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JUNE, 1954 Vol. XXIV. No. 11

PACIFIC ISLANDS Monthly

RR
HC
268
44



Published 1930.

Governor Petitbon was welcomed back to Tahiti in March, to continue in office as Governor of French Oceania. This high official is held in much regard in Tahiti—it is unusual for anyone to serve a second term there as Governor. Photograph shows one of the less conventional welcomes given to popular Monsieur and Madame Petitbon on their arrival in Tahiti. Here, they are being entertained by some old official friends at the Hotel des Tropiques. From left to right: Madame Poroi; Governor Petitbon (standing); Secretary-General Daire; Madame Petitbon; and M. Alfred Poroi, Mayor of Papeete.

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

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and the World**

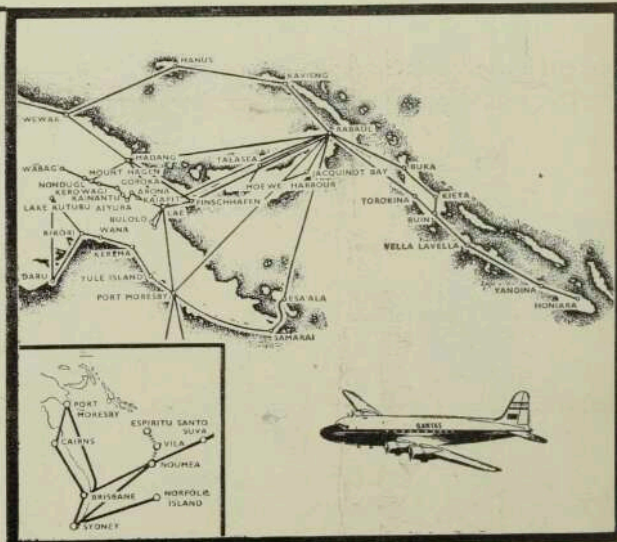
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QANTAS, Australia's Overseas
Airline linking over 50 ports of
call in the S.W. Pacific with
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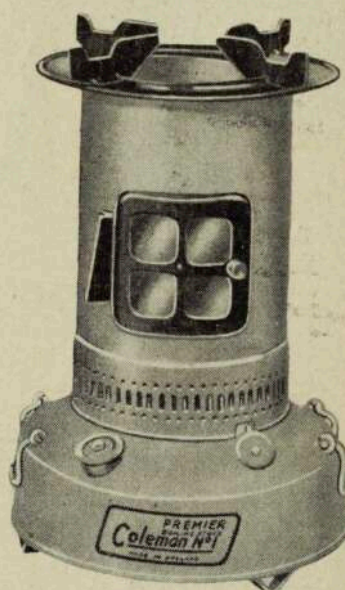
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WILL BURN 10 HOURS ON ONE FILLING

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

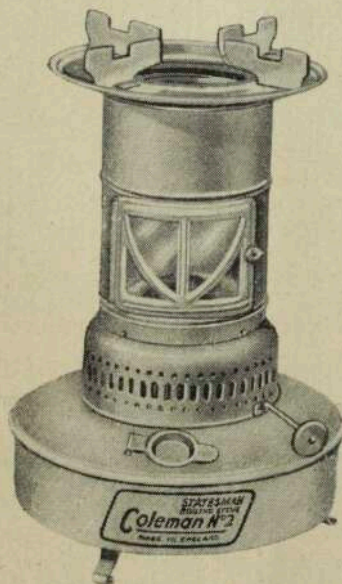
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has cream sprayed tank . . . porcelain enamelled flue . . . brass window frame . . . large central air-draught . . . a tank capacity of 3 pints and an easily regulated blue flame. Height 13 $\frac{3}{4}$ in., diameter 9 in., weight 5 $\frac{3}{4}$ lb.



COLEMAN NO. 2 "STATESMAN"

has cream sprayed tank . . . aluminium sprayed flue . . . central air-draught burner with side lighting hole . . . easily regulated blue flame and a tank capacity of 2 $\frac{1}{4}$ pints. Height 12 in., diameter 8 in., weight 3 $\frac{1}{4}$ lb.

Representatives for Pacific Islands

54a PITT STREET
SYDNEY

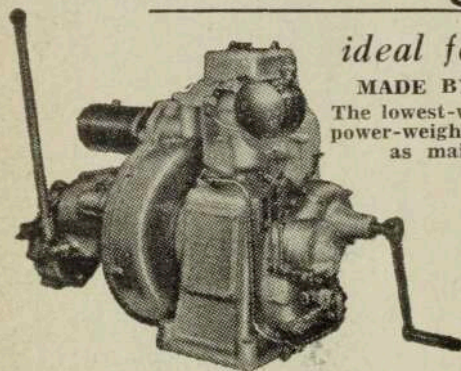
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PEARCE & CO. LTD.
SUVA
FOR FIJI ISLANDS

PACIFIC ISLANDS MONTHLY — JUNE, 1954

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The Low Weight DIESEL Only 358 lbs.



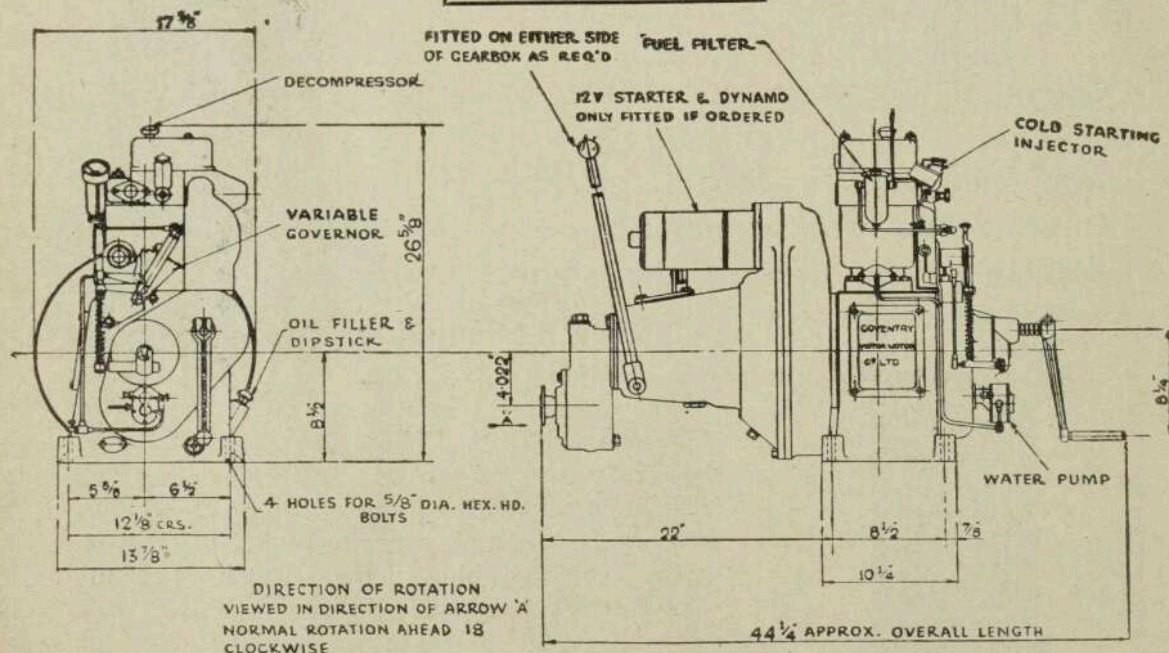
ideal for Marine Propulsion and Auxiliary Use.

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The lowest-weight Diesel with the best power-weight ratio for craft up to 26 ft. as main propulsion engine.

5/7	h.p.	WEIGHT— only 358 lbs.
7/9	h.p.	WEIGHT— only 378 lbs.
9/11	h.p.	WEIGHT— only 408 lbs.

Victor Cold Starting, totally enclosed Diesel fitted with "O.K." epicyclic type FORWARD AND REVERSE GEAR BOX with 2 to 1 reduction at rear of box and including:

- Variable speed governor with control on engine.
- Victor gear type water pump fitted and piped up to water circulating system.
- Water cooled muffler.
- Provision exists for fitting self-starter and generator.
- Order now for immediate delivery, or write for full details.



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SOLE DISTRIBUTORS FOR THE TERRITORY OF NEW GUINEA—
COLYER-WATSON (New Guinea) Ltd. Rabaul, Madang, Kavieng, Lae.

SHIPPING TIME-TABLES

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

Sydney-Papua-N. Guinea

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

Next sailing about June 18.

MV Malekula sails from Sydney for Samarai, Rabaul, Manus, Wewak, Madang, Lae, Samarai and return to Sydney.

Next sailing about July 2.
Details from Burns Philp & Co. Ltd., 7 Bridge Street, Sydney.

MV's Soochow, Shansi and Sinkiang, each 3,000 tons, provide regular service between Sydney and Papua-New Guinea ports. From July 19, Sinkiang will provide a fast service Sydney - Brisbane - Port Moresby and return by same route. Soochow and Shansi will continue Sydney-Brisbane - Moresby - Samarai - Lae - Madang - Kavieng - Rabaul and return, with calls at Melbourne as required.

Next Sydney sailing, Shansi: July 9.

Next Sydney sailing, Soochow: June 15.

Next Sydney sailing, Sinkiang: July 19.

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

N. Zealand-Fiji-Samoa-Tonga

Motor vessels Tofua and Matua, from New Zealand, serve Suva (Fiji), Nukualofa and Vavau (Tonga), Niue Is., Pago

Australia - New Zealand - Canada - USA

Sailings of Orient Line Passenger Ships, 1954-55.

		ORONSAY	ORION	ORONSAY	ORCADES	ORSOVA	ORION
		1954	1954	1954/5	1954/5	1955	1955
SYDNEY	depart	21 May	17 Sep.	19 Nov.	17 Dec.	28 Jan.	25 Mar.
AUCKLAND	arr/dep	24 May	21 Sep.	22 Nov.	20 Dec.	31 Jan.	29 Mar.
SUVA	arr/dep	27 May	25 Sep.	25 Nov.	23 Dec.	3 Feb.	2 Apl.
HONOLULU	arr/dep	1 June	1 Oct.	30 Nov.	28 Dec.	8 Feb.	8 Apl.
VANCOUVER	arrive	7 June	7 Oct.	6 Dec.	3 Jan.	14 Feb.	14 Apl.
	depart	8 June	8 Oct.	7 Dec.	4 Jan.	15 Feb.	15 Apl.
SAN FRANCISCO	arr	10 June	11 Oct.	9 Dec.	6 Jan.	17 Feb.	18 Apl.
	depart	11 June	12 Oct.	10 Dec.	7 Jan.	18 Feb.	19 Apl.
HONOLULU	arr/dep	15 June	17 Oct.	14 Dec.	11 Jan.	22 Feb.	24 Apl.
SUVA	arr/dep	22 June	25 Oct.	21 Dec.	18 Jan.	1 Mar.	2 May
AUCKLAND	arr/dep	25 June	28 Oct.	24 Dec.	21 Jan.	4 Mar.	5 May
SYDNEY	arrive	28 June	1 Nov.	27 Dec.	24 Jan.	7 Mar.	9 May

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

“SOOCHOW”

“SHANSI”

“SINKIANG”

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”

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 voyage scheduled to leave Auckland July 6.

Matua will leave Auckland on her next voyage June 26, and on her return to Wellington, July 15, will withdraw until August 25 on annual survey.

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. After annual survey, left Auckland in early April for Cook Group.

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

Last sailing from Sydney about July 14. 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 Maritimes. Luxurious new liners Caledonien and Tahitien recently added to this service.

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

N. America-Fiji-Hebrides, etc.

Norwegian motor vessel Thorsisle, carrying cargo and passengers maintains a regular service between North American ports and French Oceania. Samoa, Fiji, New Caledonia and New Hebrides.

Sailing from San Francisco May 27, Papeete, June 15, Apia, June 20, Suva, June 24, Noumea, June 28 (dates approx. only).

Details from General Steamships Corporation Ltd., 432 California St., San Francisco, U.S.A.

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

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PAPEETE—Etablissements Donald Tahiti. APIA—Morris Hedstrom Ltd.

SUVA—Morris Hedstrom Ltd.

NOUMEA—Etablissements Ballande.

PORT VILA—Comptoirs Francais des Nouvelles Hebrides.

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ISLAND AGENTS: SUVA: Morris Hedstrom Ltd.
APIA: A. MacDonald & Co. Ltd.
NUKUALOFA/VAFAU: Burns Philp (South Sea) Co. Ltd.
NIUE: Robert Rex.

Also represented throughout Australasia.

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COMPANY, LIMITED

P.O. Box 2242,
Auckland.

Telegraphic address:
"TASVITI"

AIRWAYS TIME-TABLES

Due to recent reorganisations in some South Pacific airlines, many changes in schedules are pending. Prospective travellers should check with airlines.

TRANS-PACIFIC SERVICES

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

BY PAN-AMERICAN AIRWAYS

With Strato Clippers, using Sleepertettes 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 QANTAS EMPIRE AIRWAYS

(Super Constellation Service)*

NORTHWARDS

Sat. and Wed.—Sydney-Nadi (Fiji)-Canton Is.-Honolulu-S. Francisco-Vancouver — with every alternate Wednesday service (June 9, 23, etc.) terminating at San Francisco.

SOUTHWARDS

Mon. and alt. Fri.—Vancouver - San Francisco - Honolulu - Canton Is. - Nadi (Fiji)-Sydney. Second alt. Fri. (June 11, 25, etc.) service commences at San Francisco thence same route to Sydney.

BY CANADIAN PACIFIC AIRLINES

(CPAL)

(With Super DC-6B Aircraft)*

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

Every Friday return from Vancouver by same route.

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

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, 6.20 am
(Wed., Sun.)
Lae, 8.45 am
Connecting services north of Lae by
D.C.3 to Bulolo and Wau.

**Sundays and alt. Wednesdays
(Sandringhams)**

Depart: Sydney, 7.30 pm
Brisbane, 12.20 am
(Mon. and Alt. Thur.)
Cairns, 8.05 am
Moresby, 8.30 am
(Tue.)
Samarai, 11.00 am

Arrive: Brisbane, 10.50 pm
Cairns, 6.35 am
Moresby, 11.55 am
(Night stop)
Samarai, 10.30 am
Esa'ala, 11.40 am
(Alt. weeks)

Esa'ala, 11.55 am 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
Connecting service from Wau by Drover,
Arrives Lae 9.30 am Saturday.

Arrive: Moresby, 11.40 am
Brisbane, 7.15 pm
Sydney, 11.30 pm

Thursdays (Sandringham)
Depart: Rabaul, 5.30 am
Samarai, 9.15 am
Moresby, 12.15 pm
Cairns, 8.30 am
(Fri.)
Brisbane, 3.45 pm

Arrive: Samarai, 8.45 am
Moresby, 11.15 am
Cairns, 3.40 pm
(Night stop)
Brisbane, 2.15 pm
Sydney, 7.05 pm

Alt. Saturdays (Sandringham)
Depart: Moresby, 6 am
Cairns, 10.55 am
Brisbane, 6.10 pm
A connection from Lae, with a D.C.3,
to pick up Saturday Sandringham, arrives
at Moresby on Friday at 8.20 am.

Arrive: Cairns, 9.25 am
Brisbane, 4.40 pm
Sydney, 9.30 pm

**3. N. Guinea Internal
Services**

Operated by Qantas
LAE—HOLLANDIA (Dutch New Guinea)
(DC3)

Every 4th Monday (June 14, July 12, etc.).
Departs Lae 8 am, calls at Madang and
Wewak, and arrives at Hollandia 1.05
pm. Every 4th Tuesday (June 15,
July 13, etc.), departs Hollandia at
9 am, and, with calls at Wewak and
Madang, arrives Lae at 3.5 pm.

LAE—MANUS (DC3)

Every Wednesday.
Dep. Lae, 10.45 am; Finschhafen, Rabaul,
Kavieng, arr. Manus 5.45 pm.
Returns Saturdays (dep. 8 am), via
Kavieng 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 (June 11,
25, July 9, 23, etc.).

RABAUL—MOEWE HARBOUR
(Sandringham)

t. Wed.—Rabaul-Jacquinet Bay-Moewe
Harbour - Talasea - Rabaul June 9, 23,
July 7, 21, etc.

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

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to do more business
overseas**



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complete trip-planning
help—no charge.

Convert unproductive travel time to
profit-making time. Save valuable days—
even weeks—as you fly on B.O.A.C.
Speedbird routes linking 51 countries.
Gain extra time to do more business,
more quickly, in more world markets.

Stop-over to relax, wherever you wish—
and still be home weeks sooner!
B.O.A.C. airliners are fully-pressurized—
you fly in perfect comfort. Hotel
accommodation, meals and surface
transport provided at scheduled night-stops.

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HONG KONG, JAPAN, CEYLON, INDIA,
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EUROPE, GREAT BRITAIN, U.S.A., CANADA,
CENTRAL & SOUTH AMERICA, BERMUDA.

Reservations and information from all Travel Agents and Qantas Empire
Airways Ltd. (B.O.A.C. General Agents for Australia).

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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!



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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.

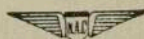


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Linking all principal New Zealand cities and extending to Norfolk Island. Offices and
Agents throughout New Zealand, Australia and the South-West Pacific.

NEW ZEALAND NATIONAL



AIRWAYS CORPORATION

NEW BRITAIN-BOUGAINVILLE (Sandringham)

Alt. Wed.—Rabaul — Buka — Kleta — Buin
—June 2, 16, 30, July 14, 18, etc.
Alt. Wed. (same day) Buin-Kleta-Buka-
Rabaul.

LAÉ - MADANG - WEWAK - MANUS - KAVIENG - RABAU 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, Wewak*,
Madang*, Lae arr. 4.50 pm.
* Calls omitted every fourth Tue. (June
15, July 13, etc.).

CENTRAL HIGHLANDS (DC3)

Fridays.—Lae (8.30 am) to Wabag, calling
at Nioh Kaitum, Kainantu, Bena Bena, Goroka, Nondugl,
Banz, Minj, Mt. Hagen, Baiyer R.,
Wabag. Return to Lae arriving 6 pm.

LAÉ-BULOLO-WAU (Drover)

Dep. Lae.—Tues. 3 pm.—Mon. & Sat.
7.30 am.
Dep. Wau.—Tues. 4.30 pm.—Mon. 9.00 am
—Wed. 12.35 pm. Direct to Lae in 30
minutes.

LAÉ-FINSCHHAFEN (Drover)

Every 4th Tuesday, leaving Lae 1 pm,
returning same day (June 15, July 13,
etc.).

MADANG-GOROKA (DC3)

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

SERVICES BY MANDATED AIRLINES

With headquarters at Lae, this company
runs regular services for passengers,
freight and mails to all New Guinea
settlements.

Scheduled Flights with D.C.3 Aircraft

Mon.: Depart Lae at 7.30am for Goroka,
Madang, Wewak, Madang, Rabaul —
remaining overnight.

Tues.: Depart Rabaul at 6.30 am for
Madang, Wewak, Madang, Goroka, Lae.
Depart Lae 7.30 am for Goroka, Wau,
Port Moresby, Wau, Goroka (subject
loading available), Lae.

Thurs.: Depart Lae at 7.30 am for
Goroka, Wau, Port Moresby, Wau,
Goroka (subject loading available), Lae.

Fri.: Depart Lae at 7 am for Madang,
Wewak, Momote, Kavieng, Rabaul —
remaining overnight.

Sat.: Depart Rabaul at 8 am for Kavieng,
Momote, Wewak, Madang, Lae.

