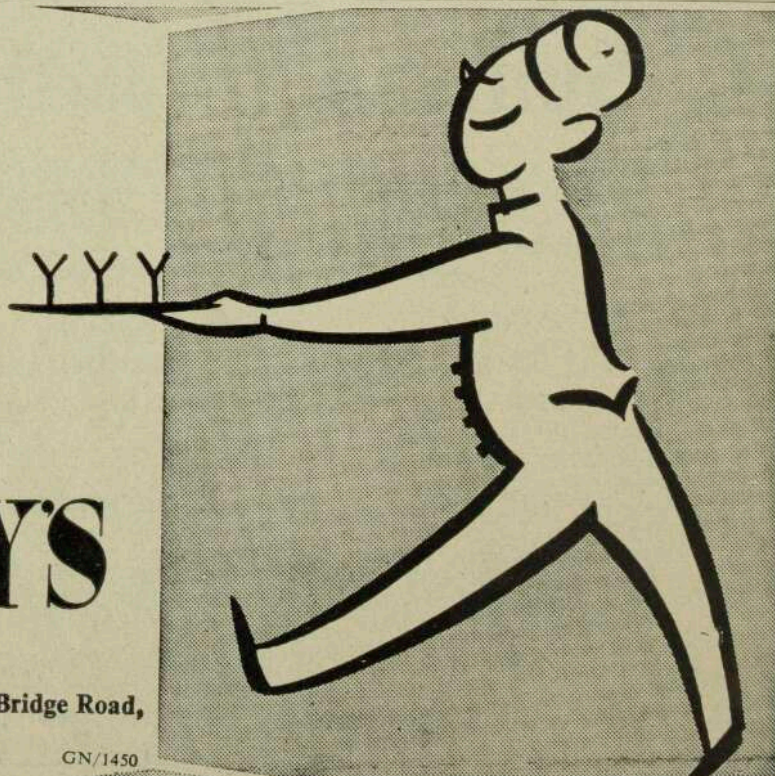
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MR. WILBERFORCE CLINT ON THE WARPATH

AN Anglican missionary, the Rev. A. Clint, giving his testimony before a Convention of the Australian Workers' Union in Brisbane recently, said that Mau Mau type of terrorism could break out soon in Papua-New Guinea.

He said that the "minor, paltry methods of the whites and the exploitation of the native Papuans" had reached such a pitch that Australia might find terror striking to the north of her shores. Further, the natives were finding their efforts to establish agricultural and trading co-operatives hampered at every turn; land that had belonged to their tribes for centuries was taken from them by the Crown and the white man's laws were denying them the use of it.

We think we have heard of the Rev. Mr. Clint before. If we remember aright, he was for a short time stationed at Anglican Missions in the North-Eastern Division of Papua. More recently, he has been in the Bathurst district of NSW where he took it upon himself to make frequent utterances about the iniquity of the European in P-NG—particularly as it related to depriving the natives of land. He has been fighting actively against soldier settlement in P-NG, and other enterprises.

He now appears to be at the Lockhart River mission, up in northern Australia.

Mr. Clint is typical of a certain type of missionary who has emerged since the war, and who feels that not only is it incumbent upon him to convert the heathen to Christianity, but also to stand between him and the evil machinations of all non-mission Europeans.

If P-NG ever develops any type of Mau-Mauism (and this is, of course, possible) a large proportion of the blame will be attributable to such men as Mr. Clint whose rabid sectionalism and misguided feeling of "dedication" has done more to stir up racial feeling and distrust between natives and Europeans and European institutions than any other factor.

The cry of exploitation from the theorists, trade-unionists and other reformers with an axe to grind, is old stuff now. It usually slides off the backs of wicked planters and traders with accustomed ease. But such utterances still make the headlines, and for this reason, we fancy, are used deliberately by missionaries who desire a little publicity for their own purposes.

Mr. Clint and his ilk, of course, go further than the castigation of "vested interests" in the Territory and impertinently accused the Administration of falling down on the job of protecting the interests of

those people whom they are there to protect—the natives.

This deliberate mis-use of publicity for the sake of cheap sensationalism has done a great deal of harm to missions. If they continue to play politics in a country such as P-NG, it could lead to disaster for them, as well as for the Territory.

Hawaiian music fans—and there are many in the Islands—will learn with regret of the recent death of Sol K. Hoopi, one of the most popular exponents of this music. He was Hawaiian born; his full name was Sol K. Hoopi Kaalai, but he dropped the final surname on commencing professional performances in 1923. He died while in Seattle, USA, aged 48.

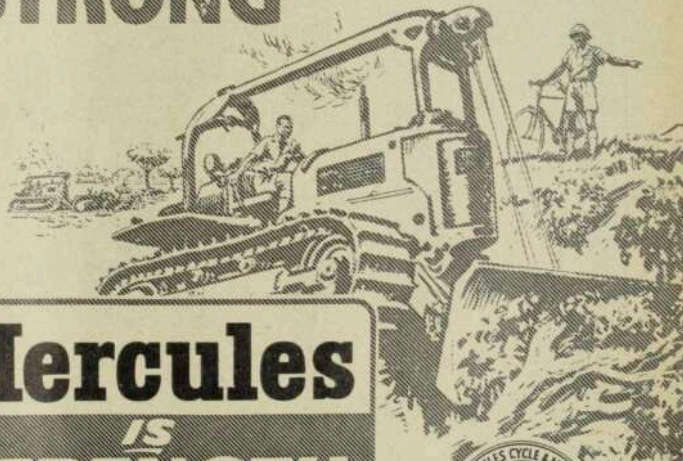
Samoan Trainee Nurses for US

FOUR Eastern Samoan girls, Repeka Isara, Sinira Talatou, Ofeira Tulliau and Rufo Suiaunoa, will shortly leave Pago Pago for a three-years training course at the Kaiser Foundation School of Nursing, Oakland, Cal.

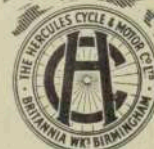
All the girls are graduates of the High School of American Samoa and are daughters of Samoan Faifeaus (missionaries).

With the exception of transportation charges and books for the first year, all other expenses are paid by the Foundation.

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The Travels of The Niue Murderers

FOLLOWING the December announcement that the Governor-General of New Zealand had ordered a stay of execution in the case of the three Niueans found guilty of the murder of the Resident Commissioner, Mr. C. H. W. Larsen, in August, 1953, the prisoners were temporarily sent to Apia, Samoa.

Prior to the application for an appeal to the Privy Council being granted, the prisoners were flown from Auckland to Niue. A land-plane which had the prisoners aboard was unable to make a landing at Tonga due to bad weather and had to divert to Nausori, Fiji, in December. The prisoners were there immediately transferred to a RNZAF flying boat and flown back to Tonga and there trans-shipped to *Tojua*, which took them to Niue.

As there are no suitable prison facilities for holding the men there for any period, they were again placed aboard the *Tojua*, in January, and transferred to Apia prison, where, presumably, they will now remain pending the appeal.

Pelope Shoal is Still There

From Our Own Correspondent

HONIARA, Dec. 31.

ATTEMPTS were made on December 10 and 12 to demolish Pelope Shoal, which is an obstruction to shipping at Point Cruz, Honiara, by exploding salvaged under-water demolition bombs.

The operation was carried out by 2 Aust. Bomb Disposal Section personnel and despite careful planning and preparation, the attempts were not successful.

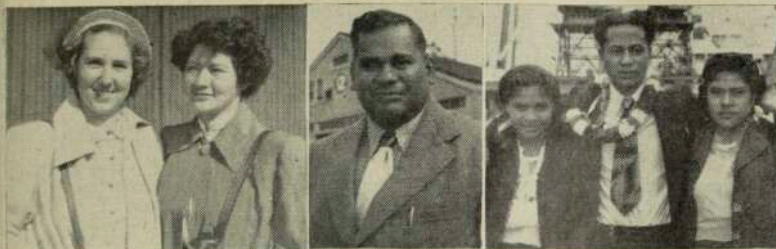
On December 10 the three large bombs which had been placed in position failed to explode. Ropes were placed round them and they were hauled to the surface after the primers had gone off without detonating the bombs. It was found that owing to exposure to weather during the post-war years the bombs were useless.

At the second attempt, another set of bombs duly exploded, but could not shift the coral rock of the shoal. Great credit is due to the Bomb Disposal Section for their conscientious hard work on a difficult and dangerous task.

The bombs used were salvaged in the Western Solomons.

Australia's national debt on June 30, 1953 totalled £3,431,862,459, or £389 per head of population. Of this, £3,019,046,845 is held in Australia, £352,873,093 in London and £59,942,519 in New York. The total debt interest bill for 1953 was £100,383,455. Included in the above are State debts totalling £1,543,647,463.

In New Zealand from the Islands



Miss Martha Lam, of Apia (right), was met by a friend, Miss Dulcie Turner; Mr. Rasul Buksh of the mobile police, Lautoka, on holiday; Miss Misipeka, Mr. Charlie Misipeka and Miss Moheitu from Niue.

Hawaii—Years Ahead

THE extent of commercial progress in the Hawaiian Islands—and more particularly on Oahu—is scarcely realised by residents of the much less developed South Pacific Groups. With about the same area as Fiji, and twice the population, the Territory has just opened its third television station in Honolulu—and its ninth broadcasting station.

While places like Auckland and Sydney are still years away from a television service, Hawaii now has at least 25,000 television receivers in use.

Exhibition of Hilder Paintings

AN exhibition of watercolours by Brett Hilder will be opened at the Woodford Hotel, Honiara, BSIP, on March 11.

There will be 16 landscapes of the Solomons area, and 16 Solomon Islander portraits.

New Fiji Health Stamps will be on sale in the Colony for 3 months from April 1.

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Hebrides Sail-fish

A sail-fish caught off Vila, New Hebrides, by Mr. R. Delaveuve and Mr.

Bouvier. The catch—the first of its kind thereabouts—was made while trolling from a small launch. —Photo by Fung Kuei.

Speaking in Brisbane recently at the Australian Workers' Union Annual State Delegate meeting, Mr. Bruce, MHR, said that the Bulolo plywood factory, established by "a Canadian Company with Common-

wealth Government backing," could close every timber mill in Australia. The Company, he said, did not have one penny invested in Australia and would pay no taxation. (51 per cent. of the profit will go to the Australian Government, which does not seem a bad return for its investment and the benefit of Bulolo Gold Dredging's know-how).

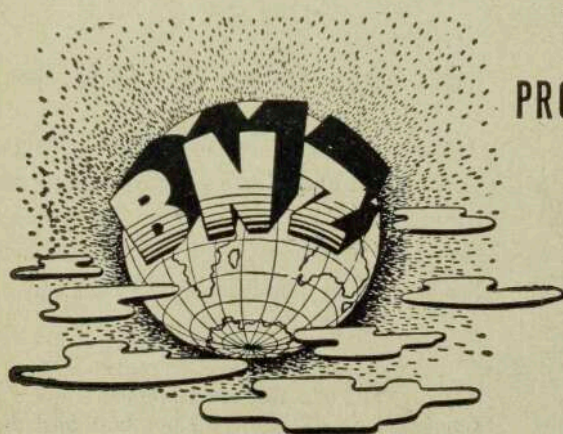
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DC6 Planes On The Trans-Tasman Service—"Soon"

ALTHOUGH no official announcement has been made since the top-level conference on the future of TEAL, BCPA and QANTAS over four months ago in New Zealand, it appears that Australia has maintained "constant discussions with New Zealand" on reorganisation of these services.

During a recent agitation by Rose Bay (Sydney) citizens for the removal of the city's flying-boat base from what is a first-class residential suburb, the Australian Minister for Civil Aviation said that as soon as plans for reorganisation were complete, DC6 planes, using Mascot, would replace the flying-boats on the TEAL trans-Tasman service "by stages." At the same time Qantas will take over BCPA trans-Pacific services, he said.

When this reorganisation took place, it would leave only a few flying-boats at Rose Bay for services to Lord Howe Island, Noumea, etc. This would lessen the flying-boat nuisance, as far as residents of Rose Bay, Double Bay, etc., were concerned.

Residents of Rose Bay have been agitating for the removal of the base ever since it was established there "temporarily" about 20 years ago. A new flying-boat base was to be established at Botany Bay near the Mascot airport, but now the Minister for Civil Aviation says that this would cost too much—about £1 million—and that flying-boats are becoming obsolete, anyway.

(Although they are slow, some sections of the air-travelling public still prefer them to land planes. The Sandringham services from New Guinea to Sydney are very popular in spite of the long time they take to do the journey in comparison with Skymasters).

New Melanesian Chapel Built by Bishop Elect

A NEW chapel was consecrated by Bishop S. G. Caulton, at Pawa mission station, on Ungi Island, BSI, on January 3.

The Mission ship *Southern Cross* made a tour of Melanesian Mission stations gathering teachers and school pupils and assembling them at Pawa for the event.

The chapel is constructed on the framework of a Strand hut, raised 8 feet above a concrete basement and with a broad verandah encircling it.

The interior is beautifully finished in plaited bamboo. Credit for the building goes to the Rev. A. T. Hill,

until recently headmaster of the Pawa School, and to his workers. At the time of the dedication, Mr. Hill was on leave in Australia prior to his consecration as new Bishop of Melanesia in succession to Bishop Caulton.

Following the dedication service in the morning, the 1,000 people present were entertained with dancing and a feast; a Nativity Play was presented by the school pupils that evening, a very fine performance being given under the direction of the Rev. Mr. Rawcliffe.—G.H.H.

MV Aros, of the Australian-West Pacific Line, whose service between Sydney and Japan and Hongkong is already well known in New Guinea, called at Honiara, BSIP, early in December. She is expected to make a second call there about mid-March.

Governor Petitbon Returns

GOVERNOR PETITBON, of French Oceania, was expected back at Papeete from France by air on February 17.

The Governor, who left on furlough some months ago, delayed his return due to the illness of his mother in France.

Nothing makes you more tolerant of a neighbour's noisy party than being there.—Franklin P. Jones.

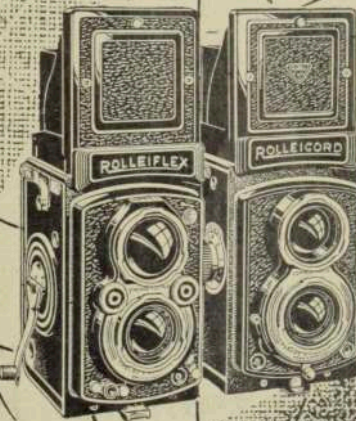
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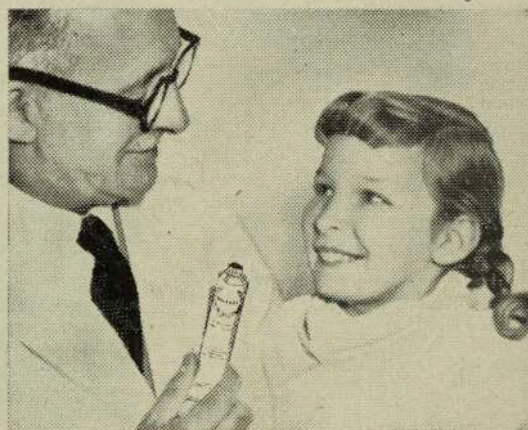
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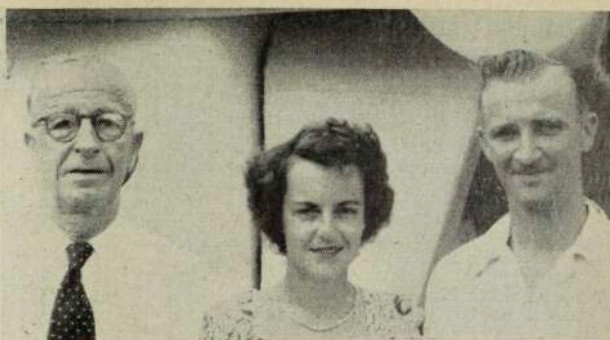


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Bulolo Travellers in January

Less Kauri From Vanikoro

DURING the last two years, timber production at Vanikoro (Southern Solomons) has declined considerably. Within the last five months less than 23,000 ft per week has been obtained—this in spite of employment of 120 native labourers, and 14 Europeans (including five part-Fijians).

The machinery comprises 3 D.8 Tractors, 3 timber trucks, stone-crushing machinery for road work, 2 Diesel haulers, 2 steam winch haulers, and floating stock to the value of £8,000 or more.

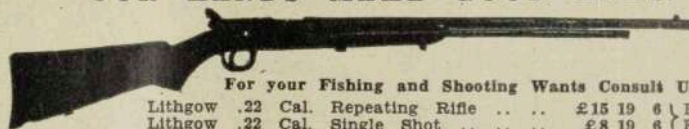
The motor vessel *Atchino*, from Santo (New Hebrides) called at Vanikoro in October and landed 60 cases gelignite, and fuel oil.

Among Territorians who returned home on the January "Bulolo" were (left) Mr. and Mrs. Bob Bunting and their two children. Mr. Bunting has been attending the two-years course at the School of Pacific Administration in

Sydney; he has now been posted to Finschhafen, N.G. At right is Mr. Hobart Spiller, of Menago Plantation, and his son and daughter-in-law, Mr. and Mrs. B. Spiller. They have been abroad for 11 months.

—Photos by Papuan Prints.

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Dutch N. Guinea's Economic Future

ACCORDING to leading Dutch newspapers, measures will be taken soon in Netherlands New Guinea to lower the cost of living. The Governor, Dr. Jan van Baal (who is at present in The Hague) has held conferences on import and excise duties, price pegging, and wages.

Dr. van Baal stated that the high cost of living in Netherlands New Guinea is appalling. He said "something must be done in this respect and I can assure you that the best part of my stay at present is being given to this problem." Workers in the Territory should be able to make a decent living. Only thus could something be built up in the area.

Dr. van Baal said he was bewildered by the rapidly growing interest in New Guinea. This was welcomed, but he warned against over-estimating the Territory. There are possibilities, he stated, but not all can be seen at once.

New Guinea is not a romantic country full of promises—instead, it is a challenge. It would not do to put millions in to New Guinea straight away. We must make a start on a modest scale which is economically warranted.

We should not make the mistake of seeing the Papuan simply as a wood-cutter or water-bearer. We must find a way in which he can become a part of the programme and, at the same time, maintain his independence.

Dr. van Baal discussed opportunities for the European industrial-

ists in New Guinea. In his opinion, they will mainly be occupied with mining, forestry, sago-growing and fishing. The chances for planters are there, but less apparent. He does not wish to encourage proposals in which the Government has to supply all the capital and bear all the risks.

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A SUNSET TOUCH, by Howard Spring.—A new novel, 15/6 (post 9d).

FAR FROM THE CUSTOMARY SKIES, by Warren Eyster.—A novel of the Pacific War. 15/6 (post 9d).

HORNBLOWER AND THE 'ATROPOS', by C. S. Forester.—15/6 (post 9d).

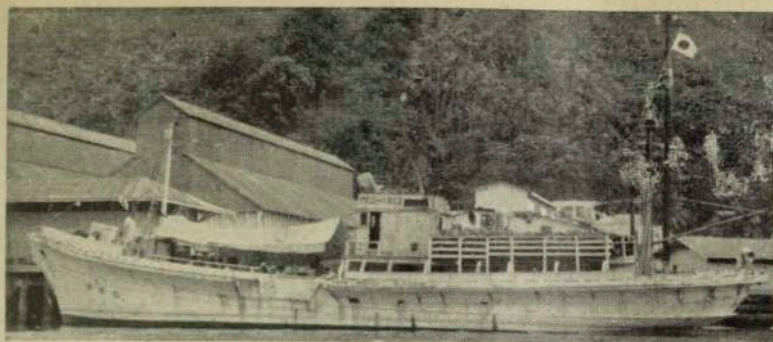
THE CRUEL SEA, by Nicholas Monsarrat.—16/- (post 11d).

TALES OF THE SOUTH PACIFIC, by James A. Michener.—15/- (post 9d).

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The first of the Japanese fishing boats to arrive in Pago Pago—in early January. She is the first Jap vessel to visit Pago since the raising of the American flag in 1900.

—Photo by Pan American Prints.

PHENOMENAL FISH-CATCHING OFF SAMOA

Japs Show Us How—Pago Cannery In Operation

IN January, Pago Pago, American Samoa, had more fresh fish available for local consumption than ever before in its history. It retailed at 20 cents a pound, which is less than half the price charged there for the cheapest fresh meat. Even more important, it seems certain now that the local cannery, which was set up about five years ago and has never canned a fish, will at last have some raw material to work on.

Reason for this change on the fisheries front is the arrival in Pago of a flotilla of half a dozen Japanese vessels and a mother-ship. They are owned by the American fishing company, Van Camp, but are operated on a pay-by-results basis, by Japanese who use a long-line fishing technique that gets results.

About 150 Samoans will be employed in the shore-based part of the industry; Mr. Paul J. Hendrick, with five other Americans, is already in Pago in charge of operations.

The mother ship is *North Star*; the fishing vessels *Takuyo Maru*, *Daijin Maru*, *Shinko Maru*, *Kiyo Maru*, *Kyuei Maru*, and *Kotoku Maru*. Two of them fished on their way south to Pago from Japan, and arrived in Eastern Samoa with 1½ tons of marlin and about eight tons of tuna. To show it was no accident, while waiting for serious operations to begin, the ships go out off American Samoa and regularly bring in large hauls of fish, including tuna.

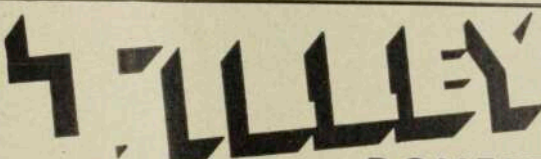
The early success of Japanese methods in bringing in the elusive tuna is naturally causing broad grins in Pago, and all over the Eastern Pacific men are asking what it is the Japs have that the expensive South Seas Marine Products of Fiji did not.

The answer obviously is know-how.

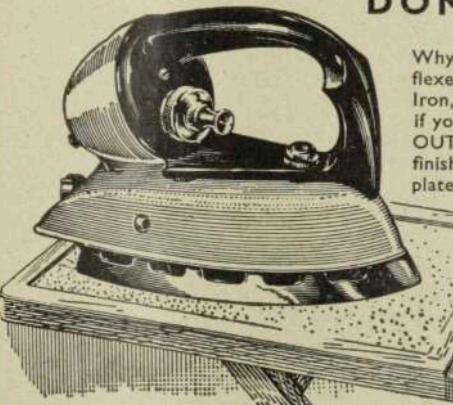
SSMP was set up with headquarters in Fiji, about 1948. It had

a solid backing of American capital, expensive American equipment, including special tuna clippers, and a spotting plane. The cannery in Pago was part of the plan:—It was to process for the American market, tuna caught by specially trained Fijians in the specially equipped tuna clippers. Earnings by the British end of the outfit were to help balance our dollar deficit.

South Seas Marine Products cannot be blamed for what happened



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next. Apparently the tuna in those waters refused to fall for the methods adopted nearer the US mainland, and the specialised pole-fishing from the clippers around

Fiji achieved precisely nothing. The cannery in Pago never got a tuna and finally the whole concern was wound up and the clippers and other equipment sold.

never expected to contain such large quantities of edible fish.

Fish From 60 Fathoms Amaze Pago Pago

DESPATCH FROM JAMES F. MCKENNEY.

PAGO PAGO, Jan. 26.

PAGO PAGO, American Samoa, is in the fish business—in a big way, with big fish. Every inch of refrigeration space on shore is filled with fish, Black Marlin monsters up to, and over 1000 lbs. each; Malu, Bonita, Sail-fish.

The seven Japanese fishing vessels in the harbour are carrying from eight to twenty tons each of sleek, fat, gleaming yellow-tail 200-lbs tuna.

These vessels dash into the harbour, fill up with several tons more ice, then clear off again to catch more tuna. All are anxiously awaiting the arrival of the mother-ship, to-day, so that they may disgorge their bursting holds into her vast refrigerated chambers, and be off again for more.

The Samoans do not believe it. Never have they seen such large fish nor so many. Neither has the writer, in his 33 years in the Islands. Some years ago when Nea Stevenson, of Suva, took her Fiji maid to Sydney for the first time and intro-

duced her to a giraffe at the Zoo, the maid's reaction was: "*Sa sega ni rawa.*" (It isn't possible. It can't be done).

That is the reaction here, and these good people really believe that these fish have been brought from Japan—they call them "the Japanese fish."

They were all caught within sight of Tutuila—some within sight of Pago Pago—but . . . at from the sixty to eighty fathoms level, a depth never before explored, and

LET us go back to late last year when two high executives from the well known American packing house—Van Camp—arrived to check over the canning plant here and make recommendations to their firm. Within a month of their return to the States a lease was signed: Government of American Samoa, lessor; Van Camps, lessee.

This was something out of the blue; Santa Claus in disguise; something never dreamed of by the local Government nor by the large number of also impoverished Samoans in this area. Here was an industry—the first of its kind—work in sight, money to spend, cheap fish for food and for all.

At that time nothing was known about the supply of fish, or its

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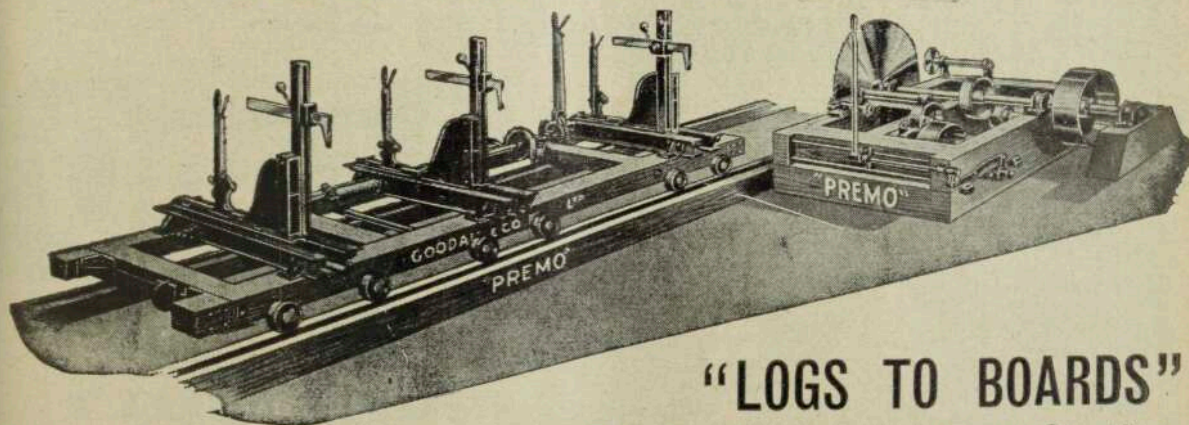
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source. The canning people don't talk much.

Early this month a team of five Americans arrived to begin the arduous job of getting ready, for production, a canning plant that had been idle for years. Seemingly still quite unconcerned about the supply of fish, they did say that a contract had been signed with a Japanese fishing Co. to supply tuna.

A mother-ship, The North Star, was to arrive middle January, and the Jap fleet about the same time. The relative duties of the ships were that the mother-ship—practically all refrigerated space below—would meet the fishing fleet at sea, take over the tuna catch and supply ice for a further six days' fishing, about twenty tons each ship.

When Van Camp were asked how far out the fishermen might have to go, they replied that in some State-side canneries Tuna were fished as far as 1,000 miles from the base. No one knew that, deep in these local virgin waters, there lurked more fish than even the Jap fishermen had ever encountered anywhere. They were amazed at the quantity and the ease with which they could be caught.

This is January 26. The mother-ship is due to-day. Last week the first of the Jap fishermen arrived. A strange looking vessel. High protruding prow, low waist, little superstructure, every inch of below

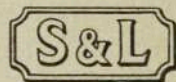
deck space for the storage of fish. Where the crew of 30 slept appeared a mystery; may-be with their beloved fish.

AFTER usual customs and health formalities it was expected that the ship would call for water, fresh vegetables, food, etc.; but the

call was for ice—tons of ice. Four tons were supplied forthwith.

During the operation of stowing this ice, it was disclosed what lay below. Eight tons of Tuna, caught while approaching this island: the answer to a fisherman's prayer.

The cannery contract calls for



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Tuna only; the ice was to preserve this fish until the mother-ship arrived. But, while catching Tuna, they incidentally catch Marlin, Bonita, Walu, Sail-fish, and many others. The immediate concern of the master of the vessel was the disposal of this surplus catch at some profit to themselves.

Governor Lowe quickly and wisely convened a meeting of his Departmental heads and decided that, for price control mainly, and for the preservation of the large quantities, the Government would purchase all fish, surplus to Cannery, and hold it in cold storage, and thus maintain a steady and reasonably cheap supply to merchants and public in general.

ALL local fishermen, of varying degrees of prowess in both catching and letting the big ones get away, had by this time gravitated to the dock. The hatch containing the surplus fish was opened.

Holy Mackerel, what a sight! An almost audible silence. Heads turned to one another and returned to stare, goggle-eyed, at these deep-sea monsters. Secretary Lee Draney glanced at Attorney-General Bill Hedman, as much as to say, "Don't look now, but do you see what I see?" Dr. Alec Earle shuddered and shaded his eyes, but was quickly reassured by Ed. Davis' remark, "Take it easy, Alec, it's true." Phil Mosher, a fisherman of some class, but who had been a guest of Levuka-ite Jim Sword the night before, just moved quietly away.

The unloading began. Fish up to 500 lbs were easily man-handled; but soon an ancient winch and sling had to be brought into action. Amidst grunts, Jap jargon and protests from the winch, up came a 900lbs Black Marlin; later, the top-weight, a 1,080lbs. Marlin. These weights are authentic.

That was the first fishing vessel. Since then, the others have come in at intervals, each with its mixed load of fish, each with its estimated tonnage—the top being around 20 tons. One disgorged 47 Marlin, all heavy fish.

If only Sir Maynard or E. G. Theodore could have seen this! They always believed that these Islands waters held big fish, if only they could be caught.

THE Japanese technique is simple. No poles, no coloured surface bait, no nets. A large number of glass ball floats, about one foot diameter, enmeshed in rope netting to prevent breakage. These are strung together, at intervals, by a fairly heavy rope, thus making what could be termed the master-line.

Each glass float is fitted with a socket, to carry a bamboo pole with flag attached. Between each ball on the master-line the real fishing gear is attached—sixty to eighty to one hundred fathoms of stout line, with barbless hooks, each baited

with something special brought from Japan. It is a fish almost like our small garfish—about one foot long, about one inch diameter, all packed like sardines in hundreds of small flat cases. This may be the secret of their success. No other bait has been tried—so far.

The endless master-line is paid out with marked rapidity by these craftsmen. The lines are baited with remarkable speed, and then all relax and wait. But not for long. A flag begins to show signs of Monday morning tremors. The nearest line is pounced upon, a fish secured, the line rebaited and reset; and so it goes on. Average, six tons of Tuna a day for each

fishing craft, and they are only experimenting!

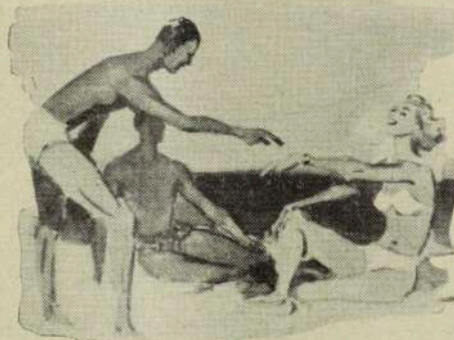
Governor Lowe expressed a desire to see this technique put into action and so last Saturday his barge was prepared for sea. His party con-

(Continued on Page 86)

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Nukualofa, Tonga



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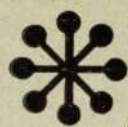
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Two Moresby Weddings

Mr. and Mrs. R. Wilde (bride formerly Miss Pat Gorris) leaving the Roman Catholic Church, Port Moresby, after their wedding on December 29.



Mr. and Mrs. G. Robertson, after their wedding at the Catholic Church on December 30. They will reside at Aird Hills near Kikori where Mr. Robertson is with NG Borneo Mangrove Bark Co.

—Photos by Papuan Prints.



To keep clothes
really white always
use a little Reckitt's
Blue in the last rinse.

The duty-free concession on the entry into Australia of goods purchased from the Commonwealth

Disposals Commission in Papua and New Guinea has been extended until December 31, 1954.

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THE MOST TRUSTED
FLOUR BRAND IN THE
PACIFIC ISLANDS...**



GILLESPIE'S

**ANCHOR
FLOUR**

GILLESPIE BROS. PTY. LTD. ANCHOR FLOUR MILLS, SYDNEY
G.I. 57

★ Gillespie's Anchor Flour is milled from selected high quality Australian wheats and is entoleted for purity. Its consistent high quality has made it the best-known, most asked-for brand of flour in the Islands.

(Entoletion is a special new purifying process which reduces the risk of insect infestation).

Phenomenal Prices For NG Cocoa-beans But Buyers Still Say "Poor Quality"

IF there had been more and better New Guinea cocoa-beans on the Australian market in the last few weeks, they would have been snapped up at a price not far below that for West African beans. As it was the price quoted for NG beans at the end of January was £465 a ton, ex wharf, Sydney. The December price was £320 to £330.

The reason for the big jump in price was that the perennial world shortage of beans was accentuated by reports that the Accra crop was smaller this year. It is now known of swollen-shoot disease, but to sea—that this is not due to a flare-up of seasonal difficulties.

The shortage skyrocketed the price of Accra beans in Sydney to £537 towards the end of January, and there followed a corresponding rise in the price of NG beans.

The world demand for cocoa beans has been estimated at one million tons a year. Production is said to be something less than 700,000 tons. The New Guinea crop was 616 tons in 1952-53. Average production from Accra is about 400,000 tons a year.

The current world shortage has also been accentuated by Germany's

purchase of 50,000 tons last year. She had not bought beans for some years previously.

Although there were signs of trade resistance to the high price of Accra beans, one of the leading Sydney manufacturers said on January 27 that he thought the Australian chocolate trade would be in difficulties for some years because of the shortage and wildly inflated price of the beans.

He said there would be a strong temptation for some manufacturers to use substitutes.

The acreage under cocoa is steadily

increasing in New Guinea and Australian importers and users report that the quality of the beans is steadily improving. However, the quality has not nearly reached the stage of being readily acceptable, and buyers have been taking delivery on the condition that they may reject some, or all, of the beans within one week.

Principal faults of cocoa beans from the point of view of processors are mould, bad fermentation and immaturity.

One of the large Sydney chocolate factories recently co-operated in

TAHITI

To Shipmasters and Visitors

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We invite your inquiries for goods of all description—Prompt and careful attention given to all orders and inquiries.

CABLES:—"VENTURA," SYDNEY.

tests on a quantity of NG beans and reported that of nine lots, two were "good" and seven were "poor."

One "good" lot was 5 per cent. unfermented and had a slight foreign aroma, probably from copra. The other was 6 per cent. unfermented and 3 per cent. mouldy.

The main fault in the poor lots was bad fermentation. One lot was reported to have 35 per cent. unfermented beans.

Doubts have been expressed at both the manufacturing and growing ends of the cocoa industry as to whether these phenomenal prices are a good thing. As cocoa and cocoa products are commodities which the average consumer takes or leaves according to the state of his finances, it is feared that high cost of raw materials will force manufacturers to price their goods out of a market.

Already the price of some chocolate lines has risen in Australia.

WHAT MAKES BAD COCOA

WHEN buyers are inspecting your cocoa, they cut the beans longitudinally and look for these bad features:—

- **GRUBBY:** That is, any sign, however slight, of insect attack. Insect attack does not, as a rule, affect flavour of finished product; importance lies in the fact that heavily infested beans represent a menace to the storing establishment.

- **MOULDY:** Beans should show no signs of mould inside; any percentage over five per cent. will have an adverse effect on flavour of the finished product.

- **UNFERMENTED:** If beans are not sufficiently fermented they are grey to black in colour (in the case of Forastero); or almost white (in the case of Criollo). Forastero shows a mottled appearance on face of bean.

- **SHRIVELLED:** A shrivelled bean is thin and flat—roasting and kibbling gives little or no nib (small crushed pieces).

- **GERMINATED:** In a germinated bean the radicle protrudes through bottom of bean or is missing entirely. Is not lower in quality than a good bean but it can be readily infested because the radicle, in falling out, leaves an entry hole.

- **PARTLY FERMENTED:** A partly fermented bean is intermediate in character between unfermented and good—it shows colour partly black or violet, tight in shell. Cheesy when cut. Affects flavour if high percentage is included.

- **IMMATURE:** Immature beans need no description. New Guinea shipments always have a percentage included.

SOME FURTHER POINTERS:

- Absence of mould shows that drying conditions were good. ● Partly fermented beans are evidence that fermentation was conducted for insufficient period. ● Considerable variation in size is not liked by manufacturers because smaller beans tend to be over roasted. ● Shell percentage obtained by removing shells and weighing shows Accra averages 12 per cent.; it is undesirable for NG beans to exceed this percentage.

Doctors Prove Palmolive

can bring YOU...

a lovelier complexion
in 14 days!



You too CAN LOOK
FOR THESE IMPROVEMENTS
IN 14 DAYS

- ♥ Fresher, brighter complexion!
- ♥ Less oiliness!
- ♥ Added softness and smoothness!
- ♥ Fewer tiny blemishes—and incipient blackheads!
- ♥ Complexion clearer, more radiant!

Not just a promise
but a proved plan!

THIS IS ALL YOU DO!

Wash your face with Palmolive soap. Then for 60 seconds massage your clean face with Palmolive's soft lovely lather. Rinse! Do this twice a day for 14 days. This cleansing massage will bring your skin Palmolive's beautifying and lasting effect.



PALMOLIVE...
BY FAR THE BIGGEST SELLING
TOILET SOAP IN AUSTRALIA

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A PRODUCT OF THE HOUSE OF SEPPELT



EST. 1851

Seppelts

Extra Dry Solero

THE PERFECT APPETISER

*Unexcelled Quality
Loyally Maintained*

Seppelts—the sherry
people of Australia—are
famous for their
Extra Dry Solero.

Seppelts Wines are available
from all retail stores
throughout the Pacific Islands.

Wholesale supplies through
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MAGAZINE SECTION

Tropicalities

PRESENTING THE SOUTH SEAS
TO THE WORLD

THE BBC feature, 'This is Fiji, and Tonga,' broadcast during the Queen's visit to the Pacific, was written and narrated by Phillip Snow, a former administrative officer in Fiji. Heard in the session were Ratu Sir Lala Sukuna, Secretary for Fijian Affairs, Sir Harry Luke, former Governor of Fiji, and Corporal N. Lalabalavu, a member of the Fijian Force in Malaya.

The second part of the programme, dealing with Tonga, included an extract from Queen Salote's message to her people, broadcast while she was in London, and descriptions of her palace at Nukualofa. J. S. Neill, one-time British Agent and Consul in Tonga, spoke of its government, and a New Zealand anthropologist explained Fijian and Tongan racial origins. Music from both countries was heard, ending with the Tongan national anthem.—H.E.L.P.

CHEAPER BY THE HUNDRED

EDWIN GOLD, of Mangaia, reports that Cook Islands ship-owners who quote a special cheap rate to organised *tere* parties, who are forever on the move from island to island, are being diddled.

They're finding that whenever a *tere* party comes aboard there are no regular-rate passengers. The full-rate passengers are slipping in as members of the *tere* party, which is allowed up to 100 persons at the contract rate.

How to tell a legitimate *tere*-tripper from full-rate customer is just one more of the Cook Islands ship-owners' many worries.

FIJIANS FIREWALK IN
AUCKLAND

CHIEF attraction of Auckland's annual Birthday Carnival this January-February was three performances by a party of 20 Fijian firewalkers from the little island of Beqa.

Due to a succession of misfortunes, the firewalkers almost found themselves without their specially imported stones to walk on. First the January hurricane scare caused the launch bound for Beqa. Then the USS Co. ship *Karamu*, for the same reason, fled from Suva before her normal loading was completed—leaving the stones behind. They were loaded on the next available ship, which went

first to Lyttelton. There they were duly trans-shipped to a ferry steamer for Wellington to be railed on to Auckland by an express train instead of the normal goods train.

Here an unexpected snag was met in the form of a Watersiders' picnic—but by special appeal they were discharged and despatched to Auckland with no time to spare. Finally the two tons of stones were loaded on a motor truck for despatch to the Fair ground—and the truck broke down en route, finally being towed there by another truck just in time to heat them up for the first performance.

And there was no doubt about the stones being very, very red hot when the Beqa men, who arrived by specially chartered TEAL aircraft, eventually stepped onto them. So hot in fact that the public round the fire-pit were glad to try the free bowls of kava dispensed by Paula Tabaki, a (male) member of TEAL's Suva office staff, nearby.

GILL HEMMING AGAIN

WHEN Captain Dibbern arrived in Auckland late January with his yacht *Te Rapunga* to enter the Auckland-Hobart race, PIM's Auckland correspondent went down to make the acquaintance of the

skipper who has done considerable cruising in the Eastern Pacific.

Down in the cabin, a young woman with pencil and notebook, busily cross-examining Dibbern and his attractive all-girl crew, pricked up her ears when PIM was mentioned—and with good reason. She was Gill Hemming—Mrs. Maurice Shadbolt since last November 21—who lived with her parents at Kolube Plantation, New Ireland, until the Japs drove her and her mother out. Her father was one of that little band of New Ireland planters whose fate was never clearly established.

Gill is now a special writer on the staff of the Auckland *Weekly News*—having graduated to Auckland some time ago from the Sydney *Sun* staff. Her husband is an Auckland journalist. Her mother, well-known to pre-war New Guinea people, now lives at Pine Street, Manly.

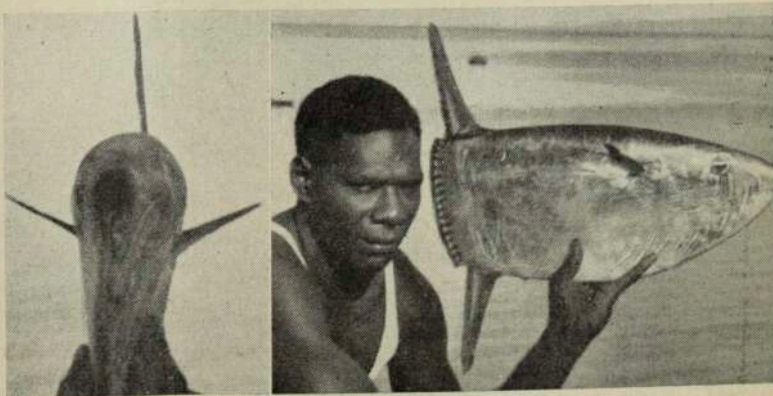
For a while in pre-war days PIM's Auckland man served in New Guinea coasters which ran, amongst other places, to Kolube.

GRIMBLE'S G & E STORY
FOR FILMS

ANOTHER film may be shot in Fiji shortly. At the end of January, two men from Strato Films, of London, which is in Sir Henry Korda's group, visited the Colony on a preliminary survey for making a film based on Sir Arthur Grimble's book *Pattern of Islands*.

Sir Arthur's book was interesting reading but old residents of the Gilbert and Ellice Islands considered it a much exaggerated account of the life of a young Colonial Service official in that Colony—and of the Colony itself. (Over)

Fish—Whole or in Part



This strange object is said to be a whole fish—not just a part. It is believed to be a sun fish, although judging by its end-on view (left), jet-fish might be a better name. It appears that the mouth of the fish is always open and as the photograph shows, it looks like a jet aero engine. The fish was caught by Mr. W. Reid, off BP's wharf at Vila, New Hebrides. No one in Vila had seen this sort of fish before and we would like to hear from readers who have met up with anything of the same sort in other parts of the Pacific.

—Photos by Fung Kuei.

Even as written, however, it will probably not be as exciting and "glamorous" as the film men will like. One may therefore expect a few cases of apoplexy amongst retired members of the Colonial Service if and when the film version of *Pattern of Islands* is made and released sometime in the future.

THE LOW DOWN ON GERMS

LORD LISTER was not a very important person at first. He was a "Englishman." This alarming statement was made by Alisi, a young Fijian schoolgirl from a remote village, in a social studies examination paper at the end of the year. But Alisi's trouble was largely with the vagaries of the English language. She had both Lord Lister and Louis Pasteur very well summed up.

"One day," she wrote, "Lord Lister heard that Louis Pasteur has found out the germs and how to cure them. Louis Pasteur said by heating and cooling those germs can't stand it. And thought of boiling everything for operation. He boiled them. The first person operate alive. By that time Lord Lister was in a very high standard."

Which was perfectly true, and the small Alisi netted 42 marks out of a possible 50 for the whole paper.—S.

PRINTER'S WORLD RECORD?

WE nominate the printer and publisher of the Papua and New Guinea Government Gazette for unusual behaviour. The issue dated Port Moresby, January 28, was in our hands before February was two days old.

Publishers of Gazettes throughout the world are notorious for delay in production of their compilations—probably the result of dilatory methods in Government Departments. There are one or two Administrations in the Pacific Islands whose Gazette usually appears 2 years behind the official date of publication. Even in Sydney and Canberra, the depressing little official newspapers are generally three or four weeks late.

But the Port Moresby printer for some reason (which probably will be found in Government House methods) has gradually shortened the gap until to-day there is no delay at all. Probably a world record.

STAND BACK, ARCHANGELSKY!

OUR Tahiti correspondent thought he was on safe ground when in July PIM (p. 70) he described Alexandre Archangelsky as "believed to be the oldest European resident of Tahiti to-day."

Seeing this recently, another Tahiti veteran, Monsieur Henri Grand, after comparing notes with Archangelsky, stepped smartly into our correspondent's office and let it be known that not only was he senior to the old Alaskan, but, at 83, is still actively engaged in man-

aging his own Papeete business.

Monsieur Grand, indeed, having arrived in Papeete in 1885, sounds like a man who could tell a tale or two. Before World War I he was manager for Societe Commercial de l'Océanie, French Oceania affiliate of the famous Deutsch Handels Plantagen Gasselschaft which controlled the lion's share of Pacific business in those days.

CITY LIMITS

PALMYRA Island might be the last place that possible future tourists would expect to find a Honolulu cop pacing his beat. Yet Otto Hornung, retired Honolulu commercial photographer, who looks after the atoll for the Fullard Leo family is just that—and not by accident.

For Palmyra, 900 miles south of the Hawaiian capital—together with the Pearl and Hermes Reefs, 1,100 miles to the north-west—is, administratively, an integral part of Honolulu city, under the direct control of Mayor Wilson and subject to the city bylaws. Hornung is an officially appointed reserve policeman, fully empowered to arrest the non-existent population and control the island's non-existent traffic.



HO MAN is the massive restaurateur of Honiara-in-the-Solomons who kept the settlement alive during the hungry post-war years after the Americans had left. He was born in the village of Sing Tong, in the Yan Ping district of Kwang-tung Province of Imperial China in 1900. He came to the British Solomons in 1922, and has been there ever since.

During the Japanese occupation he retired to the southern island of San Cristobal, for health reasons. Since Michener wrote him up in "Return to Paradise", his restaurant has fallen into third place in Honiara, but he has hopes of reviving business by getting a hotel licence. May his massive shadow never grow less.—BRETT HILDER.

ONE MINUTE QUIZ

1. The right side of a ship is called "starboard." From what is this term derived?

2. When she was 18, the parents of Armandine Lucile Aurore Dupin arranged her marriage with a M. Dudevant. By what other name was she better known?

(Answers on Page 85)

OWED TO A TROPICAL NIGHT

By "A Passing Mosquito"

The glittering moon, a brilliant star;
The chirping of the Cicada;
And mirrored in the silent pool,
Old Jimmy, and his bush-beer school.

The thundering surf upon the reef,
A sound that tells of long-past grief;
And rolling on into the night,
The snarling of a canine fight.

The music of the soft guitar—
A lovely sound that's heard afar
That nothing in the world can mar—
The honking of a V8 car!

The murmur of a tiny brook;
No need to read that restful book.
A sound far-reaching and so tireless—
Your friend's turned on his blasted wireless!

The Uke with all its rhythmic strains,
Stirring blood within your veins—
Words preserved with long-told care—
Benny Goodman takes the air!

The so-clear, yet so-fragrant breeze,
Is sighing in the stately trees—
No clash and clang of gears and cogs—
An uproar from a million dogs!

The age-old dance of fine traditions—
No need here for new additions.
The happy pair just smile and shrug—
And gaily jive the jitterbug!

The lovely girl, and age-old song:
Here there can be nothing wrong.
She, smiling shows her pearly teeth—
And breaks into "Beyond the Reef"!

You wonder where the hell we are,
And why we stay in lands so far.
You wonder why we linger longer—
Then why not come to Rarotonga!

Mr. and Mrs. Bruce McCaig went to Auckland on short leave in December-January. Mr. McCaig is an Administrative Officer in the Gilbert & Ellice. Prior to her marriage last July, Mrs. McCaig was matron of the Tarawa hospital, having gone there after short periods in Tonga and Fiji in the course of a working tour of the world.

McINERNEY

By PETER ENGLAND

(NOTE: Dr. McInerney, New Guinea's famed and loved flying doctor, was killed when his plane crashed into Vanimo harbour, near the Dutch border, in March, 1953.)

TO-DAY we buried McInerney—John Valiant d'Artagnan Pim-pernel Icarus McInerney. He had a little of each. And he died flying "too near the sun," the sun of adventure, of dangerous living, of the full life, of looking Death in the face—and laughing.

He died as he would have wished, suddenly; and doing what he loved best, flying. He was a good flier. If he took risks they were calculated risks, as a hunting man will take a stiff fence rather than go around through the gate. McInerney always rode straight ahead. What, do you want to live for ever? We owe God a death—he that dies this year is quit for the next. Death plays with loaded dice; but I know that McInerney laughed as he paid.

We stood on the airstrip at Wewak as the Dragon touched down. All Wewak—Europeans, Chinese, natives. The motors stopped, somebody opened the door, and a squad of native "doctor-boys" sprang forward.

The door was narrow, and the coffin a little difficult to get out. They loaded him on to a truck, a battered old Army truck. They covered him with flowers, hibiscus, frangipanni, crotons, cannas, zinnias, big wreaths, little wreaths, crosses, sprays, and tiny bunches of New Guinea violets tied with frayed bits of string.

A long line of jeeps, and an odd car, moved in behind the truck, and we followed slowly to the cemetery. X, who was driving me, one of McInerney's oldest friends, blew his nose violently. The jeep in front slowed down and he nearly bumped it. He said: "Why the hell doesn't that bastard keep moving!"

We reached the cemetery and pulled off the road and got out. Somebody called: "Come on, you're one of the pall-bearers."

We carried him from the truck and rested him for a while on a few sticks of four-by-two, over the open grave. The Bishop started to read the burial service—a flying bishop burying a flying doctor, a mate burying a mate. There was moss on the sides of the grave. The prayers went on.

McINERNEY. I first met him during the war. In the Ramu valley. On one occasion I came home from a patrol with a hole through the back of my neck. We met Mac, a day out from the camp. He was very annoyed—he hadn't had any casualties for a couple of days, and had borrowed a Bren gun and was just starting out on a patrol of his own. To fill in time between

fighting, and swearing at the odd casualties, he climbed all the highest peaks in the Bismarck Range.

The prayers went on. There were eight pall-bearers, four on each side of the grave. Stretched across, under the coffin, were four pieces of new rope. The one at the foot was out of line.

McInerney. We had a few days together in Brisbane, once. On leave. We confided to one another our domestic troubles. I had a few at the time. McInerney always had them. He was what is sometimes called a "man's man," which meant that women would always fall for him, and rue it. We had one tremendous night out.

We took hold of the ropes. The two end pall-bearers had to adjust theirs—I knew the darn thing was out of line. The doctor-boys pulled the timbers away and we lowered him gently into the grave.

The prayers went on. The coffin was a plain box, wider at the head than at the foot, covered with black trade lap-lap. I could see the heads of four small brass screws on each side.

McINERNEY. I lost sight of him for a while. Later in the war he joined a parachute unit which, much to his annoyance, never got out of Australia. Then, in 1947, he came back to Wewak as DMO. He learned to fly, and bought a plane. Live dangerously, live danger-

ously. He gave all his knowledge, all his skill, to the ingrate, scarce-human people of New Guinea.

The prayers went on. There was a strong smell of camphor. Presently, they would fill the grave up with earth, and tamp it down, and outline it with coral rocks. But McInerney wouldn't be there because he was flying—flying higher than he ever flew before.

Last Sunday, at half-past eleven, I pinned a note to the steering-wheel of his jeep in the empty hangar, asking him to fly me to Marienberg when he got back. But he didn't fly with me to Marienberg, because last Sunday, at half-past eleven, he did a vertical turn over Vanimo harbour, and side-slipped to a crash in the sea.

The prayers were finished. The Bishop threw a handful of earth down on to the coffin. A bugle blew the "Last Post."

This afternoon the Bishop flew me in to Marienberg. We took off in the little Auster and rose easily and steadily into the north-west breeze. Then he went into a smooth, steep, 180-degrees turn. He said: "That's what Mac did, but he did it too low to the ground."

Then he put the control stick between his knees, took off his white helmet, replaced it with a rather dirty baseball cap, and pulled a prayer-book out of the glove-box.

PIM CROSSQUIZ NO. 48

Solution on Page 85.

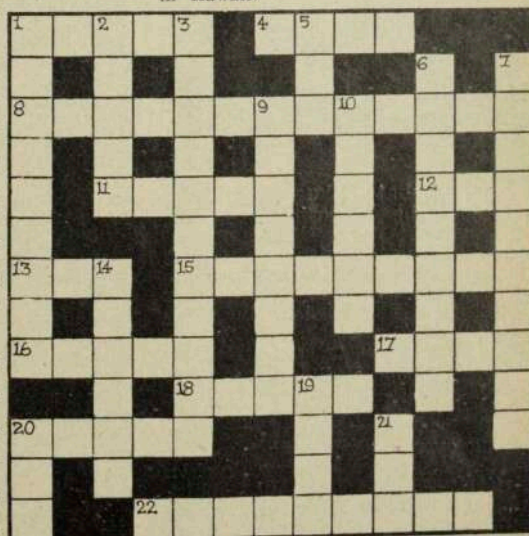
ACROSS

- 1.—What is the northern terminus to the Panama Canal?
- 4.—Which is the largest of the Inner Hebrides?
- 8.—What is the London residence of the Archbishop of Canterbury?
- 11.—What famous motor-car manufacturer was the first Englishman to be killed while flying?
- 12.—What was Henry VIII often called?
- 13.—What is the most brilliant star?
- 15.—At which US University was Einstein a professor?
- 16.—What is a feeling of weariness?
- 17.—Who was the 27th President of the USA?
- 18.—What is the term for Americans of Japanese origin?
- 20.—What is the river of central England?
- 22.—What famous philosopher lived 500 years, BC?

DOWN

- 1.—Who wrote "The Ancient Mariner"?
- 2.—What monkey-like animal is fox faced?
- 3.—What lace is made with a single thread?
- 5.—What is used in playing two-up?
- 6.—On which island is New York built?
- 7.—What famous Duke lived 1769-1852?

- 9.—What battle took place in 1066?
- 10.—What material is obtained from a camel-like animal?
- 14.—Where do trans-Atlantic planes land in Newfoundland?
- 19.—Who sold his birthright to his brother?
- 20.—To what did Disney give the name "Little Toot"?
- 21.—What is the native word for food in Hawaii?



The Queen Came to the Realm of Dakuwangga

BY FRANK EXON.

WHEN *Gothic* picked up the leading marks that guided her safely through the reef passage into Suva harbour, she passed into the realm of Dakuwangga who, in the words of Her Britannic Majesty's own passport, "afforded her every assistance and protection of which she may stand in need."

A mile to port, perched on the reef, sits the rusted skeleton of an old sailing ship which had come from the ocean bed especially to see the Queen. Two months previously, this wreck somehow contrived to have herself violently erupted from the depths where she had lain for years. Once free, she travelled shorewards in style, on the back of the giant wave that swept all before it after Fiji's recent earthquake.

The experts are still arguing as to the origin of that earthquake; but none of their theories explains satisfactorily the macabre emergence from the sea-bed of this barnacled old ship; or her triumphant ride to the reef from which chosen eminence no power, neither God nor man, is likely to dislodge her until the end of time. So, realising it was all beyond the ken of the scientists, I went to the people who have known the land and the sea and its mysteries the longest—to the unscientific, unlettered Fijians. They told me about the Shark God Dakuwangga, and their theory is the most satisfying yet.



IT seems that Dakuwangga, who might be described as the equivalent of our Davy Jones, and who is the keeper of the seas and the final arbiter in any matters relating thereto, has been doing things just as spectacular right through Fiji's history. He is the Shark God and is so real an entity to the Fijians, that not one of that mariner race would dream of having a bowl of yangona or a bite to eat in local waters without first flipping over a libation to him.

For Dakuwangga is unpredictable. Relatively trivial things upset him and are likely to start something titanic without any warning. From

the legends, it appears that the last time he got really tough was beyond living memory; but there was a curious resemblance between his tantrums then—and their effects—and those of Fiji's recent happenings.

Anne Gittins, in her *South Sea Legends*, tells how Dakuwangga, on occasion, had been challenged by a lesser god in his own domain—right at the reef entrance to Suva harbour, which he guarded. There ensued a battle out there in the passage that shook the world; the sea boiled and finally erupted; the earth groaned as it echoed the roars of the combatants and the gigantic waves set up by this homeric brawl spread destruction on all the low-lying lands from Kandavu to the Rewa delta. Had we white folk been here in those days we should, of course, have mistaken the affair for an earthquake—and argued as to whether it was of tectonic or volcanic origin!

Very well; but why has Dakuwangga not been heard of in a big way since we established ourselves in Fiji, until this year of the Royal visit? And what provoked him to such great lengths on this last occasion? Here again the Fijians have the partial answer and from it we can piece the rest of the story together.

FIFTY years ago the mighty Dakuwangga—the once omnipotent keeper of the Suva reef passage—was subdued, not by one of his own kind but by an underhand, undersea manoeuvre of the white man; and has lain quiescent and humiliated, as impotent as a broken-backed walu, ever since. For in 1902, Dakuwangga was bound—inadvertently it is true, but effectively—with our deepsea cables, laid through the reef passage and across the unsuspecting Shark God while he slept; and he has sulked and smouldered and planned his revenge ever since.

The other day he broke his bonds as the result of information supplied, at a price, by one who hated him—and who shared his bed down there in the womb of the world. You have guessed aright. It was our sailing ship. Let me introduce her.

In the winter of 1926 there came sailing through the entrance into the lovely harbour beyond, as pretty a sight as the old shellbacks on the beachfront had seen for many a day. She was a three-master—square rigged on all—and she took that tricky reef opening

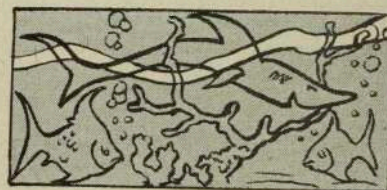
that was Dakuwangga's special chastener for conceited ships as if it were as innocuous as a paper hoop. Under the drive of her taut canvas she surged confidently through the passage with contempt in her cold northern heart for Dakuwangga or for any other South Seas deity. For she was Finnish and made obeisance only to Nordic gods, and sparingly at that.

Was she not the proud *Hulda Thorden*, of 2,400 tons gross, come from Sydney in record time with her holds full of good Newcastle coal? Why should she pay tribute to a barbaric Shark God who should have been relegated to limbo long ago?

She didn't; and Dakuwangga never forgave her. She did not know then what was in store for her—that she had made her last voyage and was to lie forever at anchor in a steamy tropic port serving smudgy little steamers with their filthy coal ration—stripped and naked to the gaze of heathen in this stagnant backwater.

Hulda never forgot her prideful past and never conformed. Even when they changed her to British registry and re-christened her *Woodburn* she remained a rebel.

She was always a nuisance and her owners gladly dispensed with her in 1938—when the diesel age caught up with the local inter-island shipping. They arranged for her to be towed outside the reef and there consigned to the vasty deep where, it was thought, the arms of Dakuwangga would keep her out of mischief for ever and ever.



BUT not *Hulda Thorden*, now *Woodburn*. She was a law unto herself; she would select her own resting place and go when and where she liked, not when and where her owners planned. She took her plunge prematurely and unexpectedly and nearly took the hearse and the mourners with her.

Hurriedly the towline was cut and down and down she zigzagged into those cool translucent depths—away from the sun she had loved and the sou'east trades from which her great and lovely strength had been drawn, down to "the great grey level plains of ooze where the shell-buried cables creep." And unerringly—out of the whole vast Pacific—she chose for her resting place the one spot where she had no business to be—close, but not

too close, to the enmeshed but still dangerous Dakuwangga.

Normally, when one consigns a ship to Davy Jones and writes her obituary, that is the end of her. But *Hulda* had one of those unconquerable souls. She remembered the sunshine and the clean winds and hated death down there in the dark: and then and there planned a resurrection even if it meant selling her soul to the devil—or the Dakuwangga.

It took her 15 long years to humble her pride sufficiently to put her impossible proposition to Dakuwangga.

Briefly, in return for a free passage to the surface in time for the Queen's visit and a permanent place in the sun for her old and aching bones (and if he were a worthwhile god he could surely arrange that) she would whisper a secret which, aided by his own efforts, would assuredly free him from his bonds that gripped him as firmly as did the mud that filled her bowels.

Dakuwangga came to terms and more than kept his word. That is why on a peaceful spring day in 1953, after those titanic convulsions that the experts mistook for an earthquake, the Shark God broke his bonds and *Hulda* reappeared from the ocean bed and rode triumphantly shoreward on a tidal wave—tsunami if you like—balancing as adroitly on the crest of it as did the huge rocks spewed up with her. The reef intercepted that mad ride, of course, but her determination was such that she and the rocks clawed their way well clear of its seaward rim.

And there *Hulda* and her henchmen still sit basking in the sun she had dreamed of and longed for for 15 years. More than that, she had a grandstand view of the Queen's ship.

AS for Dakuwangga, he made a most thorough job of bursting his fetters. Of the two cables that held him he tore a length of 20 miles from one; and he set sliding a submarine avalanche that buried some 70 miles of the other. But what really puzzles the cable-ship *Stanley Angwin*, which came to fix the cables, was a two-mile length recovered some 50 miles out—with its end inexplicably and inextricably tangled with an almost new ship's hawser.

Dakuwangga himself has resumed business off the reef and advises that he is perfectly willing, as of old, to take on all comers, any weight, any time. Every now and then, when he thinks of his wrongs and the *Stanley Angwin's* grapnels which bit deep into him, he roars with rage and hits the world such a clout that Fiji trembles and its nervous citizens look at each other with a wild surmise.

It only remains to let you into

Book Reviews:

THIS MONTH'S NEW READING

Post-Mortem for Greece, Crete

THE second volume of the official Army history of Australia in World War II was published at the end of January. Called *Greece, Crete and Syria*, it is by Gavin Long, who was also responsible for the first volume in the series, *To Benghazi*.

Five other volumes are yet to come on the Australian Army's part in the Second World War. The 4th, 5th and 6th volumes will deal with the campaigns against the Japanese.

These post-mortems, published so long after the events, have the full flavour of ancient history. Perhaps it is as well. The dull, still-remembered agony of those dark days reduced to facts from the perspective of 13 years later, becomes not a matter of emotion, heroism or

Conducted by the Assistant Editor.

patriotic purpose but a calm appraisal of the moves, the reasons, the mistakes of two disastrous campaigns in that period of too-little-and-too-late.

The blunders of modern, total-war come into the realm of the the stupendous; there are no small blunders. And those in Greece and Crete cost the British 32,000 casualties—the bulk of them POW—and all their arms and equipment.

Mr. Long suggests that the fatal decision to withdraw the British from North Africa, where they should have remained to consolidate that position, for the brief and costly adventures in Greece and Crete, was due to Mr. Churchill's autocratic nature and his determination to establish a Balkan front, come what may. Australia and New Zealand, who supplied—and lost—the bulk of the fighting units in the two campaigns, in those days of 1940-41, were prone, says Mr. Long, to allow matters of grand

the secret of *Hulda's* abracadabra—the whispering taunt that roused Dakuwangga from his half century of apathy and gave him the strength needed for that final mighty convulsion. She simply told him what she had kept to herself for years: that the cables that bound him were not the unbreakable fetters he thought they were. For she herself—frail and aged and feminine as she was—had easily sliced through one of them as, 15 years before, she had settled into the ultimate ooze which man, in his ignorance, had thought would hold her for ever.

strategy to rest unreservedly in the hands of the UK leaders.

In addition, records of consultations between the Greek and British military, show now that the campaign there was begun in a state of misundersanding and mistrust on the part of Greece.

But at all events, the Greek campaign was no long-drawn-out agony. It was short—just 16 days between the time the Germans launched their attack and when the British troops were evacuated.

The scene then passed to the island of Crete which the British higher staff had failed entirely to prepare for defence. Australian and New Zealand troops evacuated there after bitter fighting in Greece were psychologically—and in the matter of arms—totally unprepared for the fact that in three weeks they were again trying to beat off the overwhelming might of a fully-prepared Germany. This campaign also amounted to a mere matter of days.

The campaigns in Greece and Crete, perhaps achieved one object—German losses were heavy, and in Crete alone amounted to 4,000 killed and 2,600 wounded—all highly trained troops. It is believed that these heavy losses caused Hitler to review his plan for a similar aerial invasion of Cyprus.

This volume also contains an account of the Syrian campaign. This was a victory, but doubt is now cast on whether it was necessary. It is inferred that had it been undertaken at a later stage when the Germans were fully extended in Russia, Syria could have been picked off, almost at will, with larger forces of troops than were then available.

After the fighting ceased and the Australians, who had taken the brunt of it, were resting in Palestine, there came the old complaints of their lack of discipline from the French and from the British. Australians shrugged off most of the complaints but it did not make for good relations.

The Australians were accused of stealing Vichy officers' wedding rings and depriving prisoners of their water bottles.

Such pin-pricks, too, make up total war.

(Published by the Australian War Memorial, Canberra. Obtainable at all Australian booksellers. Australian price, 25/-.)

Louise—Snuggling and Smuggling

IN a thoroughly nice, refined way (of course), most people are interested in smuggling, and although *Smugglers' Paradise* will not help you much in getting that camphor-wood chest or extra bottle

of whisky through the Customs, you may be interested in how it is done in International circles.

This is the Big Time. Since the end of World War II—an era of credit restrictions, dollar restrictions, currency controls, prohibited this and prohibited that—it has been a world peculiarly suited to smuggling on a large scale. Even at that, you say, is there enough material for a book?

We would not have thought so, ourselves, but this is written by a Mr. Anthony Were, who makes of it a very personal narrative, indeed. Apart from the various smuggling rackets that it covers in the UK and all the Continent and North Africa, there is, for variation, a detailed description of the sex life of the *creme de la creme* of smuggling society. Even in these uninhibited days, it is still unusual for the biographer, as it were, to give one, for free, such a large chunk of his own sex life, but if half of what Mr. Were writes is true, then he, too, is a bloke-and-a-half.