4. Aust.-Dutch N. Guinea

By KLM Royal Dutch Airlines.

A weekly service with Constellations
between Sydney and Amsterdam with a
call at Biak, DNG, and Manila, Philippines.
DC3 aircraft link Biak with Hollandia,
Sorong, Merauke and Tannah Merah.

5. N. Guinea-Solomons

By Qantas with DC3

3 Flights Every Four Weeks.

Mon. (June 7, 21, 28, July 5, 19, 26, etc.).
Lae (dep. 6 am) — Finschhafen —
Rabaul — Buka — Vellalavella —
Yandina — Honiara, BSI (arriving 4.30
pm).

Tue. (June 1, 8, 22, 29, July 6, 20, 27, 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 depart Saigon (June

11, July 16) for Darwin - Brisbane -
Nooumea and return.
Australasia agents: Messageries Maritimes.

7. Sydney-Lord Howe Is.

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

8. Sydney-Norfolk Is.

By Qantas, with Skymasters.
Alternate Thursdays (June 17, July 1,
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.)	Nooumea, 7.00 am
Nooumea, 8.30 am	Vila, 11.05 am
Vila, 12.35 pm	Santo, 1.50 pm (Night stop)
Santo, 6.00 am (Wed.)	Vila, 7.15 am
Vila, 8.15 am	Nooumea, 10.55 am
Nooumea, 1.00 pm	Sydney, 8.40 pm

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Ideally situated in its own delightful gardens, Tusculum is only five minutes
from the business and social centres of the City. It is renowned among
ISLAND VISITORS for its comfort, restful atmosphere, and personal service.
Double and single serviced flats and flatettes — latest American cooking
facilities in each.

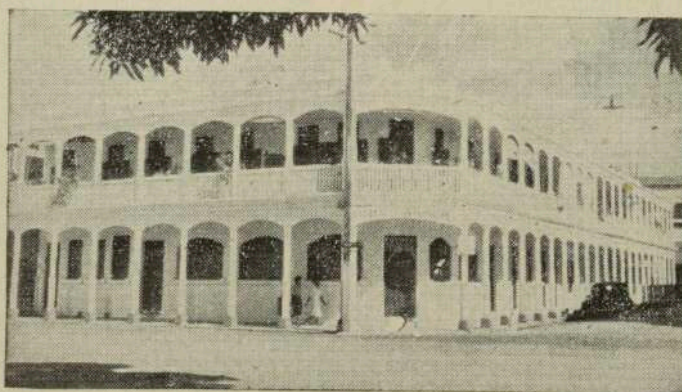
TUSCULUM PRIVATE HOTEL, 3 Manning Street, Pott's Point.

Write or cable for reservations.

Managing Agents: T. Elliott and Co., 8 Bayswater Rd., Kings Cross.

THE GARRICK HOTEL

SUVA, FIJI



This well-known Hotel is centrally situated in Suva's main
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in all climatic conditions :: Only the best of Beers, Spirits and
Wines is served.

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VINCE COSTELLO, Proprietor.

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Consult your solicitor and have this vital alteration made to your Will. Then your family will know that you have determined to safeguard their financial security by every possible means. The Company's vast experience and solid financial position will protect your heirs from all the hazards inevitably associated with one-man administration of Estates. "Hands That Never Leave The Wheel" explains exactly how the Company safeguards your assets. You can obtain your complimentary copy at any branch of Burns Philp (New Guinea) Limited, Burns Philp (New Hebrides) Limited, or from this Company's head office.

DIRECTORS:

James Burns.
P. T. W. Black.

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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 DCS's Single service each Sunday and return with double service alt. Sundays as follows: 2 services June 20, July 4, 18, etc.

From June 27, TEAL will discontinue its Trans-Tasman Solent services. The Sydney-Wellington service will be cut out. There will be new Sydney-Christchurch service by land plane.

12. Sydney-Auckland

Tasman E. Airways, with Solents and DC6 Aircraft.

By Solent—Dep. Sydney 8.30 am Thursday, arr. Auckland 5.15 pm.
By Solent—Dep. Sydney midnight Sunday, arr. Auckland 8.45 am Monday.
By D.C.6—Dep. Sydney Tue. and Fri., 9 am, arr. Auckland 4.15 pm.
By Solent—Dep. Auckland, 8.30 am Wed., Fri., arr. Sydney 1.45 pm.
By D.C.6—Dep. Auckland 11 am, Monday, and Thur., arr. Sydney, 2.45 pm.

13. Sydney-Wellington

Tasman E. Airways, with Solents

Dep. Sydney 10.30 pm Mon., Thur. Arr. 7.45 am following day.
Dep. Sydney midnight Tue., arr. Auckland 9.15 am Wed.
Dep. Wellington 10.30 am Tue., Fri., arriving 4 pm.
Dep. Wellington midday Wed., arr. Sydney 5.30 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., 5.35 pm.

We have received no alterations to timetables in respect of TEAL Auckland-Islands services since early May. Intending travellers should check with TEAL agents. The Auckland-Suva flying-boat service, for example, has been cut out.

15. New Zealand-Fiji

SEE ALSO TABLE 18.

Tasman Empire Airways, Ltd., with Solents.

Dep. Auckland—May 18, 22, 25, June 1, 5, 8, 15, 19, 22, 29.
Return to Auckland on May 20, 24, 31, June 3, 7, 14, 16, 21, 29.
Depart
Auckland, 9.30 am
Suva, 4.30 pm
Suva, 9.00 am
Auckland, 4.15 pm

16. Fiji-Western Samoa

SEE ALSO TABLE 13.

**Tasman Empire Airways, Ltd.,
with Solents.**

Dep. Auckland May 22, 25, June 8, 19, 29.	Arrive
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.

17. New Zealand-Chatham Is.

Service does not run in Winter months.

18. New Zealand-Tahiti**Tasman Empire Airways, Ltd.,
with Solents**

TEAL Service, Auckland-Suva-Apia-Aitutaki-Papeete, is operated with Solent Flying-Boats once every two weeks. Dep. Auckland, Tuesday, 9.30 am. Arr. Suva 4.30 pm. Dep. Suva (Wednesday) 9.00 am, cross International Date Line: Arr. Apia 1.55 pm Tuesday. Dep. Apia 2.00 am Wednesday. Arr. Aitutaki 7.30 am. Dep. Aitutaki 8.30 am. Arr. Papeete 1 pm. Return by same route every alt. Friday, leaving Papeete 7.30 am.

The next flights leave Auckland May 25, June 8, 29.

A special weekly service will operate from June 22 to July 20.

19. Fiji-Tonga**Tasman E. Airways with Solents.**

Dep. Suva May 18, June 1.

Depart	Arrive
Auckland, 9.30 am	Suva, 4.45 pm

(Tuesday)
Suva, 7.00 am
(Wednesday)
Nukualofa, 2.00 pm
(Wednesday)
Suva, 9.00 am
(Thursday)

(Tuesday)
Nukualofa, 10.20 am
(Wednesday)
Suva, 4.10 pm
(Wednesday)
Auckland, 4.15 pm
(Thursday)

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	Single	Return	Table No.
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Lae	55 7 0	99 13 0	2, 3
Rabaul	64 19 0	116 19 0	2, 3
Honiara			
BSI	80 7 0	144 13 0	5
Vila, N			
Hebrides	51 9 0	92 13 0	9
Noumea			
NC	43 3 0	77 14 0	10, 9, 6
Norfolk Jr.	27 10 0	49 10 0	8
L. Howe	12 15 0	25 10 0	7
Nadi			
(Fiji)	73 5 0	131 17 0	1
Suva			
(Fiji)	70 12 0	127 2 0	10
Auckland	47 5 0	85 1 0	12
Wellington			
Christch.	47 5 0	85 1 0	13
(from Melb.)	52 18 0	95 5 0	
Honolulu	243 6 0	431 19 0	1
S. Fran'co	301 7 0	542 9 0	1
Vancouver	301 7 0	542 9 0	1
Papeete			
(via Suva direct)	136 8 0	245 11 6	18

FROM BRISBANE TO:

Noumea	36 5 0	67 5 0	6
--------	--------	--------	---

FROM AUCKLAND (NZ Currency) TO:

	Single	Return	Table No.
Norf. Is.	18 0 0	32 8 0	11
Fiji	39 7 0	70 17 0	1, 15, 18
Samoa	47 2 0	84 16 0	16
Aitutaki	67 11 0	121 12 0	18
Papeete	82 10 0	148 10 0	18

20. Micronesia

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21. Fiji Internal Airways**By Fiji Airways, with twin-engine
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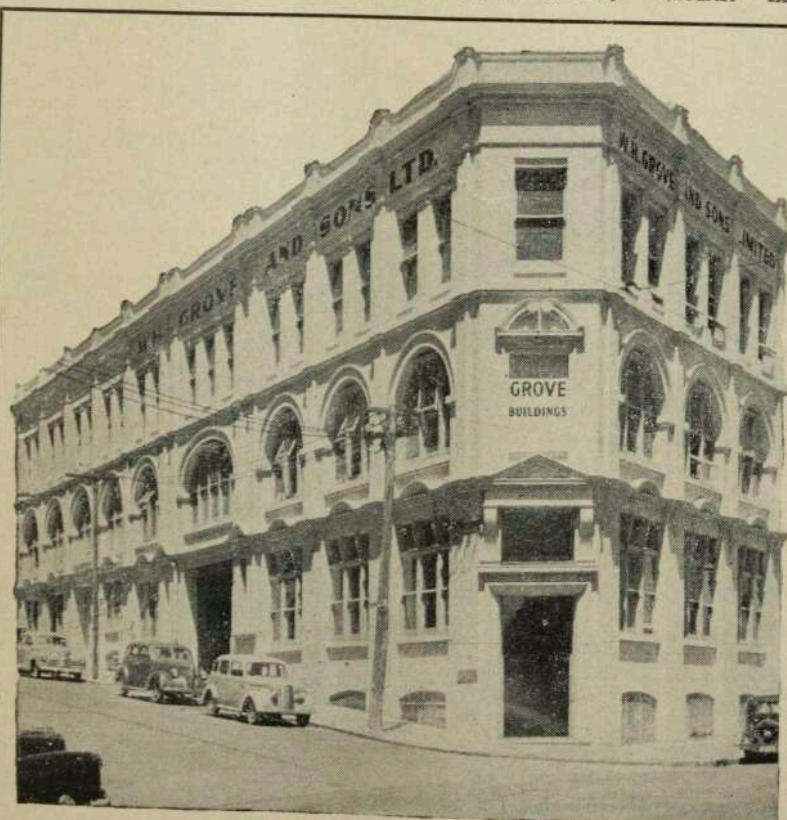
Suva-Labasa and return: Daily.

Suva-Savusavu: Mon., Thur., Sat.

Suva-Taveuni: Tues. and Fri.

Approximate Airways Fares

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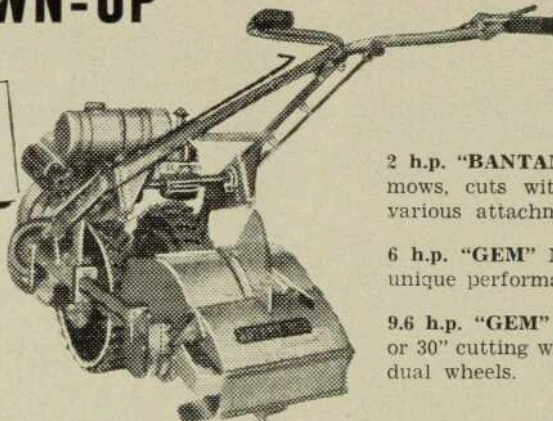
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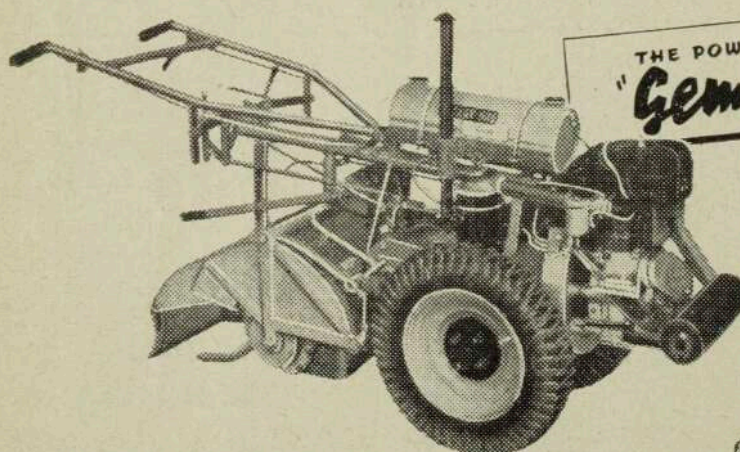


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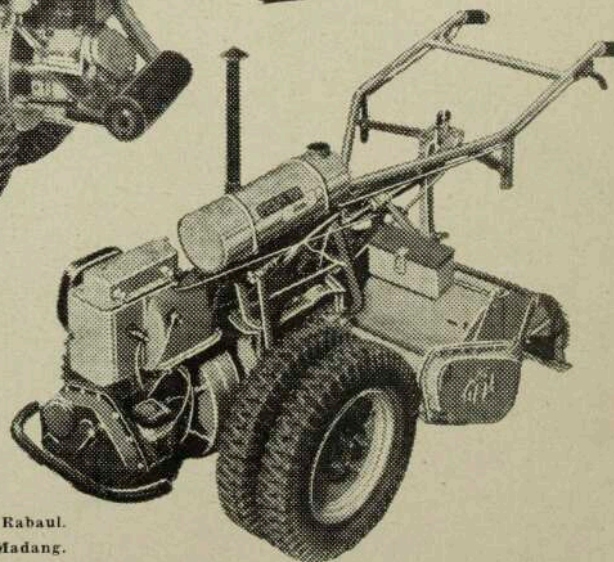
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JUNE, 1954

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How Indonesia Links Us With Indo-China and Geneva

THE nations are still trying to find a formula to confirm the Korea truce, and bring a truce in Indo-China. While they talk at Geneva, the Communists in Indo-China, actively supported and supplied by Red China, are overwhelming the French defence.

The Reds' plan—to gradually arouse Asia against the Westerners, and thus weaken the Western bloc—is perfectly plain to the Westerners; but the Western Powers cannot agree on how to meet it. So no one can guess what will happen next.

But whether or not we halt the Reds in Indo-China, the Red thrust against Siam, Burma, and Malaya surely will come; and then we of the South Pacific will be in it, because Indonesia now is rotten ripe to be taken over by Asiatic Communism, and Indonesia is Asia's corridor to the South Pacific.

Indo-China is merely the focal point of the irreconcilable struggle that we call the Cold War. United States says: "We've got to fight, sooner or later. Let's do it now, and get it over." Britain says: "Wait a bit longer—those enslaved nations must sooner or later rise against the Moscow gang." Moscow is utterly ruthless, and there is not a sign of compromise. Smaller countries can only await the issue, helplessly.

FOR us, here in the South Pacific, Indonesia is a key point, and a place of growing menace. It is our special angle on Indo-China. Month by month, the situation there, as we see it, has deteriorated. As the 75-millions "republic" drifts closer to political, social and economic collapse, its so-called Nationalist Government comes more under Communist influence.

Ho Chi-Minh, Red leader in Indo-China, told Indonesian Premier Sartromidjojo in May that he supports Indonesia's claim to Western New Guinea. Indonesia has proposed to enter a non-aggression pact with Red China, Burma and India. The powerful Masjumi (moderate Moslem party), hating Communism, has been trying to steer Indonesia away from the growingly active Reds in Indonesia who now dominate the main trade union organisation. Fearing and resisting the Masjumi, the Indonesian Government moves week by week ever closer to the Reds—and the latter, directly and through their fellow-travellers, now hold many key posts.

There are rebellions in North Sumatra and West Java. The Southern Molucca people—quite close to New Guinea—have broken away, declared themselves independent of Indonesia and appealed to us for help. The Dutch Ambassador in Australia has been

visiting Papua and New Guinea; and a new trade relationship (see article elsewhere) has been established between Australia and Dutch New Guinea. Netherlands has said officially that "attacks upon Western New Guinea are not expected for the time being"; but defence measures have been under consideration, and the defence of Netherlands New Guinea has been recognised as the task of the Dutch Navy and Navy Air Force.

These events and conditions in Indonesia and Western New Guinea may appear disconnected, at first glance. But they are not, when seen in the light of to-day's events in Geneva and Indo-China.

DEVELOPMENT AT PAPUAN OIL BORE

P. MORESBY, June 8.

THE oil-seeking Co. (APC) has abandoned the attempt to get any more of the stuck drill pipe out of Omati No. 1 bore in Papua—the line below 11,778 feet was too badly distorted.

A window has been milled through the 6½ in. casing, between 11,666 feet and 11,678 feet, and a side-tracked hole has been drilled 675 feet, to 12,353 feet. Deepening is continuing.

This unusual procedure, following many months of work on the stuck drill, has created the belief here that the Co. is intensely interested in what it may find below 12,353 feet.

COMMENTARY

BY THE
EDITORIAL
STAFF.

THIS PIDGIN AGAIN

THE clamour about the use of Pidgin English in New Guinea has broken out again in *Sydney Morning Herald*. Post-war planners, near-planners and other wide-eyed idealists of various kinds are insisting that Pidgin is not fit to be used officially in any country controlled by the cultured West, and must be suppressed in favour of simple English. On paper, they may be right—and no one except a cynical administration official and a wearied missionary or two has troubled to point out how impractical are their arguments.

There are 1½ million primitive people in P-NG. They speak scores—probably hundreds—of different languages. The Australian Administration has pledged itself to raise their standard of living very soon. The Administration can do little in that direction unless it has a medium of communication with the mass of people. It has no such medium—no *lingua franca* of any kind—unless it:

- Adopts, regularises and employs the despised Pidgin which everyone—and especially primitive natives and semi-literate Europeans—learns with such ease and rapidity; or

- Spends millions in (a) selecting and training natives to speak English and teach village schools and (b) equipping and staffing thousands of native village schools, where the children may be taught simple English.

The Administration appears to be already committed to the first alternative; but it will not say so, because the UNO Trusteeship Council is nagging at Australia to officially discourage Pidgin in NG.

Meanwhile, Professor J. R. Hall, Cornell University's Professor of Linguistics, is back again in New Guinea, closely studying Pidgin, and insisting that this can be used officially as an effective medium for reaching the people.

ADMINISTRATION HEADACHE NO. 1

SEE elsewhere the report on Sir Robert Stanley's recent inspection of Gilbert and Ellice Colony—and spare a little sympathy for this first independent British High Commissioner for the Western Pacific.

His domain comprises the huge, undeveloped, almost penniless Protectorate of Solomon Islands; the desperately overcrowded chain of atolls called the G and E Colony; and Britain's side of the French-dominated Condominium of the New

Hebrides—all pleasant places enough, but, economically, probably the most hopeless set-up in the British Empire. There is no possibility of ensuring development without the introduction of private enterprise; and no possibility of inducing private enterprise to go into any of them, under present conditions. Sir Robert Stanley must often wonder why he was given such a tough proposition as his first major command in the British Colonial Office.

One quaint aspect is that there is marked under-population in the large Solomons area; and very real overcrowding in the extremely limited G & E Colony. Someone may ask: "Why not shift the fecund and industrious Gilbertese into the Solomons?" Well, why not?