Above all, there is Louise, who after five years in the French Resistance found the life of a social butterfly, to which she had been born, singularly tame. She therefore teamed up with a smuggler in a middling big way.

Mr. Were and Louise were soon *en rapport*—and Louise's technique: La La! And likewise, wh—ee!

Arm-chair adventurers (male) who have a yen to know what it is to make love with a house-broke tigress are strongly recommended to a course of Mr. Were. They will then know all.

Even if strictly true, a book of this sort cannot escape a flavour of bombast. However, Were has a gift of getting his odd characters on paper in a way that makes them human beings, if odd. One does not expect the international racketeer to be pint sized, suburban; and the characters are, therefore, satisfyingly larger-than-life.

Good entertainment, even though it cannot truly come within the category of a useful contribution to human knowledge.

(Published by Martin, Secker & Warburg, Ltd.; Australian price, 13/3.)

Murder with Emotion

SOME of our cleverer writers make a fetish of taking a number of indigestible ingredients and fashioning them into a story which the reader can manage to swallow even if it lies somewhat heavily on the stomach.

Edith Pargeter has done something of this sort with *Most Loving Mere Folly*.

A potter and her painter husband live compatible lives for 10 years in a village on the outskirts of London, when their tranquility is shattered by husband being brought home from a drinking jag by the

22-years-old mechanic from the local garage.

Suspiria, the wife, is 36 but the mechanic, Dennis and she fall in love and become lovers. They know they will "never change." There remains artist husband.

Suspiria, believing that what she does with herself is for her to decide, thinks that husband will also regard it as "one of those things" and co-operate in finding a solution to the three-cornered problem. But husband is more touched on his masculine dignity than Suspiria had imagined, stubbornly refuses to discuss the situation and commences to drink himself into a permanent state of intoxication.

Meantime Dennis, experiencing more of the conventional misgivings than either of the others, nonetheless does what he is told and before the situation has time to resolve itself further, husband is found dead, in his studio. Poisoned.

He could have taken the poison accidentally. Or deliberately. It could have been administered by Suspiria. Or by Dennis. Or by both in collaboration. Yet none of these possibilities completely fits the circumstances. Finally Suspiria is arrested and tried for murder, and, due to her strength of purpose, her clear-sighted anticipation of events, she is acquitted. Thereupon commences the private hell of the two lovers.

Considering Suspiria's mental attitude, the circumstances which forced these two ill-assorted creatures to bow to the convention of marriage are unconvincing. But marry they did, and settled down in Suspiria's house. Dennis returned to his job at the garage; Suspiria, unsuccessfully, to her pots.

She was a cultured woman, an artist. Dennis, sensitive but the product of a lower-class large family living in a council house, subject to all the pressures and prejudices of the stratum of society into which he was born. They were pursued by a relentless publicity and torn by doubts; at no time did they discuss, freely, how the husband *had* met his death therefore, although never put into words, each entertained some corroding suspicion of the other.

It is this play and tug of emotion that takes up the greater part of the novel. In the end—one problem is solved; the other, unresolved.

Police court cases served up in the metropolitan daily papers are proof that it is by no means improbable for youth and maturity to indulge in promiscuous love passages. In common-sense, of course, Dennis and Suspiria would have parted after a brief encounter; or even if caught up in the police proceedings that occupy the middle stages of their story, made a complete break to pastures new after Suspiria was freed. But if you accept the material circumstances as laid down by Miss Pargeter, then

the emotional stresses and strains and the reactions of her characters will have a ring of truth and sincerity.

In fact nothing about this book makes common-sense. In common-sense there was no need for any of the basic structure on which the story is hung—but if you *can* accept the basic structure as feasible, then the rest of the story is credible. Within that limit, the dissection of emotions is skilfully done.

(Published by William Heinemann, Ltd. Australian price, 15/6.)

Plain Boiled Potatoes

THIS is a different dish—good ingredients and a very flat result.

If there were no readers of the sweet-simple story, with its measure of disasters but with virtue triumphant in the end, then obviously publishers would not print them. However, one wonders what place, exactly, there is in this overbooked world for such stories as Kathleen Foyle's *Dancing Town*.

Set in Northern Ireland, in the last years of last century and the early years of this, it would be much more fitting for the novel readers of that era.

It is well written, in a literary sense, but there is no depth to it. The ingredients for a full-blooded story are there: the poverty of a mill-town, the autocratic but just mill owner whose obligations he feels, end with giving them sufficient to keep their souls within their bodies; the missionising zeal of the young doctor and the young priest; tantalising and destroying attraction of the beautiful gypsy girl. But the result is stodgy British cooking where there should be a French cuisine.

The significant parts of the story are skipped over quickly, as though to put them out of sight. This, of course, is probably a fair summing-up of life itself in that late-Victoria, early-Edward period. But it is unsatisfying to the average reader of novels in 1954.

Some women might find it helps to pass an idle hour. Or your teenage daughter might like it—if teenage daughters read such things these days—which we doubt.

(Published by Peter Davies, Ltd.; Australian price, 15/6.)

The annual general meeting of the Pacific Islands Society will be held in the Feminist Club rooms in Sydney on the evening of February 25. This organisation is now many years old, and it regularly holds social gatherings where former residents of the Pacific Islands meet each other, and hear addresses. Colour films of Indonesia were shown by Mr. M. Selley at the January meeting. The Society's president is Major C. A. Swinbourne (Telephone XJ 3205), and he is happy to see Islands visitors at the monthly meetings.

ALL JOURNEYS HAVE AN ENDING . . .

By "AMEL"

THE trouble was that we had been travelling in a Stratocruiser. And when one goes flying in a Stratocruiser, purring smoothly along at 25,000 feet, up above flossy pink clouds, eating steak dinners with all the fixings, drinking delicious wines, gazing blearily at a beautiful hostess and wondering whether one is heading for Nadi or Heaven, one is apt to forget the existence of such things as the MV *Samoa*.

But the MV *Samoa* had not forgotten us. There she was, the grim reality of her 35 tons of devilry waiting for us with steam up, at the Apia wharf, Western Samoa, to take us back to Pago Pago, Eastern Samoa.

It was 6 p.m., and the other passengers, numbering about 40, were already on board, the majority scattered about the deck munching quantities of food and staring at us reproachfully.

We could not understand why they were stuffing themselves in this fashion, until we heard them losing it all in the stillness of the night. Their philosophy apparently was: "Tis better to have eaten and lost, than never to have eaten . . ."

People in all walks of life travel on the MV (for motor vessel) *Samoa*, because usually it is the only means of transport between Eastern and Western Samoa. The distance between the two territories is only 80 miles, but it can seem like 800.

If you are very lucky, you may get a bunk in a cabin with five other passengers. But if your luck is out, you sleep on the deck, with a hard board for a mattress, your suitcase for a pillow, and the stars to cover you. And while the seas wash over you, and the wind screams around you, and the groans of the dead and dying rise above the shriek of the storm, you can ponder over your past life, and think of all those stories about the Romantic South Seas.

Cabin passengers on *Samoa* are jumbled haphazardly into the two available cabins, irrespective of sex, social position, race or creed. For 11 hours, they are classed simply as "human beings." A prim spinster may find herself the only female in a cabin filled with men. A cynical bachelor may be at the mercy of a bevy of chattering females. LMS missionaries, Catholic priests, SDA Pastors, Mormon Elders and atheists together share a cabin and the common woe of travel on the *Samoa* and for 11 hours out of their lives, they share a common thought: "How soon will this torture end?"

Many wealthy, important and influential people come from the United States to Pago Pago, American Samoa—people who are accustomed to the best and most luxurious in travel comfort. To them, the last stage of their journey must surely be a great shock. *Samoa* is definitely not in the *Coronia* class.

No lovely stewardess smooths your brow when you are seasick, or brings you a tray of dainty food to tempt your failing appetite.

There is no bathroom, but there is (whisper it!) a "convenience," a boxlike contraption attached to the stern, of which those who are in dire need may avail themselves. But the need must be very dire indeed, and it is also imperative that one be heavily insured and have made a will quite recently.

To reach this "convenience" on a dark and stormy night—supposing you have managed to get out of the cabin or up from your hard bed on deck—you feel your way cautiously along the rail, which is draped at intervals with wretched figures like illustrations from *The Ancient Mariner*. Past the after-cabin your objective is in sight, but to attain it, you have to cross what seems like an acre of deck littered with inanimate forms. Hoping they are sound sleepers, you step from one body to the next until the goal is reached, then, standing unsteadily on someone's hip, you wrench the door open and plunge inside, taking care not to dive, head first, into the raging seas below. It is an adventure, but one to be avoided if possible.

OF course, when travelling on *Samoa* a lot depends on the weather. When Captain Bill Steffany told us it would be a rough trip, we believed him. We put our basket of food under the bunk and forgot it for 11 hours. Outside Apia harbour we ran into a first-class gale. *Samoa* lurched from side to side with a wicked roll. Wind, rain, seas, thunder and lightning enveloped us. Waves swept across the cabin floor. Deck passengers crept into the cabin for shelter, and during the wild night a cold hand came out of the darkness and touched my face. I sat up and swung my feet over the edge of the bunk and put them smack onto a recumbent Samoan.

The *Samoa* would dive down to the bottom of the sea like a sounding whale, and, it seemed years later, decided to shake the Pacific off her back and come up for air.

But all journeys have an ending, and at dawn, *Samoa* glided into the fiord-like peace of Pago Pago har-

bour. The sound of roosters crowing and dogs barking that drifted across the water was to us the sweetest music in the world.



Hawaii Drought-Busters

FOLLOWING a protracted and severe drought in the Hawaiian Islands—in common with large areas of the South Pacific—through last year, the Board of Agriculture and Forestry there is seriously looking into the question of rain-making. Some time ago a Drought Study Committee established by Governor King gave the agricultural authorities permission and made available funds for them to "seed" clouds over the main drought areas.

However, the Board of Agriculture is well aware of the legal tangles in which US mainland rainmakers have found themselves. Individuals and State Governments there have brought actions—which are still being fought out in the courts—against cloud-seeders for stealing other peoples' clouds and rain or for actually provoking droughts in neighbouring areas.

Meteorologists have made it clear that cloud-seeding is not something that may be approached haphazardly though it is now well-established that under suitable conditions, and with suitable types of clouds overhead, it is possible to cause rain to fall by seeding the clouds from an aircraft with inexpensive materials such as common salt and other chemicals, or by smoke projectors on the ground.

Wide-scale use is being made of the discovery over certain farming areas of California. Experiments are also being made along the same lines to dissipate hurricanes in their early stages and some success has been claimed, especially with the more localised but no less violent tornadoes of the Gulf of Mexico.

A new Post Office at Yandina, in the Russell Islands, BSIP, was officially opened by the Protectorate Postmaster (Mr. T. H. Manning) on January 2. The Police Station at Yandina was also formally opened on January 2 by the Superintendent, Police and Prisons (Mr. E. J. H. Colchester-Wemyss, CPM). A detachment of police under a European police officer (Inspector J. L. Holland) has been stationed in the Russell Islands for some months, pending the completion of the new station building.

MAKING THE BEST USE OF FRESH MEAT

(Extracts from talk broadcast from ZJV by the Nutrition Section of the South Pacific Health Service).

MEAT is one of the most prized foods in the world. Nearly every nation likes to eat meat and because of this great demand, it is expensive and the average family cannot afford to include it in its meals every day.

The consumption of meat varies considerably throughout the world. According to the returns of the Food and Agricultural Organisation of the United Nations, Argentina produces enough meat for every one of its people to obtain over 10 oz a day, if they can afford it. Australia, New Zealand and some of the other South American countries are the next largest meat producers and could provide their people with 7 to 9 oz a day. The other countries of the world have much less, the lowest amounts being one-sixth to half an ounce in South East Asia and parts of the Far East.

All lean meats provide body building proteins, iron and some of the vitamins necessary for good health. Liver and other organs are even richer in iron and vitamins than the so-called better cuts of meat.

The cheapest grades and cuts of meat, such as brisket and stewing steak, though fairly lean and not so tender, are as equally nutritious as the higher priced steaks and roasts. These cuts can taste just as well if prepared and cooked the right way. The chief difference is that cheaper meat takes more time in cooking and more skill in seasoning.

Cuts of meat differ in tenderness according to the age, fatness and part of the animal from which they are taken. The part of the animal which gets the most exercise has more tough muscle. The tender cuts of beef come from the rib and loin and make up about a quarter of the carcass. The less tender and less expensive cuts are the shoulder, flank, round, rump, neck brisket and shank.

In plump young lamb and pork all cuts are tender, while the rib and loin of veal are generally more tender than the rest of the carcass. The cheaper cuts of lamb, pork and veal—that is shoulder, breast and shank—make good chops, roasts, pot roasts and stews.

When buying meat, choose with care and thrift and always bear in mind how it is going to be cooked. This is important because meat cooked the wrong way can be tough and tasteless.

Bought meat should be unwrapped as soon as possible because the wrapping paper tends to draw out the juices. Wipe with a damp cloth, place on a dry plate and cover loosely with waxed paper or plastic and store in the coolest place possible. A slight drying of the cut surface will retard the growth of bacteria.

Use minced meat, whether it is cooked or raw, as promptly as possible as it spoils more quickly than whole pieces. After cooking, allow the meat to cool uncovered and then cover tightly to prevent the drying of the surfaces.

Meat pies, stews, soups and savoury sauces which have been thickened with flour or potatoes should be used as promptly as possible as they go bad very quickly.

There are many and various ways of cooking meat. To boil fresh meats, cut off any superfluous fat and weigh the joint. If over 4 lb allow the following cooking times, but if lighter than 4 lb allow proportionately less. For a thin piece, such as ribs of mutton, allow 15 minutes to the pound and 15 minutes over, but if the piece is thick, like a leg of mutton or round of beef, 20 minutes to the pound and 20 minutes over is the correct length of time to allow.

Pork and veal require 25 minutes to the pound and 25 minutes over. If necessary, tie the meat in shape. Place the meat in boiling water sufficient to cover, bring to boiling point and skim. Let it boil for five minutes to harden the outside, then allow to simmer during the rest of the time. Seasoning should be added when half cooked.

Serve boiled mutton with white, parsley, onion or caper sauce, boiled rabbit with onion sauce, and boiled fowl with egg sauce. A small fowl or rabbit will cook in three quarters of an hour; large ones will take from 1½ hours to 2 hours according to their age. A rabbit should be soaked in salted water for one hour before cooking.

Heavily salted meat should be soaked overnight in cold water and then placed in fresh cold water and brought very slowly to boiling point. The water should be poured off and fresh boiling water poured on. The meat should then be simmered very slowly until tender. Allow 30-35 minutes to every pound according to the thickness of the piece.

Skim frequently when simmering and when tender serve with cooked carrot, turnip, dumplings and greens.

Boiled salt pork should be skinned and sprinkled with bread raspings. Boiled ham is cooked in the same way. If ham is to be eaten cold, allow it to cool in the cooking water. This makes the ham more mellow and juicy. When taken out of the water, remove the skin and cover with bread raspings or glaze.

COLD meat is a good hot weather food.

There are several ways of serving it, but one of the most delicious and less well-known is with a glaze. This is merely a strong, well-flavoured gelatine mixture. It can be made by adding gelatine to a stock, or by evaporating stock to form a jelly. When the mixture begins to thicken it is poured over the cold meat or the meat may be placed in a mould and the glaze mixture poured round it.

MEAT GLAZE

Place 2 quarts of good stock (white) in a clean pan with 1 or 2 pints of cold water and reduce. Skim well during reduction. As liquid decreases in bulk change into smaller pans. As liquid thickens care must be taken to prevent burning. When reduced to a consistency of treacle pour into jars and seal. Use as required.

QUICKLY MADE MEAT GLAZE

1 gill brown stock.
¼ oz gelatine.
1 teaspoon Marmite, Vegemite or Bovril if liked.

Melt the gelatine in the stock, add flavouring, use when cool.

MEAT LOAF

1½ cups stale breadcrumbs.
½ cup milk.
2 eggs beaten or 2 dried eggs reconstituted.
3 cups fresh meat minced.
2 apples, peeled, cored and chopped (if available).
½ teaspoon salt.
Dash of pepper.
Little thyme.

Mix together breadcrumbs, milk and eggs and allow to stand ½ hour. Mix together meat, apples, and onion, stir in seasonings and soaked crumbs and pack into a loaf tin. Bake in a moderately hot oven for about 35 minutes. This quantity will give a fair sized loaf which should serve about eight people. It may be served hot with gravy or sauce, or sliced cold with gravy or tomato sauce or sliced with salad.



RECIPE CORNER

READERS are invited to send in recipes using Pacific Islands ingredients or ingredients readily obtainable in the Islands. Ten shillings will be paid for each one used.

NORFOLK ISLAND PILAU

Take one dozen bananas or more and mash same; add an equal quantity of flour, to which has been added 2 to 3 teaspoons of baking-powder.

Grate 3 coconuts or more, extract the coconut cream; turn cream into the dish with the mashed bananas and flour (sugar may be added if desired) and stir thoroughly.

Pour mixture into a greased baking dish, sprinkle with sugar and desiccated coconut and bake in a moderate oven.

Cinnamon may be mixed with sugar and used instead of the desiccated coconut.

—“Old Trader,” BSIP.

ICE CREAM PUDDING

2 cups of hot milk.
2 tablespoons of butter.
2 tablespoons of sugar.
2 tablespoons of flour.
1 egg.
Pinch of salt.
½ teaspoon vanilla.

While the milk is heating, cream the butter and sugar well. Add the beaten egg and the flour alternately. Gradually add the hot milk stirring all the time. Return to the fire and stir until the mixture thickens. Remove from fire, add vanilla, pour into serving dish. Chill. Delicious served with fruit.

—Mrs. N. L. P. (Apia).

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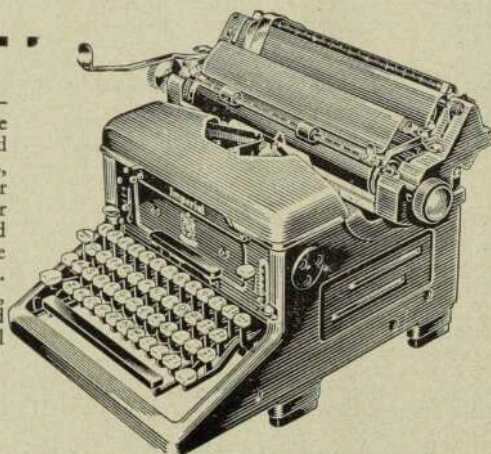
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PACIFIC NATURE NOTES

By "Raimanu."

SNAKES IN THE EASTERN PACIFIC: An interesting note has come in from a reader in Samoa, Mr. D. V. Lee, of Vaipouli Boys' School, Fagamalo, Savai'i. He writes: "The photograph is of a 4 ft. snake, the largest found of several caught about the school compound. It would appear that Savai'i has many of this type, possibly more than has the other island, Upolu. Although not venomous, this specimen was very active, and struck at my daughter who went too close, puncturing her skin with its teeth. It is



The Western Samoan Snake.

interesting to note that when climbing a tree a snake—this type anyway—does not coil itself around a limb, but moves in a series of U's with only the tip of its tail around the branch. It can therefore release itself almost immediately from a branch whenever inclined. It felt so inclined as soon as I left to put away my camera, and I was thus prevented from preserving the finest specimen I have so far seen."

Mr. Lee's letter opens up the question on snakes generally in the islands. As with mammals and birds, so with the reptiles, the general rule seems to apply, that as you go further east, and so further away from the big land masses, the variety of fauna decreases. Indonesia has the king cobra of Asia, at least as far as Sumatra, Java and Borneo.

By the time you get to New Guinea the cobra has disappeared, though the death-adder is found; and the pythons continue on into the Solomons and New Hebrides, with some other smaller species as well.

But once you pass on east to Fiji and the rest of the Islands, venomous snakes seem unknown. Here in Fiji, snakes are still found, though apparently less easily

where the mongoose occurs. But none appear to be really dangerous. Derrick writes of having seen native children handling a full-grown specimen with impunity.

Even before the advent of the mongoose there seems to have been some difference of opinion as to how plentiful these reptiles were in Fiji. William Lockerby in Western Vuna Levu in 1808, had an unenviable experience when, with a companion, he was benighted in thick forest. "Our distressful situation," he wrote, "was made still more intolerable by the immense number of the largest kind of snakes that we disturbed and which kept hissing about us." In fairness to Lockerby it ought to be mentioned that he appears to have taken nothing more intoxicating than breadfruit during the afternoon.

By contrast we note that Mrs. Gordon Cumming, in extensive travelling in Fiji in 1875-1877, saw only two snakes, and both were probably the harmless "dadakulathi" of the shore.

Personally, in three years on one of the Lau Islands, where there are no mongoose, I saw only two, a black one of some four feet long which had been killed; and a smaller one of a light brown colour, which was in the top of a coconut tree. However, the people of Moala assured me that there are many there, especially in their yam gardens.

But to get back to our Samoan snake. It is evidently the tree-climbing type. There are plenty of tree snakes in North Queensland, even within a few miles of Townsville. Troops from the south who

camped there during the war well remember them. They seem to have a very wide distribution, and some interesting facts are related concerning them.

In Borneo, for example, is a snake which flies. At least, it takes flying leaps from tree to tree, supporting itself in mid-air by drawing up the belly till it nearly touches the backbone, the body thus flattened giving it support from the air. It resembles a split bamboo in flight.

But from the Amazon area of South America comes another story quite as good. It is said of the tree-snakes there, that if one happens to fall when travelling through the branches, it will coil its body and tail like a watch-spring and land safely on the spiral, so breaking its fall. Now, I've seen a few tree-snakes, but I have yet to see one behave like that. Perhaps another reader can tell us if our Pacific Island specimens have learnt the trick?

¶ Dr. Pierre Cassiau, appointed in January as Chief of the Service of Hygiene, lost no time in instituting a "Cleaner Papeete" drive in Tahiti. Strict measures are being taken to ensure clean public premises, restaurants, etc. The doctor has personally attended the market early each morning to carry out a close inspection of footstuffs before they are released for sale to the public. He is a son of the late Dr. Fernand Cassiau, once Mayor of Papeete, and health inspector during World War I.



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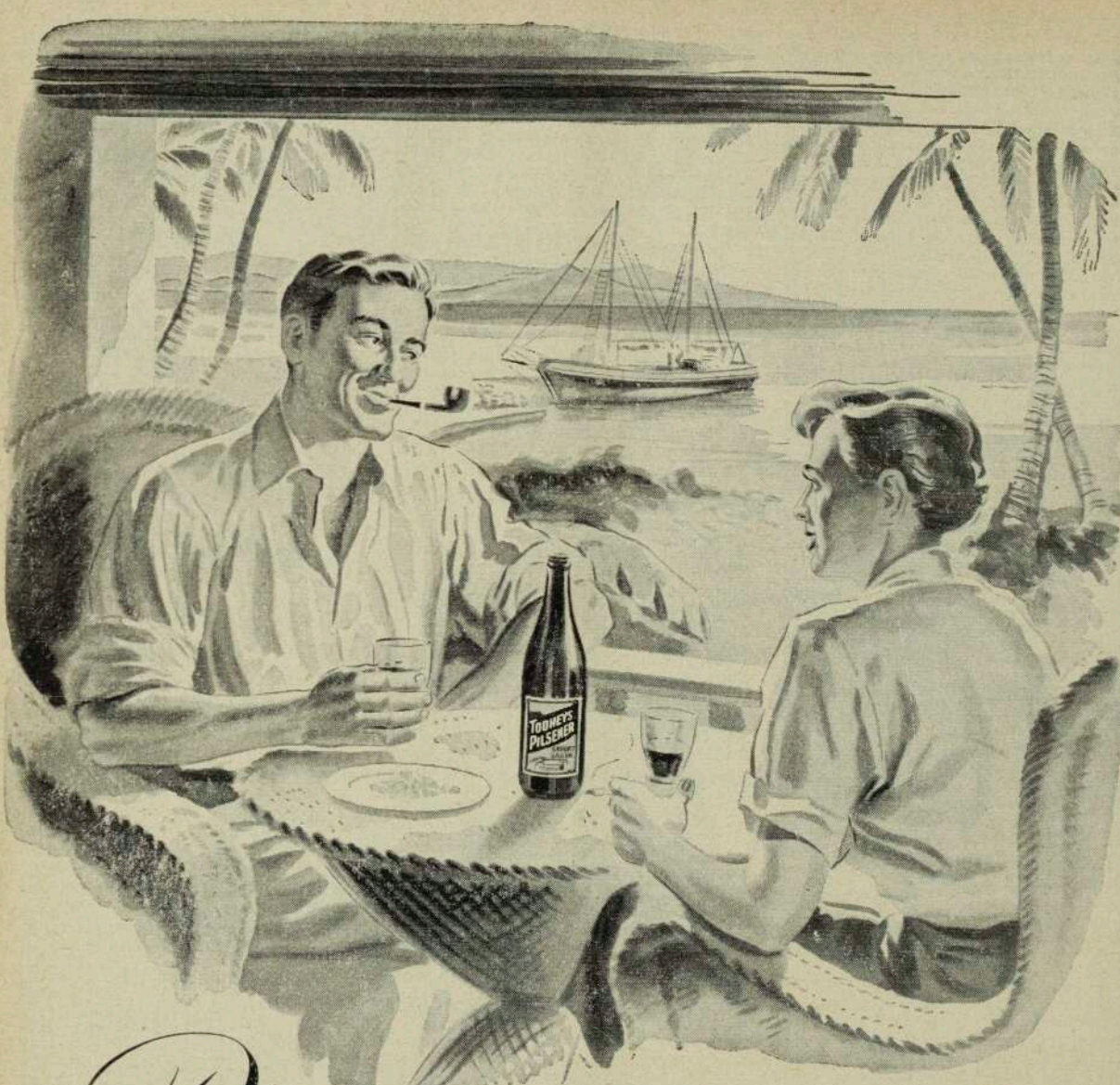
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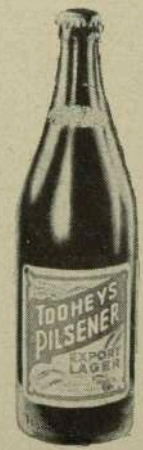
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84

FEBRUARY, 1954 — PACIFIC ISLANDS MONTHLY

The illustration depicts two men in a relaxed setting, likely a tropical island. They are seated at a table with a bottle of Tooheys Pilsener and glasses. The man on the left is smiling and holding a glass, while the man on the right is seen from the side, also holding a glass. The background features palm trees, a body of water with a sailboat, and distant hills. The text 'Relax with' is in a cursive script, while 'TOOHEYS' and 'PILSENER' are in bold, block letters. 'EXPORT' is in smaller, bold, block letters. A bottle of Tooheys Pilsener is shown to the right of the text. The page number '84' is in the bottom left corner, and the publication information 'FEBRUARY, 1954 — PACIFIC ISLANDS MONTHLY' is at the bottom center.

NEWS FROM TONGA

Both Protestant and Catholic members of the community are renewing acquaintance with two popular priests who have recently returned to Tonga.

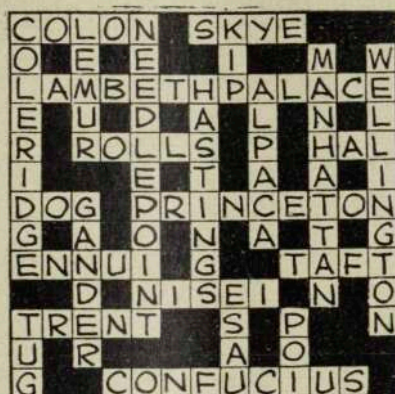
His Lordship Bishop Blanc, who retired in 1952 after 30 years service in Tonga has come back from his native Father E. Tremblay who spent 20 years in the Ha'apai group where he was instrumental in building the boys' college, has come from Canada and America for a year's working holiday.

Mr. Hank van der Moeln of the Government Experimental Farm in Vava'u has gone to Nuku'alofa to supervise Agriculture Department activities during the absence of Director Pym Straatsman who will holiday in Holland.

The Misses Silla and Meleane Piukala, of Vava'u, shared honours recently at a feast held in celebration of their 21st birthdays. Some 200 Tongan and European friends met in the Piukala home in Pangai village for good food and an afternoon of singing and dancing. Miss Silla Piukala is just back from Nuku'alofa where she was a member of the graduating class of Queen Salote College.

Police Inspector Ron Clammer, who has been stationed for some time at Sohano, in the Bougainville area of New Guinea, has been promoted Acting Superintendent of Police in Rabaul.

Solution to Crossquiz from page 75



Answers to One Minute Quiz from page 74

1. The Viking ships which before 900 AD had crossed the Atlantic, carried 30 to 40 warriors using oars and sail. The warriors' shields hung on the bulwarks (like saucepan-lids in a row), and on the right side of the vessel was a "steyrbord" or heavy steering-oar. Now the right side of a ship is called starboard.
2. George Sand, 19th century French novelist who, after nine years of marriage left her family and went to Paris to earn a living by writing, and to

live as she pleased. She often dressed as a man and, in a period when writers were expected to be flamboyant and spectacular, she became a legend. Although she produced a prodigious number of novels, she is remembered less for these than for her countless "platonic friendships" and love affairs. Chopin was her companion for many years.

† Master Cyril Chan, formerly a student at the Sacred Heart Mission school in Rabaul, and now at a school conducted by the Sacred Heart Fathers at Burradoo, NSW, passed the NSW Leaving Examination with honours in Greek, Latin and French. He is a member of a well-known Chinese family. (The Chinese language is no longer taught in Administration schools in New Guinea.)

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Phenomenal Fish-Catching Off Samoa

(Continued from Page 67)

sisted of some of the leading—well—ex-experts. An accompanying 50ft launch carried five Jap fishermen and a portion of their stock-in-trade.

Through an interpreter, the Japs were quite willing to catch fish within the harbour limits but it was suggested that they proceed outside the entrance. Through binoculars the writer personally watched the proceedings.

Some time was taken to prepare and bait the line, which was in the water for no more than one hour. Result, ten fish—but what fish! Great fat streamlined 180 to 200lbs Tuna. Yet this ton of delicate sea-food was not supposed to be there.

The wonderful and unexpected result is that the Cannery seems an assured success. The Samoans will learn how to catch these tons of sea-meat and so fill a large gap in their, at present, unbalanced diet.

All is well at Pago Pago.

Rabaul First To See "Long Line" Methods

IT is obvious that the Jap long-line method does get results, even with Tuna. There is nothing particularly secret about their methods. Anyone in doubt

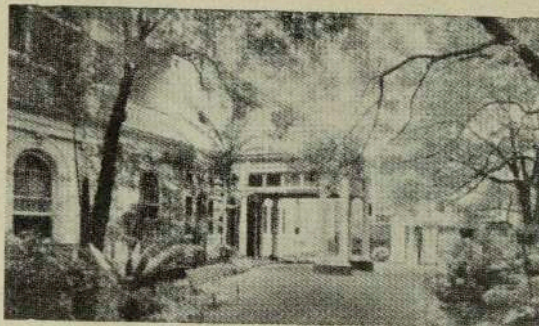
should apply for the court records of the trial of Captain Kimio Ohyama, his crew and his ship, *Sumiyoshi Maru*, at Rabaul last April. During the trial the captain explained fully the methods they used in fishing with long lines.

This Jap ship which was caught fishing illegally in Territorial waters was a seven-days' wonder in New Guinea and Australia. How-

ever, far from being resentful of the Japs who were held some time in custody in Rabaul, local people (who, heaven knows, suffered more at the hands of the Japs during the war than almost anyone else) were intrigued at their ship and their methods.

Over 20 men lived aboard the small ship in the most primitive and uncomfortable conditions, but

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Recently on vacation in New Zealand from the South Pacific, were (left to right): Mr. and Mrs. R. H. F. Newick

and daughter, from Apia, where Mr. Newick is Headmaster, Apia primary school; Mr. George Williams of Niue,

met by members of his family at Auckland; Mr. A. Jacobsen, PWD Overseer at Niue, met by his son Stan.

the ship's large refrigerator space was full of fish.

Briefly, their method was to use literally miles of line suspended on glass floats; smaller lines carrying baited hooks trailed from the main line. When arrested, it had taken 14½ hours for the crew to wind in the main line.

It was freely said in Rabaul, at that time, that the Japs should not be fined but asked to stay around to catch fish for the local market. It was said also, that more had been learned about successful fish catching methods from the evidence given by the Captain and crew, than from the expensive fisheries survey that had been conducted by the Australian Government some time previously—and which, to our knowledge, has not put one more fish into New Guinea larders to this day.

THERE were more red faces in North Australia this year when Jap pearl shell fishers, working again with small ships and a large mother ship, collected more shell in a month than Torres Strait crews had done in the whole of the previous season. This Jap enterprise led to Australia declaring jurisdiction over the whole Continental shelf. (See "Australia and the Jap Pearl War" elsewhere).

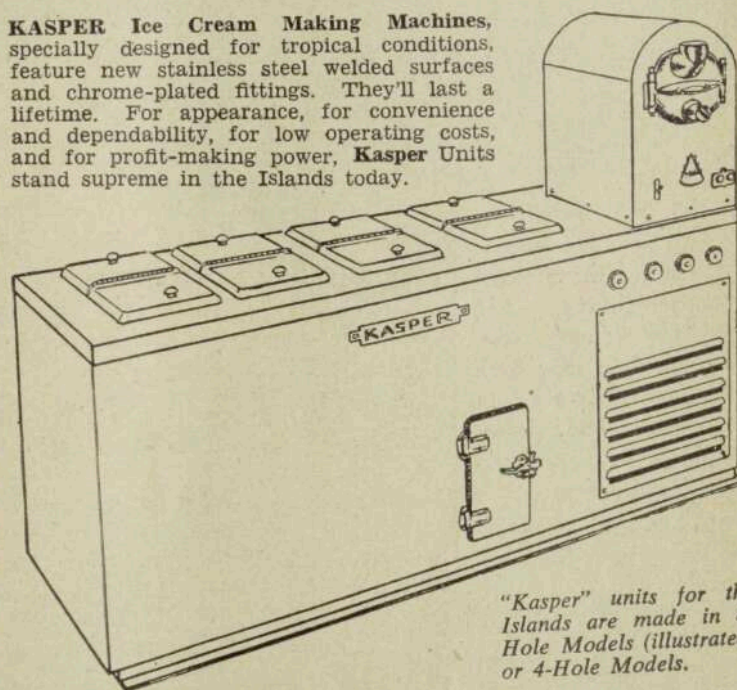
Fish in Australia is a luxury food. It might be a very good thing if some Japanese fishing boats were invited to supply the local market; or if some tie-up were arranged between Australian capital and Jap industry on the lines of the Van Camp enterprise in Pago.

But the mere suggestion would, of course, bring screams of anguish from every fisherman in the Commonwealth—just as there were screams of anguish a few years ago when one of the South Seas Marine Products' clippers fished experimentally in NSW waters for a few months.

They were, we were assured on that occasion, taking the bread and butter out of the mouths of long-suffering Australians, and making fat profits for American millionaires.

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Gosney Double Wedding



There was a double wedding at St. John's Church, Port Moresby, on December 26, when Miss June Gosney married Mr. George Harrison, and Miss Sheila Gosney married Mr. Ronald Powell.

The photo shows the double bridal party (left to right): Mr. J. Pinney (best man), Miss Elizabeth Britton (bridesmaid), Mr. and Mrs. George Harrison, Mr. and Mrs. Roland Powell, Miss June Scott (bridesmaid), Mr. Harley Lake (bestman). And in the front row: Flower girl Carla Dock, page-boy David Gosney, page-boy Jimmie Hurren, flower girl Jennifer Wenkie.

The Gosney sisters were given away by their father, Mr. K. Gosney who is Mess Superintendent at DCA Aviat Club. The family comes from Southport, England, and has been in the Territory only a few years. A large reception was held at Aviat Club where Mrs. Gosney received the guests.

—Photo by Papuan Prints.

† The Bronze Medal of the Royal Humane Society was awarded to Taringa Tamaka, of Mauke, Cook Is., early January, as a sequel to an accident which occurred aboard the Island vessel *Charlotte Donald* in December, 1952. An Aitutaki boy named Mareko, struck on the head by the ship's boom, fell overside into deep water. Though there was strong current running and a considerable risk that blood from Mareko's head-wound would attract sharks, Tamaka dived in and saved the boy's life. The two were scarcely hauled clear of the water before sharks appeared.

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News from Mangaia, Cook Is.

MANGAIA, Cook Islands, was provided with the diversion of two "tere" parties, one from Aitutaki and the other from Mauke, arriving at the island almost simultaneously in December. Their visit was marred by a round of influenza, probably introduced by labourers back from Makatea, and the death of the son of a Mauke chief, who was buried in land belonging to the Royal Family of Mangaia.

Next scheduled visit to Mangaia is by the Atiu people late in 1954—by which time it is hoped that the taro will have grown again and the livestock bred in sufficient quantities to provide once more the lavish hospitality expected.

Four days intensive toil by all on Mangaia late in November in shipping twelve thousand cases of pineapples, had an unhappy sequel.

Bad weather delayed the loading, resulting in the over-ripening of the fruit by the time it reached Auckland. Instead of the expected 19/- per case, growers had to accept 8/6—though even this amount was not expected under the circumstances.

A visitor from overseas—and a somewhat outspoken critic of the Administration—was silenced recently at this Cook Island outpost. Emphatic that the Atua-koro reef passage could be readily deepened to aid boat work, he was promptly presented with explosives and a gang of labourers and told to fire away.

For two days, explosions reverberated from Atua-koro to the central settlement, and then stopped—permanently. An inspection showed no discernible changes to the soundings and the useful result was simply nil.

In 1951 the Royal New Zealand Navy tried a depth charge in this pass, which did no more than chip blocks off the edge of the reef.

A cantilever system—quite uneconomical—seems the only solution to the reef problem at Mangaia and other such "bad passage" reefs.

¶ Dr. Welch, newly appointed Assistant Medical Officer for the Cook Islands, arrived at Rarotonga during December.

BOOKS . . . FOR EVERY TASTE

CURTAIN OF FEAR, by Dennis Wheatley. Here is another story of modern international intrigue. The state of things depicted as having gone on behind the iron curtain is no exaggeration. 15/6, Reg. Post, 1/8.

THE ART OF BEING HAPPILY MARRIED, by Andre Maurois. This book, based on a radio play, is the life-story of a married couple, showing the right and wrong way to behave, without sounding professional or dogmatic about it. 10/9, Reg. Post, 1/6.

SYDNEY OBSERVED, by Bernard Hesling. Illustrated by the author. 10/6, Reg. Post, 1/4.

JIVARO, by Bertrand Flornoy. A remarkable voyage of three young Frenchmen, into the remote regions of the Upper Amazon, in search of a primitive head-hunting tribe, the Jivaro. 18/9, Reg. Post, 1/10.

THE RETURN OF LANNY BUDD, by Upton Sinclair. The story concerns the growth of the Russian menace after hostilities have ceased and takes Lanny once again to the trouble spot of Europe. 18/9, Reg. Post, 2/-.

BLUE TROUT AND BLACK TRUFFLES, by Joseph Wechsberg. An entertaining gastronomic autobiography, packed with delightful reminiscences of the world of fine food and good wine. 22/6, Reg. Post, 1/8.

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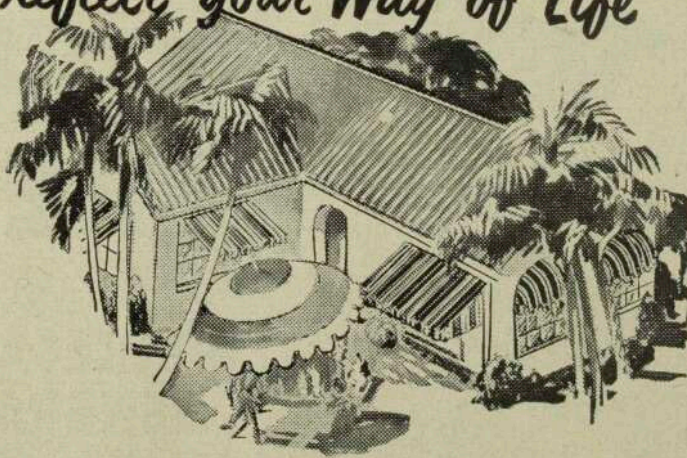
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NEW CHURCH FOR MISSION



This new Catholic Mission church at Avuavu, near Honiara, BSIP, replaces the old church which stood there for 14 years of war and peace until it was given the final coup de grace in the near-hurricane which destroyed the whole station in 1952. This new church has not been built on the same site as the old church, but has gone up in a new clearing in the jungle surrounding the mission station. Some iron and timber which was salvaged after the storm, plus native material, three tons of cement and a great deal of individual effort has gone into its construction. The church is 26 feet wide and 84 feet long. A special feature of its architecture is a successful compromise between native and European design. It has a colonnade of reinforced concrete pillars all round the building. The spaces between them are filled in, at the bottom, with concrete sections and the upper part left open as windows.

MECHANISATION FOR COCONUT PLANTATIONS

SAN FRANCISCO, Jan. 26. IT will interest copra producers in the South Pacific Islands to know that the Apex Engineering Company, of 440 South Victory Boulevard, Burbank, California, USA, is now manufacturing the coconut-splitting machine to which reference recently was made in PIM, and that a large number of these machines have been sent to Mr. Rey, in Tahiti.

The Co. reports that it is now developing a number of other machines designed for the processing of coconuts. The view is taken that in this coconut-planting industry, as in so many others, the high cost of labour is forcing the employer towards mechanisation. The Co. says it is looking for agents to handle its machines in the South Pacific.

Reports about the efficiency of the new coconut splitting machine are being awaited with interest by coconut-growing interests.

(See advt.)

RARE OLD BOOKS FOR SALE

A RETIRED veteran of the South Pacific Islands, Mr. J. D. Whitcombe, of 7 Philomel Crescent, Bayswater, Auckland, NZ, informs us that he is prepared to sell, for £51/16/- (NZ or Sterling) the following old and rare books connected with the history of Tonga:

Mariner's Tonga (1st edition), 1817. Perfect condition. 1st and 2nd vol. Large size.

South Sea Bubbles. By the Earl and the Doctor. (Earl of Pembroke and Dr. Kingsley).

Diversions of a Prime Minister. By Basil Thompson.

Tongan Society. By E. W. Gifford.

Tales and Poems of Tonga. By E. E. V. Callocott.

Archaeology of Tonga. By W. C. McKern.

History and Geography of Tonga. By A. H. Wood.

Holy Tonga. By The Vagabond.

Dictionary of Tonga. (Tongan, French and English). By Bishop Blanc, 1890. Also bound with it is an English and Tongan Vocabulary; Tongan and English Vocabulary; and Tongan Grammar, by Rev. Shirley W. Baker, 1897.

¶ Mr. F. N. M. Pusinelli and family and Mr. P. G. Roberts returned to the Gilberts in December after leave in New Zealand.

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Model LT 701

"Bulolo" Passengers



Passengers on the December "Bulolo" to P-NG ports from Australia included (left to right): Father Joseph Heinemaus, a Dutchman, who joins the Catholic Mission at Wewak. Mr. C. Doran who has joined the new branch of the Bank of NSW, at Samarai. Mr. Basil Ferguson who will manage the Samarai branch until Mr. Max Hedden arrives to take over.

—Photos by Papuan Prints.

Hawaii Sugar Crop Sold in US

FINAL figures for Hawaii's sugar crop for 1953 totalled 1,100,000 tons. Due to drought in the main sugar-beet producing areas in the United States, the entire crop, plus a carry-over from 1952 of

34,000 tons, has been sold there.

The severe Hawaii drought of 1953, though causing an increased yield for that year, is expected to have an adverse effect in the long run and the total yield for 1954 is likely to be lower. Hawaii's sugar industry topped the million-ton mark last year for the first time in 20 years.

Mr. J. J. Bruen, who has been Director of Public Works in Fiji since May, 1950, is to retire in March from the Colonial Engineering Service. Mr. Bruen is at present on leave in the United Kingdom, and he will not return to Fiji before he retires. Before coming to Fiji, Mr. Bruen had served for 20 years in British Guiana.

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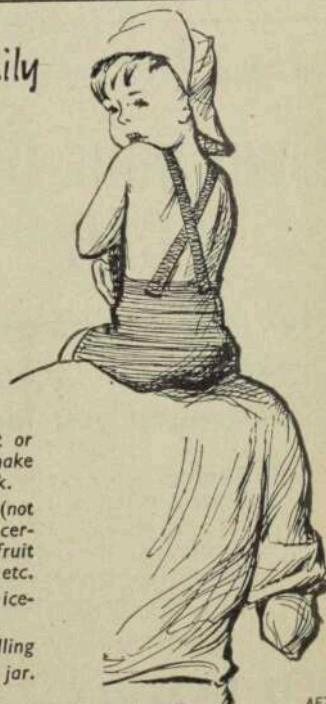
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Ethical Division **NICHOLAS PROPRIETARY LIMITED**
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Too Many Dead-Heads in P-NG, Says Visitor

A MELBOURNE visitor to Papua-New Guinea who passed through Brisbane on the *Bulolo* in December said that he was "appalled" at the little progress made in New Guinea. His five weeks' visit to the Islands was his biggest disappointment in a world tour.

He said he saw good road equipment lying idle, while cars were being wrecked on roads full of pot holes. Wharves were in poor condition, and it took from one to four years to build a house because of a shortage of materials.

In his opinion there were too many deadheads in the New Guinea administration. He felt that unless Australians woke up they would lose the Territory.

Mr. H. Willet, of the New Guinea Department of Works, who also returned on the *Bulolo*, said the Administration had limited materials and money.

The Administration had to overcome many obstacles. He thought it was doing a good job with the money and materials available.

† Mr. I. Stourton, CMG, OBE, Deputy Inspector-General, Colonial Police Forces, paid an official visit to Fiji during December. He was accorded a Fijian reception, with presentation of tambua by Fijian police units at Nasova Police Depot.

A training school for pearl divers is to be established at Thursday Island soon. About £1,500 has been set aside by the Queensland Government for immediate costs. It is proposed to levy a charge of £1 per ton on all shell fished, as well as certain other charges, to maintain the school, whose aim is training Torres Strait Islands' divers for deep water work.

Annual rents on Crown land in Papua became due on January 1. Individual rents range from 1/- per year paid by one lessee for a small area at Daru, in Western Papua, to £250 for the site of the former Government Printing office in Port Moresby. In all, the Treasurer benefits to the extent of £12,127 per annum from rents on Crown land in Papua.

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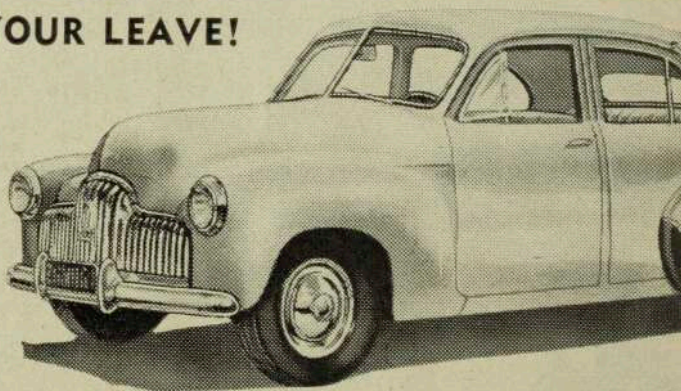
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Cook Islands Residents In and Out of NZ



These Islands residents were travellers to or from Auckland, NZ, recently: Mr. S. R. Evans, of Aitutaki, paid a visit to relatives in New Zealand. Mr. John Kadler, recently of Aitutaki and formerly resident for a period in Tahiti, came to settle in New Zealand. Mrs. D. E. Dive went to live on Rarotonga. Mr. G. Ulberg came to Auckland from Apia. Mr. W. Lefebvre, of Holland, took up an appointment as Agricultural Officer in the Cook Islands, after 20 years tropical

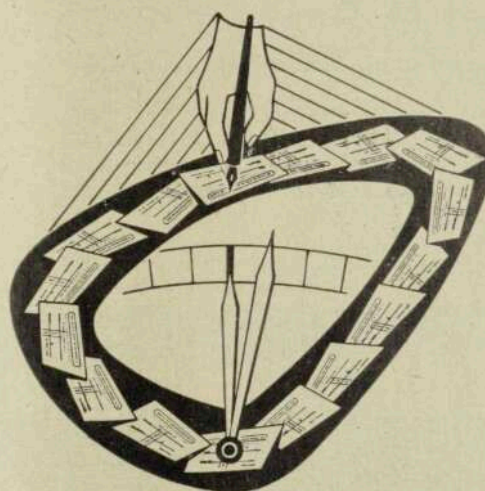
agriculture experience in Indonesia. Mr. W. Allison, head teacher at Avarua School, Rarotonga, returned after furlough in New Zealand.

Weddings in Moresby



Mr. and Mrs. K. Sloane who were married at the Catholic Church, Port Moresby, on December 24. The bride was formerly Miss Fredrickson.

Mr. and Mrs. D. Minnigan who also were married in Port Moresby on December 24.—Photos by Papuan Prints.



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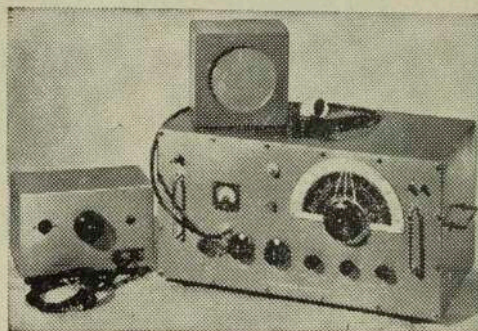
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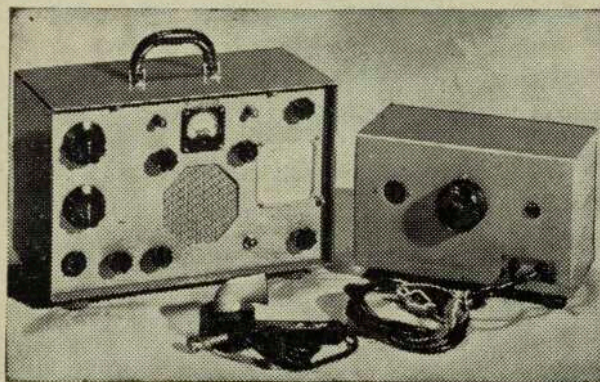
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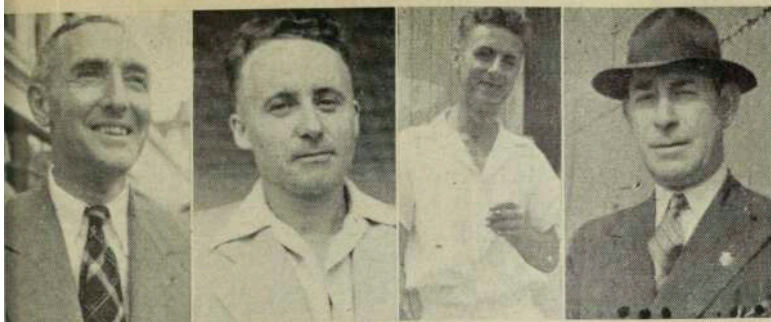
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Radio ★



Some Pacific radio Hams (left to right): Stan—VR2AS, Fiji's veteran and QSL manager; Jack—VR2AC at Nadi; Pat Senior—ZM6AA, reported returning to ZL; Floyd—VR6AC on Pitcairn—the man the DXers are clamoring for and the pirates are abusing!

FOR PACIFIC RADIO AMATEURS

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ISLANDS HAMS: Let your Pacific neighbours know you're active by checking in on your favourite band with a CQ at 0100/0700/1900z. Use of a known time will help you—and them.

We regret to record the death of a former popular Islands Ham, Bob Hanley-K-1-BC, together with his wife and son, in the disastrous Christmas Eve allway crash into the Tangiwai River, Z. The Hanleys had returned to New Zealand some time ago on completion of a tour of duty at Rarotonga Radio.

From Aitutaki comes word that Bob Jones-ZK-1-BD has been replaced in the public Works position by Tony Aldridge, already well known there as former K-1-AM, who has been back in New Zealand for several years. ZK-1-BD goes off the air to return to NZ.

No sign yet of N. R. Ashwell who is momentarily expected to appear with a K-1 call, QTH Rarotonga Radio.

Ron Berry, former ZK-1-BA and back in New Zealand for some time past, has now been posted to Apia and should soon appear as ZM6.

Doug-ZK-1-AB, back from a business tour round all the Cook Islands Northern Group radio stations, has been heard active on 7/14 mc/s since returning. Ron ZK-1-BE is also active, as is the Pacific's most active 80-metre man, Doug-ZK-1-BG.

While Floyd on Pitcairn fails to appear in the air, an active pirate has been making good use of the VR6AC call-sign on 7 mc/s CW. Location unknown but suspected somewhere south of the W/K border.

Way north on Fanning, Phil-VR3C, though confining his activities to 14 mc/s phone contacts with friends in VK/VR2/-CB/KH6, reported late December that Roy Baty, an ex-VK2, would soon join the Cable staff and appear with a VR3 call. There were rumours that he was already active late January. This should be good news for the DX men.

From Tahiti, Joseph Bourne-F08AB reports on the F08s. He himself works 7 mc/s CWs on Friday evenings, 14 mc/s almost every night, and 21 mc/s Saturday afternoons. F08AC is frequently heard in the evenings on 14 mc/s phone and CW. Roland—F08AD down on lonely Rapa, is very active on 7/14/21 mc/s, phone and CW. On the latter band he is using a cubical quad antenna with excellent results. The two maintain a sked on this

band on Saturday afternoons and Sunday evenings. Roland expects to return to Papeete from Rapa in August.

F08AG and F08AH, only other licensed Hams, are seldom heard. F08AI, normally W7FNK, has long since departed and that call is withdrawn. (Over)

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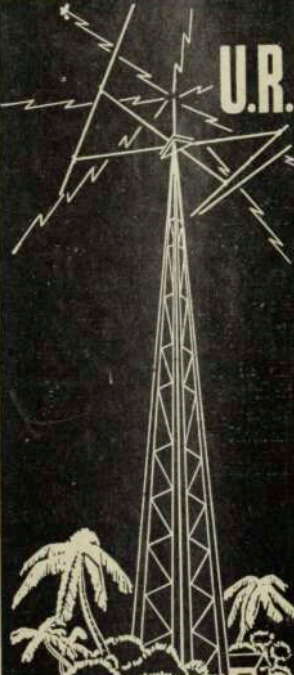
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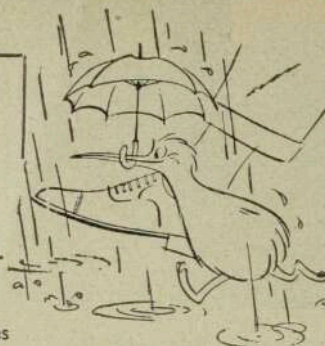
Jo reports that 21 mc/s conditions have been suitable for ZL and W contacts for one or two hours in the afternoons frequently. Conditions on 14 mc/s limited to ZL/VK/W contacts; on 7 mc/s conditions good for CW contacts.

Moving westward, Stan Mayne-VR2AS lists the latest VR2 additions: 2CX-Barry Spring-Rice, C/- F.M.F. (Radar Station); 2CV-Noel Fincham, Aerodio, Nadi; 2CY—Don Allen, C/- C. & W., Suva. With 2CY, 2BZ and 2AS all within 10 yards of one another at Suva Point, something of a QRM cell has developed. A roster system is working smoothly.

The Royal Visit to Fiji was a big Ham event there, with 2AS operating the portable station out on the pilot boat. At the wharf 2CX managed another portable. Along the Royal route 2CT came into operation, and 2BZ at Albert Park looking after the trickiest set-up of the lot, with a close watch to be kept on three mikes from a hide-out at the official platform. At the official ball 2AS and an announcer were concealed in a bamboo pylon within a few feet of the Royal Visitors. All in all, the radio communications, under control of Keith Broadbridge-VR2CS, chief technician of the local broadcast station, were a great success. All gear used was professional equipment, the outside Hams merely operating it.

On the Lautoka side Wyn—2CG, with his excellent mobile car rig, was called in to assist. Royal Tour Organiser Mr. Sykes and Police Inspector Halstead depended upon his equipment and services for mobile communications there.

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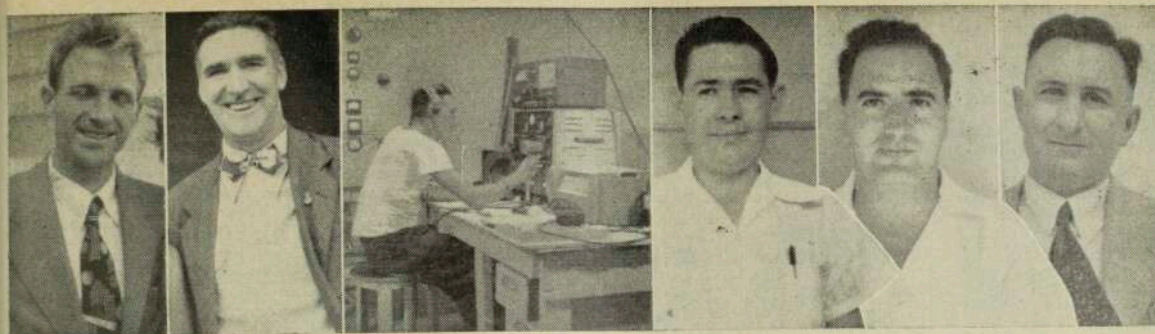
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OVERSEAS INDENTS ARRANGED**



Some more Pacific radio Hams (left to right): N. R. Ashwell will soon appear on a ZK-1; Bill, formerly ZK2AA, now

ZL-1-BA; Jean-FK8AB with his Noumea set-up; Ray-KS6AB represents Hamdom at Pago Pago; Arnold—ZM6AC will return

to ZL soon; E. Hickford now at Nine replacing ZK2AA, should soon appear on the air.

Stan, in a brief late message reports that his Zepp came down in the January snow, but his ground-plane survived. There were gale force winds in Suva. Erri Hogg's ground-plane and folded pole came down. Stan kept his antennas running—the town power remained on—but in spite of that dampness killed his VFO filament tranny. The crystal rig is still on the air—and a new light-weight quick-lowering rotary will soon be tried—something that can be topped readily whenever a blow comes on.

Stan reports that an unnamed ST2 am, a former G4/VQ3/VQ4/VQ5, recently told him, during a QSO, that he expects soon to come to Fiji as a staff member of International Aeradio, the English organisation providing radio facilities at Fiji's smaller airfields.

Before Christmas we wrote to ZL3JA to confirm or deny the many rumours of a projected ZM7-Tokelau expedition. Up to late in January no reply had been received, nor have we further news of 7FNK/FOSAI reputedly to appear as a RS.

Eric—BERS-195 reports that FW8AB is Brian Montjoie—on Wallis.

Jock—ZL2GX reports from Frank Astick-VR4AE—only active VR4—that Mr. Gerald Hault-VR4AB may possibly soon appear on 14,020 CW (crystal) from Tunda. Frank, technician at the Honiara government communications station, puts a good 14 mc/s phone signal into ZL with his p/p 807's and folded dipole. QST" says that Frank is going to give the 14 mc/s CW boys a better chance this year.

The yacht COONGOOLA dropped in to Auckland in January, on the last stages of a round-the-world trip, bound Brisbane via Lord Howe. Aboard was ZL-1-OE as skipper and VK40A as engineer-radio operator. Doug—VK40A has done a certain amount of hamming during the cruise, but electrical and mechanical noise aboard does not make it a pleasure. Doug planned to do some 7 mc/s work on the Trans-Tasman when the yacht departed January 26. She was due Brisbane February 6.

Another mobile liable to be heard well in the Islands at times is SM8BZU, operator in the Swedish ship MIRRA-300KA.

From New Guinea we hear that Arnold



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—VK9BI has been transferred to Melbourne Airport—so THAT one comes on the list. On 3.5 mc/s CW VK9WV recent arrival at Momote, Admiralties has been putting an excellent signal in ZL—mainly working skeds. Sergeant G. Anear, KAAF, is an ex-VK5—and working 7/14 mc/s as well.

Honolulu reports that Yamashiro-KB6AQ, on Canton, will be showing up with some high-powered 7 mc/s phone.

Bill—ZK2AA, back in New Zealand, may now be heard as ZL-1-BA on 7 mc/s CW and possibly on other bands.

Pat—ZM6AA at Apia, was rumoured to be returning to ZL in the near future according to a late-January report. ZL2AAB, now at Apia, has not yet been heard on with a ZM6 call.

REJUVENATING THE COOK IS. PEARLING INDUSTRY

MR. TIHAU NAPARA, Islands Councillor for Manihiki, who attended the Royal Visit to New Zealand as representative for the Cook Islands Northern Group, said that the marked decline in MOP shell output from Manihiki for the year ending last March—as shown in the latest Cook Islands annual report—was entirely due to a year of unfavourable weather for diving. Constant winds and rough water greatly interfered with operations.

Commenting on exploratory diving that was carried out as Suwarrow last year by Manihiki divers, Mr. Napara said he is convinced that there is good shell in that lagoon and that further, well supervised work should be done there. He believes that the divers without serious supervision, made little attempt to explore the lagoon thoroughly. What shell they got was of a good and heavy grade and gave every indication that there must be plenty more of it there.

Referring to attempts to propagate MOP shell in other lagoons, Mr. Napara said that a trial has been made in transferring shell from Manihiki to nearby Rakahanga, and also to Pukapuka, but not much care had been taken.

He feels that the Administration could make some serious efforts in this direction by properly equipping a vessel with suitable circulating-water tanks in which to transfer the pearlshell. It would be even better to fit out a vessel to transfer the much better quality Torres Strait shell from that region to the Cooks, as was done by Levens Brothers 50 years ago.

Mr. Napara considers that the present system of licensing machinery diving operations should be altered. The few licenses available should be issued on a rotational system and not granted to the same holder year after year. Financial assistance should be given to other syndicates of divers to allow them to purchase diving equipment.

BSIP Red Cross Richer by £215

THE Solomon Islands Branch of the British Red Cross Society held a very successful fete in Honiara on December 5.

Stallholders were Mrs. J. P. W. (Sewing), Mrs. O. G. Chapman (Old Clothes), Mrs. R. A. (Cakes), Miss Stanley (Produce), Mrs. T. H. Manning (Flowers), and Mrs. R. J. Minnitt (Afternoon Tea).

Sideshowes were energetically run by Mrs. Goodman, Mr. E. V. Lawson, Mr. J. B. Twomey, Mr. I. V. G. Mackay, Mr. W. G. Elliot and the staff of the Commonwealth Bank. Sports events were conducted by Dr. F. Payne.

Much hard work by all concerned resulted in an excellent display of stalls and considerable enthusiasm over both stalls and sideshows. The fete was well attended by Europeans, Chinese and natives and made a total net profit of £215.

A pig, presented by Mr. G. H. Super, realised £14.

Various articles were raffled during the afternoon. Probably the most excited member of the large crowd was a Western native who won a one-shilling ticket in a raffle, an orange silk shawl heavily embroidered in magenta, purple, saffron and shocking pink.

¶ Rev. Norman Cruttwell returned to the Menapi Anglican Mission, NE Papua, in December, after seven months' leave in England. He was accompanied by his mother. Mr. Cruttwell has been in Papua since 1946, and—apart from mission activities—has become a noted botanist.

¶ Mr. and Mrs. Otto Sundin who, 18 months ago, retired to Wellington, NZ, after many years in Tonga, are journeying to Sweden. Mr. Sundin's native land, in April. They will stay there with a son who left Tonga in about 1932 and has since made a name for himself as an engineer in Sweden.

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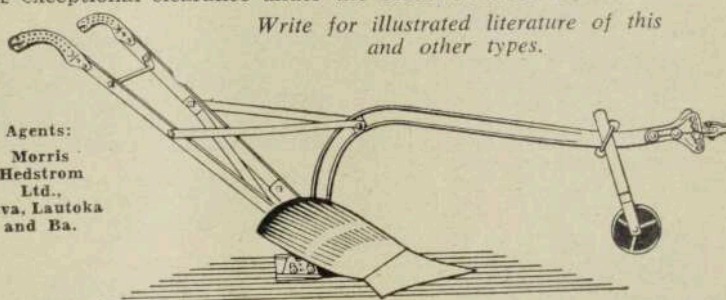
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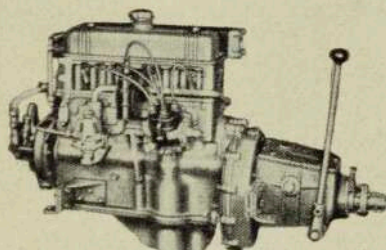
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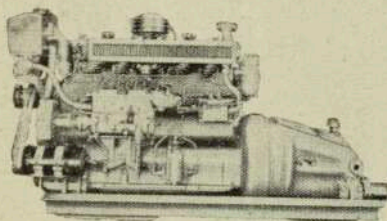
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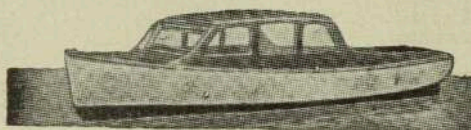
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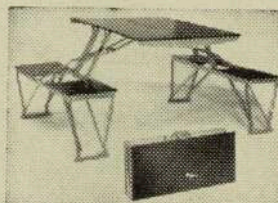
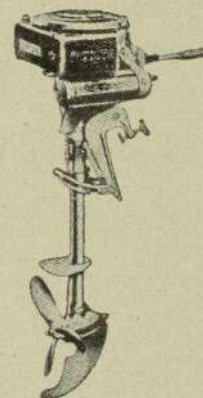
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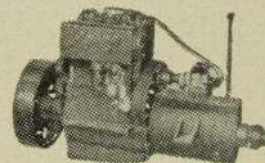
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NEWS OF THE SMALL-SHIPS

GETTING AROUND:—Peter Throckmorton, of Honolulu, who made himself known to ship-owners all the way from Tahiti to New Caledonia last year (see PIM, July, 1953) seeking business for his ship-roking and repairing organisation, has been places since then.

After completing a survey of craft for sale in English waters which were suitable for Pacific Islands trade, and visiting Eire and France, Mr. Throckmorton was in New York in December homeward bound for Honolulu. This year his business travels will take him to Indonesia for some months. The address, he says, is still Box 59, Waimanalo, Honolulu.

OLD TIMBERS STILL WANTED:—Last year, after we had written of Captain Ostenfeld's fascinating tale, surfaced with tiny inlays of timber from old and interesting wrecks, this master of the USS Co.'s trans-Pacific freighter *Waihemo*, received two further valuable contributions. One was a piece of timber from Captain Cook's *Endeavour*, sent by a Milford Sounds, NZ, resident; and the other a piece from Pitcairn Island—an ancient fragment of the *Bounty*. The table top still has plenty of room for further rare additions.