THIS VOLCANIC LIVELINESS

IT is noted that, in addition to the eruption of Mount Langlia, in New Britain (see article elsewhere) there have been heavy eruptions of the volcano on Manam Island, off the New Guinea coast north of Madang. Manam frequently erupts.

There has been a startling outbreak at Mt. Ngaruahoe, an intermittently active volcano in the centre of the North Island of NZ.

There has been a good deal of liveliness lately on the volcanic front—which runs down from Europe and Asia into the middle of Indonesia, and continues along the northeast coast of New Guinea and New Britain into Bougainville and Northern Solomons, and thence via New Hebrides and Tonga into New Zealand. Who knows—maybe the combination of A and H and C bombs will some day induce this old globe to split open along that vast line of fault.

ACTIVITIES OF THE MISSIONS

THE important part which the Christian Missions play in Pacific Islands affairs was apparent in May, when the following events commanded big headlines in Australian and New Zealand newspapers:

Cardinal Gilroy, of Australia—whose status is higher than that of any other religious leader in the South Pacific—toured Papua and New Guinea.

Another Roman Catholic dignitary, the Papal Delegate from Australia, visited Fiji and Western Samoa, and a new Bishop was consecrated in Apia.

An archbishop and other very high dignitaries of the Anglican Church visited Honiara, in the British Solo-

mon Islands, there to take part in the consecration of a new Bishop of Melanesia.

The Australasian Methodist Conference met in Brisbane in the latter end of May, and the highest-ranking men of that Church attended. Pacific Islands Mission affairs figured largely on the agenda, and among those present were the Rev. Tubu (a Fijian, now a student in Queensland) and Rev. Jotham Sau Faupula (Tonga).

The Conference resolved that the P-NG Administration be urged to raise the standard of native life; that instruction in technical training, agriculture and the use of native land should be provided; and that development could be achieved through training under native management, and the extension of the existing systems of native plantations and producer-consumer co-operatives.

The Conference commended the Federal Government's New Guinea Administration but urged that it continue to exercise strictest caution and conservation with regard to natives' timber, mineral and land rights.

The general secretary of the Methodist Mission, Rev. C. F. Gribble, told the Conference that one of the main problems of Methodist missionary work in the Pacific was the difficulty of reconciling Fijian and Indian culture. About 150,000 Indians lived in Fiji, but only 5,000 said they were Christians in the 1946 census. "We have a great hope that these two members of the human family will learn to make a home together in Fiji," Mr. Gribble said.

WHY NO MALARIA THERE?

DR. MARSHALL LAIRD has gone from Suva to Singapore, where he has accepted an appointment at the University of Malaya. For two years, assisted by his wife, Dr. Laird, on behalf of the New Zealand Air Force, carried on research in the Western Pacific, "to gain information on why malaria-carrying mosquitoes do not appear south of 20 deg. S and east of 170 deg. E, in the Oceanic Pacific." The PIM first publicised, 20 years ago, this curious absence of malaria from Fiji and places eastward thereof. An article on Dr. Laird's work will be published in the July PIM.

NC'S PHENOMENAL RAIN

NOUMEA had its record rainfall in May, 333 millimetres—rain fell on 26 out of 31 days. An immense anti-cyclonic system remained stationary over southern NC all this time. The rest of the island had fine weather, with little rain.

No Flying-Boats On TEAL

Tasman Service

AFTER 14 years, during which there was not one accident involving loss of life, TEAL will withdraw the last of its trans-Tasman flying-boats on June 27. The flying-boats will be replaced by an all-landplane service.

At the same time, the Sydney-Wellington service will be cut out—there is no suitable landing ground for large aircraft within a reasonable distance of Wellington. A Sydney-Ohakea service is being considered—but Ohakea is 80 miles by road from Wellington and it would take almost as long to do this land journey as fly the Tasman.

To compensate, in part, for the withdrawal of this service, a new TEAL route will be inaugurated from Sydney to Christchurch. Two flights per week will be made. The weekly Melbourne-Christchurch service will be maintained. Passengers for Wellington will have to go to Christchurch or Auckland to make land or air connections for their destination.

At the same time that these changes are made by TEAL, they will offer tourist fares on all their aircraft operating into or out of New Zealand. Tourist passengers will pay about 20 per cent. less in fares and will occupy a separate compartment.

NOUMEA BEWAILS LOSS OF QANTAS SERVICE

THE cessation of the Qantas flyingboat service, Sydney-Noumea-Suva, leaves New Caledonia with only the weekly flyingboat Sydney-Noumea-New Hebrides, and Air France's monthly service by Constellation from Paris, via Saigon and Brisbane.

Qantas's good service always has been greatly appreciated by people here, and we especially liked the Noumea-Suva link, which allowed so many folk to go to France via the Trans-Pacific airways, which they joined in Fiji. It is regretted that Qantas could not put in a landplane to maintain this link.

We still have the New Hebrides service, of course—but it looks as if people who wish to go this way to Sydney will have to fight for seats.

Cutting out Suva, and reducing the Sydney-Noumea service is definitely a retrograde step for New Caledonia.

EDITORIAL NOTE: At June 7, it was not certain that the Sydney-Noumea-Suva service would be cut out. The matter was then in the

hands of the Australian Department of Civil Aviation. We understand that if this Dept. decides that the service should be retained, then Qantas will continue it. (See articles also on pages 43 and 153).

CHANGES IN SYDNEY-NG SHIPPING SERVICE

A SHUTTLE-SERVICE, Sydney-Brisbane-Port Moresby and return will be operated by the *Sinkiang*, of the New Guinea Australia Line, commencing on July 19. The other two ships of the Line, *Shansi* and *Soochow*, will continue in the Sydney-Brisbane-Moresby-Samarai-Lae-Madang-Kavieng-Rabaul and return service. These two ships will also call at Melbourne, as required.

Sinkiang has been making a 7-weekly regular call at Melbourne. This will be discontinued.

Fijian and Indian nurses, who had completed 3½ years' hospital training in Suva and Lautoka, received their certificates at graduation ceremonies in Fiji last month.

COPRA WORLD PRICE DOWN

LONDON, May 22.

THE copra market strengthened a little in April, but weakened again in May. Quotations now are: Straits £71 Stg. per ton, cif European port, June-July shipment; Indonesian, 72½ guilders per 100 Kilos; Philippines, 187.50 US dollars.

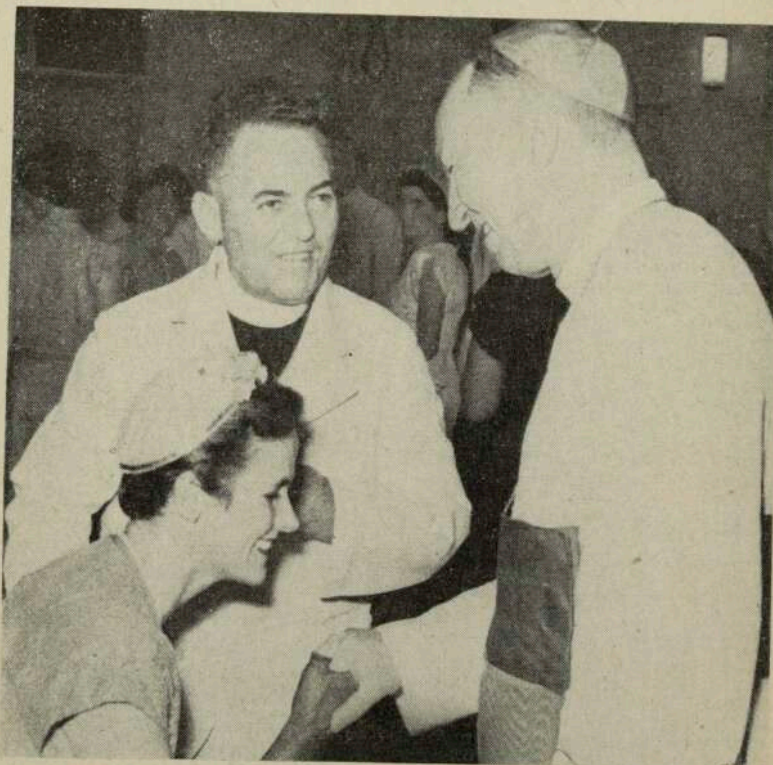
The position at the moment, therefore, is that the free world market quotation is a few pounds below the British MOF contract price which rules in all British territories in the South Pacific and which is based on £75 stg. per ton, fob.

ANOTHER 30/- FOR NG COPRA PRODUCERS

Australia announced late in May that copra producers in Papua and New Guinea would receive another 30/- per ton for the copra delivered during 1953. Adjustment of the year's accounts, plus some additional profit made from a large sale to Sweden (with British MOF permission, of course) made this possible.

Famous Cardinal in Papua-New Guinea

(See report of his visit page 22)



His Eminence Cardinal Gilroy arrived in Port Moresby early in May on a Territories tour. Here Parish Priest Father Eather presents Mrs. K. Sheekey to the

Cardinal at the Civic Reception held at the Red Cross Hall in the evening of May 4.

—Photo by Papuan Prints.

Accra Cocoa Touches £700 (Aust.) —But Briefly

New Guinea Beans Up Again

FLUCTUATIONS in the prices quoted in Sydney for Accra cocoa beans during May were the most violent in memory. After a series of rises, the price reached the fantastic peak, on May 27, of £557 Stg., or almost £700 (Aust.) per ton.

The price then began to drop just as quickly, and on June 3 it was steadier at £502/10/- Stg.

During these fluctuations, prices quoted for New Guinea beans were more or less steady at £550 to £560 (Aust.), a rise of about £30 in a month. It is believed that a few small overseas consignments brought a still higher price.

Very few African beans were available in Sydney so that the fluctuating quotations were not fully explained there. They were caused by varying conditions in the overseas market. It was thought in Sydney, however, that the lower June 3 price was an indication of the quieter market before new season's beans became available.

Australian chocolate manufacturers appeared willing to pay about £550 a ton for any good quality beans on offer. Their willingness was probably born of necessity, because this is their busiest season and whatever stocks they had on hand would no doubt be greatly depleted.

It was estimated that a quarter-pound chocolate block now selling at 2/4 would be nearer 3/- if all increases in the price of beans had been passed on. But there is already a noticeable buyer resistance at 2/4, and manufacturers are reluctant to add anything to it.

They are hoping that before their predicament becomes any more serious the Federal Government will announce a reduction in the 12½ per cent. Sales Tax on chocolate goods, enabling them to take part of the benefit and leave the price to the public much the same.

RAIN AFFECTS SAMOAN COCOA CROP

From Our Own Correspondent

APIA, May 14.

THE SS *Westbank* has just lifted one of the largest and most valuable cargoes of Samoan produce ever to leave Apia. Over 4,200 tons of copra and 500 tons of cocoabeans were shipped to London; value of the shipment approximated £500,000.

The cocoa market continues to rise and recently the phenomenal price of £475 Stg. per ton f.o.b. for a small parcel of 1st grade was paid by New Zealand buyers. London

offers ranged from £450 to £455 Stg.

The present cocoa crop has been severely affected by heavy rains and, apart from this, shippers have still to fulfill previous commitments at very much lower rates.

Status of Fiji's New Broadcasting House

BBROADCASTING House, the Suva headquarters of the Fiji Broadcasting Commission, will be officially declared open on July 1. It will be an occasion of some public importance.

The new establishment and organisation were described in May PIM. Apropos of that, the Chairman of the Commission (Mr. R. L. Munro) has written to point out "serious errors." He says the Commission is not "controlled by the Government"—that it is an independent statutory body.

We used the term loosely, but we do not withdraw the implication. The Australian Broadcasting Commission is a similar statutory body, nominally independent; but the ABC is and always has been very careful to do nothing that will place it out of favour with the Government of the day. It is the modern set-up; and not necessarily a bad set-up.

Mr. Munro also challenges our statement that the new establishment has the most modern technical equipment and technique:

"Broadcasting House itself is indeed modern and spacious and a credit to the Colony. Its technical equipment, however, as specified by the Fiji Government and now being installed by Amalgamated Wire-ness (Australia) Ltd., as the Government's consulting engineers, has decided limitations; and, to enable the Commission to carry out its

plans to give the people of Fiji a greatly improved and expanded service, additional and more modern equipment will have to be installed as soon as the completed structure is taken over by the Commission next month.

"The Commission's engineers report that the technical facilities now being installed are so far from being 'equal to anything in the world' as to be inferior even to those of New Zealand's small 2 kilowatt 'X' class stations!"

VICE-REGAL PARTY ON ISLANDS TOUR

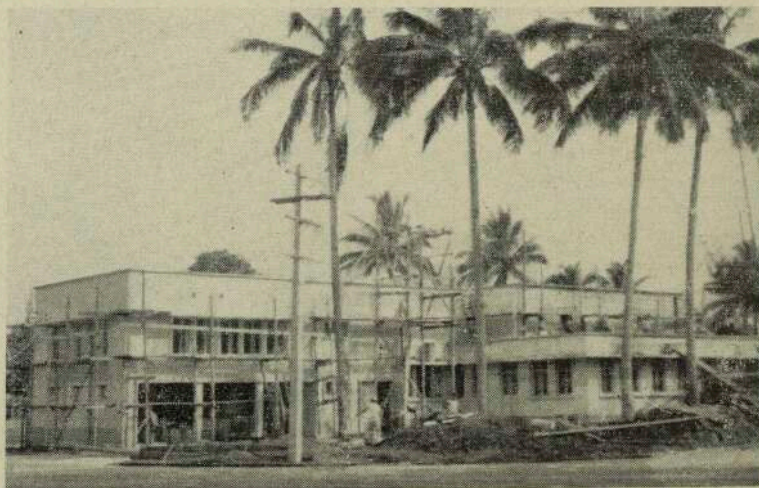
SUVA, May 28.

THE Governor-General of New Zealand, Sir Willoughby Norrie, accompanied by Lady Norrie and their daughter, Miss Rosemary Norrie, are at present touring this section of the South Pacific Islands, in a flyingboat of the Royal New Zealand Air Force.

The party arrived from NZ, at Lauthala Bay, Suva, on May 25, and spent four days here as the guests of the Governor of Fiji, Sir Ronald and Lady Garvey. They motored around Viti Levu, visiting many points of interest, and made a call at Makogai Leper Station. Here, they were accompanied by Sir Henry Scott, president of the Board responsible for Makogai.

To-day, they left for Western Samoa, where they will spend five days, and will be the guests of honour at all the elaborate ceremonies with which the Samoans customarily greet visitors of distinction.

On June 2, the vice-regal party will go on from Satupuala airport, Samoa, to Aitutaki, in the Cook Islands, where a few more days will be spent before they commence the return to New Zealand.

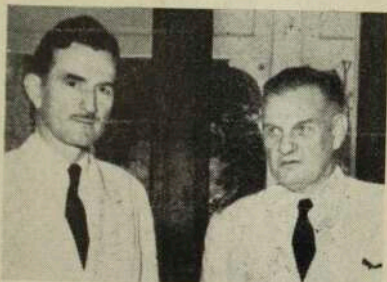


The new broadcasting studios and the administrative block for the Fiji Broadcasting Commission, in Suva, which will be officially opened on July 1.

DISTINGUISHED VISITORS IN AMERICAN SAMOA

ARRANGEMENTS which covered the official call at Pago Pago of the French High Commissioner in the Pacific and Governor of New Caledonia, Mons. Raoul Angamarre, were shaped, to an extent, by the troublesome Rhinoceros Beetle situation in the South Pacific.

His Excellency, travelling in the French corvette *La Perouse* (781 tons, 8 officers and 100 crew), arrived early on April 27, and was warmly welcomed by Acting-Governor A. M. MacQuarrie and Mrs. R. B. Lowe (whose husband, Governor Richard Barrett Lowe, was absent in Washington). After a day of ceremonies, entertainments and inspections, most of the officers had to depart, to take the ship outside the harbour, so that any night-flying beetles which she might have picked up in Futuna and Wallis Islands,



Governor Angamarre (right) with Acting Governor MacQuarrie, at Pago Pago.—Photo by Pan American Prints.

or in Fiji (all now contaminated) might not get ashore in American Samoa.

The French Governor and other officials were entertained at a formal dinner at Government House, and left by launch at 9 pm, to join the corvette at sea, en route to French Oceania.

La Perouse is named after the famous French navigator who discovered many Pacific Islands towards the end of the eighteenth century. On one of his voyages, *La Perouse* called at Massacre Bay and Aasu, on the northern side of Tutuila. There was a clash here with the natives, and several Frenchmen were massacred—hence the name. A party of men from *La Perouse* hiked over the central range from Pago Pago to visit these historical spots.

There has been interesting activity on Palmyra—an equatorial atoll between Hawaii and Tahiti, and deserted since the war. Details will be given in a PIM article in July.

BRAWLS IN NEW CALEDONIA Italian Labourers Charged With Crimes

From Our Own Correspondent

NOUMEA, May 27. A SERIES of "unfortunate incidents" since Italian labourers were introduced to New Caledonia to work the various mining enterprises culminated this week in a serious brawl at Tienbaghi (the world's richest chrome mine), between Italians and Wallis Island labourers. An Italian and a Wallisian were badly injured; a Wallisian was murdered by an Italian; and the latter, after an escape into the bush, was captured by the gendarmes.

There is bitter feeling between the two races, and likelihood of another riot. The Wallisians demand vengeance. Extra gendarmes are patrolling Tienbaghi.

The introduction of Italians was

fiercely opposed in the beginning by the working class sections, who now have an important voice in this government. More strong feeling developed when it was seen that the Italian labour generally was inefficient, and that the social consequences were bad. There were frequent disturbances at social functions, ending in assault and similar charges. A brawl at a dance at Thio (big mining centre) resulted in a gendarme and an Italian being badly mauled.

Some of these Italians had a criminal record. Several cases of breaking and entering are blamed upon the Italians.

William Willis, 60, of New York, planned to leave Peru at the end of May for a solo raft trip across the Central Pacific to Samoa, where he hopes to land within four months. His raft is made of seven balsa tree-trunks. It is only half the size of that used in the Kon Tiki Expedition.

Do You Remember ?

From PIM of
20 Years ago.

MANY planters were almost ready to give copra away, as one trouble piled upon another to aggravate the situation. Alternative crops were chief topics of conversation—cocoa, coffee, rice, soya beans, peanuts, castor oil seeds—all were spoken of in our issue of June, 1934.

The Unilever Combine came in for much criticism—interesting, in view of the warning given by Mr. B. Fairfax-Ross at the May, 1954, meeting of the P-NG Legislative Council to the effect that after the MOF Contract ends in 1957 Unilever will again be back on the job, a force to be reckoned with.

Here are some other extracts from the June, 1934, PIM:

Reasons for the continuing low price of copra were set out as follows: World depression; overproduction; competition of other vegetable oils and whale oil; the domination of the European market by the Unilever Combine; and the decision of the US Government to levy a processing tax on coconut oil.

In the midst of Depression, Lever Bros., only one of the companies that made up the Unilever Combine, had made a profit of over £6,000,000. Editorially, we said of the Combine, "While the unorganised primary producers of the world are on the bread line, this monstrous combine which sits astride of the world's market and simply crushes every form of competition out of existence, goes on paying dividends of 15 per cent."

How history has a habit of saying the same things over and over: Commenting on the annual report of Burns Philp just issued, we said that the Firm was trying to get a share of the tourist business, but that BP stewards drove BP passengers in to dinner at 6 p.m. while, passengers

on foreign-registered ships could eat at a reasonable hour. No doubt, we said, the time would come when all Islands ships were manned by Asiatic crews. In this June, 1954, issue of PIM, we publish some of Mr. James Burns' comments on conditions on their ships to-day. They are remarkably similar to the things that were said 20 years ago.