POINT OF NO RETURN:—In

Auckland, in January, was Percy Edwards, of Tahiti, for nearly 30 years manager of the 40,000-acre sheep station which occupies most of Easter Island. He was the last Englishman to speak to the German officers of Von Spee's Pacific Squadron in 1914. When the German squadron called at Easter, Edmunds knew nothing of the outbreak of World War I. He supplied the vessels with fresh meat and, in due course they departed, shortly to defeat Admiral Cradock off Coronel, and themselves to be destroyed by Admiral Sturdee's squadron off the Falklands. Easter Island was undoubtedly the last port of call made by the German squadron.

HURRICANE WARNINGS:—With another hurricane season in full swing, and several alerts already issued, we list again the existing voice weather broadcasts of interest to mariners: French Oceania, the Cook Islands, Tonga and the Gilbert and Ellice have no regular weather broadcasts on voice, though if a hurricane is in their areas, shipping is warned at the usual radio schedule times in use in these Groups.

Fiji weather is broadcast from Suva PO on 6300 kc/s at 0230 and 2130 GMT, from Suva broadcast station ZJV/ZJV3 on 930/3980 kc/s at 0000 GMT and 0907 GMT and

from Nadi on 7530 kc/s at 0915 GMT.

Suva Cable and Wireless station VPD also will supply weather information on request at the usual 0400/2300 GMT schedules on 5887.5—ships on 6280 kc/s.

Vila, as reported elsewhere, now gives a weather broadcast on 6900 kc/s at 2115 GMT for the New

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Hebrides area. Noumea broadcast station on 3275/6030 kc/s broadcasts weather information in French at 0830 GMT and possible at other times.

Port Moresby broadcast station 9PA/VLT6 on 1250/6130 kc/s broadcasts weather for the whole Solomons-Coral Sea-New Guinea area at 0225/0855/1230/2200 GMT Monday to Friday, 0225/0855/2155 GMT Saturday, and at 0855 GMT only on Sunday.

For this same area, Brisbane short-wave broadcast station also gives an area forecast and summary at 0815 GMT on 4917.5/9660 kl/s daily except Sunday. All Islands stations mentioned give frequent broadcasts—at hourly or even half-hourly intervals once a hurricane alert has been issued for their particular area.

KAVIENG WHARF:—Work commenced in January on wharf facilities at New Ireland's main port, Kavieng, which will provide berthage for one large overseas vessel and two coasters. Total cost of the wharf will be in the vicinity of £75,000.

FOR KAVIENG CO-OPERATIVE:—Skippered by Mr. George Wyeth with Messrs. Max Mathews and Allen Duke as crew, the 45-foot auxiliary craft *Ninisa* called at Samarai, January 10, on delivery voyage from Cairns to Kavieng, New

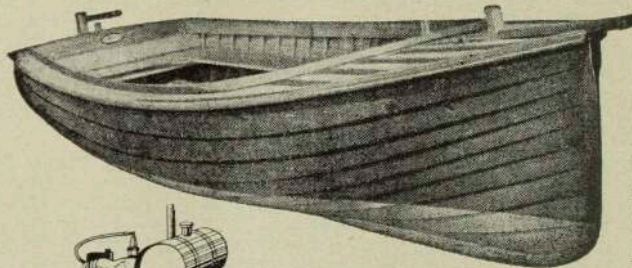
Ireland. She has been purchased by the native co-operative society there for copra carrying.

MIENA FOR SALE:—Captain J. W. Richmond's staunch little Tasmanian-built ketch *Miena*, which tramps about Solomons-New Guinea waters, is reported to be for sale.

Of 109 gross tons, *Miena* found her way to the Islands as a military supply craft during the Pacific war. Captain Richmond, who operated a navigation school in Auckland and later in Sydney, purchased her when she was disposed of at the end of hostilities, and has since operated out of Honiara, ranging north

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Built by W. Wilson, of Port Cygnet, in 1935, she is 91 ft x 23.5 ft, with a draught of 7.6 ft and is an ideal craft for the Islands.

APIA HARBOURMASTER:—To relieve Captain Jones while on vacation, Captain F. W. Allen, of Auckland, left Auckland for Apia per *Tojua* in mid-January.

ANOTHER NEWCOMER:—In mid-January a firm in the Islands was reported to be investigating the possible purchase of the New Zealand coaster *Hokitika*, currently lying idle in Auckland. Present owners were not prepared to confirm rumours that the interested party was Captain E. Savoie, of Noumea, who has already purchased several vessels from New Zealand during the past few years. *Hokitika*, ex *Waipu*, has a cargo capacity of about 160 tons. Built in Dunedin, NZ, in 1916, she is 101 ft x 23.1 ft x 6.8 ft and is a twin-screw, steel motor vessel. She has in recent years been engaged on the cement trade from Whangarei to Auckland. She has been replaced in this service by the recently purchased Dutch-built *Sumatra*.

LONG TOW:—Commanded by Lieut. Commander Morrison, RAN, the 500-ton salvage-tug *Sprightly* left Manus, January 20, with a 1,500-ton oil barge in tow, bound for Sydney.

CO-OPERATIVES ARE BUYING SHIPS:—Native co-operative societies at New Britain and New Ireland appear to be in the market for small-craft at the present time. Three craft have recently gone to New Ireland and one to New Britain from Australia, all of under 50 feet.

SLIGHT MISTAKE:—Four Chinese seamen of a visiting ship were arrested for smuggling goods ashore at Madang, NG, after one of their number made the fatal error of trying to sell a smuggled watch to a man on the wharf. The man happened to be Mr. T. Clark, Collector of Customs! Result: Watch confiscated; £20 fine.

LIGHT WANTED:—Mariners in New Guinea waters are pressing for the establishment of a light at the entrance to Hornbill Channel, between D'Entrecasteaux Island and the Eastern Papua mainland—an important waterway much used by local shipping.

INTERESTING VISITOR:—*Wongala*—better remembered as the polar expedition ship *Wyatt Earp*—was in the news early January when the 34-years-old Norwegian-built 400-tonner went aground on Coconut Island, midway between Cape York and Daru, New Guinea, with a cargo of explosives aboard. Now owned by a Sydney syndicate, *Wongala* was under charter to an oil company at the time and was delivering explosives to New Guinea. She came off the reef without damage.

N. HEBRIDES WEATHER REPORTS:—A recent Notice to Mariners reports that Vila-YJX on 6,900 kc/s now broadcasts voice weather bulletins for the New Hebrides area at 2115 GMT daily. Following a hurricane alert the station will give bulletins every half-hour.

IN TOWN:—Lieut.-Commander G. R. Woods, naval liaison officer for Suva and an honorary aide to the Governor of Fiji, was in Auckland on sick leave during January.

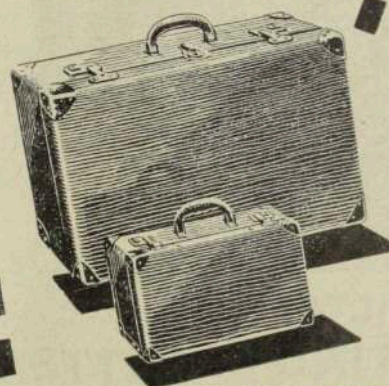
BLOW AT P. MORESBY:—Some smallcraft parted their moorings and minor damage was done in the town when the northern fringe of a moderate hurricane hit Port

Moresby in the early hours of January 4. The hurricane centre crossed Cape York Peninsula from the westward then moved down midway between Australia and New Caledonia, gradually filling after crossing Lord Howe Island and eventually dissipating as it finally crossed the South Island of New Zealand in the latitude of Hokitika.

SCARE IN COOKS:—A hurricane warning was issued in the Cook Islands late in December when a minor hurricane developed near Palmerston Island, moving south and appearing for a time likely to hit Rarotonga. However, it eventually filled without doing damage.

ON LEAVE:—Mr. R. D. Mathe-

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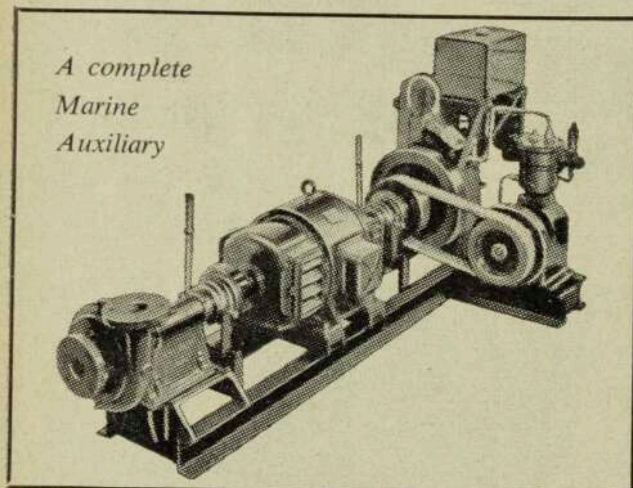
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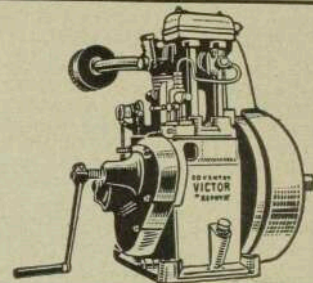
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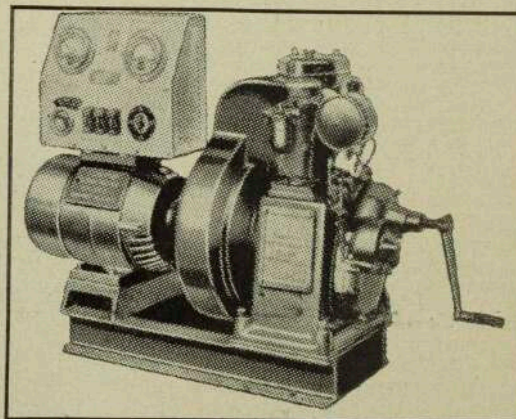


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son, mate of *Vila Star*, flew home to Auckland on leave in January, his place being taken until February by Mr. Goddard, lately mate of *Holmburn*, who flew to Sydney to join the ship.

VEGA MAY MOVE:—Mr. Cornelius Crane's big steel auxiliary yacht *Vega*, dismasted near Tahiti late in 1951, and idle in Papeete since then, may go to sea again. An insurance settlement has apparently now been made. Pacific Micronesian Lines of Guam were reported some time ago to be interested in the vessel as an addition to their fleet operating in the American Trust Territory.

When dismasted, the big yacht was inaugurating a passenger service between Tahiti and Honolulu for a company registered in Papeete.

YANDINA:—A Solomon Islands report indicates that *Yandina* is to be declared an official BSI port of entry. Fairymead Sugar Co. has been pressing for some time for this to facilitate working of overseas vessels.

AI SOKULA:—Rumours that W. R. Carpenter & Co.'s Fiji trader, *Ai Sokula*, 556 GT former Japanese steam tug, was to be sold, was denied by the company in January. Tenders have now been called locally for conversion of the vessel to oil burning.

Meanwhile she is being renamed *Oliver Mac*, and the name *Ai Sokula* will be transferred to another ship,

said to be of about the same tonnage, which was expected at Suva from Singapore late January. Details of this ship were unavailable as we go to press.

The transfer of names seems likely to cause all sorts of head-scratching and dire predictions amongst old salts—and the Fijian chiefs who permitted the name to be used in the first place.

KOMAIWAI:—W. R. Carpenter's 140-ton *Komowai*, lately withdrawn from the Fiji inter-island trade, is reported as likely to be transferred to the firm's New Guinea runs.

LE PHOQUE RENAMED:—This ship, which Morris Hedstrom & Co., Suva, recently purchased from Noumea, is to be named *Adi Keva* and will be in the Fiji service by February. Unofficial reports indicated that the company might institute a regular Suva-Apia service with the 261 GT *Altair*, at present in the Fiji trade. The company would run its own trans-shipment cargo to Apia, thus saving lengthy delays on cargoes from the UK which occur under the existing shipping arrangements.

TUVALU AND TUNGARU:—*Tuvalu* arrived in Suva for refit in January, commanded by Captain Vic Ward—beating the hurricane to port by a narrow margin. On her return in a few weeks, the GEIC's other similar inter-island vessel, *Tungaru*, will come south from the Gilberts for similar refit.

NUKALAU MISNAMED:—By

error, South Pacific Shipping Co.'s new wooden 400-ton Italian-built vessel, which arrived at Suva in mid-January, has had her name mis-spelt *Nukalau*—instead of *Nukulau*, correct spelling of the name of the little island near Suva. As spellings cannot lightly be altered once registered, it seems that

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Nukalau will have to follow in the footsteps of *Scott*, correct name *Scot*, which was acquired from New Zealand by one of the owners of *Nukalau* a year or more ago, and mis-registered in Suva through error of the owner.

Late in January, *Nukalau's* future was very much in doubt. Lengthy delays in delivery from Cyprus had caused the company considerable expense—and an uncomfortable passage out due to having missed the favourable winds along the route. Drawing 14 feet loaded, the vessel is considered unsuitable for use in the Fiji inter-island trade. A number of possible services are being considered, as was also the sale of the vessel.

Crew for the delivery voyage were British Jews who, disappointed with conditions in Israel, were emigrating to Australia or New Zealand. They journeyed to Auckland from Suva per *Vasu* and *Tofua*.

KURIMARAU:—This former WPHC flag-ship, stripped of all moveable gear and now lying for sale at Ballina, NSW, is said to have a price-tag of £12,000 on her—which seems reasonable considering that the 288-ton motor-ship had a very extensive and expensive refit in Suva two years ago.

BSIP SHIPYARD:—Conditions are reported as far from happy at the BSIP Government ship-repair workshops which are hampered by inadequate equipment and untrained staff. Mr. E. Horton, who has been

associated with the shipping side of WPHC affairs for a good many years, recently tendered his resignation, and returned to Fiji from Honiara.

PERSONAL:—On arrival of the LMS vessel *John Williams* in Suva late January, Captain Stanton Page came ashore and was to go to New Zealand on furlough. Mr. Bottom, chief officer, takes the command temporarily. The ship was to do a

Samoa voyage in February. The London Missionary Society is said to be perturbed at the high and increasing cost of ship maintenance—and *John Williams VI*, 419 GT, is a large vessel to maintain.

INSPIRE REFITS:—Mr. Hugh Williams' Brixham trawler *Inspire* arrived in Auckland for refit and to avoid the hurricane season in the Cooks, on January 24. The passage took 14 days from Rarotonga. Im

CAPTAIN W. L. KENNEDY

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CRUISER.—50 ft. x 13 ft. 6 in., 225 H.P. diesel, control from bridge, 3 cabins, well fitted, suitable seagoing cruising or party work. £5,000.

33 FT. x 12 FT. WORKBOAT.—30 H.P. Lister diesel, engine, hull good order. £2,100.

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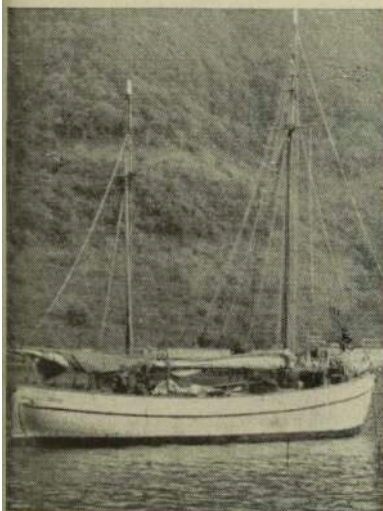
SYDNEY AGENTS: NELSON & ROBERTSON PTY. LTD., 12 SPRING STREET.

addition to Chief Engineer Les Livingstone, she carried a crew of five Islanders and five passage-workers. Skipper and engineer reported that they have recently acquired an 8-acre farm on Rarotonga and are hoping to swallow the anchor. *Inspire*, with twin 40-HP Rustons, is for sale at £8,000. Following repairs in Papeete a year ago the hull is said to be in first-class condition. If unsold, it is likely that *Inspire* may be chartered, or alternatively a skipper and engineer hired to operate her in the Cooks. Carrying 40 tons below decks, she is well suited to Cook Islands Lower Group trade.

NO HELP TO MARINERS FROM

CI:—Mr. Williams emphasised that, though the Administration is anxious that the present small-craft continue to operate in the Group, there is no co-operation whatever in providing navigational aids or harbour improvements at Rarotonga. Equipment for a lighthouse for Maina islet on Aitutaki reef has been lying there for many months.

At Avarua Passage, Rarotonga, there is no dredging of the narrow harbour or provision for better berthage or moorings. One local craft, out of action, has for months been blocking the main fairway in which she is moored with a network of lines. Laying-up moorings could easily be provided at Ngatangia



A recent photograph taken in Pago Pago, American Samoa, of the ketch "Swains" over which there was some trouble about ownership a year ago. Formerly named "Alisrat", the ketch now belongs to Mr. Elai Jennings of Swain's Island.

Since she changed her name, "Swains" has had a narrow escape from the reef at Apia, Western Samoa. She was got off after she was holed and partly flooded. She was patched up and has now returned to Pago.

—Photo by Pan American Prints.

Harbour. At present, should a sudden blow come up at Avarua, it would be impossible for another craft to make the open sea in a hurry.

One particular rock in Avatiu Harbour and another in Avarua which badly need removing, remain there in spite of intermittent promises of removal.

At Aitutaki the Americans established two buoyed moorings during the war. One carried away years ago. The other chain parted in 1952. This mooring was of tremendous aid to Island shipping. All that is wanted is a new piece of heavy chain. Local men could readily shackle it under water to the mooring. The buoy is still serviceable. But the Administration will not

provide the funds for even this facility.

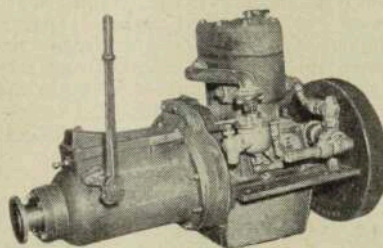
Unless some services are provided in this way the Administration may find before long that they will have to operate the inter-Island services themselves.

SAMOANS FOR US NAVY

The United States Navy will shortly despatch a seven-man recruiting team to Pago Pago to select 100 Samoans under a new plan to recommence recruiting in Eastern Samoa. The team will comprise two officers, one of them a doctor, and five enlisted men.

Recruits must be single. They will first be given an intelligence test, then the usual medical examination. (Over)

C.L.A.E. "FISHERMAN SIX" 6 HP MARINE ENGINE



"Fisherman 6", with Reverse Gear.

The "Fisherman Six" is undoubtedly the most popular marine engine of 5/6 HP with professional fishermen and pleasure-boat men alike. The fact that it is used by 90 per cent. of Australian fishermen is testimonial enough.

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B. & S.



B. & S.

SYDNEY WHARFIES WALK OFF:—In mid-January, wharf labourers refused to load the island motor ship *Maria Del Mar* because they claimed the hold was in as "filthy condition."

The *Maria Del Mar* had just completed a voyage from Noumea.

VASU CHASED BY HURRICANE:—Tasman Steamships' *Vasu*, Auckland bound from Suva after a charter-voyage to Fanning, played tag with the hurricane which moved south after narrowly missing Fiji. *Vasu* made various large changes of course but the hurricane kept pace to the westward, giving the little 300-tonner a very rough time. However, she arrived safely in port January 24 without damage. Captain Ross reported that throughout the entire charter-voyage the weather was generally poor, with poor visibility and frequent headwinds.

News of Cruising Yachts

• Ever since Heyerdahl made his planned drift from Peru to the Tuamotus in 1947, drifting has become a popular pastime. One expedition in which a former Nadi meteorologist is a leading light, is at present drifting across the Atlantic.

Another Pacific drifter is making plans as reported in a recent PIM, to drift from Honolulu to nowhere in particular.

We now hear from London that a former-ex-naval lieutenant, John Gwyther, RNRV, Fellow of the Royal Geographical Society, of Alton, Hampshire, will shortly head for Tahiti, there to launch himself in a canoe hewn from a coconut log, to try to drift to New Zealand—in further support of Heyerdahl's westward-migration theory.

Possibly a tender-craft of some kind will accompany the canoe, as Gwyther would seem over optimistic in hoping that he will be accompanied in his canoe by an Admiralty surgeon, an oceanographer from Cambridge, and a meteorologist, in his total party of about six—as reported from London. Tender-craft are accompanying both of the other drifting operations mentioned earlier—as reported in recent PIM's.

• **PAMPERO**, with lone-hander Ronald Johnson in command, arrived at Honiara, BSI, December 28 from Sydney, after a not uninteresting voyage. A two-woman crew signed on in Sydney proved "incompatible" and the decision was made, when 400 miles at sea, to offload same, with all despatch, at the nearest point on the mainland.

Johnson put to sea again November 26, but met light winds. Some days later, rolling in a calm, there was almost another unsolved mystery of the sea and Johnson's unorthodox nautical career was almost terminated when a blow on the head from a swinging boom hurled him into the cockpit, instead of overboard.

Temporarily paralyzed on one side, and convinced for a fearful five minutes that his neck was broken, the skipper lay in a very unskipperly pose—and fully expecting to hold that pose until he starved to death.

However, feeling gradually returned and though badly shaken and bruised he was able to carry on. By the time the yacht, after striking further calms in the vicinity of the Solomons, nosed into the nearest port, Yandina, her owner was back to normal.

As Yandina was then not a port of entry the yacht was promptly thumbed on to Honiara. This passage proved the most tiresome of all with three days of calms and currents, and islets and reefs on all sides. The auxiliary motor was not working, so the yacht had frequently to be towed out of danger by the dinghy. Skipper Johnson was ready for some well-earned rest by the time he eventually made port. His next port is not stated.

• TOHU-BOHU, a twin-hulled catamaran-type yacht, with the accommodation built up between the hulls, may be seen in the Pacific this year and next if the plans of her four French owners are successful. She is to make a round-the-world voyage from Marne. It will be recalled that a somewhat similar type yacht named KAIMILOA was sailed from Honolulu to France in the 1930's, by Eric de Bisschoff and Joseph Tatibouet, two Frenchmen who had been wrecked in the Hawaiian Islands in the course of a cruise in a Chinese junk, FUO PO II. De Bisschoff, now resident in French Oceania, later became associated in the famous and unresolved affair of the junk-yacht CHENG HO. Owners of the TOHU-BOHU are not yet known. She is less than 30 feet in hull-length.

• When an American ex-navy man, R. K. Smith of Los Angeles, now resident in Wellington, NZ, let it be known that

he was seeking volunteers to help sail a yacht down to New Zealand this year, he was deluged with inquiries in January. (See January PIM). The volunteers have to pay their own fares to America.

The yacht is a 34-foot ketch named NAITAMBA—which seems to suggest that Mr. Smith knows something about Fiji. Plans are that NAITAMBA get clear

through the Islands before next hurricane season.

• TE RAPUNGA, Captain George Dibbern's 32-foot veteran ketch, reached Wellington, NZ, January 7 from Hobart—with her mizzen-mast snapped off. Dibbern and his two-women crew had encountered the fringes of a depression. The Auckland sloop GESTURE, bound

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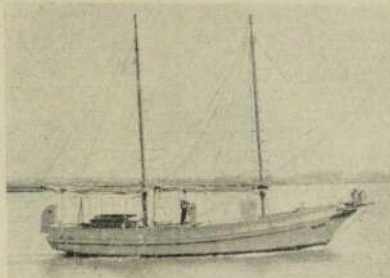
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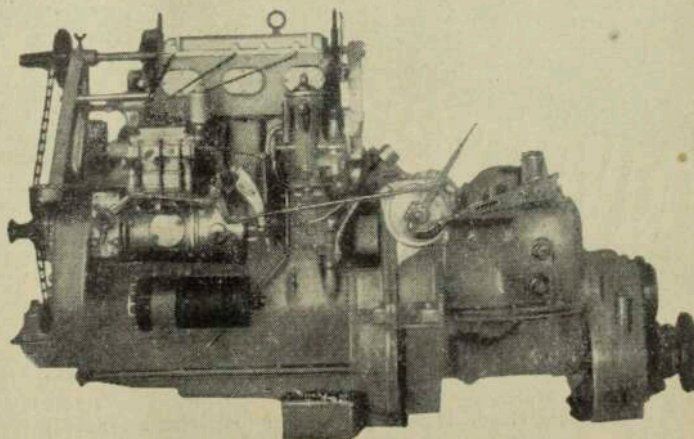
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for Sydney, was also dismayed by the same blow, further north. **TE RAPUNGA** plans to enter the Trans-Tasman Race from Auckland to Hobart, commencing January 30, but up to late January race officials had not OK'd her.

● **GESTURE**, mentioned above, was passed by the New Guinea trader **VIRIA** 100 miles north of Sydney, January 10, making for Newcastle under jury rig. **GESTURE** reported all well and no assistance required. A competitor in the 1952 Trans-Tasman race, this yacht is a 30-foot sloop. Her cruising plans are not known.

● **ONRUST** of Holland, with owner Dirk Tober and two others aboard, was to return to New Zealand after having taken part in the Sydney-Hobart race in January. Some New Zealand coastwise cruising is planned. Tober and his yacht will be remembered in the Islands. He arrived in Auckland from Holland a year ago.

● **FLAMINGO**, another Auckland backyard-built yacht recently mentioned here, suffered damage in heavy weather during the Sydney-Hobart race. Warren McCarthy spoke afterwards of selling the yacht in Sydney, if possible, and purchasing a larger one in which to continue a planned world cruise.

● Remember **VIATOR**, owned by Harry Close and his wife of the Pacific Coast of the States, which has made two cruises to the South Pacific, the last two

years ago? Crew-member George Eggleston, former Reader's Digest and Life staffer, has just written a book on the latest cruise—with the usual American-type title: "Tahiti, Voyage

Through Paradise" with 100 pages of photographs. It deals with the Cook Islands as well as Tahiti.

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Draught, 5 ft. 6 in. approx.

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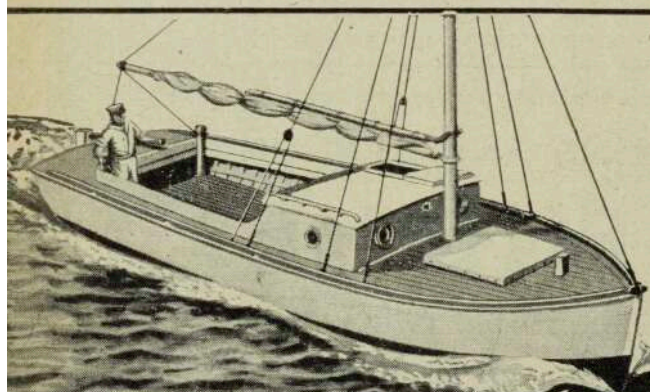
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rs. J. S. Leyen and friends aboard, cleared Papeete December 15 for Bora Bora and Nukualofa.

● **KONA**, bound for New Zealand, made Papeete Christmas Day, having cleared Honolulu mid-October and called at Panga and Makemo in the Tuamotu. Captain Blackford and Robert Houtz are owners, with Stuart Johnson as crew. KONA is a 12-ton 39-footer with 14-foot beam, built in San Pedro, 1933.

● One of those not-infrequent yachting yachts developed in Papeete December 15, when the 50-foot American schooner **VENTURER** left port without too many formalities, presumably bound for Honolulu. Owners Bob Burke and John Grant said that day notified the authorities that Monsieur Paul Farge would be joining the crew. M. Farge arrived two years ago in the little French yacht **KURUN**, which sailed on to continue her voyage around the world with her owner, Dumelin.

VENTURER sailed at night, and in the morning light it was discovered that there also had gone the wife and two children of a man who came to Tahiti in his own yacht in December, 1950, from Panama. He and his wife are British subjects, and have been popular residents of Tahiti. Since trouble developed between them, he had been given temporary custody of the children, pending divorce proceedings.

● **SEARCH**, said to be a luxurious motor-sailer, owned by James McDonnaughey who has property in the Papeete District of Tahiti, is reported enroute to that Island from an American port. **SEARCH** formerly belonged to Mr. David Chapman, industrial designer, of the USA.

● **COONGOOLA**, Brisbane 74-foot twin-crew motor-sailer, arrived at Auckland, January 5, and departed again on the 11th on the last lap of her circumnavigation of the world. She called briefly at Rarotonga, Nukualofa and Raoul Island after leaving Tahiti. A call was to be made at Lord Howe on the home run.

COONGOOLA is of particular interest in Fiji in that she is a larger version of **VIKING AHOY** which now belongs to the Seventh Day Adventist Mission there. Captain Frewen who took **VIKING AHOY** to Fiji to assist in filming **BLUE LAGOON** some years ago, purchased her from Mr. H. Griffiths, owner of **COONGOOLA**. Both craft are fitted with Southern Cross engines, which Mr. Griffiths' Toowoomba foundry manufactures. **COONGOOLA** made a voyage to South Africa two years ago. The crew are largely employees of the Foundry.

● **MARINER**, with Jim Robinson and George Karl of Seattle aboard, which we last reported heading Islandwards and in lower California waters, was to make a call at Pitcairn after a lengthy stay in the Galapagos, which she was to clear in November. Destination is Sydney.

● The Royal Suva Yacht Club provided an escort of yachts into Suva on the occasion of the Royal Visit to Fiji, December 17. The Club presented a Royal Address to Her Majesty the Queen. The Duke of Edinburgh, a keen yachtsman, regretted that, due to the heavy schedule of engagements, he would not

be able to visit the Club but he sent his private secretary, Lieutenant-Commander Michael Parker, RN, to convey his good wishes. Next day the Club was honoured by a visit from Vice-Admiral E. M. C. Abel Smith, CV, CVO, Flag Officer, Royal Yachts.

● Mr. Des Ashton, who has been a student at the Mosman School of Administration, Sydney, returned to Rabaul in December-January in his Tasmanian-built yacht **LAHARA**. It will be recalled that Mr. Ashton, with companions, made a cruise to Auckland a year ago.

● **KERERU** of Auckland, with owner Ray Johnson and three companions, which cruised to Norfolk Island in December, and is one of the few to lie in Emily Bay, late in January was reported preparing to head on for Noumea.

● **WANDERER III**, Eric and Susan Hiscock, continuing her world cruise, arrived at Sydney, January 23, from a northern New Zealand port.

Record Banana Exports

BOTH Western Samoa and Fiji made record exports of bananas to New Zealand in 1953. Samoa sent 252,685 cases—four times the amount of the previous year and well ahead of the previous record year of 1940 when 225,885 cases were despatched. Fiji last year consigned over 383,000 cases. Record month was February with 20,592 cases. The year's total exceeded by 100,000 cases the previous record of 1915.

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Only One Crop; and Lack of Labour

High Official's Comment On BSI Economy

THE problems of the Solomon Islands economic future were briefly referred to in a broadcast on January 28 from Honiara by Sir Geoffrey Clay. He is Agricultural Adviser to the British Secretary of State for the Colonies, and in the last seven years he has personally visited and examined agricultural industries in every British country except Fiji, Mauritius and the Falklands.

His main impressions of his brief visit, while flying over the archipelago, were the emptiness; the grandeur and wonder of the upheavals which produce the volcanic cores of most of the Islands; the luxuriance of the tropical growth induced by a continuation of soil and rainfall; and the reliance everywhere on coconuts and copra production as the basis of the Protectorate's economy.

Overall, he said, one could not escape the prime importance of the problem created by the scarcity of the labour supply available, not only for the reopening and maintenance of existing plantations, but for the extension and diversification of production.

Against this background (limited labour supply) the experiments being carried out in the use of arsenical and hormone sprays in weed control, and re-establishment of a low ground cover, and the importance of restocking with cattle as a means of reducing the high cost of brushing, are of great importance.

So, also, is the research work on control of *amblyopelta*—the pest responsible for nutfall—which in many areas is so severe as to render the reopening of the old plantations uneconomic. He was glad to know that this research—interrupted by the resignation of Dr. Phillips—will be resumed with the arrival of his successor, Mr. Brown, in May or June.

No time should be lost in trying to establish, by well-organised trials, the possibilities of perennial tree crops alternative to copra, of which cocoa would appear to be one of the most promising.

The objective of planters should be the production of high quality produce, and he was pleased to hear this policy expressed at the Copra Board meeting which he had that day attended. He hoped that any campaign for the expansion of kiln-dried copra, financial assistance, where necessary, would be forthcoming to both natives and Europeans.

(Next Page) (c)

Hopelessness Of The BSI Outlook

EDITORIAL NOTE: The British Solomons are a large, fertile and fruitful archipelago. They can grow almost any tropical product, and there is a market for most of the things they could grow. Yet, as this skilled and experienced British visitor remarked, this is a country of appalling emptiness, its feeble economy centred upon the one poorly-established industry, coconuts.

What is wrong? What does it lack? As we have pointed out, again and again, there can be no development in this Cinderella Territory until there are (a) a labour supply and (b) inducements for investors. There are not enough natives in the huge archipelago (only 100,000) to provide indigenous labour; and the stupid policies of the British Colonial Office have scared off whatever enterprise was inclined in recent years to take an interest in development.

A British Colonial Office plan to really encourage European enterprise on a big scale (a *sine qua non* being the introduction of suitable labour from overseas) might achieve something; but there is no prospect of anything like that. There are too many post-war idealists in the picture, who insist that the archipelago must be preserved for the natives (although the native popu-

lation is small, and almost wholly confined to Malaita); there is no security of tenure for new settlers, because Britain may soon return to Socialist control, and it was a Socialist Government which gave the Protectorate its *coup de grace* after the last War; and, even if such a plan were introduced successfully, it would benefit not Britain, but Australia. The present slender economy of BSI is about 80 per cent. Australian—is new, and always has been. BSI should, of course, have been taken over by Australia after

the War.

In the opinion of this journal, the only practicable plan that has been offered for the solution of BSI troubles is the transfer of Fiji-born Indian agriculturalists and traders, from Fiji (where there are too many of them) to the Solomons (where there is room for a million small settlers) But the high panjandrums of the Colonial Office will not even comment upon it.