And again: Someone writing from Fiji warned that Fiji-Indians should not be let into the Solomons; stated that all Indians were pests and that they should be sent back home to India from Fiji. If Indians must be let into BSIP, they should be hand-picked peasant-farming types who had no interest in politics.

The search for gold was being continued in the Northern NG mainland. Messrs Schultze and Schmitz (Snr. and Jnr.) were prospecting up the Sepik (more was to be heard of these men later); Messrs. Alf Belfield and Dick Glasson were on the lower Sepik; Messrs. Tex Roberts and T. Yeomans were around Wewak; and Messrs. V. Pennefather and Corrigan further up towards Aitape.

Tunnel Hill, Rabaul, was no longer a tunnel; our Rabaul correspondent reported: "Ratavul Tunnel is now no more and the road leading to the North Coast passes through what more aptly might be called Griffiths' Cutting, for it was on General Griffiths' instructions that the tunnel was cut away because of the danger of falling debris after earth tremors." (It is still called Tunnel Hill, although it is now a three-lane, bitumen-surfaced road. Probably few of Rabaul's present residents know where it gets its name.)

One of the Things that Were Never Done: The NG Branch of the BSSAILA decided to erect a war memorial, work to start immediately. It was to be a 30-ft. high concrete tower, with 4-sided clock, near the intersection of Kamerere St. and St. George's Avenue.

P-NG Air Travel Delays Blamed For Rising Costs

Increased Services Have Not Kept Pace With Demands

CONGESTION and delays on Qantas Empire Airways services from Sydney to Papua and New Guinea are at present causing considerable irritation in the Territory.

Although Qantas is now carrying twice the number of passengers per annum than it did in 1946, and an increased amount of freight, present services are inadequate for the demands put upon them.

The Australian-New Guinea services are maintained with Skymasters and Sandringhams. In May, one Sandringham was held up for three days in Cairns when an engine had to be replaced; and a week later, there was two days' delay in Skymaster services—due to too tight a schedule on other Qantas services to the Far East and elsewhere. If one of these machines is held up—the company is said to have five Skymasters—through mechanical fault or weather, the whole of the other trunk and feeder services as far as Rabaul or Honiara suffer in consequence. This causes, amongst other things, congestion in Territory hotels. At the Papua Hotel in Port Moresby, in mid-May, guests were been given shakedown on the floor.

The answer obviously is more machines. New Guinea has waited months for these, but the situation does not appear to be getting better.

It is obvious that the inadequacy of service is not the fault of Qantas executives in New Guinea; or their executives in Australia. If they could produce extra planes, at will, then this they would have done.

The fault lies at political level.

It is impossible for Qantas to give a firm booking from Sydney to New Guinea now under about five weeks. The usual method is for a prospective passenger to be put on a waiting list; if the traveller is of the persistent or urgent variety, who will wait upon the booking office every day, then he will likely get a seat within two or three weeks.

THIS inability to get to New Guinea when required is particularly frustrating to contractors and business people in the Territory. We have been told of one contractor who engaged six carpenters in Australia for an urgent job in the Territory. All details were completed, except firm air bookings. Weeks went by before seats were available; then telegrams were sent to the men. Only

one replied; the others had disappeared completely—apparently to other jobs, in Australia.

Delay in getting men onto the job in New Guinea is one factor in the high cost of construction in the Territory. Delay costs money, and this cost is passed on to the person who is having the building constructed; or to the taxpayer.

The March meeting of the Port Moresby Town Advisory Council discussed the question of air services at length, and decided to ask the Government Secretary to approach Qantas to see if more aircraft could be put on the route.

This was done, and the Qantas area manager for New Guinea, Captain O. Denny, gave a reply, which was read at the May meeting of the Council.

Captain Denny said that Qantas was aware of the increase in loadings, both in freight and passengers, and they were looking into it with the idea of improving the service to the Territory.

P-NG SHOULD BE IN THE RE-ORGANISATION, TOO

WITHIN the last month, due to a big re-organisation in South Pacific government airlines, Qantas has replaced BCPA on the Sydney-Vancouver service, and put £1,000,000 Super-Constellations on to the run. BCPA's DC 6's have gone onto TEAL's trans-Tasman run. BCPA has lost a lot of money for Australia in its half-dozen years of services across the Pacific; its main merit has been that of prestige builder.

However, in the general reshuffle, it might have been a good idea if New Guinea had received one or two of the DC6's that have gone to TEAL. No country in the world is so dependent upon air services as P-NG. They are no luxury there but plain necessity. P-NG could do with more and bigger planes—the bigger the better; and the sooner the better.

New Guinea is treated as the poor child by Government airlines, while the Constellations, at a £1,000,000 each, go to the champagne-service between Sydney and Vancouver, which is already adequately taken care of by Pan American and Canadian Pacific.

NEW INTERNAL SERVICE

Qantas announced end of May that a new weekly internal service—Lae - Moresby - Lae - Finschhafen - Rabaul - Finschhafen - Lae—would be inaugurated on June 18, and run every Friday thereafter.

The route will be run with DC3 passenger planes with full cabin service.

The service should be a popular one, providing as it does a link between Moresby, Lae and Rabaul all on the same day.

(Continued on Page 156)

RESULT OF WEST SAMOAN ELECTIONS

From Our Own Correspondent

APIA, May 2.

THERE was a good deal of interest and some surprises associated with the W. Samoa Legislative Assembly elections in April.

Of the five retiring European members, four—Messrs. G. F. Betham, H. W. Moors, Jacob Helg and A. M. Gurau—stood for re-election, while two new candidates, Mr. P. Plowman and Mr. P. L. Morgan, contested the European seats. Mr. E. F. Paul, a former member, withdrew. Following are the results:

ELECTED		
H. W. Moors *	587	votes
P. Plowman	488	"
G. F. Betham *	465	"
A. M. Gurau * ..	448	"
P. L. Morgan	437	"

* Re-elected.

UNSUCCESSFUL		
Jacob Helg	379	votes
E. Fabricius	276	"
E. Westbrook	157	"
W. E. Betham	107	"
R. Latwer	106	"

A total of 3,450 votes was recorded—about 100 less than in the 1951 election.

Of the 12 Samoan Members elected by the Fono of Faipule, only 3 sitting members were re-elected—Tualaulelei, To'omata, and Te'o Leutele. The results were as follows:

District	Name
A'ana, Upolu	Alipia
Faasaleleaga, Savaii	Gatoloi Peseta
Aiga-le-Tai, Manono, Upolu	Leiatatau Puipui
Atua, Upolu	Leutele Te'o
Gagaemauga, Savaii	Loto Aso
Upolu-Va'a-o-Fonoti	Talamaivao
Tuamasaga, Upolu ..	Tofaeono
Satupaitea- Savaii	Toomata T.
Palauli, Savaii	Tualaulelei Mauri
Vaisigano, Savaii	Tufuga Fatu
Gagaifomauga, Upolu	Tu'u Lolesio
Twelfth seat	J. B. Fonoti

P. Moresby's New Suburb

PORT MORESBY'S new suburb of Boroko has grown and taken shape in the last two or three years—the Agriculture Department's officers have just completed the planting of 800 trees there. Boroko is out beyond Badili, which is the settlement established for the housing of the Australian Petroleum Co.'s staff. Colonel J. K. Murray insisted on the establishment of Boroko as a settlement for public servants, although the plan was criticised because the suburb seemed to be too far from Konedobu, where most of the public servants have their offices.

THE EDITORS' MAILBAG

They Really Were Biting!

From ex-New Guineaite Colonel "Blue" Allan, now a contented resident of Mullaway, near Woolgoolga, on the North Coast of NSW:

"I had a great day out deep-sea fishing on May 28. We went out near the South Solitary Light, and we really got stuck into them. The largest was a 25 lb salmon; about 7 bonito, all over 10 lbs, and numerous snapper, morwong, parrot fish, red bream—all were large size, and the catch totalled over 100 fish, weighing about 200 lbs. My fingers are still sore from the lines cutting them—we were using a 36 lbs. breaking strain nylon, and we really needed it."

The Papuan Murrays

"The claim that Murray Road, Daru, was named after Sir Hubert is wrong, I believe," writes Old-timer S. H. Chance. "Papuan history simply reeks with Murrays—and it is difficult to sort out these things, now. I have made inquiries of Wally Maidment (who left Sydney for Papua in 1906), the Luffs, and Hughie Beach, and I think now that the Daru road was named after a Mr. Murray who was RM or something there in the MacGregor days, and who afterwards became Lord Elibank."

"Daru, by the way, was in contact with Europeans from Thursday Island, long before there were connections with Europeans in Port Moresby—a good many people overlook that interesting item of historical fact."

'Murray Road' in 1903

OLD-TIMER Walter A. Maidment writes from Daru on the same subject. He says that Murray Road, Daru, was named after Sir Charles Murray, who originally arrived in "British New Guinea" as ADC to Sir William MacGregor; who later, at his own request, was transferred to Daru because he wanted to explore that Western section; that he did some notable exploration work; and that he later returned to England to become "Lord Something-or-other." This was before the time of Sir Hubert Murray.

Mr. Maidment arrived in Daru in 1903 as manager of the Daru Pearl-ling Company, a venture of W. R. Carpenter (then a resident of Thursday Island, and who died the other day as Sir Walter Carpenter, head of the great Carpenter group); and even in 1903 the thoroughfare was called Murray Road. Mr. Maidment has spent most of the ensuing years in Western Papua, and is now a lively and alert 81.

Calling Captain Keller

Does anyone know the whereabouts of Captain O. S. Keller, a Swiss, who was in the South Pacific some 30 years ago? If so, the address would be gratefully received by Captain Carl Haug, now resident in Germany. Captain Haug has sent along the following letter from *Sea Breezes*, the shiplovers' magazine, and asks us to repeat the inquiry in the PIM:

The above illustration (in "Sea Breezes") shows the crew of the British 4-masted barge "Garnet Hill" in 1895. In the rear row is Able Seaman Fehr, who was a native of Heidelberg, Germany, and first on the left in the front row is O. S. Keller, a Swiss. By a curious coincidence both shipmates met in 1920 in New Guinea, where Fehr was owner of a coconut plantation in the former German Solomon Islands. Keller at this time was master of a small trading steamer. Unfortunately I am unable to recall the name of this vessel.

It seems to me that Keller must be the "inevitable" white man of whom Jack London told me in Sydney, after his arrival on his cruise through the South Seas, and whom he mentioned (as coming to his help when he was stranded in the Solomons), in his book "The Cruise of the Snark". Does any surviving member of the crew of the "Garnet Hill" remember Fehr, or Capt. Keller of that small coasting steamer?

CAPT. CARL HAUG

"Fallanker"
Weitersadt/Darmstadt,
Germany.

Incidentally, Captain Haug, a New Guinea old-timer, asks after "Karkar" Schmidt. We were able to tell him that "Karkar" still fit and well, now resides with George Hanson, another old-timer, at Erina Heights, near Gosford, NSW; and in a recent meeting he sent greetings to old NG friends.

Now, does anyone know of Captain Keller?

Robinson Tragedy

Writing from NZ, Mr. E. Nixon-westwood says that the man on the "scow" *Bulldog* (page 54 of April PIM, by Mr. A. P. Lyons) was Oelrichs, a huge fellow of 260 lbs. He says the *Bulldog* was not a scow—she was powered, and later ran in the Lakekamu River, to service the goldminers.

Dealing with Mr. Bensted's description of the Judge Robinson tragedy (April PIM), Mr. Nixon-westwood says that the late Mr. Guy Manning gathered the details of the whole affair and, if that compilation could be published, "the facts would astound the men who joined the Papuan service after the Commonwealth took over, 50 years ago."

Valuable Tip for Typists

Edwin Gold, of Mangaia, has a valuable tip for Islands typists: The life of typewriter ribbons on a Pacific Island is always shorter, due to the drying-up of the "wetting agent" in storage.

The amazing affinity of coconut oil (sundried out, not fire-melted) for typewriter ink has never been given publicity. It appears to be closely related to the original emulsifier—probably glycerine—used in the factory. So, for a faint ribbon,

Tolala is having a holiday this month. He will be back with his "Talk-Talk" in July.

just take an oilcan of coconut oil and apply it lightly to the full length of the ribbon. Result—so long as the ribbon is not damaged—an effect as good as new. Caution: Use this only in the tropics or in a hot climate. In cold climates, the oil tends to clog the type.

NH Motor Menace

"There have been far too many accidents in Santo of late," writes a New Hebrides resident. "The culprits are usually Tonkinese who should never have been allowed to be at a wheel; and almost equally to blame are courts who give the guilty parties a few weeks in calaboose—with three good meals per day, adequate shelter, and no heavier task than cutting the grass or trimming the vegetables in someone's backyard."

Madame Rossi's grand-daughter, aged 7, was run over in March, and both legs were broken. In May, Victor, son of the well known Mr. Tom Harris, of Santo, was killed—and the Tonkinese driver was sentenced to three months' gaol.

Our correspondent reports strong local feeling on the subject.

About Mark Twain

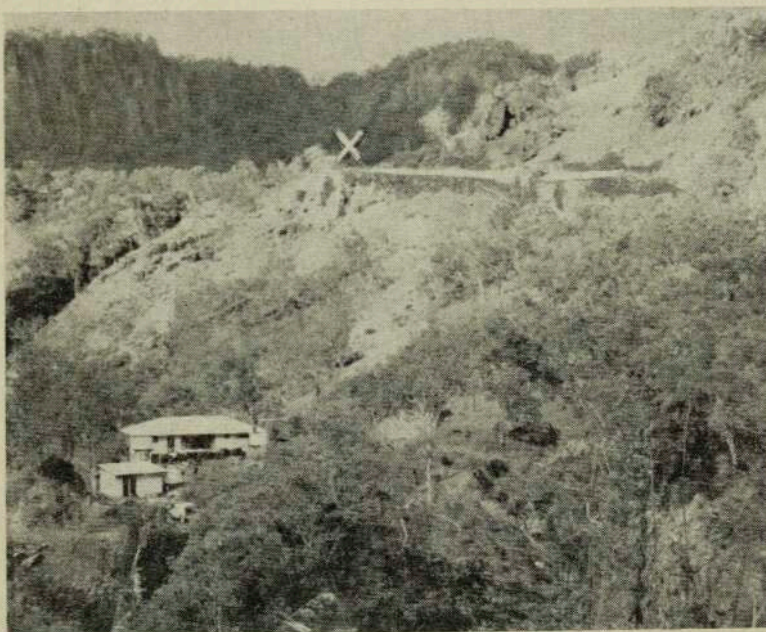
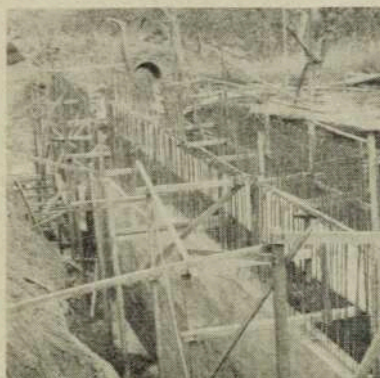
Did you ever have contact with anyone who had known Mark Twain? If so, this note, which has come to our office, is really addressed to you:

I am editing the anecdotes of my kinsman, Samuel L. Clemens (Mark Twain) and I shall be happy to hear from readers of the Pacific Islands Monthly who may have Twain stories or anecdotes. During his lifetime, Mark Twain visited Australia and lectured there.—CYRIL CLEMENTS, Editor, Mark Twain Quarterly, Western Groves, MO., United States.

By increasing their final dividend from 5 to 6½ per cent., Morris Hedstrom Ltd., Fiji merchants, have increased 1954 dividend to 11½ per cent. The 1953 rate was 10 per cent.

Hydro-Electricity For Moresby

Work has commenced on Port Moresby's hydro-electricity project at Rouna Falls, about 25 miles from the town. In May, there was little to show in the way of completed work except the commencement of the reinforced concrete channels, shown here, top left. But a considerable amount of preliminary work — such as



making a road to the foot of Rouna Falls, and surveying the route from the bottom of the falls to the out-fall at the top of Bugg's Leap—had been done.

Hornibrooks Constructions, Ltd., who have undertaken the contract, expect that there will be little work "left to worry about" in 12 months.

The scheme is very simple; it requires no expensive dams, spillways or pumping equipment. Water enters four-foot pipes at the pool below the falls (shown top right) and in pipes and in one mile of cement channel, flows naturally to the point of fall at Bugg's Leap. In this 1³/₄

miles, there is a fall of 12 feet.

The water will then plunge, in a single pipeline, down 150 feet from about the point marked X in the lower photograph, to the powerhouse below and will generate 3,000 kilowatts of electricity. The output can be almost doubled when necessary, by installing double pipelines for the fall from Bugg's Leap, instead of the single pipe as planned at present. When in full operation, this should take care of Port Moresby's electricity requirements now and in the future.

Bugg's Leap is the unofficial name for the point marked X on the Port Moresby

Rouna Falls-Sogeri road. At this point, where Moresby's future hydro pipeline leaves the road to carry the water down to the turbines below, Mr. and Mrs. Bugg leapt off in their car last year. The Buggs, who were unscathed by the experience, have now left the country but what remains of their car can still be seen outside a garage in Moresby—a mute and grim warning to motorists who drive the Rouna road at night. Although they have departed, they have now become part of history and it seems their name will stick. Better this, anyway, than this point be named prosaically for some passing politician.

The photograph of the falls herewith, gives them an unfortunate fore-shortened appearance. In fact, they are a magnificent spectacle. There are other falls in P-N-G, notably Beaver Falls which one flies over on the way to Lake Kutubu, but Rouna is get-at-able, with a motor road now right to the bottom of them. There is nothing to compare with them in the rest of the South Pacific Islands.

SPC Research Council In Session

NOUMEA, May 31.

THE scientific side of many of the projects sponsored by the South Pacific Commission formed most of the important agenda of the Commission's Research Council, when it assembled at SPC headquarters in Noumea at the end of May for its Sixth meeting. Dr. Bugnicourt, Research Director of the Institut Français de l'Océanie, New Caledonia, formally opened the meeting, and was elected chairman for the duration. Following are the names of those in attendance:

COLONEL AUGERE, Director of the New Caledonian Health Service.

PROFESSOR BALDWIN (representing Dr. J. Gunther), Professor of Tropical Medicine, School of Public Health and Trop. Med., Sydney.

DR. J. BRIERDRAGER, Director of Public Health Dept., Netherlands New Guinea.

DR. FRED BRENNEMAN, Director of Public Health, American Samoa.

DR. J. M. CRUICKSHANK, Inspector-General, South Pacific Health Service and Director of Medical Services, Fiji.

MR. F. R. DAVIES, Officer for Islands Education, NZ Dept. of Education.

MR. D. R. A. EDEN, General Manager, NZ Reparations Estates, Western Samoa.

DR. CH. GRADER, Director, Bureau of Native Affairs, Netherlands New Guinea.

MR. W. C. GROVES, Director of Education, Papua and New Guinea.

MR. J. C. GUIART, Ethnologue of Institut français de L'Océanie, New Caledonia.

DR. JOHN HAITEMA, Director of Education, Guam.

DR. A. H. KROON, Executive Officer for Economic Development, South Pacific Commission.

DR. T. C. LONIE, Director of Health, Western Samoa.

PROFESSOR EMILE MASSAL, Executive Officer for Health, South Pacific Commission.

DR. E. M. OJALA, Deputy Chairman, Research Council, South Pacific Commission.

MR. B. E. V. PARHAM, OBE, Deputy Director of Agriculture, Fiji.

DR. A. PERK, Director of Economic Affairs, Netherlands New Guinea.

Too Many Gilbertese

High Commissioner Examines G & E Problems

SOME of the outstanding difficulties of the administration of the Gilbert and Ellice Islands Colony were briefly outlined by the British High Commissioner of the Western Pacific (Sir Robert Stanley, KBE) in May, at the conclusion of a tour of both groups.

The two chief problems are over-population, and insufficiency of communications.

Several years ago, the Administration began to transfer population from the Gilberts to the small Phoenix archipelago; but Sir Robert reports that the "settlements in the Phoenix Islands have not, owing to unfavourable climatic conditions, in all cases fulfilled their promise." He says fresh outlets must be found for those who "have failed to secure the sustenance they need, and also to provide for increased population where natural resources may become insufficient." Except that he says that something drastic is to be done with the lands of absentee landlords, which have been left idle and unproductive, he does not indicate how the population problem is to be met.

Except for the expression of a hope "that shipping requirements can be given high priority in the Colony's development programme," the High Commissioner does not say how the Colony's communications can be improved. He reports that available shipping is "inadequate and unsuitable."

Commerce in the Colony is now run wholly by the Colony Wholesale Society, which is Government-controlled. PIM recently pointed out that the Gilbertese producers were paid a very low price for their copra, while the Society appeared to make very large profits. Sir Robert says he was met with requests for a revision of the copra prices paid. He has pointed out that while the costs of copra collection are high, such costs are mainly charged by the local co-operative societies; and that there is a regular deduction from returns for the maintenance of a Copra Price Stabilisation Fund. (Even with these points acknowledged, however, the price paid the producers seems very low, in comparison with rates elsewhere.) Sir Robert indicated that higher rates might be paid if the shipping situation improves.

The High Commissioner was pleased with the progress being made in rebuilding the famous King George V School at Tarawa; in the reconstruction of Colony headquarters on Bairiki atoll (Tarawa); and in plans for a new hospital to be built soon on Bikenibeu atoll (Tarawa).

BAFFLED HUNGER FOR LAND IN NEW GUINEA

Conditions Near Rabaul Are Typical

By
JUDY
TUDOR

IT could be that in 100 years from now, those who are inhabiting the Territory of Papua and New Guinea will rise up and call the present Administration blessed because of its far-seeing land policy.

And it could be far otherwise.

It was expected that at the May meeting of the Legislative Council, the Administrator would make a statement on land policy—the most

The photographs which were to have been published herewith, have had to be held out for lack of space. We hope to publish them in July.

contentious subject in P-NG today. He did not. No one knows what really is the land-settlement policy of the Administration.

But District Commissioner McCarthy, from Rabaul, made a statement with regard to New Britain land. It is unlikely that he spoke off the cuff; or that what he said was not approved by headquarters.

Briefly, Mr. McCarthy said that one ex-servicemen's association (no doubt, meaning the Rabaul branch of the RSSAILA) had land development on its agenda at every meeting, but although land development might seem essential it was not possible or desirable to alienate large areas.

Large areas of land on the Gazelle peninsula were undeveloped and at first glance seemed ideal for European settlement. However, in German times the Tolai-owned land had been heavily alienated to provide what were the best plantations in the Rabaul-Kokopo area to-day. Surveys showed that 47 per cent. of the Tolai people were children under 13 and, if present health standards were maintained, it was likely that the Tolai population would increase to 70,000 in a few decades. The present land area available to them would not then be sufficient for them to live on.

Although the Tolai people had lost a larger amount of land than any other native community in the Territory, they had continued to flourish and prosper because roads gave them easy access to markets. In Mr. McCarthy's opinion, roads had been the prime factor in developing these people.

Better methods of native agriculture would, he thought, make it possible for the natives to live on a smaller area of ground. Nonetheless, it was necessary to reserve the land for future native requirements.

Few prospective European planters realised, moreover, that it cost at least £100 per acre to clear, plant

and bring to production a crop such as cocoa. It was necessary, also, that a new settler have some idea of planting or farming. It might be a good idea, he thought, if the Department of Agriculture published figures showing the cost of establishing various crops.

He did not say that there was no further land available in New Britain. Some areas could and should be developed by Europeans. But the Administration policy of protecting native land rights was a wise one. Communism had an undoubted appeal to those who are landless.

THAT is the Administration case. Against a background of what has happened in other parts of the Colonial world in recent years, it probably is sound enough.

The point seems to be, however, whether New Guinea can be judged entirely against what has happened recently in Africa or the West Indies, or even Fiji. Whether progress should be—or can be—held up indefinitely while the Tolais—or any other group—breed and multiply so that they will eventually cover the earth and engage unmolested in their primitive and wasteful methods of agriculture.

To get anywhere in P-NG you fly; and you fly over mile upon square mile of virgin bush. To sum up the situation: after 75 years of European influence, NG is still largely "bush-nothing." Here and there, there is a native village. Here and there a patch of cultivated coconuts, or some other crop. But the extent of cultivated land in proportion to the virgin forest must be a fraction of one per cent.

The land most desirable in the Gazelle Peninsula area, from a European development point of view, is the Wanangoi Valley, and (spoken of to a lesser extent) towards the headwaters of the Kerevat River. These areas are accessible and close to a good port.

Two groups are interested in the Wanangoi land—Mr. J. L. Chipper and his associates, and the Returned Servicemen's League (Rabaul branch) who see it as a suitable area for soldier-settlement.

LATE in 1951 the Department of Agriculture made a soil survey of the Wanangoi and a scheme of soldier settlement was evolved whereby each selected settler was to take up 200 acres and financed to bring in the first 100 acres under cocoa.

It was calculated that it would cost £14,000 per settler to clear, plant and bring the plantation to bearing. In that sum was £600 per

(Continued on page 144)

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CARDINAL GILROY PINPOINTS P-NG'S PROBLEM

Too Much Empty Land in the Sight of Asia

THE visit of Cardinal Gilroy to Papua and New Guinea during May may prove to be a landmark in the history of the Territories. Not because he is the first Prince of the Roman Catholic Church to visit that area; or because he went everywhere and saw a great deal; or because his visit was such an inspiration to the mission workers—but because Cardinal Gilroy is a man of great ability and influence, and clearly he has formed some definite views about the future of New Guinea.

Ever since the war, Canberra has failed to formulate any clear, comprehensible policy for the settlement and development of P-NG. Now, perhaps, having survived a critical election, Canberra will forget its fear of the Trusteeship Council and get ready to explain what Australia proposes to do with New Guinea in relation to the Asiatic threat. And it may be encouraged in its task by the frank opinions of the outstanding man who is the head of the Roman Catholic Church in the South Pacific.

Cardinal Gilroy went into nearly every part of the two Territories. Bishop Leo Arkfeld took him in his personal plane into remote stations in the raw interior.

Because he is "a man's man" (he started life in 1914 as a postal messenger and, after service at Gallipoli in World War I, he entered the priesthood, to attain the rank of Cardinal within 30 years) he met Administration officials and planters and traders on their own ground,

and talked freely with them.

He stood in Bomana cemetery and, noting on the grave-markers the ages of the men who died, spoke of the horrible cruelty of war.

He praised the work of all Missions in P-NG, irrespective of sect.

He noticed that, practically every time he spoke to the natives, his words had to be translated into Pidgin.

He expressed astonishment and pleasure at the rehabilitation achievement in P-NG since the war.

Directly and indirectly, he observed the Territories' problems of settlement and development, more especially in relation to the future of the natives.

At the conclusion of his visit, he made some significant remarks, which we summarise as follows:

- He had been deeply impressed with the vast areas of unoccupied land in the Territories.

- He thought of those areas in relation to things he had seen in a recent visit to Philippines, Japan and India.

- He gave unqualified praise to the Administration's policy of reserving land for native needs. He thought mankind's broader and less selfish outlook over all races was well expressed in UNO.

- The welfare of the indigenes was the white man's responsibility. At present, there was no real sign of Mau Mau-ism.

- This region was surrounded by land-hungry nations. It was not

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possible for fertile lands to remain unused indefinitely.

● There was room in P-NG for large numbers of carefully-selected European people.

Those statements, coming from such a source, may not be ignored by even the most complacent bureaucrat or politician. The Call seems to be not for a new policy, but for an intelligent expansion of the present policy, hamstrung now by Canberra.

His Eminence said that the

official estimate of native population was 1½ million. Others, who knew the region well, estimated 3 millions. He noted that one-third of the official estimate were claimed to be Roman Catholics. The Missions' work of education and health had made wonderful progress.

Administrator D. M. Cleland, at one function, mildly pointed out that in seven years, since 1946, the Administration had subsidised the Missions by over £1,000,000. The amount in 1954 would be £250,000.

NEW BISHOP IS CONSECRATED IN THE SOLOMONS

HONIARA, May 30.

HERE, to-day, for the first time in Melanesia, a Bishop of the Anglican Church was consecrated. The Rev. Alfred Thomas Hill, an Englishman, who has spent many years as headmaster of the famous Pawa Boys' School (early training-ground of Melanesian churchmen) was to-day created Bishop of Melanesia.

Among those who attended the ceremony were the Archbishop of New Zealand (Most Rev. R. H. Owen), Bishop Strong and Bishop Hand, of New Guinea, and the Bishop of Dunedin, NZ (Rt. Rev. A. H. Johnston).

The Rt. Rev. S. G. Caulton was recently compelled, by reasons of health, to give up his work as Bishop of Melanesia, and retire to New Zealand. The Melanesian clergy in the Solomons (numbering 83, and 80 per cent. of them natives) then asked the NZ Church authorities to select the Rev. A. T. Hill. His fine work has already been recognised, in a decoration (MBE) by the Government.

Chief-Pilot F. Ladd, of Fiji Airways, was in Sydney early June, in connection with the despatch of 2 Drover planes for use in Fiji.

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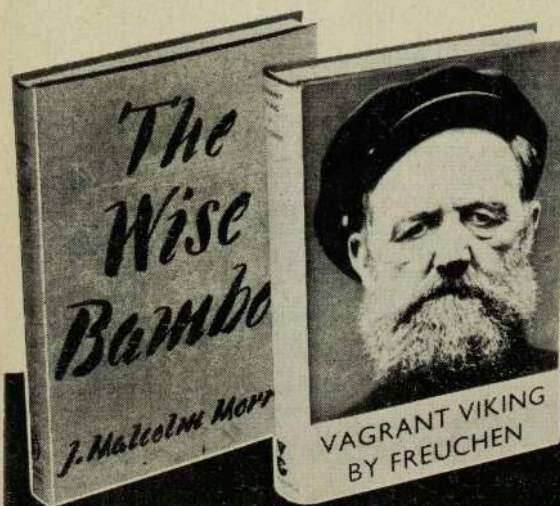
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THE WISE BAMBOO, by J. Malcolm Morris.—After being "demobbed" in 1946, Lieutenant Morris took over the management of the Imperial Hotel in Tokyo. What followed in those crowded, eventful years, is described in a series of delightful stories taking us behind-the-scenes of his hotel, and recounting with charm and humour the many lively incidents connected with his distinguished and lesser-distinguished guests, and his Japanese servants. "It's hugely entertaining." (Yorkshire Observer). 13/3 (post 7d).

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It it Costs Money, Then They Don't Want it!

Moresby Residents Discuss Local Government

From Our Own Correspondent

PORT MORESBY, May 21.
LOCAL Government came out in the open for discussion at a special meeting of the Port Moresby Town Advisory Council in May.

As guest of honour at the meeting was Mr. K. O'Dell, who has been appointed by the Administrator to conduct a survey on local government, and give a report on the practicability of introducing it. The Administration has offered it to any Territory town that wants it—but if the events at the Port Moresby meeting are to be taken as a guide, Territory towns are likely to be very wary.

It will mean *taxes*.

Mr. O'Dell said that if local government were to come, it would embrace the present township limits of Port Moresby. The basis of local government was finance, which had to be raised from rates on private properties.

The main questions to be decided were whether there was a demand for local government, and if so, would people be prepared to pay the rates.

Mr. O'Dell said that if utilities were the responsibility of local government, they would need to be self-supporting. At present, in Port Moresby, they were not, the loss being borne by the Administration, but he was not able to give the extent of the loss.

Mr. J. Ahearn seemed to sum up the general view early in the meeting when he said that the matter was too nebulous for proper discussion in the absence of figures showing what it cost to run the utilities of Port Moresby, and the ownership of lands and population figures.

In fact, said Mr. Ahearn, only a small proportion of the population was permanent or had any interest in the town or in the introduction of self-government.

Mr. O'Dell said no full details were available about unimproved capital values in Port Moresby, and valuations would take at least six months to get. If the Government had to supply this information, it should first be given some indication as to whether demand existed for local government—this indication the Administration could get only from the Council.

During the meeting frequent requests came from Mr. Vince Sanders as to "how much it cost to run the town." He said that if it was

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going to be run uneconomically by a local government, then Port Moresby didn't want a local government. He got support from Mr. Ahearn, and Agricultural Director Dwyer.

Mr. S. Fox took a dim view of the financial approach. He said there was more to local government than *that*. It was a matter of democracy. The tradition of democracy was reflected in the demand for some measure of self-government, and Port Moresby had to have it if it was to advance.

It was moved by Mr. Fox that the Council was sympathetic to the idea that local government was desirable in Port Moresby, but before expressing its views as to its feasibility, Council asked the Government to supply details of the unimproved capital value of land and the cost of services supplied.

There followed considerable discussion on the text of the motion, mainly on the point of whether or not the Council was indeed "sympathetic" to the idea of local government.

Finally, Mr. Fox agreed to amending the offending words to read, "the council is sympathetic to the idea that local government *may* be desirable."

Art Show for Moresby



Port Moresby's first exponent of contemporary art, Mr. Dusan Marek, who hopes to hold an exhibition of his paintings there in about one month. Mr. Marek, a pleasant mannered young Czechoslovakian, has gone a long way towards convincing his friends that there is sense in the odd art form called Surrealism. But they are waiting to see what Moresby people make of it all when they visit his exhibition.

Malaita Travellers

Among those sailing from Sydney to New Hebrides, Solomons and New Guinea by Malaita on May 28, were the following:—

TOP, left to right.—Mrs. I. Johnson, with sons, Lindsay and Murray, who will join Mr. Bert Johnson, now working on the construction of a saw-mill in Rabaul, NG, for Coconut Products, Ltd. Mrs. R. B. Morris (centre), of South Santo (New Hebrides), farewelled by Misses V. Whitford (left) and D. Dalton. Miss Whitford is also from Santo, but has lived in Sydney for the past two years. Mr. and Mrs. Gabriel Achun and their sons Paul and Peter farewelling friends; the Achuns have been in Sydney about six months and will be returning to Rabaul in July.

LOWER, left to right.—Miss Ette Taylor, who is making another visit to her



sister, Mrs. Paul Mason, at Inus Plantation, Bougainville. Sisters Mary De La Salette, Mary Dismus and Mary Philothea, Marist Missionaries on their way to the Solomons; Sister Mary Dismus is an Australian; and the others Americans. Alan Seeto and Mrs. Leong Nan, of Sydney, farewelling Peter Yun (right), who is on his way to Rabaul.

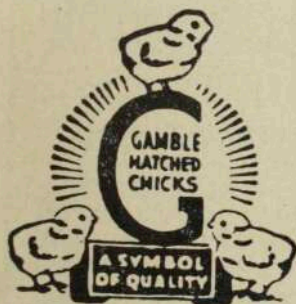
Japs Back for 1954 Pearling

THE Japanese pearling fleet arrived at a point near the North Arnhem Land coast (North Australia) on June 4, for this season's pearling. The season usually lasts from April to November; the Japs are late this year.

The Chief Pearling Inspector had a rendezvous with the fleet soon after it arrived and issued each lugger captain with a pearling licence and details of how the Commonwealth Pearl Fisheries Act (passed in 1953) will affect them.

The fleet consists of 25 luggers, a mother ship and a Government inspection vessel. They may not take shell in excess of their haul for 1953—about 1,000 tons.

Australian luggers, based on Darwin, brought in only 170 tons in the same period in 1953. Some recently-arrived Greek sponge-divers are working with the Australians this year and it is hoped that these might prove the answer to the Japs.



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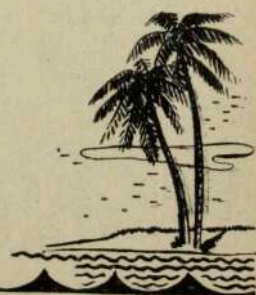
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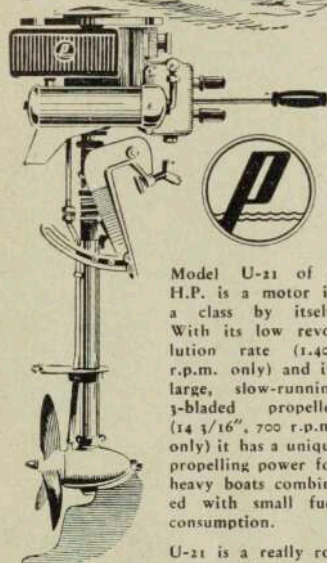
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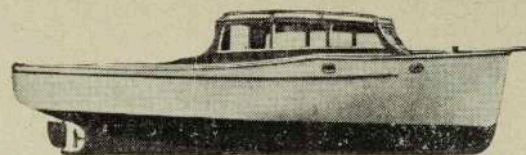
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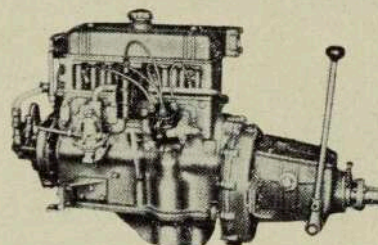
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BISHOP CONSECRATED AND MARTYR CANONISED

TWO events of interest to Roman Catholics in the Pacific took place recently—one in Western Samoa and the other in Rome.

At Apia, in May, during a week of solemn ceremonies and gay festivities, the Most Rev. John Dieter, SM, was consecrated Vicar-Apostolic of Samoa and the Tokelau Islands, and Titular Bishop of Gerafi. The rites of consecration were performed by His Excellency Archbishop Romolo Carboni, Apostolic Delegate for Australasia and Oceania, who had journeyed from Sydney.

Father Dieter went to Samoa, from Germany, in 1937, and has been stationed there ever since. He succeeds the Most Rev. Joseph Darnand, SM, who recently retired—he will celebrate the 50th anniversary of his priesthood this month.

The consecration ceremony was performed outdoors, at Moamoa (headquarters of the Catholic Mission in Samoa), several miles from Apia, before about 12,000 people.

The High Commissioner (Mr. G. R. Powles) attended the functions, and

entertained the principal Church people at his home at Vailima.

Meanwhile, in Rome, during June, Father Peter Chanel, a young French priest who was martyred at Futuna Island on April 28, 1841, was

raised to the dignity of a saint of the church by His Holiness Pope Pius 12th. The martyrdom of Father Chanel at the age of 38 marked the commencement of a considerable spread of the Catholic faith in the



Photograph taken during the Consecration ceremony shows some of the chief participants. On the right, Most Rev. John Dieter, who has just been consecrated; centre, Most Rev. Victor Foley, Roman Catholic Bishop of Fiji;

and, on the left, Most Rev. Dr. Joyce, Roman Catholic Bishop of Christchurch, NZ. There were many visitors from American Samoa, led by Judge A Morrow, representing the Governor.