The same panjandrums, a year ago, were asked urgently by the Legislative Council of Fiji to make

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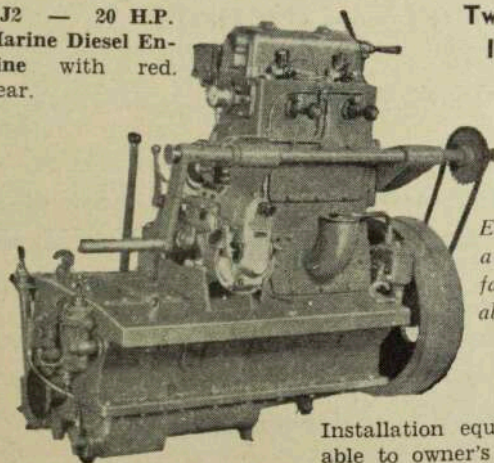
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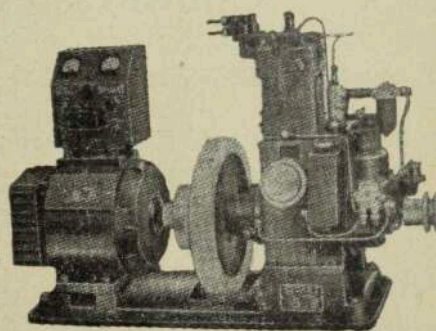
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an official inquiry into Fiji's population problem—but they have done nothing at all. That is sufficient comment upon Colonial Office policy in the South Pacific.

COMPLAINTS ABOUT SHIPPING IN THE COOKS

VARIOUS people writing and arriving in NZ from the Cook Islands have protested at the shipping freight rates being charged by the owner of a vessel which has recently commenced operations within the Group. They have noted that the rates charged are twice those charged by the *Maui Pomare*, the New Zealand Government vessel.

What these critics seem to have overlooked, however, is that the *Maui Pomare* is a heavily subsidised vessel, operating at considerable loss and great expense to the New Zealand taxpayers. The vessel under criticism is not subsidised in any way, and, up to now, has operated at considerable loss.

If the people on the outer Cook Islands want better shipping connections, as they certainly do, it seems clear that they have before them two alternatives: Either they pay higher freight rates to non-government ships; or they urge the government to subsidise these vessels.

Aids to the operation of ships in the Cook Islands are almost non-existent. There is not one harbour in the group where a ship-master can relax knowing that his vessel is safe; there are no docking facilities; indifferent engine-repair facilities; almost no navigation lights. Under these circumstances it is certainly not unreasonable that

freights considerably higher than those applying to the New Zealand coastal trade, should be charged in those waters.

Insurance rates are naturally very high, and qualified men rightly expect higher rates of pay than in the coastal trade where general conditions of food and leave are far better.—JPS.

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No Relief Yet for Papua's Rubber Planters

THREE developments have occurred in recent weeks which might help Papuan rubber planters. They are the repeal of the American law which required rubber goods manufacturers to use a proportion of synthetic rubber in their products; the lifting of the American embargo on the supply of rubber to all Communist countries (except Red China, where the ban still operates) and the arrival in the Territory of an Australian Government representative to investigate the cost of rubber production, presumably to enable the Government to decide whether or not the 2d per pound duty on Papuan rubber shall be lifted.

There have, as yet, been no immediate, beneficial effects from the two developments at the American end. Papuan rubber, first quality, was still selling at 1/9 lb, delivered Sydney, end of January.

And there certainly have been no results from the cost investigator's trip to the Territory. It can be expected, in fact, that the investigator will take some time to complete his task, and before he gets round to making the inevitable written report to Canberra, the costs he is looking at may have jumped one way or the other.

Planters remember the investigation that was made by another expert some years ago. Between the time the investigations were made and the report written, the price of rubber had jumped by about 300 per cent; by the time the report was published, it had slumped again. Planters can hope that the present investigation is not going to be another 2-years' job.

The investigator arrived in Port Moresby on January 22.

What Papuan planters do not understand is the reason for the investigator's trip, when the cost of rubber production is firmly enough established to show that ruling market prices are too low to cover it. The planters are impatient of any delay in the Government's decision on the 2d per pound duty.

Earlier, it was thought that a Tariff Board Inquiry would be necessary before the duty could be lifted, but it seems now that the Government can legislate for the abolition of the duty. Even though the Australian Government felt itself justified in seeking GATT'S approval for the lifting of the duty (which was approved months ago) it has been fit to make still another cost investigation before it takes the decisive step.

It is thought that pressure on the Government from rubber manufacturers (who want duty removed from all rubber imports, whatever

their source) may have some bearing on the delay.

AIR FREIGHT ON SEEDS

Some long-term assistance to the Papuan rubber industry has been given recently by the Administration which has undertaken to pay the air freight from Malaya on planting material from high-yielding rubber trees. Transport charges increased the cost of this by about 50 per cent.

However, Papua is unlikely to benefit by these better type rubber trees for at least 10 years—the time the trees take to come into bearing. And in that time there could, of course, be no Papuan rubber industry to bother about.

OPTIMISM IN MALAYA

In Malaya, in January, there was a belief that rubber prices might rise in the first months of this year. This optimism was based on prospects of America being in the market for increased supplies of natural rubber. The chiefs of the big US rubber companies, Goodyear and Firestone, had both stated that 1954 should be a year of greater production of motor tyres.

It is hoped, also, that the recent visit of US Vice-President Nixon to Malaya may do some good at political level. One way to help keep Communism out of this part of Asia is for the US to provide a market for its chief product. Depression amongst rubber workers now would give the green light to Red agitators.

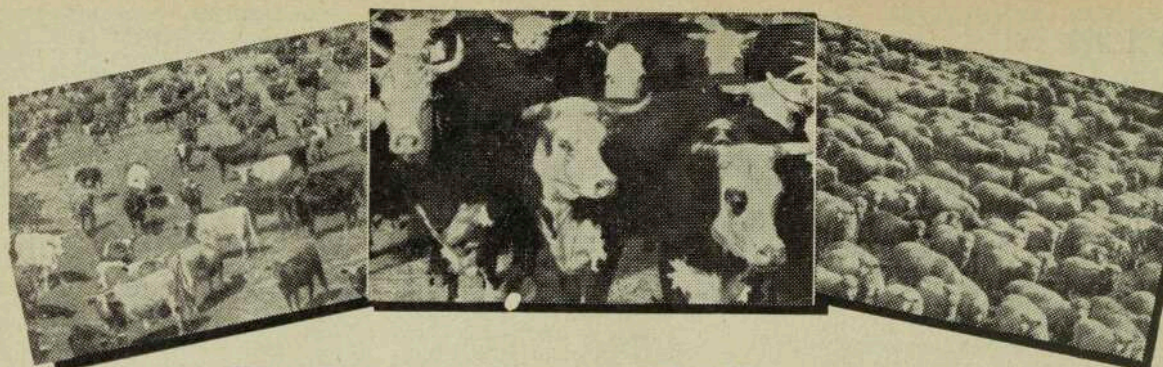
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- 30-oz. Loganberries.
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- 30-oz. Gooseberries.
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Raluanas Come Into the Fold

THE Raluana trouble appears to have been settled by the P-NG Administrator, and the Raluanas, during a visit of the former to Rabaul in January.

The Raluana natives of the Rabaul district, it will be remembered, refused to join the Administration's Village Council programme although all the other natives in this area had fallen into line.

The Raluanas refusal led to the ruffle at a village in May, 1953, when District Officer McCarthy was addressing them. Mr. McCarthy was assaulted by a teacher-boy named Tuvi and Tuvi was subsequently tried and given a few months' gaol.

The Village Council system was always described as a voluntary one but when the Raluanas refused to conform like the other Tolais natives of the Gazelle Peninsula area, levied their own taxes and did what they wished with them, the rest of the natives became discontented. So, in spite of its "voluntary" nature, the Raluanas were told that if they did not join of their own free will, the Administration would issue a proclamation forcing them to join.

But in spite of this threat, the

Administration held its hand for eight months. During the Administrator's visit to Rabaul in January it must have been decided to bring up the big guns and tell the Raluanas to get into the Council movement, or else. At this point, however, the Raluanas seem to have, in effect, remarked mildly that they thought that joining a Council was a very good idea.

Neither the big guns nor the proclamation appear now to be necessary.

¶ Mrs. Norman left Norfolk Island late in January and was followed in February by the Administrator, Brigadier H. B. Norman, who with other delegates, will attend the Territories functions in Canberra between February 13-18.

NG's 1953 COPRA EXPORT AN ALL-TIME HIGH

ACCORDING to Rabaul representative Don Barrett, MLC (who passed South for the Royal functions in Canberra in mid-February), New Guinea, in the year ending December 31 last, exported 93,000 tons of copra—an all-time high.

A quick calculation shows that this industry brought no less than £5,000,000 Aust. to New Guinea planting interests—of which the P-NG Government's share was at least £500,000.

At this rate, the 1954 increase of 10 per cent. in the MOF price will add another £500,000 to the Territory's income.

NEW AND RARE BOOKS

CORAL GARDENS AND THEIR MAGIC (B. Malinowski). A study of the methods of tilling the soil and of agricultural rites in the Trobriand Islands, 1935, maps, illust., 2 vols., fine copy. £5/-/-, post 4/-.

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HIGH AND HIGHER HCL IN FIJI

SUVA, Jan. 25.
FIJI has two cost-of-living indices, for Europeans and for Indians. There is none for the Fijians—because, in the official view, all Fijians live in communal villages where changes in the cost of necessities are not readily felt.

This is one of Fiji's minor injustices, if only because thousands of Fijian urban workers belong to neither index.

As both indices have gone to new peaks since New Year, a moderate increase in pay is required for a limited number of workers, including Public Works and CSR Co. employees. An increase for all civil servants has been a certainty for some time; and that, in due course, means increases in many places outside the service. Finally, electricity charges have been increased at Suva, so that prices of locally-made products may rise, just as the prices of most imports go up with great persistence.

There is some agitation in Suva for the reimposition of price control on market charges for many locally-grown foodstuffs. Both Suva and Lautoka town authorities have pointed out that price-control is outside their jurisdiction. Lautoka council has asked the local Chamber of Commerce to look into things

with the idea of possible representations to the Government.

When price control was abolished in 1950 the Government promised that if there were any exploitation of the public, back would go control. Since then there have been repeated wails from sections of the public; and there has now been a sharp increase in the agitation be-

cause of the high charges by vendors at the public markets for local produce which cannot be called scarce by any standard.

The marriage took place in Melbourne in December of Miss Rosemary Helen Thomas to Mr. Alistair Davidson, son of Mr. and Mrs. O. L. Davidson of Lautoka, Fiji.

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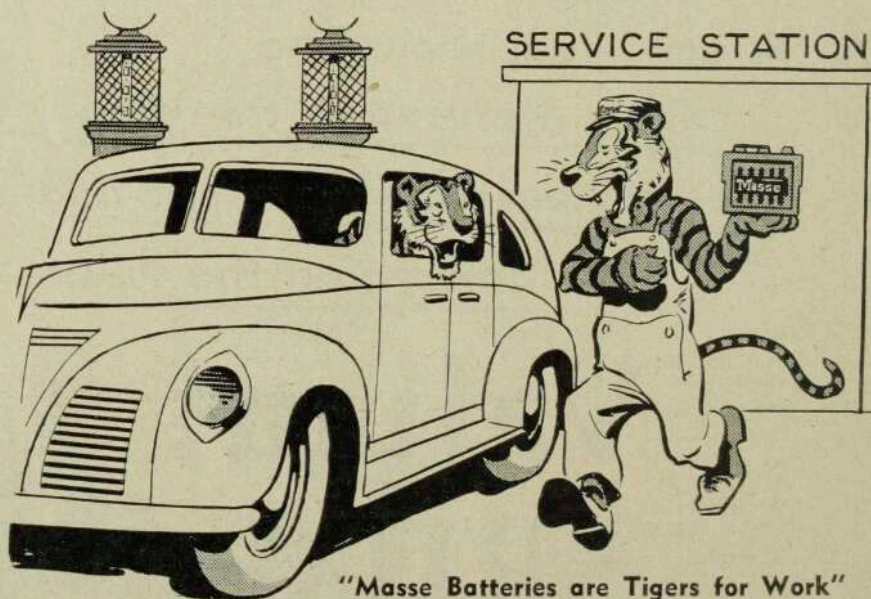
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Current News Items From Our Correspondents In Papua-New Guinea

MORE ROOM, NEW SYLLABUS FOR EUROPEAN CHILDREN

European schools in Papua-New Guinea will have a revised syllabus for 1954 which will be adapted from those now in use in NSW and Queensland.

The Territory, in many ways, is better off with its schools than many Australian States. It is estimated that here about one teacher is used for every 25 pupils. The figure in Australia is sometimes one teacher to 40—generally regarded as far too high.

Last year, the Lae Advisory Council complained that the school was overcrowded and that it needed two new class-rooms. The two new class-rooms are expected to be opened early in the new school year. The Lae school has three teachers.

ANOTHER PLANE CRASH

A Mandated Airlines Dragon was smashed about at Wewak on January 8, when it ran off the strip during take-off. Pilots Norman Lather and Bill Englebeck and a native passenger suffered bruises.

The aircraft was badly damaged about the wings and undercarriage and will need extensive repairs. Most of the accidents at Wewak are caused by running off the strip, which is rough at the take-off end.

(Mr. W. J. Mort, of the P-NG Civil Aviation Dept., said in Brisbane, where he arrived on leave recently, that the Department has tightened flying regulations in New Guinea to reduce small plane accidents. He said that there had been more than 12 small plane accidents in New Guinea in the last two years, and that all small planes, including Austers, now had to carry radio and were grounded in bad weather. Searching for small planes lost in New Guinea, he said, had been very costly).

LOSUIA NOW OFF AIR-ROUTE

The alighting area at Losuia, in the Trobriands, Papua, will not be used again as a regular alighting area for flying-boats. It will be used only in emergencies.

The area is outside the reef and is regarded as too choppy most of the time to be satisfactory.

Sandringhams used to call there regularly.

DCA intend to maintain the area with marker buoys in case it is wanted during emergencies.

RSL AFFAIRS IN MORESBY MAY ESCAPE FROM DOLDRUMS

The Port Moresby branch of the RSSAILA elected new office-bearers at its annual general meeting on January 12.

The meeting this year was notable

for the big attendance of members in comparison with last year when only a few attended to take an interest in the League. There has not been the interest in RSL affairs that one would normally expect in a town the size of Moresby.

The new president is Mr. W. Watkins, who is the Crown Law Officer at Port Moresby. New vice-presidents are the Director of Education, Mr. W. C. Groves, and the Commonwealth Department of Works construction manager, Mr. Tom Brockington.

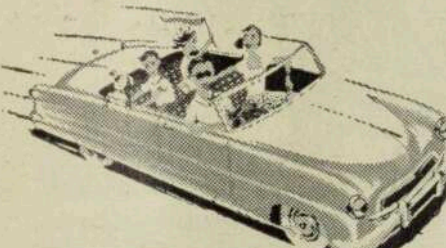
Mr. Vince Sanders was re-elected secretary.

The offices of Treasurer and committee were left vacant until a later meeting in February. The retiring treasurer, Mr. Kidney, was in Australia, and it was felt the RSL could not elect a committee without first hearing a treasurer's report.

The retiring President, Mr. Fred Edwards (who has since relinquished his position as acting manager of 9PA, and has returned to the ABC in Perth) made a verbal report on the year's activities. He said activities had been covered in detail in monthly reports during the year.

There was some criticism by

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members that there was no written report or a treasurer's report, but the meeting decided to accept the verbal report from Mr. Edwards.

Before being farewelled, Mr. Edward was handed a certificate making him a life member of the RSL.

BIG RICE PLANTINGS IN THE MARKHAM

About 1,000 acres of rice will be planted in the Markham Valley in 1954. This is estimated to yield roughly 1,000 tons.

In the Mekeo district of Papua, natives are planting more than 100 acres this year. It will be cultivated by family groups, replacing the former system of production by rural progress societies.

KAVIENG WHARF

Work has begun on Kavieng's new overseas wharf. In January the contractors, Modern Constructions Pty. Ltd., of Ipswich, Queensland, began pile-driving.

ABC's New Manager



Mr. H. S. Sibary, formerly Federal Programme Executive, and now ABC manager for Papua-New Guinea, took up his duties there early in January. Mrs. Sibary will leave Sydney to join him in February. The third member of the family, 13-year-old John, will remain at Barker College. Mr. Sibary was born in England, was educated at Ardingly College, Sussex, and the Royal Military College, Sandhurst. Commissioned to the Norfolk Regiment, he later transferred to the Indian Army and saw service in Palestine and Syria during World War I, and afterwards in India. He retired with the rank of Captain. In 1922 he settled in Australia, making a career in farming and in business. He became associated with broadcasting in 1929, first as an announcer for the AWA station at the All-Australian Exhibition in Melbourne, and then as manager for 6PE, Perth. He joined the ABC as Studio Supervisor in Melbourne in 1937, and by 1939, transferred to head office in Sydney where he became Federal Programme Executive.

The wharf contract is worth £67,000, but materials are on the site, and the Department of Works built the approaches some time ago. A year ago only the 2 "legs" of the "U" shaped wharf (one leg shorter than the other) were in place. This state of affairs has remained to impose berthing problems for Masters of ships of all but small coastal vessels.

MORE ZEBUS FOR P-NG CATTLE BREEDING

The 22 cattle which were air-lifted from Pakistan to Port Moresby in December, 1952, and which have been held in special quarantine here since, will be released shortly for breeding experiments in the Territory.

Six Zebu cattle are being purchased from the United States for similar experiments, but will spend their term of quarantine in Australia before being shipped to P-NG.

Although European breeds of cattle are doing very well in the hill and mountain country of P-NG, it is believed that in the hotter coastal regions, a Zebu-European cross will be more suitable. The long range plan, of course, is to make P-NG independent of imported meat supplies. That is a long way off yet. As each beast in the Territory at present represents an outlay of about £100 in cold cash, eating local beef can still be classed as a millionaire's hobby.

FEEDING MORESBY

The problem of feeding Port Moresby—the largest concentration of European population in the Territory—has recently been taking up the attention of the Administration. Moresby is unfortunate from this point of view, as it is in the rain-shadow of the Owen Stanley moun-

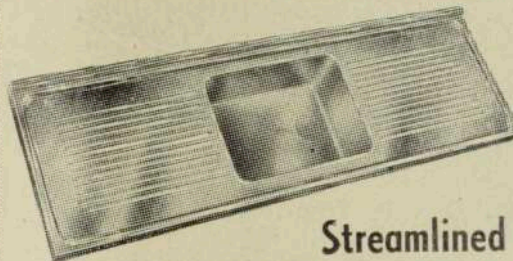
tains and is the most arid spot in the Territory.

With a very small rainfall, fresh vegetable supplies have always been a problem. A considerable quantity of vegetables and fruit is brought in by air from the NG Highlands and Wau, but it is dear and supply never meets demand.

A survey has been made of suit-

able market-garden land on the Laloki River, out of Moresby, and it is hoped that blocks will soon be made available to private individuals by the Administration. At the same time, natives outside the dry zone are being encouraged to grow produce for the town.

Port Moresby requires, as well as vegetables, about 9,000 pounds of



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fresh meat per week—that is for about 18 beasts to be killed each week. This would require a local herd of about 6,000 cattle—many times the whole present cattle population of the Territory.

It is believed that the southern coastal plains of Papua, including the trans-Fly area, are the most suitable cattle areas. There are one million acres of land in this area, surplus to native requirements, suitable for the purpose. This area would support 66,000 head of cattle. If this number were run, a canning works and fertiliser factory near Port Moresby would be feasible.

Until these long-range plans come to fruition, of course, most of Moresby's meals will continue to be ex-freezer—when they are not ex-can.

TWO WEEKS AT WAU FOR PUBLIC SERVANTS

The P-NG Administration will lease six fully-furnished holiday bungalows at Wau, New Guinea, for public servants' between-leaves holidays.

The bungalows will allow local public servants to have the option of two weeks' local leave at Wau—the two weeks to be deducted from the three months' overseas leave they receive after every 21 months' service.

The bungalows will rent for about £3/10/- per week, including the services of a native servant.

With an elevation of 3,500 feet, Wau has a very pleasant climate. Most European fruits and vegetables do well there; local milk is available, the days are warm and the nights pleasantly cool. If the local leave idea "takes," the Administration will erect additional bungalows.

The experiment will be watched with considerable interest; a great

many Territorians are wedded to the idea of the three months leave South; and no substitutes will do.

THEY WANT A PAPUAN FLAG

The Milne Bay District Advisory Council has come into the discussion over a Papuan flag.

Some time ago, the Port Moresby Town Advisory Council suggested



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at the old pre-war flag of Papua
flown again. The Milne Bay
people, at their January meeting,
agreed that the Papuan flag idea
as a good one, but said the flag
could now embrace both territories.
They suggested a flag based on
the Australian Blue Ensign.

NEW CADET PATROL OFFICERS ARRIVE

Nineteen new Cadet Patrol Officers
arrived in the Territory during
January. They then began a six-
weeks' induction course at Port
Moresby before being sent to widely
different parts of Papua and New
Guinea, where they will get their
practical training.

Until recently, cadets did a pre-
liminary course at the School of
Pacific Administration, Sydney, but
it is felt these days that the initial
induction course is better at Port
Moresby.

MENYAMYA NATIVES ON WARPATH

Nineteen natives who were in-
volved in fighting in the Menyamya
area last December have been
sentenced to short terms of gaol.
They were charged with riotous be-
haviour and assault.

In January, 11 more were await-
ing trial on charges of murder and
tempted murder.

Patrol officers arrested the 30
natives following a report that eight
had been killed in fighting in the
Menyamya area. The patrol who
went looking for the culprits found
the number killed to be 16, includ-
ing women and children.

Patrols will continue looking for
their culprits; the Administration
is hopeful that some of the natives,
now in gaol, will when released, help
with some advice on how to pacify
the rest of their people.

MEDICAL BENEFITS SCHEME HAS PROBLEMS

The Papua-New Guinea Admin-
istration is considering a compre-
hensive medical benefits scheme for
the Territory.

A lot of hard work has been put
into it by some Administration
officials in the last couple of years,
but the Administration and Can-
berra cannot agree on how it should
be handled.

In January, the Public Service
Association of the Territory, with
headquarters at Port Moresby, was
addressed on the problem of the
scheme by the Director of Health,
Mr. John Gunther. The Association
has now decided to see if it can
run the scheme itself, with the Ad-
ministration's support.

The plan on which the Associa-
tion is working, is that Adminis-
tration officials will be compulsory
members and anyone else outside
the Public Service, voluntary. A
regular subscription would give
members a complete medical and

hospital coverage, even, it is hoped
to the extent of providing cost of
a fare to Australia for special
treatment, if this is prescribed.

One difficulty concerns private
practitioners and government
Medical Officers, the latter in the
Territory being in the majority.
What, for instance, would happen if
a private practitioner decided that
a patient should be sent to Aus-
tralia, and the Health Department
thought adequate treatment was
available in the Territory?

THE FLU REACHED THE HIGHLANDS

Local quarantine restrictions were
lifted on January 21. They were
imposed in November to try to pre-
vent the then prevailing coastal
influenza epidemic from reaching
Highland and other remote areas.

Movement of personnel into these
areas was not made without special
precautions. The precautions were
not successful in keeping the flu out
of any of the areas intended; but

(Continued on Page 128)

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PAPUA NEW GUINEA

Branch—Port Moresby.

Branches—Bulolo, Lae, Madang, Rabaul.
Agencies—Kokopo, Wau.



Bank of New South Wales

Suva Branch

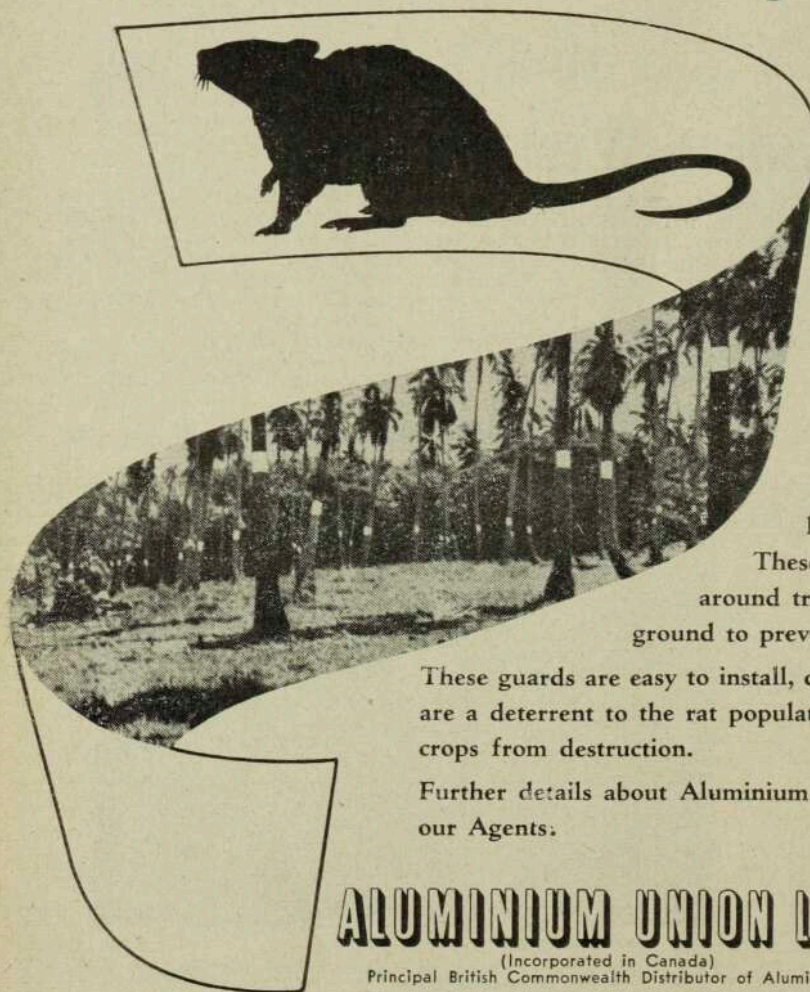
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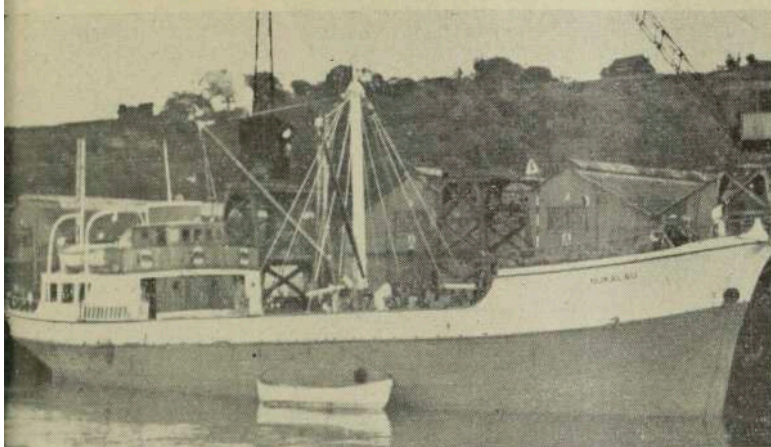
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Smallships in the News

(See Page 103)



Top: South Pacific Shipping Co.'s vessel "Nukalau" reached Suva from Cyprus. Bottom: "Coongoola", Brisbane motor-sailer, and her crew at Auckland, on the last stages of a round-the-world west-bound voyage.

Dr. Ratu R. A. R. Dovi is to be transferred this year from the British Solomon Islands Protectorate to Fiji. Ratu Dovi, who is the youngest son of the late Ratu Jone Madraiwiwi and brother of Ratu Lala Sukuna, has been serving with the Western Pacific High Commission since 1946 as a Medical Officer in the Solomon Islands.

Mr. G. R. Jordan left Fiji in the *Oronsay* to make his home in Auckland after over 50 years in the Colony. He joined the Government service in 1908 as Inspector of Immigrants and later became Revenue Officer and Leases Inspector. Since his retirement from the Government service he has been living at Ba.

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(Continued from Page 125)

they may have gone some way to preventing a large number of native deaths.

One of the first restricted areas to get the epidemic was Telefomin. The attacks on Patrol Officers Szarka and Harris occurred about the same time as the restrictions were announced, but they could not be applied in that Sepik outpost as large numbers of men had to be flown in and out.

PLANTATION LABOURERS IN FIGHT

One native was killed and two seriously wounded when fighting occurred among natives on plantations in the Kairuku Sub-District of Papua on January 22 after a native woman had been abducted.

The trouble started when an Abau native working on Kenosia Plantation abducted a local Kuni girl. He was then killed with tomahawks and spears, allegedly by Kuni natives from the plantation labour line.

Three plantations subsequently became involved in fighting until stopped by Europeans from local plantations.

Assistant District Officer H. C. Gaywood, arrived at Kenosia from the Kairuka District Office on January 23, and reported that the situation was quiet again.

Following an investigation, three Kuni natives were charged with murder, one Musa labourer with at-

tempted murder, seven Abau natives were charged with abduction, and six Musas with rioting.

In his report, ADO Gaywood commended the prompt action taken at personal risk by the European staff of the Kanosia, Doa and Lolorua plantations, and said this had prevented many casualties.

370 GO HOME

The 370 natives who were evacuated from Long Island in May last year, have been permitted to return to their old homes.

The evacuation followed an eruption in a crater-lake on Long Island and the natives were sent to Saidor, on the mainland.

It is considered now, by the vulcanologists, that it is unlikely that the volcano on Long Island will ever be a danger to the islanders who have asked to return home repeatedly since their evacuation. It appears that the soil is richer on Long Island, that they had abandoned large herds of pigs there and that anyway, they like it better than Saidor.

COMPOSITION OF LEGISLATIVE COUNCIL

The select committee set up last November to investigate the composition of the Legislative Council finished its work at the end of January and handed a copy of it

There was a full attendance of Samarai residents when District Commissioner, M. J. Healy, opened the Samarai Branch of the Bank of New South Wales on January 7. The Bank of New South Wales first opened in Samarai in 1913 and served the community until the threatened Jap invasion in 1942. This photo, by Sub-Inspector F. G. Hoeter, shows the new premises.



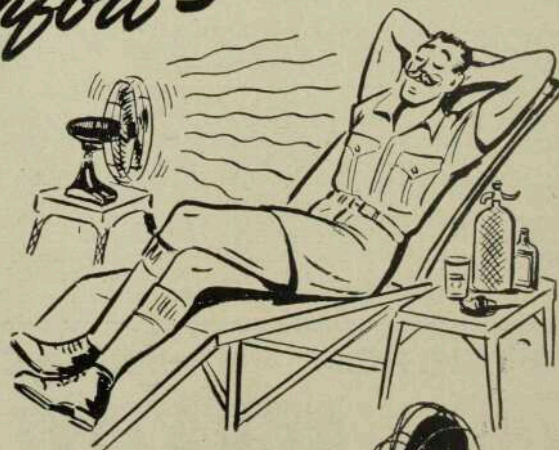
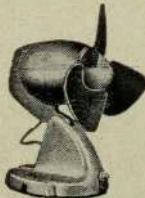
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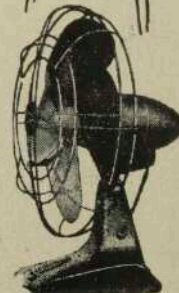
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report to the Administrator, Brigadier D. M. Cleland, before he left for Australia in February.

He will be away several months on leave and will not make any announcement on the report until he returns in time for the next meeting of the Legislative Council, about May.

The committee sat in Port Moresby and Rabaul and dealt with large numbers of recommendations from Advisory Councils and other organisations.

MANGROVE BARK INDUSTRY GETS GOING

The Territory's new mangrove bark industry hopes to begin production by the middle of the year, according to the company's manager, Mr. C. R. Fisher.

An evaporator has already been installed at the works at Aird Hills, near Kikori, and a boiler is to be installed there shortly.

The product from the mangrove is called cutch and is used for tanning and dyeing. There is a sale for it in America and Japan, and the company, the New Guinea Borneo Mangrove Company, intends to send it in that direction.

MADANG WANTS PERMANENT DO'S

Madang people are taking a dim view of the process of moving District Commissioners about.

The January meeting of the Town Advisory Council carried a resolution which viewed with concern the practice of appointing temporary DC's. It said the practice was a disadvantage to the district, and against its progress.

The resolution asked that the administration consider appointing permanent DC's and ADO's at Madang.

There have been seven appointments as DC to Madang in the last seven years. Present man is Mr. W. B. Giles. (A few months ago, Mr. Elliott-Smith, formerly of the Papuan side, was appointed to Madang, but he has now gone on to Wewak to take the place of Mr. A. T. Temperley, who is on leave in Australia).

PAPUA'S HELICOPTER PILOT

An Australian, Robert Wilson, was presented with his helicopter 'wings' at Port Moresby on January 29, thus creating some kind of a record.

DCA officials in the Territory, who passed Wilson, don't know what the record is, but they think perhaps he's the first Australian within the Australian Territories to be granted permission to commercially operate a helicopter.

Wilson, who has had other flying experience, is employed by Bahamas Helicopters, who are carrying out a contract for APC. They are using three Bell machines, which are stationed at Everill Junction, in the West.

Until Wilson was put on, and trained by Bahamas' chief pilot,

"Sandy" Wheeler, all the pilots were American.

It's understood that Bahamas intend to retain a few more Australians.

DCA BETTER EQUIPPED

The Territory Dept. of Civil Aviation took delivery of a new Anson aircraft in February. It was flown up from Brisbane, via Horn Island, by DCA's Regional Director, John Arthur.

DCA had only a Moth in the Territory for some months and the new Anson will enable them to make more surveys, similar to that of the Baiyer River area last year. This was the first of a new system

of aerial surveys, made as a combined effort with DCA and District Services as the leading partners.

The DCA men look for airfield sites, and have a general look at the country, while District Services inspects native populations and movements and seeks out patrol routes.

The new Anson has a number of modifications, including an extra 25 hp in each of its twin engines, and an undercarriage that retracts electrically (thus saving a lot of elbow grease).

It is also fitted with Distance Measuring Equipment—a fairly recent navigational aid which, it is

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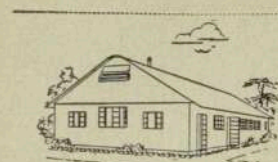


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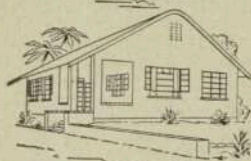


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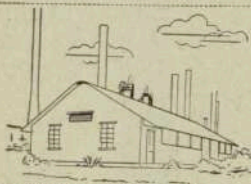




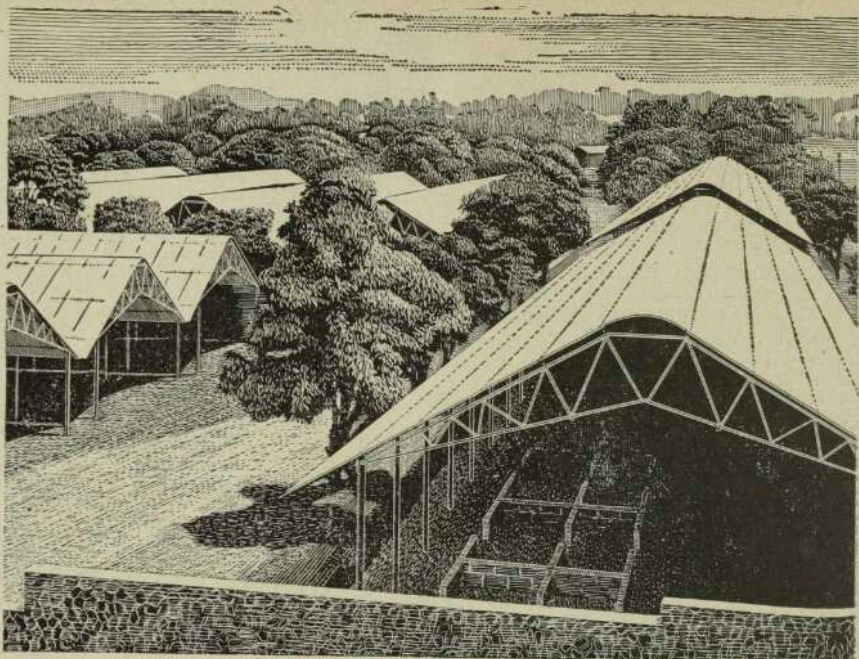
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oped, will shortly be installed in some of the main Territory centres.

TRANS-BUSU TIMBER IN JUNE

In February, the company which is operating the big Trans-Busu timber lease, outside of Lae, had half-way completed a log-span bridge across the Busu.

The company, the Victorian firm of Murdoch and Murphy, hopes to have the mill in operation by June. Construction of the mill will start as soon as the bridge is finished.

Territory demands will have priority; this is a good thing for the Territory, which is still short of timber.

POLICE OFFICERS WIN CASE

After a five-day trial, which created a great deal of interest throughout the Territory, Sub-Inspector Colin Evans was acquitted of a perjury charge on February 4. Immediately after the acquittal, the Crown decided not to proceed with a similar charge against Sub-Inspector Ernest Young.

Both officers were members of the Criminal Investigation Branch when, in December, they gave evidence at the trial of a Port Moresby man, John Mumford, who was charged with indecent assault on a native woman.

Mumford alleged that Young and Evans had assaulted him while questioning him. The officers denied this.

The day that Mr. Justice Bignold was to give his judgement in the case, the Crown notified the Court that it had fresh evidence, based on allegations of a native police constable, Coro, that he had seen Evans assaulting Mumford at the CIB.

Mumford was acquitted, and both officers committed for trial on charges of perjury and suspended from duty.

Evans' trial began in the Supreme Court at Port Moresby on January 18, and Evans pleaded not guilty. He denied the assault and said that evidence by the police constable Coro was a lie.

Mr. Justice Kelly's judgment took about 1½ hours to read. He said he did not feel disposed to accept some of the evidence as sufficient corroboration to prove assault.

The suspension of Evans and Young was lifted the following day.

ANOTHER LEGAL EAGLE FOR RABAU

Mr. Warner Shand, a District Commissioner in the P-NG Service, has resigned to put up his shingle in Rabaul as a barrister and solicitor.

Mr. Shand, who is somewhat older than the usual law student, has spent his own time—and particularly his last long leave—in qualifying. Territorians feel that he has earned any success that comes his way and wish him well.

In recent months he was posted to Rabaul to relieve DC McCarthy

whom it was thought was due for leave. However, Mr. McCarthy has remained in Rabaul.

OTHER RESIGNATIONS

Other recent resignations from the P-NG service are ADO Reg Boyan and ADO Ken Jones. Mr. Boyan was assistant Registrar of Co-Operative Assns. in the Territory and it is understood that he is going to Western Samoa to a similar sort of job.

Mr. Jones has bought a plantation in the Kokopo area.

TOUGH NATIVE SURVIVES

A native was rescued by the lighthouse vessel *Wallach* off the South coast of New Britain in mid-January. He was the sole survivor of a party of seven natives who were in a canoe which was badly damaged in a storm while they were on a voyage between Kitava in the Trobriands to Egum Atoll, about 50 miles to the S.E. They had begun the voyage about January 2.

After the survivor, Duduyana, had been in the damaged canoe for three days alone he decided to swim for

the land. He took some pieces of wood from the canoe and some of his personal belongings. He says he was in the sea for five days before being picked up.

When rescued he had on his small raft four bush knives, his lime pot and a small bag on his arm. He was still wearing a rami.

TELEFOMIN MURDER SUSPECTS

At the end of January, 24 suspects were being held at Telefomin in connection with the inquiries into the Harris and Szarka murders last November.

The last eight were captured in mid-January after word had been received that they were in a village eight hours' walk west of the Government station.

Sepik District DC, Mr. S. Elliott-Smith, said that further investigations would continue until the task of locating the murderers of the two young patrol officers was complete.

AMENDMENT TO N/L ORDINANCE—NEW ONE COMING UP
Some amendments to the present

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P-NG Native Labour Ordinance came into force on January 21. (These amendments should not be confused with the proposed new NL Ordinance which, after receiving suggestions from employers in the Territory, is still doing the rounds somewhere between Canberra and Moresby).

The amendments were approved at the May, 1953, meeting of the P-NG Legislative Council and most people had forgotten about them. It is believed that they received the Governor-General's approval last July and since then have been delayed in Moresby.

The amendments provide for some alteration in the agreement form to be used by employers, to medical examination procedure,

holidays, accommodation, equipment issues and place of paying off time-expired labour.

BETTER AIRCRAFT CONTROL

A new system of keeping check on the flight progress of aircraft may be instituted in Papua and New Guinea.

An official from the Department of Civil Aviation in Melbourne, Mr. W. J. Barclay, was visiting the Territory end of January to see whether the system can be installed at the main air centres at Port Moresby, Lae and Madang.

The system is the same one operating at Sydney's Kingsford-Smith airport, and overseas, and enables control officers to see where aircraft are in relation to each other.

Their movements are recorded on a panel.

HOUSING FOR TEACHERS

Both the Bulolo and Madang branches of the Territory Parents' and Citizens' Association want adequate housing for school teachers.

The Bulolo branch has complained that accommodation for teachers at Bulolo is "deplorable." The Territory recently had a batch of new teachers from Australia, and another party will arrive later in the year. Many teachers are boarded by townspeople in the Territory.

Public servants in Papua and New Guinea are to be allowed to retire at 55.

During his visit in late January to open the Bulolo plywood factory the Minister for Territories, Mr. Hasluck, said the principle of the lower retiring age (at present 60) had been approved.

He said officers were examining amendments to the ordinance. One of the matters to be worked out was the difference in superannuation contributions for the altered limit.

In the absence of any details about the increased payments, most public servants have been busily working out their own figures. Some of the older ones have declared that it will mean a few lump-sum payments on strained budgets, if they are to retire with their full pension at 55.

NEW FACTOR PROMISED IN ISLANDS' OIL SUPPLY

AMPOL interests—based in Australia—announce that, within the production of oil in Western Australia, they expect to be able to distribute oil products—especially motor-fuel—in the Pacific Islands at a competitive price; and plans are being made accordingly.

They already have commenced the shipment of Ampol kerosene to the Islands, and they report that this trade is "constantly expanding."

If this development occurs, the trade may tend to follow the best distribution service; and in this respect the old-established companies have a big initial advantage. The Australian company, however, thinks that, as the result of the West Australian development, it can cope with this.

SEARCH IN PAPUA

Meanwhile, the Australian Petroleum Co. has returned with vigour to its search for oil in Papua—interrupted several months by a broken drill at the 2½-miles-deep Omati bore. Operations in the bore have been resumed; another bore is being put down two miles away; and preparations for another drilling are being made on a site at Kuru, 25 miles northwest of Kikori.

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EXPORT ENQUIRIES WELCOMED

By

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Asia and the South Pacific

(Continued from Page 27)

Labour officials whom Mr. Delmer interviewed denied Communist sympathies but the correspondent asserts: "Like Jagan's party in British Guiana they are fighting with every weapon the order foridding Communist and subversive literature."

"Even if, as seems likely, they have no connection with Moscow and Peking, everything they say and do is helping Communism."

The *Daily Express* editorially says: Britain should now demand the withdrawal of India's High Commissioner in Mauritius, Mr. Anand Sahay, who among other activities, told the *Daily Worker*, Jagan is the most intelligent and responsible man in the whole of West Indies politics."

There is no evidence whatever of any similar situation in Fiji. Present indications are that, if there are anti-British tendencies there, they are kept in check by an intelligent section of the Fiji-born Indians, and by the small Moslem element. But, if Hindustani continues to drift away from its Commonwealth obligations, developments like those in Mauritius are possible in Fiji.

Many little incidents of the past year or two have given the impression that Hindustani, under Prime Minister Nehru, is not a dependable partner of Britain, no more than is Eire. If World War III should come along, it is probable that Hindustani will be officially neutral, with a strong leaning towards Red China.

Hindustani has a population problem just as acute as that of Japan and China, and is as eager as they to see the Europeans out of the Indo-Pacific region.

These Asiatic countries, instead of exercising the God-given faculty of reason, and limiting their birth-rate, prefer the animal method of unrestricted breeding, with the animal concomitant of swarming over into other lands, and exterminating the populations already established there.

CHINA, of course, is in a different category. China is behind the Iron Curtain, under Russian domination and, while the Cold War lasts, China is at least our potential enemy. She is allied with Communist nations in a determination to destroy the structure of Western civilisation.

Should that structure disappear, the Reds would immediately move into Africa, Australia and the South Pacific countries, and establish their own regime; and in our case we should disappear under a flood of Asiatics, giving mouth service to Communism, but actuated only by the desire to establish themselves in new, empty countries.

The Chinese, like the Hindus, already have strong implantations

in the Indo-Pacific region—notably in Malaya, Indonesia, New Guinea and Tahiti. Generally, they are silent communities, and politically inactive—that is especially the case in New Guinea, Fiji and Tahiti. But there appear to be channels of communication open between Red China and most of these Indo-Pacific communities; and, if Red China should enter World War III besides Russia, these communities would call for a lot of attention.

¶ Mr. Sutherland, manager of Cable & Wireless, at Fanning Island, completed his term in December and departed per *Wairuna*. His successor, Mr. Guthrie, arrived by the same vessel from Australia.

¶ Mr. J. E. Brundell, British District Officer at Canton Island, with his wife and daughter, left the Island per *Kia Kia* in January, en route to New Zealand, via Tarawa, on pre-resignation leave.

¶ Latu and Atele, two Samoan boys, recently have achieved some success in Sydney as radio and nightclub entertainers. They arrived in Sydney in January and their presentations of Samoan songs were so popular with Australian audiences that they recently "cut" their first recording—two compositions by Mrs. Retzlaff, a member of the well-known Nelson family, of Western Samoa. Mrs. Retzlaff (known professionally as Billie Nelson) was expected in Sydney on February 18.

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WHAT IS PURPOSE OF INDIAN ACTIVITIES IN FIJI?

From Our Own Correspondent

SUVA, Jan. 25.

THE new Commissioner for the Government of India in Fiji (Dr. N. V. Rajkumar) aroused comment when he said to an Indian audience at Ba: "These and similar developments in India you should try to understand and appreciate and, if possible, copy, in so far as they affect your way of life here. I would particularly request your fellow-citizens here—Fijians of indigenous origin—to come and have a look at what we are doing. They and we have many things in common."

People here naturally ask: What is this Indian Mission here for?

Six years ago, when the first Indian Commissioner arrived, the Government of Fiji—knowing there was European and Fijian opposition to such a post being created here—stated specifically and emphatically that the Commissioner was to concern himself solely with Indian transients in Fiji—that is, Indians from India who might visit Fiji or live here temporarily.

As such transients have been virtually non-existent since the war, it appeared that the Commissioner's job would be a sinecure.

BUT the Indian Commissioner's office at Suva now has been built up into the Indian equivalent of the British Council, complete with a small library and reading room; and Dr. Rajkumar has stated that it is intended to operate as a mobile library and cinema in the outlying districts.

All the non-Indian bitterness that was created by the flag-flying and jubilation attending the observance of India's Independence Day (it has faded out in recent years) has been now revived by an announcement that Republic of India Day (January 26) is to be celebrated with a public flag-hoisting ceremony at the Commissioner's office (free sweets for children) and a "Cultural Show" at the Suva Town Hall.

This hardly squares with the original stated purpose of the Commission; nor do the Commissioner's speeches, which are not addressed to transients (if any) but to the Fiji-born Indians.

Shortly after the Commissioner made his appeal to Fijians to go and learn what India is doing, an Indian weekly published a venomous article, the basis of which was that the Indians were the champions of the Fijians against the Europeans—a line that has been followed in Indian propaganda among the natives in East Africa.

Savoie Adds to Fleet

CAPTAIN Emile Savoie, well-known Noumea ship-owner, added to his fleet in February when he purchased in New Zealand the coasters *Hokitika* and *Holmburn*, renaming them respectively *Colorado Del Mar* and *Jacques Del Mar*. (See Smallships' section, this issue).

Several months ago he disposed of the *Estrella Del Mar* (ex *Hauaru*) to a Brisbane sand-and-gringle firm.

Colorado Del Mar, ex *Hokitika*, ex *Waipu*, with a cargo capacity of about 160 tons, is a twin screw steel motor vessel, built 1916. Measuring 101' x 23' x 6.8', she was fitted with her present Crossley motors in 1936. She will be engaged on the Noumea-Loyalties trade, in which the *Monique* recently went missing with all hands. She has recently been employed in the Whangarei-Whangarei cement trade for the Speden Shipping Co.

Jacques Del Mar, ex *Holmburn*, ex *Port Whangarei*, ex *Marion Leigh*, ex *Mars*, ex *Marie Kothe*, ex *Neuston*, ex *Favorita Dona Catalina* has had a varied career, as her list of names well indicate. Also a twin-screw steel motor vessel, of 12 GT, 265 nett, she was launched in Germany in 1906 and has recently been employed by the Holm Shipping Co. in the Chatham-Campbell Island-Raoul Island trade and on the New Zealand coast. Measuring 145.3' x 29.7' x 19', she will enter the Sydney-Noumea-Wallis Island trade, together with Captain Savoie's other vessel, *Maria Del Mar*.

Crews were brought down from the Islands for both vessels. Reported sale prices were respectively £12,000 and £6,500 Sterling.

OUR CORRESPONDENT'S NOTES FROM WAU, NG

THE Administrator, Brigadier D. M. Cleland, visited Wau on January 24, accompanied by Mr. Paul Hasluck, Minister for Territories, Mr. J. Howse, MP, and Mr. R. K. Downey. The District Commissioner, Lae, Mr. H. L. R. Niall and Asst. District Officer Mr. H. P. Seale were also in the party which travelled up from Lae by road and visited White Baker's property at Gabensis and also Mr. M. J. Leahy at Zenag, en route.

Mr. S. H. Yeoman, Assistant District Officer, Wau, and Mrs. Yeoman entertained the party at a buffet dinner in order they might meet some local residents.

On January 26, Mr. Hasluck performed the opening ceremony of the Commonwealth New Guinea Timbers, Ltd., Ply Mill at Bulolo. This opening was attended by over 400 people including many visitors from Lae and Wau, who were able to inspect the production of

plywood—from the huge logs entering the mill to the finished sheet of plywood.

The Lutheran Mission New Guinea, in February, held its annual conference at the Katherine Lehmann School, Wau. The Superintendent, Dr. John Kuder, has welcomed over 160 missionaries from the Morobe, Madang and Central Highlands Districts of New Guinea.

A very successful swimming carnival was held at Wau on January 29, and visitors from Bulolo and Lae competed in the various events.

At the annual meeting of the Wau Sub-Branch of the RSS & AILA, Mr. N. Owers was elected president; Mr. A. Stephens secretary, and Mr. M. Infante, treasurer, for the ensuing year. Mr. George Whittaker, State president for New Guinea, was present at the largely

attended meeting, and addressed the members. At the conclusion members of the Ladies' Auxiliary provided supper.

Lord Nuffield, who was a passenger in the *Oronsay* when she passed through Fiji in January, has promised £1,000 to assist in the building of the nave of the Church of England Holy Trinity Cathedral in Suva. A gift of £5,000, made on a previous visit, did much to enable the present Eastern portion of the Cathedral to be built. When he was in Suva, Lord Nuffield expressed his pleasure at the progress that had been made. The Cathedral authorities hope to begin work on the foundations of the nave this year. The estimated cost is £10,000.

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DEATHS OF ISLANDS PEOPLE

See deaths of Sir W. Carpenter, p. 39; Mr. S. A. Greenland and Mr. H. A. Markham, p. 142.)

CAPT. D. H. CAMBRIDGE

Captain D. H. Cambridge, former master of the Polynesian schooners *Tiare Taporo* and *Tagua*, and owner-master of the extraordinary, now-wrecked ketch *Taipi*, died at Manihiki atoll, Northern Cooks, on January 12.

Captain Cambridge's last sea-going task, we believe, was as master of A. B. Donald & Co.'s Cook Islands motor vessel *Charlotte Donald* on a voyage to New Zealand two years ago. Since then he has been living quietly at Manihiki.

The story of the wanderings of Captain Cambridge and his famous

Taipi in the Cook Islands has been told at some length in past PIM's. On numerous occasions he was reported lost at sea, only to turn up at last with half his cargo used as ship-stores and he and his crew reduced to drinking the water from dry coconuts, a supply of which he always carried in the bottom of the hold to keep the cargo clear of bilge water.

Captain Cambridge, was, we believe, born in New Zealand, where he was well known, in sail and steam. He was in his seventies at the time of his death.

MR. VAEVAE NGATAE

Mr. Vaevae Ngatae, prominent member of a well-known Rarotonga

family, died there recently at the early age of forty years, from influenza complications. He leaves a widow and young family.

Greatly esteemed by Maori and Pakeha alike, Mr. Ngatae spent his youth at Puka Puka, later acquired property in Rarotonga, where he became an important exporter of Islands produce.

In 1948, when the Cook Islands Progressive Association was badly directed by some of its advisers, Mr. Ngatae, through his peaceful and friendly nature, was a powerful steadying influence. He saw the Association as means of unifying the Cook Islands planters and of aiding the agricultural development of the Group.

MR. ALEX WILSON

Mr. Alexander Wilson, who was Administrator of Norfolk Island for seven years—retiring early in 1955—died in Victoria on January 28, aged 63.

Mr. Wilson, a farmer in Victoria, had a brief political career. He entered the Commonwealth Parliament in 1940 as a Country Party man, but in 1941 he joined with the Labour Party to defeat the Country Party Government. He soon afterwards retired and, about 1945, he was appointed Administrator of N.I. News of his untimely death was received in N.I. with many expressions of regret, and the flags were flown half-mast.

MR. A. F. SMALL

Mr. Arthur Frederick Small died in his sleep on January 12, after a long illness, aged 67. He was a son of the late Rev. A. J. and Mrs. Small, of Suva, and was born on the beautiful and historic island of Viwa, where his father was a Methodist missionary. He received his later education at Newington College, Sydney, and returned in 1903 to Fiji, when his father was appointed to the new Mission Station in Suva.

Mr. Small joined the Bank of New Zealand, and in 1910 he was transferred to Sydney. After service in World War I he returned to Suva in 1919, and became the Bank's accountant there. He married Miss Ethel Bond, of Auckland, and later he was the Bank's manager at Levuka and Apia (Samoa). His later service before retirement in 1947 was in New Zealand. He leaves a widow, two sisters (Mrs. J. J. McHugh, of Suva, and Mrs. R. B. Gosnell, of Ashburton) and a brother, Mr. A. W. Small, a retired Civil Servant in NZ.

MAJOR J. M. CAUTY

The death occurred recently in Fiji of Major J. M. Cauty, of Wainiveti, Tailevu. He was a New Zealander and went to Fiji during the Second World War to assist in the training of Fijian Commandos. He settled in the Colony at the end of the war.

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MRS. STELLA RAMSAMU
Mrs. Stella Ramsamu died in Suva recently. She was associated with various charitable organisations in Fiji, and was well known and liked throughout the Colony. She is survived by three daughters and two sons.

MR. N. C. BLAZEY
After a long illness, Mr. N. Claude Blazezy died in Port Moresby on Boxing Day.

An electrical engineer with the Commonwealth Dept. of Works, he joined the Pt. Moresby office in November, 1950. He was 56. With his wife and daughter he escaped from Burma at the time of the Japanese invasion and went to England.

THE REV. FR. JOHN VERBAYS, S.M.

On the eve of his return to Fiji after his first vacation in France since joining the Catholic mission here in 1936, Father Verbays, S.M., died suddenly last Christmas Eve, aged 45. He had served at Nabala, Levu, Naisereagi and Loreto. He left Fiji last May.

MR. M. WRIGHT, JNR.
The accidental death of Mr. Maitland Wright, Jnr., occurred at his parents' home in Suva on January 29.

He was electrocuted while working on his car with an electric drill which had been plugged into a light socket and not earthed.

MRS. IRIS THOMAS

The death, after a long illness, occurred on Norfolk Island in early January of Mrs. Iris Thomas. She was the proprietress of Hillcrest guest house and a charming hostess to many visitors to the island.

She was, as well, extremely popular amongst the Island folk. She is survived by her husband, Mr. Clem Thomas.

The six MOP shell machine-diving licenses allocated to the Manihiki lagoon, Cook Is., were assigned for 1954 season to Messrs. Abela Williams, Ben Ellis, Philip Woonton, Pepe Macate, Tarackt and Allan Brown.

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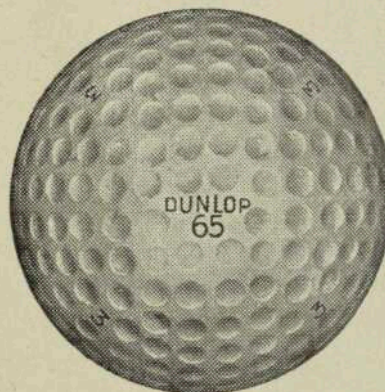
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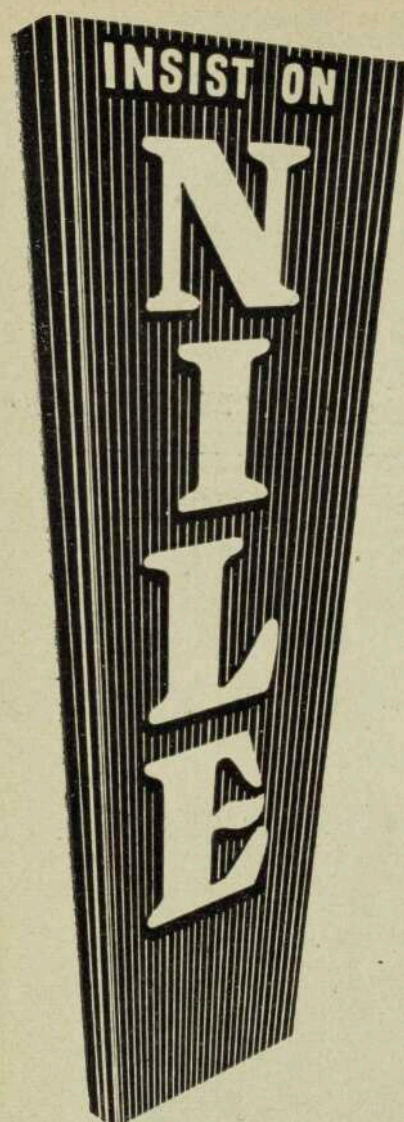
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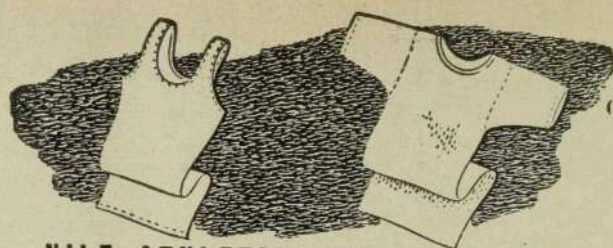
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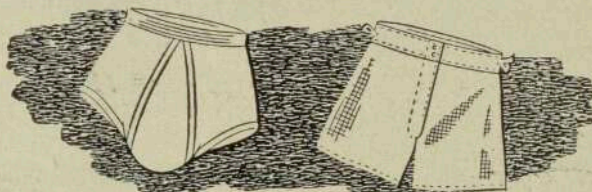
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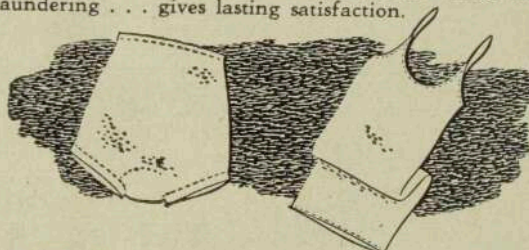
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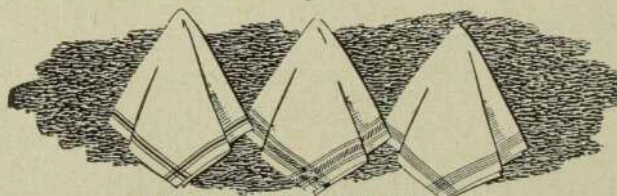
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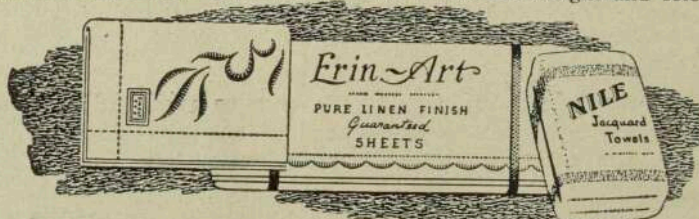
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NL2A-52

MAKE THE FIJIAN AN INDIVIDUALIST!

One Suggested Solution of Indian Population Problem

Written For Pacific Islands Monthly by "Y"

HERE seems little hope of a solution of the Fijian-Indian problem, based upon anything far produced in the writings of Mr. Amie Ragg, Mr. Pratap, and others. Mr. Ragg and Mr. Pratap put forward impressive arguments that they are so obviously partisan that they more or less cancel each other out, as extremists.

Even putting the blame upon the British Government for allowing it to get into a position to develop, although perfectly justified, is getting nowhere. The problem is here and must be faced—although the problem is not so urgent as Mr. Ragg would have us believe.

There is one angle to the affair that has not been approached, except obliquely; but to my mind it would well be the crux of the whole question. That is the utter incompatibility of the present system of Fijian communal life with the needs of a modern world.

The whole pattern of Fijian life is a denial of thrift. The Fijian cannot reap the rewards of industry and husbandry, simply because he is not allowed to.

It often has been alleged that natives of South Seas Islands have been exploited. If that is so, they are not being exploited by the large trading companies—not to-day, at any rate. Prices fixed for the colony's produce are sound, and do not favour the European or Indian in relation to the indigenous Fijian. He has equal opportunity and he is the land "frozen" for him by government. If there is exploitation, then it must be laid at the door of his Chiefs.

It is often quoted by old-timers in the group that the Fijian people are the victims of a gigantic confidence-trick, perpetrated by the Chiefs and connived at by the British Government; and when that statement is analysed an unpleasant grain of truth appears. Certainly, when the Chiefs say, "Gimme!" they get.

Ratu Sir Lala Sukuna said, not so long ago, that if a Fijian were discovered who possessed £1,000 the immediate reaction among his kind would be the devising of ways and means of taking it away from him. This would be done legally, of course, per the medium of "Fijian custom." So what incentive has the ordinary Fijian to toil or spin?

The ordinary Fijian, living in his village, and having access to good copra-producing stands and any amount of fertile, untilled soils, works just sufficiently to get by. When his Chief comes along with his periodical "Gimme," he works a little harder, until the request is satisfied, and then falls back into

the enough-for-today attitude.

He loves to see his children obtaining the benefits of education and so, when the school fees are due, there is some extra work; but he will not consistently toil and build because he would not be allowed to keep the rewards of his industry; and that, in any language, forbids progress. He does not plant, he does not clear and he certainly does not till new soil.

ALL of which leads to what we are beginning to call the Fijian Land Problem. If all the workable, fertile soil of Fiji were subjected to intelligent cultivation, the dire prophecies of Mr. Amie Ragg that food production would be nullified.

Strangely enough, the good price being obtained for copra has not been a benefit to the native producer. He now gets what he requires with less effort, and so his land goes back instead of onwards. Most Fijian copra sections are masses of tangled undergrowth, covering fallen trees, rotting logs and piles of old coconut husks. In

many of them, it is impossible to gather even a fair percentage of the nuts which fall; those unfound turn to vara or rot in the jungle of undergrowth.

The remarks of the Governor, reported in your December issue, make it appear that Government is becoming aware, rather belatedly, of this fact. The suggested appointment of Development Officers would add to an already sadly top-heavy Civil List; but could be of some benefit if wisely selected and officially supervised.

En passant, this question of super-

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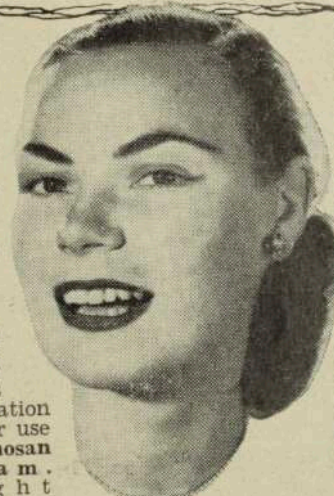
Regular meetings and social gatherings, with lectures, are held at the Feminist Club Rooms, 7th Floor, 77 King St., Sydney, on the fourth Thursday of each month, at 8 p.m.

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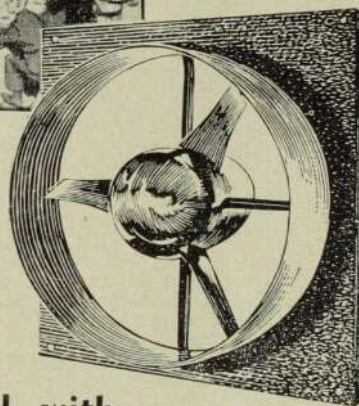
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vision affects nearly all Government departments. Far too many of the executives are housed in Suva, and show a disinclination to leave the city to attend to what is, after all, their duty.

SOME years ago, Captain Gurney came under fire in certain circles for his trenchant criticism of the Fijian as a labourer. In my opinion the good Captain erred on the side of leniency.

The Fijian, not an unintelligent fellow by any standards, is the product of his social system and the "what's yours is ours" aspect has turned him into an unreliable and untrustworthy person. His loyalty is directed to two places, his Chief and his Mission, with the Chief leading handily. We are all too prone to judge the mass of the Fijian people by the standards set by our "show-window" exhibits, the soldiers, footballers, etc.

If the Fijians would show the same industry towards the cultivation of their lands as they show towards the cultivation of the soldiers, there would be no need for champions such as Mr. Amie Ragg to fight for them.

Mr. Ragg is honest and sincere and I have nothing but admiration for the fight he is putting up; but he must be sure that the cause he is championing is worthy of the effort.

I HAVE little liking for the Indians. In the main they are arrogant and disloyal, and are dishonest insofar as their evasion of taxation is concerned. Yet they do have the saving graces of industry and thrift. To send them away, as Mr. Ragg suggests, would do the Colony's economy irreparable harm.

In any case, to deny a man his own country, or the country of his birth, would be a direct negation of Mr. Ragg's own principles; and the Indians are now, to an overwhelming extent, Fiji-born. Far better would it be to give the ordinary Fijian a greater stake in his own country and allow him the benefit of the industry which he can show. To do this, however, would mean the radical re-arrangement of the whole structure of Fijian life.

Britain guaranteed the retention and preservation of the Fijian way of life; but, as she has departed so far from the "intention" of the original Deed of Cession, a further departure could be excused, if it were obviously for the benefit of the race itself. After all the first principle of good government is the greatest good of the greatest number.

It would mean a curtailment of the powers of the Chiefs, and that is a snag which would have to be closely watched. Government may even be working in that direction slowly, as evidenced by the fact that the two senior Leg. Co. Fijian mem-

s at present are not of chiefly
nk.
The whole problem is like a bogey-
n in a box, with everyone afraid
open the box. The longer the
gey remains in the box the
grier he will become.
Perhaps, if they were to place the
e upon a table in Leg. Co., and
nk the European and Indian
mbers on each side, then recall
e Fijian war-party from Malaya
confront him, the bogeyman
ght prove to be quite a docile
low after all.