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South Pacific. An important seminary for French-speaking native Catholic priests is located at Futuna to-day—English-speaking native priests are trained mostly in New Zealand.

POPULAR APIA OFFICIAL RETIRES TO COCOA PLTN.

From Our Own Correspondent

APIA, May 14.
ONE of the most popular officials of the Western Samoan Government, Mr. H. S. Newton, has just retired from his position as Director of Agriculture after 30 years of valuable and efficient service. Mr. Newton joined the service in 1919, later became Produce Inspector and has taken an active and successful part in the agricultural development of the Territory. He initiated the Samoan banana industry in 1923 and, in spite of temporary set-backs, established its present flourishing position as the third important revenue producer of the Territory.

He also contributed greatly to the development and expansion of the cocoa industry and by rigid enforcement of quality standards, established the high reputation of Samoan cocoabeans overseas.

Mr. Newton, some time ago, purchased a cocoa plantation and after his retirement will devote his prac-

tical experience to his new venture.

He will be succeeded as Director of Agriculture by Mr. Michael Akenhead, an Englishman who has come to Samoa from the Gold Coast where he was connected with the Agricultural Department of that Territory.

¶ About 30 guests attended a party at the residence of Mr. and Mrs. V. C. Gabriel, of Samarai, Papua, on May 12. Mr. Gabriel is the Manager of the local branch of Burns Philp (NG) Ltd., and the party was the occasion of the becoming of age of his son, Vernon.

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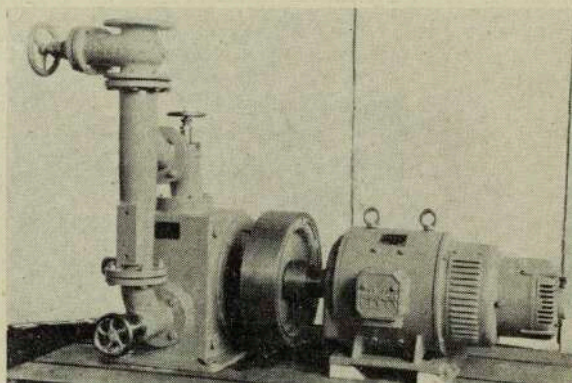
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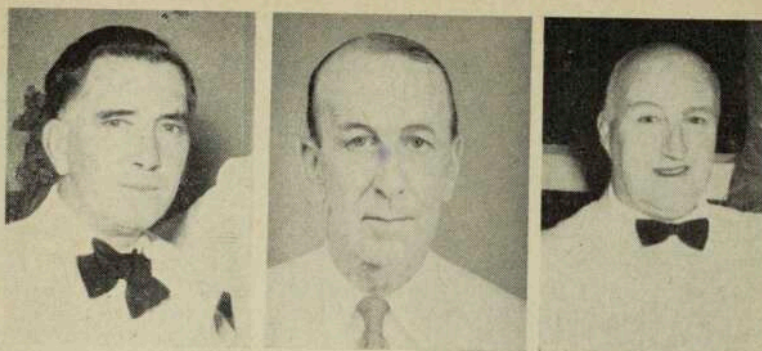
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Arrivals and Departures . .

Shown here, left to right, are: Judge Andrew Kelly, of the Papua and New Guinea Supreme Court, who with Mrs. Kelly returned to Port Moresby by "Buolo" on May 18; they had spent their leave in Tasmania. Mr. S. A. Lonergan, Government Secretary, P-N.G. Administration, who with Mrs. Lonergan, left Moresby on May 18 for Australia en route to USA and Europe where they will spend long leave. Mr. W. C. Groves, Director of Education in P-N.G., who left Port Moresby by air on May 25. He will attend a meeting of the South Pacific Commission Research Council before joining Mrs. Grove for some leave in Australia.



P-N.G.'s Second Council Elections, October 2

SATURDAY, October 2, 1954, will be election day in Papua-New Guinea. Residents of the Territory will go to the polls to choose the three elected members of the total 29 members of the Papua and New Guinea Legislative Council.

Suggested modifications of the composition of the Council, which were tabled at the May meeting of the Legislative Council, came too late for consideration by Canberra before the Federal elections, and there will be no increase in the number of elected members in the Territory's second Council. There will be one elected member for each of three electorates—Papua, New Guinea Mainland and New Guinea Islands. (The recommended modification provides for three elected members for each of these three electorates).

Voting is not compulsory in the Territory. Those eligible and desiring to vote must register. Those who did not register before the last election (in November, 1951) may now do so before August 2, when the rolls close. Application forms are obtainable at all District Offices and post offices.

Nominations for candidates close on August 9.

Electors who are more than 10 miles from polling places at Port Moresby, Lae and Rabaul may lodge postal votes, applications for which will be received up to September 24. Postal votes must reach Returning Officers by October 9.

A 65-year-old Japanese-born French national, Zenjiro Uechi, was allowed to return to New Caledonia last month after four years' internment in Australia during the war and eight years' detention in Okinawa, his birth-place. He had a wife and 12 children waiting for him. Uechi migrated to New Caledonia in 1922. After Pearl Harbour he was sent to Australia for internment because of his Japanese birth, and in 1946 he was sent back to Okinawa. Only now has he been given an American certificate of identity and French permission to return home.

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Social Anthropology in Polynesia (F. M. Keesing).—A survey covering not only the Polynesian region of the Central and Eastern Pacific, but also Fiji and certain adjacent Micronesian areas, the Gilberts and Nauru. Map end-papers. £1/7/6, post, 11d.

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Fijian Way of Life (G. K. Roth).—A first hand account of the Fijians at home that will serve as a valuable source of information for inquirers. Illustrated. £1/1/-, post, 11d.

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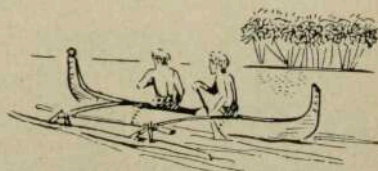
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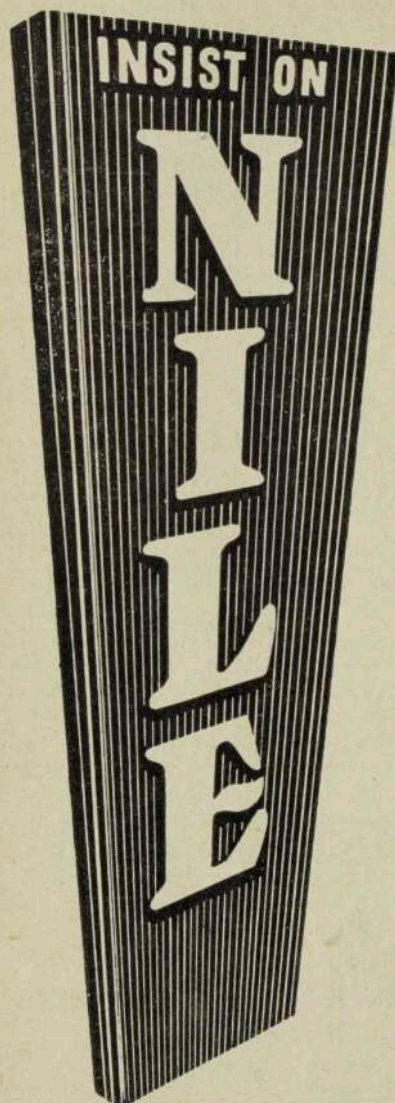
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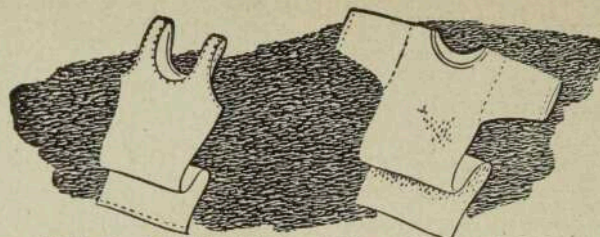
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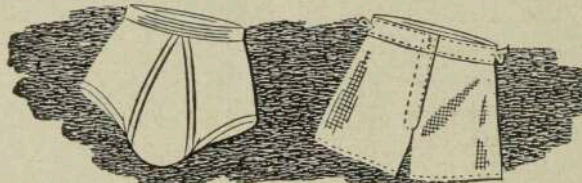
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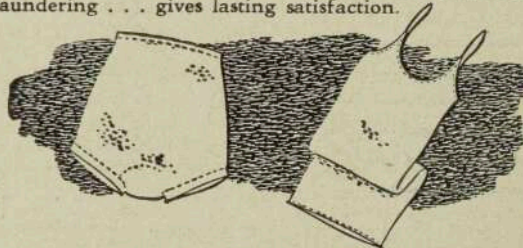
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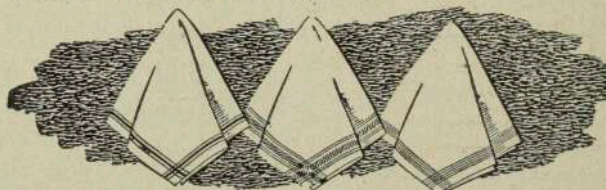
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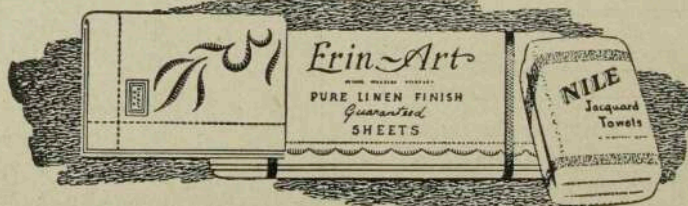
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NL2A-52

McCarthy for Moresby on Sick Leave

**J. R. Foldi to be N. Britain's
New DC**

IT was announced in Port Moresby on May 25 that Mr. J. K. McCarthy, District Commissioner, New Britain, would shortly go to Port Moresby on sick leave (it was stated that he is suffering from a skin complaint which needs ray treatment not available in Rabaul), prior to going on recreation leave about August.

His place in Rabaul will be taken by Mr. J. R. Foldi, Acting First Assistant Director of District Services. (In the *Gazette* of May 27, he was promoted to Assistant Director).

The postings came as a surprise to residents of Rabaul and Port Moresby—if not to the men themselves. Mr. Foldi's last field appointment was at Samarai, several years ago. He has come to be regarded as a Headquarters man, in Port Moresby. He has never had an appointment "on the other side." He is ex-Papuan Service and at the outbreak of war was an Assistant Resident Magistrate Grade II, in that Service. However, in Port Moresby, on May 27, he said that he

was glad of another field appointment and hoped that he would be able to do a good job for the people and District of New Britain.

Other District Service postings announced in Port Moresby at the same time were that of Mr. Allan Timperley as District Commissioner, Central District (HQ at Port Moresby); and Mr. Allan Bensted, District Commissioner, Madang. Mr. W. B. Giles has been Acting District Commissioner, Madang.

'BULL' HALSEY ON FIJI'S JUNGLE-FIGHTERS

ADMIRAL W. HALSEY, under whom the Fijian 1st and 3rd Battalion served during the Solomons campaign in 1942-44, met some of the Fiji veterans during his brief call at Nadi airport, on his way home, in May, from Australia to USA. He said: "I thought the Japanese were good jungle fighters. But, after one of the Fijian battalions had spent nearly two months behind their lines, we found out that the enemy was an amateur compared with the Fijian. . . . I will always have a deep admiration, the highest regard and a great love for the Fijians. I first visited here in 1942 and my last visit was in 1944. Fiji was my last stop before I left the South Pacific."

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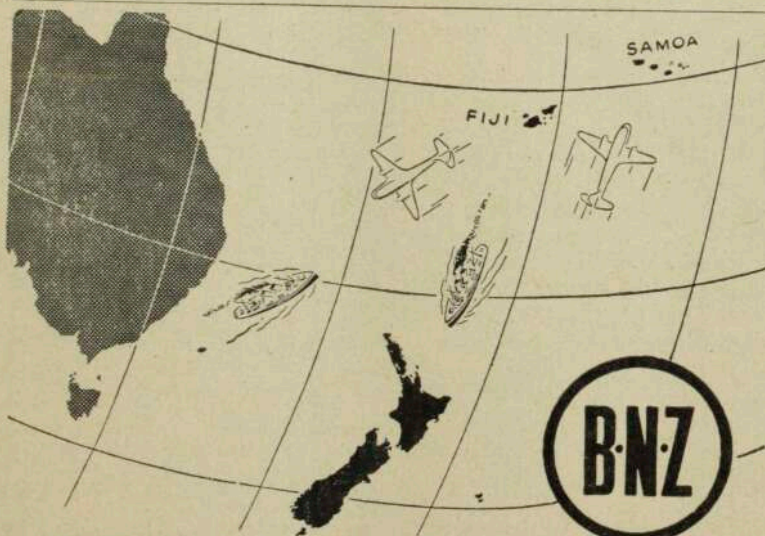
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† Messrs. Jack Thomas and Dick Bell have been spending a happy leave in Brisbane. Mr. Bell now has returned to Goroka (New Guinea Central Highlands) and Mr. Thomas will go back to his Agriculture post in Lae in August.

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BM1-53

Gulf Country Headaches Delay Cutch from Papua

Production Should Begin In July

AFTER many months of frustrating delay, executives of the New Guinea Borneo Mangrove Co. Ltd. hope to have their factory at Aird Hill, near Kikori, Papua, ready to produce cutch by July, 1954.

Several years ago the company decided to extend its operations from Borneo, where it has been producing the material called cutch (an extract of the mangrove tree which is used in tanning, etc.) for the past 40 years. Delays in establishing its plant—which has been described as almost equivalent to establishing a sugar mill—have been considerable, possibly because the difficulties of establishing anything of this nature in the isolation of Papua's Gulf swamplands were at first underestimated. Originally it was expected that production would be under way by mid-1953.

One of the company's most recent headaches has been the installation of a large boiler weighing 60 or so tons. It was brought out from the UK and shipped to within a short distance of the site. But moving the boiler from the unloading stage to its permanent position, through a few hundred yards of swamp, with little in the way of equipment except a few winches, and human labour, was literally an inch-by-inch job that took months.

However, the boiler is now in position, and production should commence shortly. The company has spent a very large amount of money in establishing itself at Aird Hill—much of the equipment necessary for the factory is specialised and expensive—but it is expected that the large area of mangrove country available in the Gulf of Papua will make the effort ultimately well worth while.

It has been discovered, only in recent years, that a mangrove tree does not give the maximum amount of the extract that makes cutch, until it is 80 years of age, although to all appearances it is fully mature 40 years before that.

The cutting cycle is therefore 80 years and it is only in vast areas of swampland, such as exist in Western Papua, that an industry of this nature is a practical proposition.

The supply of mangrove bark will come entirely from local natives, who will cut the trees and strip off the bark, and be paid for what they supply. This part of the organisation is now in the hands of Mr. Bruce Hides, a member of

a well known Papua pioneering family.

A comparatively small European and native staff will be necessary to keep the factory operating once it is established.

Cutch is a crystalline substance, which, for commercial distribution, is compressed into blocks weighing 100 pounds.

COOK ISLANDERS FOR FRENCH PHOSPHATE

THE Makatea Phosphate Co.'s schooner *Oiseau des Iles*, commanded by Captain Argod, brought 172 Cook Island labourers back home to Rarotonga and Mauke early May, and returned to Makatea (French Oceania) with about the same number of single men who had signed fresh contracts. She was expected to make another voyage, with more labourers.

By coincidence, PIM's representative, visiting Aitutaki a few days later, came across the bell of the Norwegian barque *Triton*—formerly the British ship *Kintyre*—hanging at the entrance to the Free Church there, and in use as a church bell. *Triton* was wrecked at Rarotonga in 1913 while landing guano workers, who were being returned from Malden Island. No lives were lost.

NG NATIVES GIVE LONG, LOYAL SERVICE

RABAU, May 8.
LOYAL Service Medals were presented to Sambotan Bateli and Kabilon Kui, at Rabaul, in front of the District Office, under the flag, by the District Commissioner (Mr. J. K. McCarthy). The combined service of these two natives total 66 years.

Sambotan Bateli was born in New Ireland. He joined the Administration service in 1915 as quartermaster on the former German Government vessel *Sumatra*, and served in this and other vessels until 1934, when he transferred to shore duty as a sailmaker. During the war he lived in Rabaul with local natives and escaped capture by Japanese. He joined the Government after the war, and is still employed by Customs. He has completed 39 years of service.

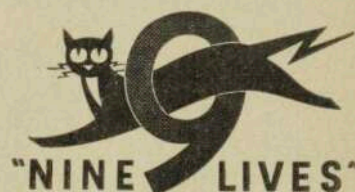
Kabilon Kui, a native of Amele (near Madang) also started work in 1915, but as personal servant to a former District Officer, Mr. W. Townsend. When Mr. Townsend retired in 1927, Kabilon joined the Customs Department. He lived in Rabaul with the Tolai people during the war, resuming duty with the Administration in 1945. He is at present the chief Powerhouse attendant at Kokopo, and holds a certificate of efficiency as an engine-driver, grade IV.

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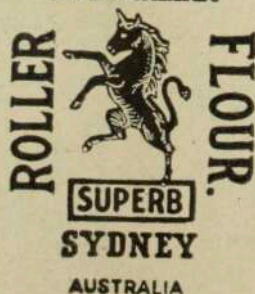
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Promecotheca Spreads Havoc Amongst Gasmata Coconuts

Aid of US Expert May Be Enlisted

CONSIDERABLE alarm is felt among coconut planters of the Gasmata district of New Britain where the *Promecotheca* beetle is continuing to take toll of coconut plantations. At present, Mr. G. S. Dun, entomologist of the Department of Agriculture, is stationed in the district at Linga Linga plantation (which is owned by Colyer Watson (NG) Ltd.) breeding the parasite *Pleurotropis*—a species of wasp—which is expected to keep the pest in check. (*Promecotheca* is a beetle which destroys the coconut's fronds and consequently is fruiting buds.)

Foremost in the battle against spread of the pest is Mr. John Allan, a young man who is leasing and working Ablingi Plantation (so far not affected) who was the first to bring the pest to the notice of Planters' Association headquarters in Rabaul.

Reporting to the Association by letter, in May, Mr. Allan said that Ring Ring plantation was infested, as also was Ring Ring village and Lindenhafen plantation. Linga Linga and Aiboki were partly infested. To the east of Gasmata, Auahain and Arkhum villages were infested with the pest; and other small islands to the west of Gasmata were likewise infested, although Gasmata remained free.

He said that he had been warned to watch native movements and that the natives themselves had been warned by the ADO Kandrian not to carry native baskets from affected areas to non-infested areas. However, Mr. Allan himself seemed not to be too optimistic of the result—he reported that natives were still bringing in copra to the co-operative in Gasmata, and that a lot of it was carried in plaited baskets made from the fronds of infested trees.

IN January, Mr. Dun made an investigation of the Gasmata area and reported that Lindenhafen plantation was then reaching a stage where 97 per cent. of the palms would be affected and where no green tissue would remain. There was then a 50 per cent. loss of production and he thought that this might rise to 80 per cent. The condition was expected to last for from two to 2½ years.

It is assumed by the Agricultural experts that *Promecotheca* bred up to pest proportions during an abnormal dry season in 1953, and during its ascendancy was unmolested by the parasite that

usually keeps it in check.

Ravages by *Promecotheca* are by no means new in this area and at first it was assumed that the bal-

AN MLC AT HIS TOILET

THERE is no sign of "Tropicitus" about former New Zealander John Falvey, of Suva. After long service with the Government of Fiji and Western Pacific



High Commission, he became partner in the well-known law firm of Cromptons, in Suva. He found time to be elected European Member for the Southern Division in Fiji's Legislative Council, and is currently serving on the Executive Council of the Colony, the Broadcasting Commission, the Port Advisory Committee, the Fijian Development Fund Board, and is Legal Adviser to the Fijian Affairs Board.

In the latter capacity, and to see personally how Fijian copra was being marketed in the remoter parts of the Colony, Mr. Falvey made a recent trip to some of the copra producing areas of Vanua Levu. There, PRO photographer Rob Wright caught the Hon. John having his morning shave at a creek near the Fijian village of Natewa. These Fiji politicians are rugged.

ance of nature would soon right itself, as it has on other occasions.

The position now, however, is being regarded with considerable concern both by officialdom and by the local planters who face a loss of production in the next few years, which otherwise might be highly profitable. It is understood that Mr. Dun will spend some months in the area breeding the parasite wasp and keeping the area under observation.

It is pointed out, however, that the parasite, even under the best conditions, can only keep the beetle in check and that it will not eradicate it.

The Department is investigating the possibility of enlisting the services of Dr. J. L. Gressitt, of the Bishop Museum, Honolulu, for six months. He is considered an expert in this work. (A review of his work on Rhinoceros beetle appeared in the May issue of PIM).

In the meantime, a number of members of the Planters' Association have suggested that they start a fund, to be subsidised by the Administration, to assist in this expert's work. Mr. H. Boad, of Wunung Plantation, Jacquinot Bay, has offered £100 to start off the fund; and Colyer Watson (NG) Ltd. have offered £500.



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TIMELY WORD ABOUT BRITISH 'COLONIALISM'

"COLONIALISM," a word used in and out of season by some politicians in Asia (who, whether in or out of the British Commonwealth, ceaselessly attack the whole British system of trusteeship) has been causing minor flickers of irritation among some groups in Fiji.

Educated Fijians, in particular, resent the implication that by signing the Deed of Cession their chiefs in 1874 sold out the Fijian race as a going concern for exploitation.

The jibes at "colonialism"—which presumably includes the British variety—that followed the Colombo conference of five Asiatic Prime Ministers, did not produce an encouraging echo in Fiji—nor did Mr. Nehru's declaration that "colonialism is a violation of fundamental human rights."

A diplomatically-worded defence of the term—in the British sense—was made by the Governor (Sir Ronald Garvey) in the course of a dinner given by the local branch of the Royal Empire Society on Empire Day. He said:

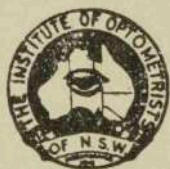
"Outside our Commonwealth of Nations it is fashionable to condemn 'colonialism'; but destructive criticism tends to ignore constructive achievement. It tends also to

adopt a superficial view without probing deeply after basic issues."

The word "Empire" had gone out of fashion recently, the Governor commented, and added: "I happen to be old fashioned in this respect and prefer the word 'Empire'; but I think you will agree with me that though the words 'Empire' and 'Commonwealth' have very different

definitions in the dictionary, they have a common association in our minds of which we can be justly proud."

Advice has been received that during April, Sandy Creek Gold Sluicing Ltd. (New Guinea), got 197 ozs of gold from 8,460 cubic yards of material treated.



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COOK ISLANDS PLANS FOR RADIO BROADCASTS

FOLLOWING agitation for a low-powered broadcast station at Rarotonga, the Cook Islands Administration's radio department decided to make a move towards filling the want and commenced some test broadcasts in March.

Using at first a frequency of 3390 kc/s, which was changed early May to 5050 kc/s, the station has been recently making broadcasts to schools at 2.30 p.m. on Tuesdays and Thursdays. Favourable reception reports have been received from Lower Group islands and from Niue.

It is likely that other—possibly evening—broadcasts of adult interest including informative talks on local matters, may soon be instituted, though it may be difficult to find a frequency clear of interference at night, when overseas signals come in.

Some such link between Administration and people is overdue in the Cook Islands. It could do much towards stimulating interest in local affairs, and perhaps in correcting misunderstandings.

EXTRAORDINARY DAMAGES CLAIM IN TAHITI

AN extraordinary case (a claim for damages) has developed in Tahiti as the result of an inaccurate press report. Defendant is Captain F. I. L. Barnes, an Australian, manager and part-owner of *Les Tropiques* hotel.

As recently reported in PIM, the Messageries Maritimes liner *Tahitien*, when clearing Papeete Pass, suffered an engine break-down which caused the vessel to take a sheer as she neared the inner entrance. Smart handling by the pilot, including the quick dropping of an anchor, probably saved the vessel from grounding.

Apparently Captain Barnes, who represents some overseas newspapers, accepted current reports without checking and cabled overseas a statement that the liner had grounded. This caused inquiries by an insurance company and by relatives of passengers. As a result Messageries Maritime Line is suing Captain Barnes, claiming damages of one million francs.

PAPEETE, May 24.

The court to-day heard the case against Captain Barnes. Decision reserved.

Travelling by the Gilbert and Ellice Government vessel *Kiokia*, Mr. P. G. Roberts has taken up duty as District Officer, Line Islands, and Manager of the Christmas Island plantation.

OVERSEAS INTEREST IN BOUGAINVILLE GOLD

From Our Own Correspondent

RABAU, May 20.

IN mid-May there were two overseas mining engineers in Rabaul getting plant together prior to leaving for the Jaba River area, south of Torokina, in Bougainville. They will spend three months there drilling for alluvial gold on behalf of the Anglo-Oriental Malaya Company Ltd.

The men are Messrs. J. K. Broadhurst and F. Ball, both Englishmen, although Mr. Ball calls New Zealand home these days. Mr. Broadhurst has recently spent much time

in Malaya and Mr. Ball has had experience in South Africa.

Although there now is none of the gold fever atmosphere of the 20's and 30's about New Guinea, old hands will watch their activities with interest—a few of them believe that New Guinea has not yet given up all its gold and that there may yet be another big strike.

Mr. E. F. Paul, well-known businessman, of Apia, West Samoa, has been elected President of the Apia Chamber of Commerce for the ensuing three years. Mr. Paul, a former member of the Legislative Assembly, has also been appointed French Consular Agent for the Territory.

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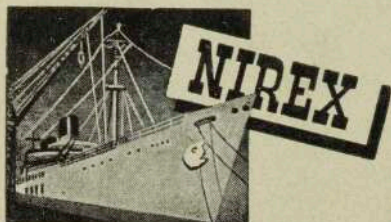
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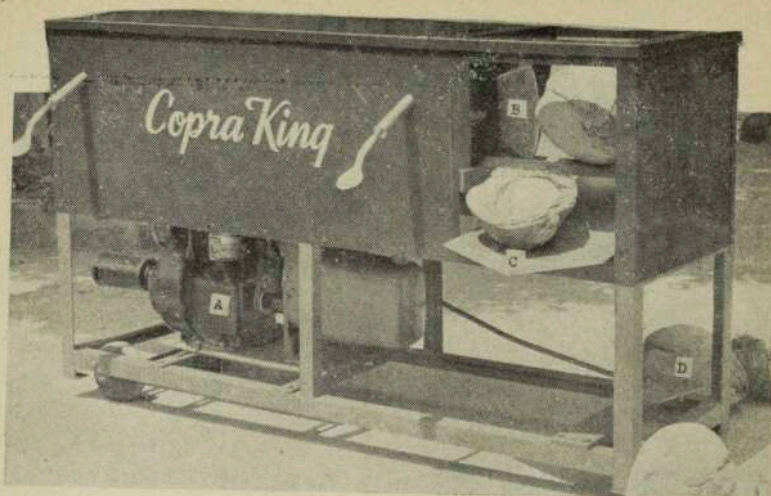
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COPRA-CUTTING MACHINES

Another Outfit Seeks Market

A SOMEWHAT confused position has arisen over the marketing in the South Pacific of what may be described as copra-cutting machines. As already described in PIM, a machine invented by Mr. Henri D. Rey, of Tahiti, manufactured in USA, is being marketed in the South Pacific by Messrs. Burns Philp (SS) Co. Ltd.

Now, however, it appears that another copra-cutting machine is to be marketed in the South Pacific by Mr. Tom Marshall. Mr. Marshall is head of the Apex Engineering Co., of Burbank, California, which constructed Mr. Rey's machine, in



This photograph of Mr. Marshall's machine illustrates the chief differences between the two machines referred to in this article.

Mr. Rey's machine (illustrated in September, 1953, PIM) is in two units. In one, the guillotine or pile-driver method of splitting coconuts is used. A small engine hauls a weighted knife to the top of a frame, where it is "tripped," and falls onto a coconut, which thus is split. The split nut is then moved across to a series of oscillating knives, which remove the meat.

Mr. Marshall's machine (illustrated above) is in one unit. It is 30 in. high,

16½ in. wide, 54 in. long, and weighs 390 lbs. An operator stands at one end and places the nut in position, through the top. He presses a foot pedal (D) and a knife (B) moves sideways and slices the nut in two. There are four more positions for operators at the other end of the machine — they receive the split nuts and hold them against knives which oscillate apparently in the same way as in the Rey machine. The one petrol engine (A) provides all the power. A tray and spout (C) gathers the water from the split nuts and runs it into a container.

† A son was born at Vavau, Tonga, recently to Mr. and Mrs. Siua Moa, of the local wireless office.

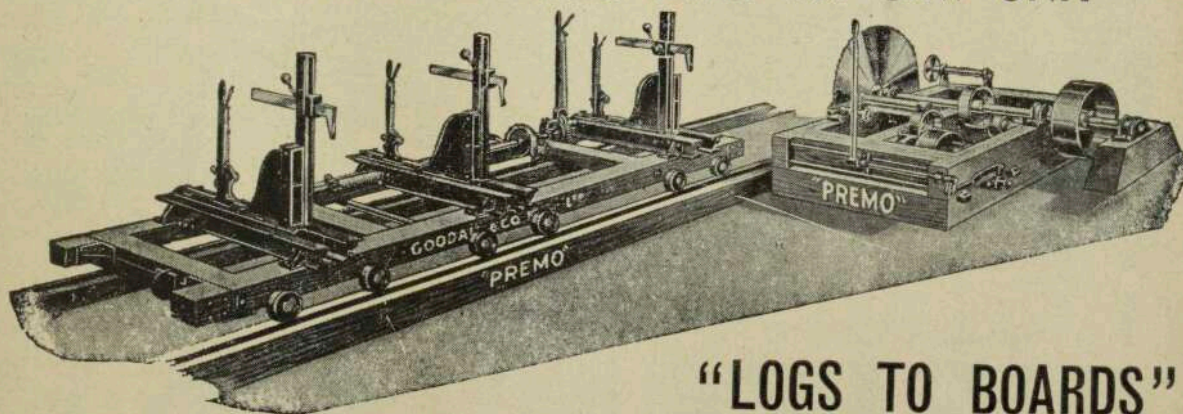
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accordance with Mr. Rey's specifications.

Mr. Rey is a very old resident of Tahiti—a French citizen of part-Tahitian blood. He is an ingenious man, of an inventive turn of mind, and he has for years been experimenting with ideas for a copra-cutting machine. In recent years, Mr. Marshall, an engineer from California, visited Tahiti on holiday, and he personally became interested in the idea of a copra-cutting machine; and eventually he and Mr. Rey studied the matter together.

When Mr. Rey returned to California, his Apex Engineering Co. produced for Mr. Rey the copra-cutting machine already described and illustrated in this journal. Mr. Rey, through his San Francisco agents, appointed Burns Philp distributors of the machine, and arrangements for advertising and marketing were made.

Then it was announced by the Apex Engineering Co. that it had a copra-cutting machine, called the Copra King, in production, and almost ready for distribution, and it sought agents in the South Pacific. Since then, Mr. Marshall has brought two of his copra cutters into the South Pacific for demonstration.

There since has ensued an exchange of communications between

Messrs. Burns Philp, Rey, Marshall and Apex Company. Mr. Rey claims that his rights have been infringed; Mr. Marshall contends that, based on his personal knowledge of the coconut planter's needs, he has produced a machine different from that of Mr. Rey; and he also has

applied for patent rights.

The illustration of Mr. Marshall's machine differs from that of Mr. Rey's machine. Some time may lapse before the issue between them is decided. Meanwhile it would appear that both machines are being offered to copra producers.

BOOKS OF THE MONTH...

THE HOUSE WILL DIVIDE, by Don Whittington.

Australian Federal Politics in the past 25 years. 22/6, Reg. Post, 1/8.

A PASSAGE IN THE NIGHT, by Sholem Asch.

For his first modern novel since "East River" the author has chosen a timeless and universal theme—that of a man in conflict with his conscience. 18/9, Reg. Post, 1/10.

GALATEA, by James M. Cain.

Here is a story with all the Cain magic—brutal, shocking, yet tender and entirely believable. 10/9, Reg. Post, 1/6.

BORDERLINE, by Vercors.

A scientific expedition to New Guinea discovers a race of creatures upon the borderline of evolution, possessing some characteristics of the ape, but in many important respects resembling human beings. 14/6, Reg. Post, 1/6.

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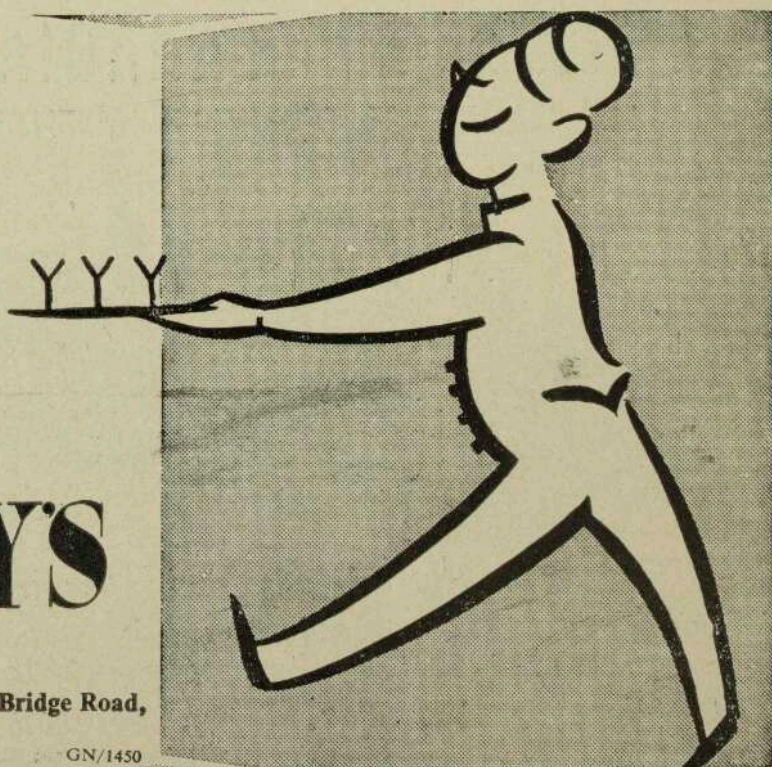
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SOUTH PACIFIC AIR SERVICES

TEAL'S Plans For Fiji-Tahiti Route

TASMAN EMPIRE AIRWAYS LTD. announced in mid-May that they plan to continue their Coral Route Service to Tahiti "for many years", using one or more of the present Mk.IV Solent flying-boats, and retaining the others, released from the Trans-Tasman service, as a source of maintenance-spares for the operational aircraft. Immediate plans call for a re-arrangement of Coral Route schedules, with the possibility of a more frequent service. During July-August, weekly flights will take place to cope with increased winter season traffic to Tahiti.

Details have not yet been worked out, but the following are under consideration:

PICK-UP POINT IN FIJI

With the immediate discontinuance of all but an occasional flying-boat flight between New Zealand and Fiji, passengers on that sector will be diverted to the land-plane service which will terminate at Nadi. This will raise a problem insofar as Suva and Coral Route passengers are concerned, and it will have to be decided whether Suva passengers are (a) to be motored round the island on a tiring and dusty trip; or (b) whether they may be flown cross to Nausori by Fiji Airways, or (c) whether they may be flown across from Lautoka to Lauthala Bay by TEAL flying-boat.

In the case of the Coral Route, a decision will have to be made as to whether the passengers ex-Nadi will be picked up at Lautoka (a 20-miles taxi-run from Nadi airfield) or, again, whether they will be transported by other means to Lauthala Bay to connect with the Coral Route service. It appears likely that ex-Nadi Coral Route passengers will be picked up by the Solents at Lautoka instead of at Lauthala Bay.

COSTS ON CORAL ROUTE

Under this heading it is known that the possibility of establishing overnight accommodation at Akalami Islet, in Aitutaki Lagoon, is being seriously considered. Solents would then fly through from Fiji to Akalami in one day, with only a brief refuelling and passenger touchdown at Satapuala, which is over 20 miles from Apia, Western Samoa, which now is the semi-night stop, going, and an all-night stop, coming. After an overnight stop at Akalami the aircraft would fly to Papeete and return on the second day, again remaining the night at Akalami. On the third day the

flight would continue through to Fiji, with only a brief stop at Satapuala.

Under this arrangement it is possible that operating expenses might be considerably reduced, and east-bound passengers to Tahiti could be better served.

Under the present arrangement the aircraft arrives at Satapuala late in the afternoon, and passengers and crew are carried by taxi and bus over the 20 miles in to Apia hotels for dinner. At 11 p.m. they are alerted to prepare to return to the aircraft which takes off again at 2 am for Akalami. On the return run a full overnight stop is made in Samoa, but there is no time for any sightseeing and, from

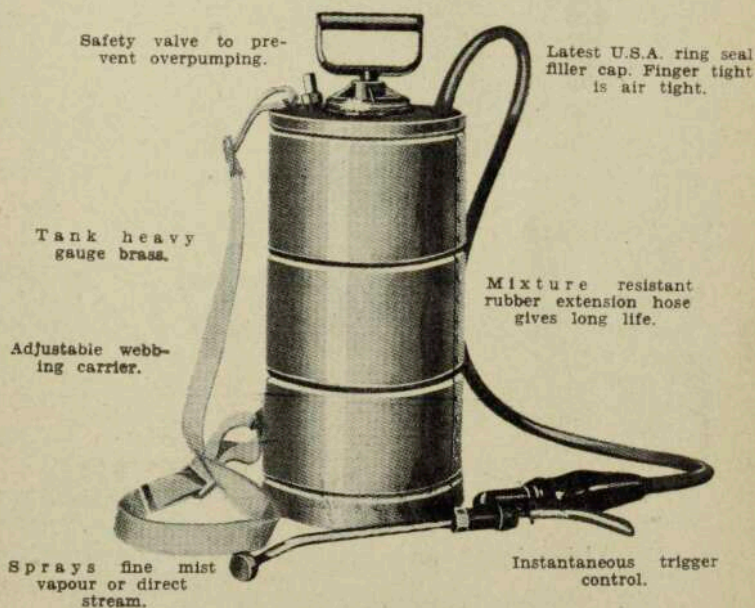
the passenger's point of view, there is little point in the Apia call. Akalami, with no road journey to be undertaken, could be a popular and restful stop-over, with swimming from a perfect lagoon beach in a truly unspoilt setting.