ORE GILBERTESE ESPITE OUGH CONDITIONS

ISHOP MUSEUM PRESS an-
nounces "Ethnobotany of the
Gilbert Islands" by Dr. Kath-
ne Luomala, a 129-page summary
information about the plants and
eir uses in the sixteen atolls of
e Gilberts, and in particular in
biteuea, in the drought-ridden
athern half.
The study shows the fierce
uggle for existence the people
ge, especially in the drier islands,
provide themselves with food
om a ground so sparsely supplied
th humus that some British ad-
ministrative officers bring in bags
soil from Fiji for their gardens.
e Gilbertese themselves live
inly on coconuts, fresh and
oked coconut toddy, pandanus
ut (which is prepared in many
ys) and babai, a coarse-textured
to which has so much prestige
at it is harvested only for im-
rtant ceremonial occasions. Islands
fer as to how much breadfruit,
payas, and pumpkins are added
their vegetable supply.
Despite the hardships of living,
e population of 29,000, on the 114
quare miles of the Gilberts, con-
ues to increase, and over-popu-
ion is a problem, which out-
igration to previously uninhabited
olls in the Phoenix and Line
ands has scarcely begun to help.

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REPORT on an economic
survey made in 1952-53 for the
South Pacific Commission in
ji, Eastern and Western Samoa,
upua-New Guinea, Dutch New
guinea and New Caledonia by Mr.
D. Stace, economist on the staff
the Reserve Bank of New
aland, has been published.
Lack of understanding by most
acific Islanders of a money
onomy, and insufficient attention
e economic development of the
ea, were the outstanding features
vealed by the survey. Lack of
chnical and agricultural educa-

tion was very evident, and called
for correction.

Mr. Stace is strongly in favour
of fostering native co-operative
societies, which give the people
practical experience and training
in providing and making use of
credit facilities. This lack of credit
facilities for the native populations
is regarded by the Commission as
a major problem.

Co-operatives reward the in-
dustry of individuals more directly
than the normal village custom.
Participation of the Islanders in
commercial activities was impor-
tant, in Mr. Stace's view. He has
recommended that trading banks
should be urged to employ natives
in clerical and skilled capacities,

and that banking facilities be ex-
tended to Islanders wherever
possible.

¶ Lt.-Col. A. H. Stafford, OBE, ED,
and Mrs. Stafford left Suva in the
Oronsay on February 2 to make
their home in the United Kingdom.
Mrs. Stafford was Miss Doreen
Rennie, a member of one of the
oldest European families in Fiji.
She is one of the Colony's leading
artists. Col. Stafford has been in
Fiji since 1923 and has always been
connected with the Fiji Defence
Forces. When he retired in January
he held the post of Chief of Staff.
He was awarded the OBE in 1946
as a result of his war service.

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Late News

QUEEN AND THE TERRITORIANS

Another Meeting at Cairns

A second Delegation of 28 representatives of the native people, the Chinese community and people of mixed race will fly to Cairns in March, to be present during the Queen's Visit to that city. These Delegates will be accompanied to Cairns by the Director of District Services, Mr. A. A. Roberts, and Mr. R. Brennan, of the Public Service Commission Department.

DEATH OF MR. S. A. GREENLAND

A WELL-KNOWN retired public servant of Papua, Mr. Stanley Arthur Greenland, died on February 12 in St. Luke's Hospital, Sydney, aged 71, from lung cancer.

Mr. Greenland was a well-educated Englishman who joined the Papuan service early in the century, and served until the 'Thirties under Sir Hubert Murray, mostly in the Native Affairs Department, where he was Chief Inspector when he retired. He had lived for many years in Macleay Street, Potts Point, Sydney, and he is survived by his wife.

There was a private cremation on February 15. Mr. J. T. Benstead on behalf of the Retired Officers Association of Papua and New Guinea, attended the ceremony.

DEATH OF MR. H. A. MARKHAM

ONE of the most famous Solomons Islands old-timers Mr. Harold Aubrey Markham died in Lidcombe Hospital, Sydney on February 8. He was advanced in years, and had been ill a long time.

Mr. Markham, for many years owned Segi, on Maravo Lagoon, one of the show places of the Solomons and he was a notable host. The war rolled over Segi in 1943, and it was wiped out. Mr. Markham did not return to BSI—he served a term as administrative officer at Christmas Island, and then retired to live with his daughter, Lily, in Sydney.

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Samoa Felt January Hurricane

JANUARY'S near-miss Fiji hurricane, born in the region of the Tokelaus, gave Western Samoa a buffeting before it moved off the south-west.

Commencing on January 10, rain, wind and heavy seas, associated with the depression, continued during the following week, delaying loading of the *Matua*, causing some damage to lighters, and forcing the *Waitomo* to remain at sea under conditions moderated on January 11.

Heavy seas broke across Upolu north-coast road, and some flooding took place in the Apia area due to the heavy rain.

Small craft at the Apia jetty were forced to seek shelter behind Mulinu'u Point.

Plantations were buffeted by heavy wind squalls but no major damage seems to have been done anywhere.

New Catholic Bishop in Samoa

FOLLOWING the retirement through advanced years, of Most Rev. Bishop Darnand, RES. Father John Dieter, SM, has been appointed Bishop of Gerafi and Vicar Apostolic of Samoa. Father Dieter, now 50 years of age, had been stationed in Western Samoa since 1936. Advice of his appointment was given to him by the Apostolic Delegate while he was recently in Sydney.

Mr. Matt Laurir, who has been Fiji manager for BCPA for three years, has been transferred to Honolulu as the Company's senior representative.

TEACHING THE ISLANDS TO GROW THEIR OWN RICE

A South Pacific Commission Project

THE possibilities of expanding rice production in selected South Pacific territories are now being examined by Mr. R. Watson, an expert of many years' experience in rice production and marketing in Burma and East Africa. His services are made available to the South Pacific Commission for the purpose of the Food and Agricultural Organization.

Mr. Watson, who arrived in

Noumea early in December, carried out investigations in New Caledonia and Fiji, and left Suva on January 16 for Papua and New Guinea to continue his survey there. He will also visit Netherlands New Guinea, the Solomon Islands and the New Hebrides.

In each territory Mr. Watson is studying rice production and potential rice-growing areas, with a view to recommending action for



young rice, soon after transplanting, growing at St. Louis Mission, near Noumea. Mr. Watson (left) discusses wet land

rice cultivation with Dr. Alex Kroon, who is in charge of the Commission's economic development programme.

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creasing production. His investigations are expected to take about six months.

This survey has been arranged by the South Pacific Commission because it considers rice production in the area can be expanded to make a more significant contribution to needs that are growing, as rice becomes more popularly accepted in the region as a staple item of diet.

With the exception of Fiji, rice production in South Pacific territories is negligible, as figures in the accompanying table show. They do reveal that imports totalling approximately 26,000 tons yearly are needed. At £100 per ton, rice there-

fore costs the South Pacific £2½ millions Australian per annum.

In some of the territories Mr. Watson will visit, steps are already being taken to expand production—for example, the Mekeo scheme in Papua and New Guinea; the Nimbora development project in Netherlands New Guinea; and the investigations being carried out by the Fiji Department of Agriculture.

In none of these territories is further development limited by lack of land. While technological problems are a limiting factor, these might be solved in the South Pacific by the application of new mechanical techniques in use elsewhere.

IMPORTS AND LOCAL PRODUCTION OF RICE IN SOUTH PACIFIC TERRITORIES

Note: Figures given are latest available for each territory.

TERRITORY	Year	Imports	Year	Production
		Quantity (Tons)		Quantity (Tons)
American Samoa	1951	100	—	—
Fiji	1952	993	1950	18,250
French Oceania	1952	1,524	—	—
Gilbert & Ellice	1950	548	—	—
New Caledonia	1952	2,688	1952	27
New Hebrides	1952	2,073	—	—
New Guinea	1952	7,386	1953	300
Papua	1953	3,908	1951	184
Solomon Islands	1950	1,359	—	—
Western Samoa	1952	650	—	—
Netherlands New Guinea	1952	6,043	1952	300

CHANCES FOR HISTORIANS

Papua's Lonely Graves

A man who should have some interesting material for the new Papua and New Guinea Historical Society

Mr. S. H. Chance, now of Brisbane, but formerly, and for many years, in the Papuan Service. He says he would like to know how to join the Society, and we suggest that he simply write to the secretary, Port Moresby.

Mr. Chance writes:

"In my many years in both New Guinea and Papua it was my hobby to delve into old records, books and maps to try to find the origin of place names. For instance, Murray Road, Daru, named for whom? Where is the Clyde River? And who was Bevan of Port Bevan?"

"Tolala writes interestingly of lonely graves. The Anglican Parson who wrote 'An outpost in Papua' tells of a burial 'way down the Peninsula' that juts into the sea to the east of Cape Nelson Station (Tuf). When I was there in 1922 the buried European had already been forgotten! The graves at Buna and Ma could well be investigated; and when there is the burial place of an old Cairns prospector above the Mira River Crossing on the way to Whitten's Fly: I carved the cross myself."

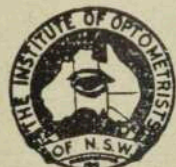
Mr. Ivan Champion, a prominent Departmental head of the Papua and New Guinea Administration, has been awarded the Lewis Gold Medal of the Royal Geographical Society of Australia, for "land exploration in Papua and New Guinea"—recognition of his achievements of about 25 years ago.

Well-known natives who were included in the Territories delegations to meet Queen Elizabeth II in Canberra in February were: former Sgt.-Major Simogun, BEM, of New Guinea; Willie Gavera, of Papua; Raymond Gadabu, Head Chief of Nauru; and Austin Bernicke, a native medical practitioner in Nauru.

Mr. Raymond John Deland, BSc, eldest son of Dr. and Mrs. C. M. Deland, now of Adelaide (formerly of New Guinea) has been awarded a Research Fellowship in Meteorology at the University of Pennsylvania, USA, where he will take up duty on July 1 next. He recently returned from the Australian scientific station on Macquarie Island, where he had been official Meteorologist for a year.

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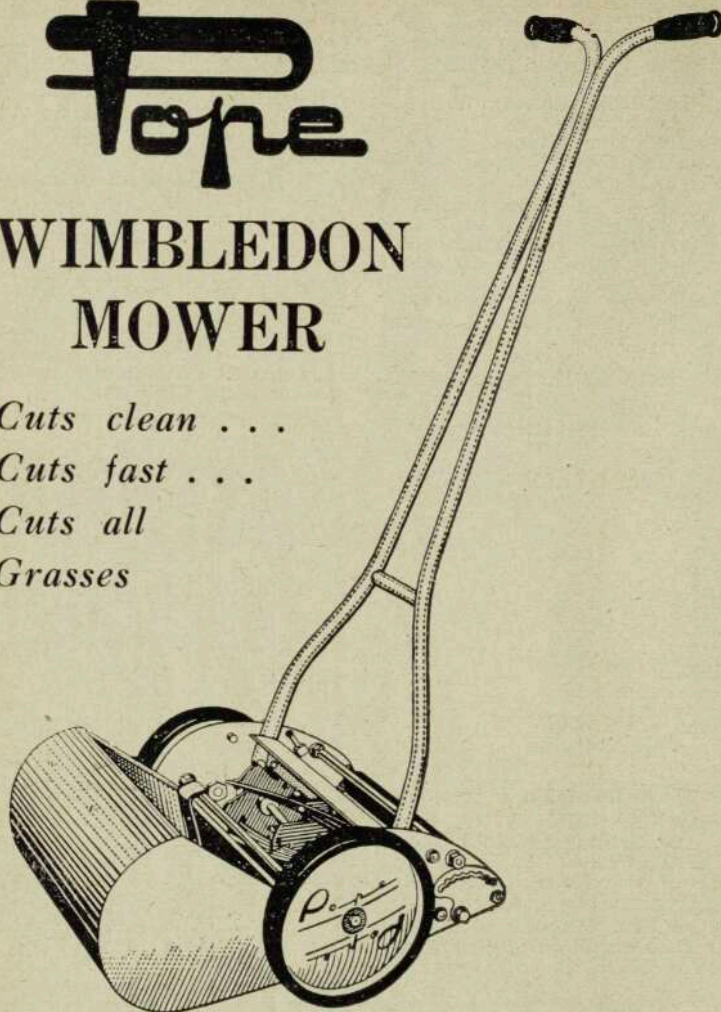
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STORE TEETH ARE THE ANSWER

A reader, AJS, of Auckland, N.Z. was intrigued by our article on Kauffman, the Pacific's most recent Nature man (PIM, December, 1953).

He was particularly interested in the fact that (according to the article), Mr. Kauffman had visited Suva to "have himself made dentally fit for the rest of his life." AJS goes on to ask how Kauffman achieved this—he wants the recipe.

He writes further:

"When, in 1945, I found myself on the sand of Nassau, 300-acre surf-bound isle of the Northern Cooks, to assist in relieving three NZ-ers who had been there a long while, this was the story related:

"The two younger men (who had been there 18 months) had had toothache; the third Coastwatcher (a hardy World War I type, with dentures) had done his best with a pair of pliers to remove the offending molars—but had merely broken them off. So the three isolated NZ-ers radioed for a pair of dentists' forceps. Sure enough there were forceps among the supplies from NZ that came along with the relief-men. But these forceps never were used on Nassau.

"Kauffman, aged only 30, and with a Continental upbringing, may have a mouthful of sound teeth to take to his lonely isle. Most young Australians and NZers have teeth adorned with fillings which sooner or later need more fillings, and finally extractions.

"If Kauffman remains 'dentally fit' by sticking to his diet of home-grown fruits and vegetables he will be an interesting experiment in how to keep away from the dentist."

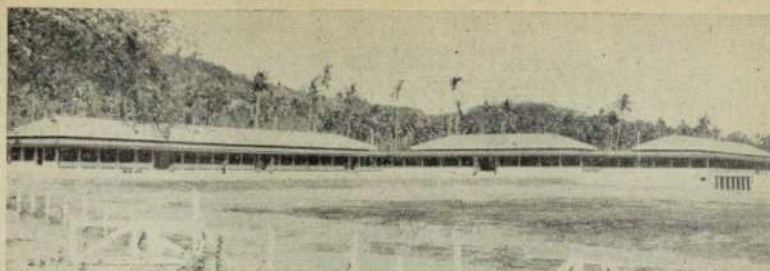
The only way we know of becoming "dentally fit for life" is to have every tooth pulled out, be fitted with an upper and lower set of dentures, and have several pairs of same on hand for emergencies. And we presume that the writer meant just that when he wrote about Mr. Kauffman's visit to Suva dentist.

Possibly as sequel to publicity regarding the illicit liquor situation in and around Apia, the W. Samoan police became very active in January and a large number of offenders appeared before Chief Judge C. O. Marsack charged with the unlawful manufacture of intoxicating beverages. Most of the free-lance brewers were fined £10 to £15, though one female was sent to a month's imprisonment on two charges of the same nature.

† Sister Joyce Walker, of the Methodist Overseas Mission, is spending long leave in Brisbane after lengthy service in the New Guinea Highlands (Mendi Valley, 160 miles southwest of Madang).

Western Samoan Education

The fine new buildings of Samoa College which was opened near Apia last October to provide higher education for Samoa's brightest youngsters. Complete cost of the college will be £130,000, which was all provided from Reparation rates profits.



Hawaiian Radio for Yachtsmen

The following information is of particular interest to radio-equipped yachts (smaller craft heading for the Hawaiian Islands).

Intercontinental Telephone Co. advises that the information contained in present International lists is incorrect. Kahuku Radio, Oahu, maintains a continuous watch for voice-calls on 2134 kc/s, reply on 2530 kc/s. This is the main commercial traffic channel.

The US Coastguard maintains continuous watch on the International distress voice-channel of 2182 kc/s from three stations in the group—Honolulu, Laeue Pt. (Kauai), and Upolu Pt. (Tahiti). This is a purely emergency channel, but yachts equipped with 2182 kc/s and a traffic-frequency other than 2134 kc/s, might call the Coastguard on 2182 and ask them to request Kahuku to listen on any specified frequency. Kahuku, of course, use 2530 kc/s.

A Fishing Experience off Pitcairn Is.

ALONE or with one companion in a small canoe on the open sea, fishing with a line sometimes to 200 fathoms long, would be a unique experience for many. But that is the way the Pitcairn Islanders obtain their fish. Usually on a Thursday the men will go out in their strong little craft, one or two in each canoe.

In this way Freddy and Len, father and son, were fishing on Thursday, October 22, southward of the island. Some distance away, just within earshot, was Christie, busy with his line and hooks.

Suddenly, with a crunching sound and a bump that startled father and son, a gaping hole was torn in their canoe near the bow. A shark had attacked the boat. As they stood terror-stricken, water rushed through a hole bigger than a man's head. The canoe was sinking, while the monster lay in the water.

But the shark disappeared as the men turned their canoe over and floated on top of it. Christie heard their shouts but took no notice till he put his hat on the end of his fishing spear and waved it. He took them in tow back to Bounty Bay.—MYRTLE L. WARD.

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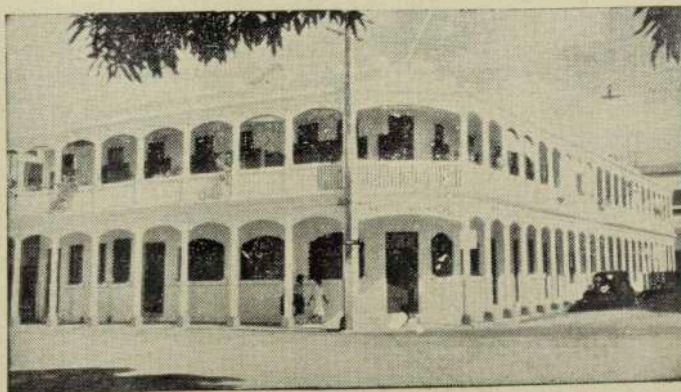
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Captain Williams Tells A Story

By KATHLEEN NEWICK

It is true to say of Apia, as of other Island capitals, turn a corner and find a man with a story to tell. One such man is Captain F. J. Williams, Burns Philp's genial marine superintendent. Most 40 years spent under Capri rest lightly on him.

He was born in Brooklyn, New York, and the sea claimed him when he was still a restless school-

In May, 1917, the 24-year-old Fred Williams left Newcastle, New South Wales, as mate of the 4-masted US schooner *Manila*. July 8 found *Manila*, with her cargo of coal for Naval Station at Pearl Harbour, 1 deg. 02 min. West and 6 deg. 11 min. North. She was carrying sails in a heavy sea when a rigged ship was sighted, obscured by rain and haze.

As the shell across *Manila's* rigging, the stranger's intentions were obvious. *Manila's* captain gave orders to abandon ship. His Imperial Majesty's Auxiliary Cruiser *Seeadler*, under command of Captain Felix von Luckner, had secured another, and a victim. Already aboard *Seeadler* were the crews of the American ships *R. C. Slade* and *A. B. Hanson*, which had shared *Manila's*

Seeadler was a 1,500 tons steel-hulled ship. In the Atlantic from the beginning of January to the end of March, 1917, she had sunk 11 ships, destroying 40,000 tons of shipping. On July 29, Mopelia (or Mopeha) an uninhabited islet in the outlying Societies, was sighted. *Seeadler* anchored on the lee side, close to the breakers. *Manila's* master, Captain Southerd, formerly a whaler, realised that the slightest puff of wind would pile up the ship. Count von Luckner trusted unflinchingly to the steady trade winds. At 9 o'clock one morning, while Count was ashore, the wind died out. Then a light puff came from westward and *Seeadler* lay broadside on the reef. She never to leave.

In his methodical log of *Manila's* last voyage, Captain Williams records his first, and exceedingly unfavourable, impressions of South Sea Island. Mopeha had been captured by an insect army—cockroaches, mosquitoes, ants—the worst curse of all—fleas. Reef was obtainable only in the corners of the lagoon.

On August 23, the largest of *Seeadler's* boats left Mopeha carrying von Luckner and five of his men. It was well-armed with a machine-gun, rifles, pistols and hand-grenades. During the week ending September 8, the Germans at Mopeha picked up a wireless



CAPTAIN WILLIAMS

message which announced the capture of the ship off Fiji. On September 9, *Lutece*, a 120-ton fore-and-aft schooner, was seized as she stood in for Mopeha and at sunset Lieutenant Kling, *Seeadler's* executive officer, and the 60 remaining Germans sailed out of the lagoon in their prize.

Kling left with the castaways a lifeboat, canvas, rope and provisions, after ordering his men to smash a few planks and ribs of the boat in order to give *Lutece* a good start. A set of tools was left on the island for the repair work. Cap-

tain Williams says of Kling: "He was a gentleman."

Williams took part in the lifeboat's nightmare journey towards Bora Bora, 150 miles distant, beating against the trade winds. Bitter gales threatened to swamp the 18-ft boat. The crew bailed and pulled on the oars alternately for 20 hours at a stretch. Then the heart-breaking decision to return to Mopeha had to be made. The six men, aboard, Captain Southerd, Williams, three Polynesian sailors from *Lutece* and her owner, Miller, were lifted ashore, close to death. Those are ten days which Captain Williams would like to forget.

A few days later a second crew was chosen to try to reach Pago Pago in American Samoa, eleven hundred miles away. Of the first ship's company only Williams was well enough to make the second attempt. The other members of the party were Captain Smith of *Slade*, his second mate and a Norwegian AB from *Manila*. They left Mopeha on September 26th and made landfall at Pago Pago on October 6, travelling with the trade winds' blessing. Ironically, the four men were placed under arrest until Governor Poyer received confirmation of their story.

Captain Williams remained in Samoa as master of the US Government ship *Manua* when his three shipmates returned to America. The islands had set their seal on him.

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Moribund Pidgin is Mutilated English

Letter to the Editor

IN September's issue of PIM, Mr. Harry Dawkins contributed a very interesting article in defence of this moribund pidgin, and as I read it, Mr. Dawkins deavoured to prove that Pidgin, being a conglomeration of words from diverse sources can live and expand, even to such extent as to become a universal language. He contends, to prove his thesis, that all the great modern languages, particularly English, are pidgins. English he describes as a Greco-Latin-Teutonic Pidgin.

I am not really interested in the fate of Pidgin as much as in his dialectics, which I shall attempt to confute.

The first point is that Pidgin must be a rather large collection of words derived from many outside sources. J. J. Murray's "Book of Pidgin English" is more or less accepted as a standard authority. This book contains 1,760 words of Pidgin. Of these 1,560 are grossly mutilated English words; 230 are native words for trees, plants, fish and animals, indigenous in New Guinea, and about 100 Malay and German. The average native can, some with difficulty, understand the English pronunciation of these 60 words.

If these facts be accepted, then the logical conclusion is that Pidgin is just an English less its syntax, but still a pidgin language in as much as English itself is a "Greco-Latin-Teutonic Pidgin." I would like to show that English is not Pidgin.

Mr. Dawkins states that somewhere in the dim and distant past, there sprang in India a basic foundation language. This Centum language was divided into Celtic, Teutonic, Hellenic and Italic. The people of the first two were undoubtedly more virile as they travelled further and chose tougher, colder countries, developed a fluent expressive speech closely related to that mother tongue from India. This speech, perpetuated to the present day may be heard in the Celtic-Welsh and Breton; Goedelic-Irish and Manx; and Gaelic in the Stornaways. From the Teutonic arose the rich, mellow English of the Tudors, of Shakespeare, the Bible and of Churchill. Some words were added by the Normans (whose language was more closely joined to the Celtic than the French), and later the French, during the time of the French-loving Stuarts.

Latin and Greek, the classical languages, were laboriously built-up, artificial languages, developed by scholars to whom the written word was a fetish. Their perfect conjunctions and declensions, anomination to all schoolboys, has been carried through the ages by priests and scholars but even in the time of the mighty Roman Empire, it never became the language of even Italy itself.

Now, my contention is that English and Welsh are living virile languages, not dead classical languages and that hundreds of Welsh words are the same as those that were used in that mother tongue in India. Dictionaries are a

modern innovation, compiled by gents like Dr. Johnson who was a profound Greek and Latin scholar, but whose knowledge of the Celtic and Teutonic tongues took a very secondary place, and therefore it was quite natural for him to assume that nearly all English words were derived from Classical sources.

Borrow was a great student of languages, but even he could blunder occasionally. As Mr. Dawkins quotes—the word "Cymraeg" which Borrow stated was derived from Cape "Comorin" in India. "Cymry" was Celtic which first became a household word in Wales during the fighting under Cunedda as late as 400 AD and meant, and still means, "Comrade."

The English of England, and America and South Africa and Australia is a pure, but enriched language spoken by millions, but a few doddering thousands here in the SW Pacific are trying to foist on a defenceless people 1,500 horribly mutilated but English words, because we prefer to say to the house-boy "Go-go-go-go", instead of "Go two miles", or some idiot thinks he has found a new Esperanto because he can make himself understood to a Frenchman in the New Hebrides. If he went to Paris he would find that practically every shop-assistant spoke English.

When Mr. Dawkins comes to Madang we will find a quiet corner in the Club and argue in Pidgin.

I am, etc.,

DAFYDD AP RHYS.

Madang, NG.

October 1, 1953.

Mr. Lewis Jones, MA, Dip.Ed., accompanied by his wife, has arrived in Suva to take up duty as Director of Education. He joined the Colonial Service in 1930, and served in the RAF 1939-44, reaching the rank of Squadron-leader. He is 44.

There is Money in Shells

THOUGH it is well-known that mother-of-pearl, trochus and green-snail shells are worth good money, it is perhaps less well known that there is still an excellent market in the United States for all kinds of other, small ornamental shells from the Islands.

A number of people are making good money as a side-line in exporting packages of such shells to curio dealers.

Shells picked up above the high-water mark are usually sun-bleached and are of no value, but occasionally after a storm, many small varieties of attractive shells are washed up from the reef and are suitable for export, after boiling. Market value depends on attractiveness of markings. Even quite small shells are known to be bringing 1/- or 1/6 each.

American contacts are a closely guarded secret and it is up to the prospective exporter to find his own outlet there. But markets certainly do exist at the present time.

¶ Sir Geoffrey Clay, KCMG, OBE, MC, agricultural adviser to the Secretary of State for the Colonies, after visiting the British Solomon Islands Protectorate, was expected to spend a month in Fiji in January-February. His visit to Fiji is linked with the Colony's application for a considerable grant from the Development Fund for the establishment of a greatly extended rice industry.

A Japanese fishing vessel was given permission in early February to enter Rabaul Harbour to obtain medical aid for a crew member suffering from suspected appendicitis.

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ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency)

COPRA

(The following are based on the MOF contract prices for 1953 in the Territories named.)

PAPUA-NEW GUINEA.—Copra Marketing Board rates: Main ports, Not air, £70 per ton; FMS, £69/5/-; Smoked, £66/10/- at main ports (except Kokopo, where rates are 17/6 less). Sydney crushers will pay, in 1954: Plantation Hot-air; £99, FMS £99 Smoked, £98; these prices are only tentative as an agreement has not yet been finalised.

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FIJI.—At Suva and Levuka, 1954: Plantation grade (60 points and over) £F70/15/6 per ton; FMS (45-57½ points) £F70/10/-.

W. SAMOA.—MOF contract is £Stg.65 per ton, f.o.b., Western Samoa; producers receive about £10 less.

BSI.—Prices based on MOF contract of £Stg.65, per ton, f.o.b. Rates to producers are: £A62/3/4 per ton, delivered Honiara; £A63/3/4, delivered Tulagi or Yandina; £A62/18/4, delivered Gizo.

COCOA.—Islands prices are usually based on rate for Accra cocoa (W. Africa), quotation (from Colyer Watson Ltd., Sydney) for which on February 10 was £Stg.415 (£A518/9/- approx.) c.i.f., ton, Cont. ports.

N.G.—£465 approx. per ton, in store, Sydney.

Samoa.—Sydney agents in February quoted Samoa cocoa at £Stg.400 (£A500 approx.) f.o.b. per ton, first grade. (Samoa currency equals Stg.).

COFFEE.—P.-N.G. Overseas market increases have brought Territories coffee to 6/- per lb. All supplies assured of quick sale.

New Caledonia.—Crop mainly exported to France. Recent quotation was 398 Metrop. francs per kilo (£A513 approx. per long ton).

RUBBER.—This market weakened over the past month. **Papua-New Guinea.**—price based on Singapore figure which fluctuates from day to day. Quotation on February 8 was 27-1/6. Aust. lb. Singapore rate February 8 No. 1 grade RSS (sellers) spot 54½c. lb. c.i.f. (approx. 24-2/3d Aust. lb.).

VANILLA BEANS.—Sydney nominal quotations (by Victor Karp, Tulk & Co.): Tahiti.—Crop finished. New season expected to commence about July. Nominal price, 62/- c.i.f., Sydney.

RICE.—Price for 1954. **Papua - N.G.**—Dry brown £90 per ton Dressed £96 per ton. Other Pacific Is., except NZ dependencies, £96 per ton.

PEARL SHELL.—Prices fixed between Torres Strait producers and Otto Gerdau Co. (USA) for 1954: AA/A/B grades, 85c lb. (£A850 approx. per long ton); C, 80c lb. (£A800); D, 55c lb. (£A550); E, 40c lb. (£A400); EE, 30c lb. (£A300)—all c.i.f., New York. No change from

last season. **Manihiki.**—£NZ292 (£A2 c.i.f., Auckland. **Rarotonga.**—£NZ2 (£A287/10/-) f.o.b., Auckland.

TROCHUS SHELL.—N.G.: £290 per ex-wharf less rejects with few sales owing to heavy sales from Andam Islands and later Singapore. Falls. NG price can be expected. **FIJI.** £F1 per ton f.o.b., Suva.

GREEN SNAIL SHELL.—Market fast steady in Sydney at present. N.G., £1 per ton less rejects. N.H., £205 per free ex-wharf. B.S.I., No. 1 grade £1 £190, Spotted £80 both per ton wharf.

PEANUTS.—P.-N.G.: Quality of still poor. Market depressed at 1/3 lb. (nuts and shell).

LONDON PRICES

LONDON, January 28
Copra, c.i.f., Continental Ports, ton
New Hebrides . . . 95,000 Metrop. francs
Tahiti . . . 96,000 Metrop. francs
FM Straits, Jan.-Feb. . . £Stg.94/2
Philippines, bulk . . . US\$
Coconut Oil, c.i.f., ton: £Stg.133/3
FM Straits, 3½% drums (£A166/17/6 approx.)
Ceylon, bulk . . . £Stg.135/3
Copra, per 50 kilos, c.i.f., North C
tinal Ports:—
Accra, Jan.-March . . . £Stg.16/1
(£A332/10/- approx. per long ton)

ISLANDS MINING SHARE

FIJI
Aug., 1939, Jan. 4 Feb.
Emperor . . . b9/11 b16/6 b17/-
Loloma . . . s25/6 s27/6 s26/-

PAPUA-NEW GUINEA
Bulolo G.D. . . b124/- b66/6 b67/-
Mandated All. b3/8 b10d b10d
N.G.G. Ltd. . . b1/10 b2/1 b2/2½
Oil Search . . s3/11 b20/9 b21/90
Oriomo Oil . . b5/- b10/6 b10/60
Papuan Apin. b4/11 b6/- b8/3
Placer Dev. . . b68/6 b310/- b300/
Sandy Creek . . b1/5 b3d b3d

EXCHANGE RATES

FIJI.—Through BANK OF NSW, A BANK and BANK OF NZ. Australia on basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. **Fiji-London,** basis £100 London B. £110/12/6; S. £112. **NZ-Fiji,** basis £A NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through BANK OF Australia on Samoa, basis £100 Samoa B. £A123/12/6; S. £A124/10/9. **London,** basis £100 London: £100/7/6; S. £101/10/-.

PAPUA-NG.—COMMONWEALTH BANK (Port Moresby, Lae, Rabaul, Kavieng, Madang), **BANK OF NSW** (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai; agency: Wau) and **ANZ BANK** (Port Moresby) quote exchange: Australia-Papua-NG: 10/- per £100.

BSI.—COMMONWEALTH BANK (branch at Honiara) quotes exchange rate Australia-BSI: 10/- per £100.

FR. PACIFIC COLONIES.—Pacific franc most valuable of the three franc groups in French Union, are used in New Caledonia, New Hebrides, and Fr. Oceania. **FRENCH BANK** (Comptoir National D'Escompte de Paris) in Sydney quotes (nominally): 140 Pac. fr. to £Aust.; 1 Pac. fr. to £stg.; 64 Pac. fr. to US \$1.

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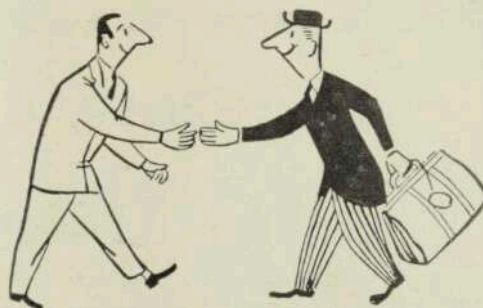
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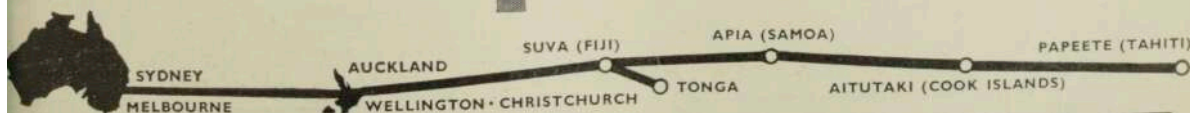
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