On the other hand, the cost of operating a hotel at Akalami might be rather high. It is believed that tourists might be encouraged to holiday there, so a substantial amount of accommodation would be called for, with a manager and probably a chef brought in from outside. A mechanic probably would be required to operate the electric-power plant. Cost of food, which would have to come from NZ or elsewhere by air or sea (with

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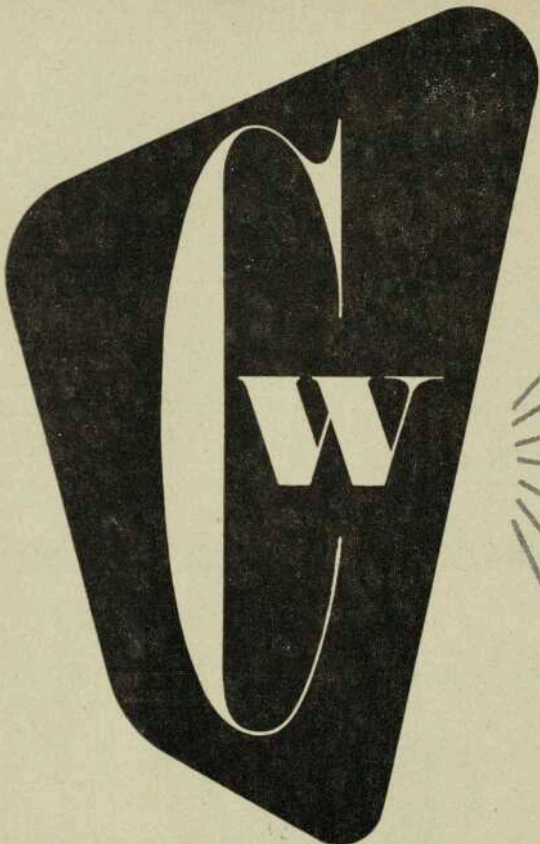
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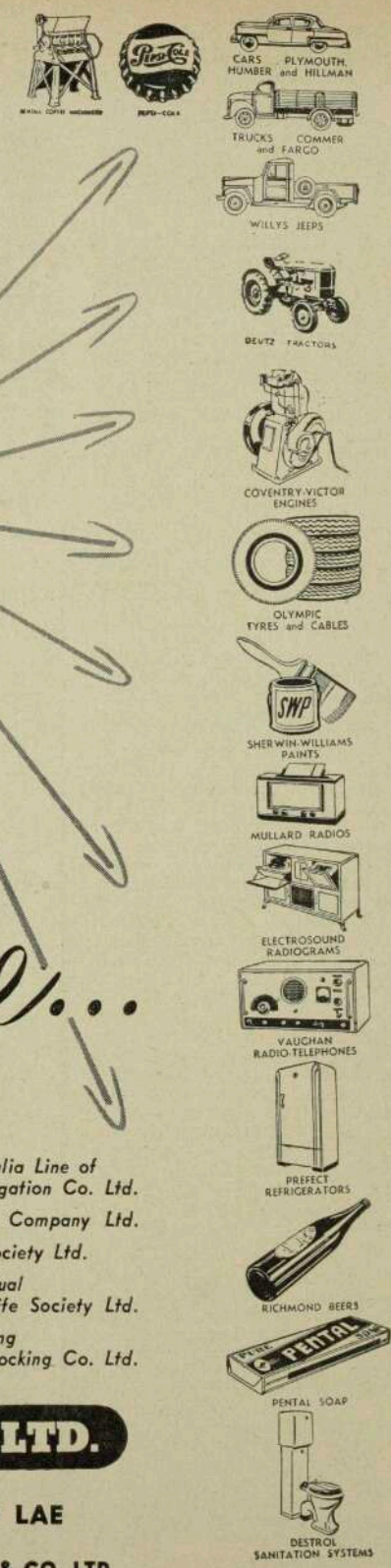
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probably transshipment charges at Rarotonga if by sea), would certainly prove high.

CONNECTING LINK TO RAROTONGA

TEAL may be prepared now to operate the Rarotonga link—evidently with some type of landplane—on a shares or subsidy basis with the Cook Islands Administration. A sum for such a subsidy is reported to be allocated in the current Cook Islands Estimates. But this may not happen in the near future.

OTHER AIR LINES

There are some other air developments in Polynesia, not associated with TEAL.

From Tahiti it is reported that Air Tahiti (which appears now to be virtually a Government-owned concern, operated by the Public Works Department of French Oceania) will shortly purchase a larger aircraft than the present small amphibians, for use on its French Oceania inter-island services.

In mid-May, Mr. Don Beach (who is associated with South Pacific Airlines of Honolulu), returning from a visit to Tahiti, said that the company's Solents (formerly owned by TOA) had left Australia, via Fiji, for Honolulu. The Honolulu-Tahiti service would definitely start in the near future—either with Solents over the entire route, or with a DC4 south to Bora Bora and Solents on to Tahiti—and from

there to Fiji, or Canton Island, also.

In Samoa, though it is known that official approval has been given to Samoa Airlines to commence operations between East and West Samoa and elsewhere (Canton Island and Tahiti have been mentioned as ports of call) and the financial backing seems now to be there, nothing is known of how soon flights will commence. It is stated that Catalina aircraft will be employed by this company.

Leaving Fiji



Two popular New Zealanders, stationed in Fiji for two years, are Squadron Leader J. B. Wilson and his wife Pat. S/L Wilson came to Fiji first in 1952 as Flight Commander to No. 5 Squadron, RNZAF, and succeeded to command of the squadron in 1953. Pat Wilson has been a very popular receptionist for TEAL. They now have returned to NZ.

Mr. Tom Iremonger, recently returned as Conservative Member of the House of Commons in the Ilford by-election, was in the Colonial Service from 1939 to 1946. During that time he was stationed in Fiji and the Gilbert and Ellice Islands. His wife has written a number of popular books, based on their experiences in the South Pacific Islands.

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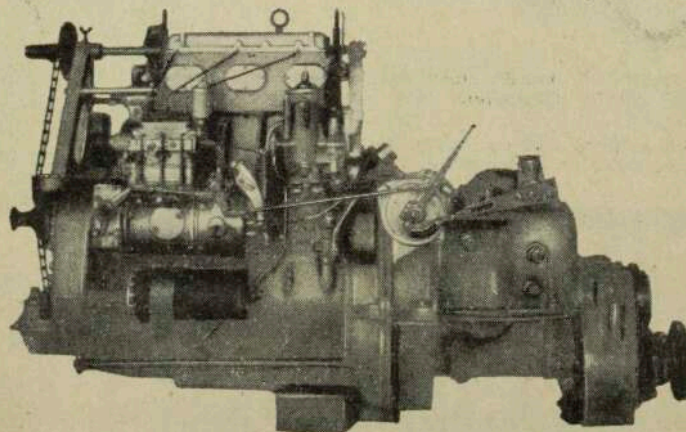
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'If They're Poor Bananas . . . They're Not From Fiji!'

SUVA, May 25.
FIJI is a little touchy when New Zealanders criticise the quality of bananas exported to the Dominion. Their resentment is expressed by Mr. Jack Barbour, formerly a grower, buyer and exporter of bananas in Fiji, who now lives in NZ.

"Fiji is blamed for all the bad fruit landed in NZ, whereas a lot of it comes from Samoa and Tonga," Mr. Barbour reports. "New Zealanders think that all bananas come from Fiji—but the other exporting groups are often the real culprits."

Speaking of Samoan bananas he had inspected at Whangarei, Mr. Barbour said: "Some of the fingers were just over two inches long and others a little over three inches. One compartment of a case contained 351 fingers. If the other side was of the same quality that case contained more than 700 fingers!"

Two years ago a similar storm blew up. The Agriculture Department at Suva, after pointing out that Fiji contributed only part of NZ's banana imports, stated: "Fruit shipped from Fiji is subjected to strict inspection. The shippers receive a bonus on every case that lands in NZ in good condition. Thus it is to their advantage to ship

only good quality fruit. There are inspectors at every packing station and the fruit is again scrutinised at the Suva wharf."

Fiji's exports of bananas are steadily recovering from the 1953 record drought, which cut production when it had only just recovered from the 1952 hurricane.

Mr. Alf Huybers, well-known head of Queensland Pastoral Supplies Ltd., is visiting Papua and New Guinea this month, to see whether he can establish a new plan for supplying pre-fabricated houses for the Territories, where the housing shortage continues to be acute.

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Flour

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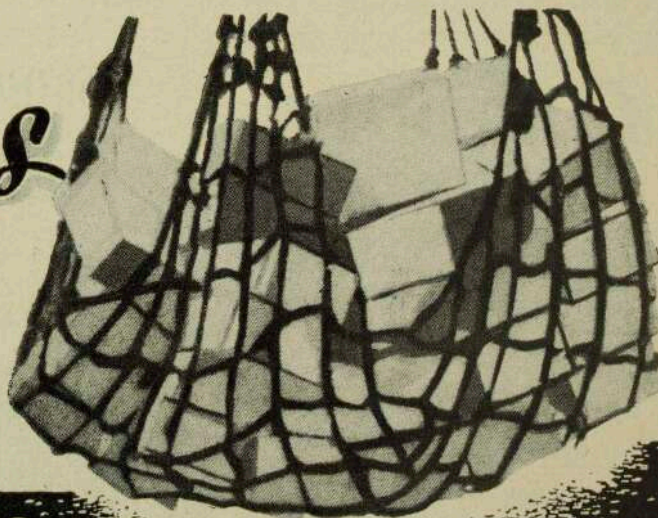
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MV CHANNEL STAR BECOMES TOTAL LOSS

RABAUL, May 8.
THE Government-owned motor vessel *Kelaua* was no sooner settled at her berth in Rabaul, after her successful salvage of the coastal vessel *Meklong* (see description on page XX of May PIM) than the manager of the Government Shipping Service (Lieut-Commander J. H. Evans) was asked if he would proceed in the *Kelaua* to Jammer Bay, where the motor vessel *Channel Star* was aground, and inform Lloyd's Agents of the position and advise whether salvage was possible. *Channel Star* was owned by Messrs. Seto, of Rabaul.

This was on May 4. Before dusk, the *Kelaua* had been re-manned,



Channel Star aground.

re-victualled, re-fuelled and re-equipped, and in charge of Commander Evans she left at 9 pm, so as to reach Jammer Bay by daylight. She had much the same complement as carried out the successful job on the *Meklong*.

Daylight showed them the *Channel Star* deeply imbedded in sand on an unprotected beach, with waves breaking over her.

The *Kelaua* crept in to within less than a cable's length, and the party went ashore, through a heavy swell, to inspect.

They spent the day there, and made vain attempts to drag the *Channel Star* into the water. Then Commander Evans removed enough sand and wreckage to discover that her ribs were cracked and her hull stove in. He officially reported by radio that she was a constructive total loss (that is, salvage would cost more than she was worth); and all efforts then were directed towards recovering all possible gear and equipment. That was not an easy task, owing to the open beach and the breaking seas.

With everything aboard that could be carried away, the *Kelaua* and her team of salvagers returned to Rabaul on May 7.

A collection of New Guinea, New Britain and Admiralty Islands butterflies, valued at £15,000, was shown at a Sydney store last month. The exhibition was by courtesy of Sir Edward Hallstrom.

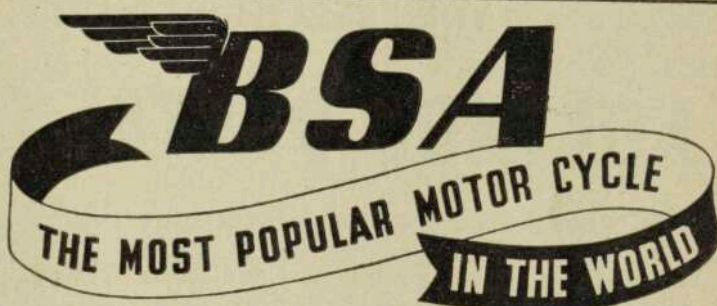
WEDDINGS IN PORT MORESBY



LEFT.—At St. John's Church of England, Port Moresby, a member of an old Papuan family, Miss English, was married to Mr. J. Birch.

RIGHT.—At the same church, on April 28, Miss V. Cridland was married to Mr. K. Beach.

—Photos, Papuan Prints.



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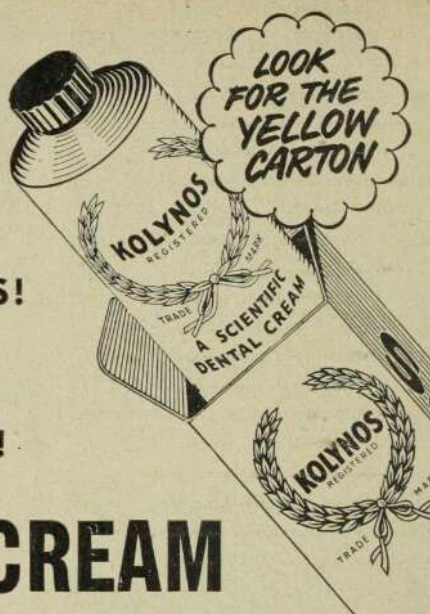
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SWEETEN

YOUR BREATH INSTANTLY!

WITH

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92% of DENTAL DECAY GERMS DESTROYED!

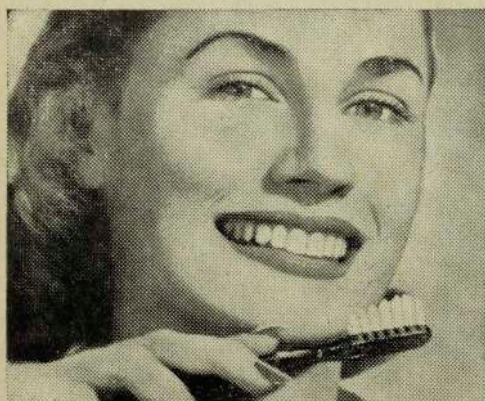
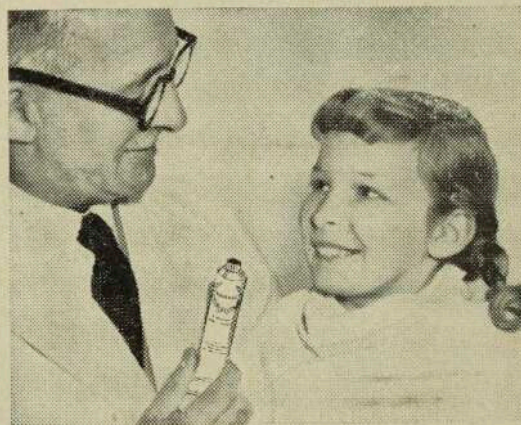
Tests by famous North American and European Universities prove that one brushing with Kolynos Dental Cream destroys up to 92% of dental decay bacteria in the mouth.

SWEETENS BREATH — INSTANTLY! Kolynos sweetens breath at a stroke. Keeps your whole mouth clean and fresh for hours. Kolynos cleans and polishes with every stroke of your toothbrush. Your teeth sparkle with new whiteness.

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GREATER PROTECTION FROM DENTAL DECAY ACIDS



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Ask for **KOLYNOS**
DENTAL CREAM

NEW SUVA CITY Some Remarkable Angles On Building

From Our Own Correspondent

SUVA, May 20.
SUVA is in line for a new three-storeyed, £100,000 Post Office, on the site of the present venerable relic, and a new Customs House (also £100,000) in Rodwell Road, on the city side of the present wharf area.

The Council's Finance Committee has approved "in principle"; but, although this phrase implies some delay, the urgent need is likely to hurry things along.

If building is a sign of prosperity, Suva is booming. Nevertheless, it is noted that nearly all the major jobs in recent years have been Government projects.

An exception is Holy Trinity Anglican Cathedral, the first portion of which was opened in 1953. The Synod of the Diocese plans to start soon with the foundations of the nave and tower.

What was to have been Suva's tallest building, the seven-storey South Seas Hotel, is still as it was when building ceased on September 14, 1953 (Suva's Earthquake Day) and the trimmed-down plans now provide for only two or three storeys.

Because some tourists complain

that the charges of the present Suva hotels are sometimes too high for what is provided, local cynics suggest adopting the new Lord Howe Island scheme of taxing tourists one shilling a day so as to provide funds for improved accommodation. This would at least follow the Fiscal Review Committee's famous plan for making everybody pay for what they get.

Meanwhile, an enormous slice of Suva's total building bill continues to be provided by Indian owners. Houses, small shops and small blocks of flats have mushroomed in amazing numbers in the post-war years.

If somebody would work out the total area of Suva Peninsula land that has passed into Indian hands since the Second World War, the result would be astonishing.

Until the late 1930's, Suva was still largely a "European" city. Today, European ratepayers are in a minority; and, what is almost equally significant, there is a small but increasing number of Suva Fijians who are quietly building small houses for themselves.

At intervals the claim is made, mostly by Europeans, that the Suva Fijian householders provide a glaring example of taxation without representation. This point has been readily conceded by the present Mayor of Suva, Mr. D. M. N. McFarlane, who has made no secret of his desire for Fijian representation in the City Council.

Beef cattle breeding is still being developed in Western Samoa. Six Hereford stud bulls were sent from New Zealand to the Repatriation Estates in April, and two Poll Hereford bulls will be sent shortly.



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with SOLV-X.

NEEDS OF RABAU DISTRICT

The Rabaul Chamber of Commerce, with representatives of 13 different companies present, recently dealt with the following matters:

CONDITION OF KOKOPO ROAD

After discussions which emphasised the large quantity of copra and cocoa produced in the Kokopo District, the quantity of consumer goods sent by road from Rabaul to the district, and the number of vehicles registered, it was decided to write to the District Commissioner, requesting immediate action to maintain the Kokopo Road in a serviceable condition.

POSTAL SERVICES

It was decided to approach the Post Master in connection with the following matters:—

Overseas Telephone Service.—For example: Under present system of charges the manager, Burns Philp & Co. could register a radio-telephone call to Australia; then, having business with the manager, New Guinea Company, could have his call at the New Guinea Co. office. In this case the call would be charged to New Guinea Company—the telephone on which call was actually taken. The Post master is now requested to take necessary steps so that each firm be charged only with calls registered by its own officers.

Insufficient advertised mail notices: There also were complaints of late de-

livery of sea mails because of unsatisfactory system of receiving mails from ships, and delayed sorting, particularly of 2nd class matter.—Post Master requested to improve these services.

LAND BOARD

In view of their recent efforts to assist in this direction, members of the Chamber were disappointed that a greater number of applications for building blocks were not recorded by Europeans.

At the Port Moresby Licensing Court in May, an application for a provisional licence for a proposed new hotel at the new suburb of Boroko was withdrawn. The application had been made by Walter Ambrose Morrissey. According to plans lodged with the application, the proposed hotel was planned to be built off the Rouna Road, at Boroko.

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E. K. Cole, Ltd., London.—“Ekco” Radio Receivers.

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'YANKEE' ON SIXTH TRANS-PACIFIC TRIP

Revisiting Old Islands Friends

Commander Irving M. Johnson's famous brigantine-yacht *Yankee* is now completing her sixth crossing of the Pacific Ocean, as part of her sixth voyage around the world. She has a crew of 21. She was in the New Hebrides in May. On May 4, when the *Yankee* was between Rotuma and the New Hebrides, Mrs. Electa Johnson wrote to the PIM as follows:

WE sailed from Gloucester, Mass. (north of Boston) on November 1, 1953; stopped at Haiti and Grand Cayman (in the West Indies) and then went through the Panama Canal.

We spent three weeks again in the Galapagos Islands, which proved as fascinating as ever. I wish you carried Galapagos news, too, as the remarkable people who live there are something to follow with interest.

AT PITCAIRN

This time we did not go to Easter, but on to Pitcairn, which we enjoyed more than ever. Their present school teacher, Mr. George Allen, is doing a splendid job and the whole island benefits from his presence. The one or two outsiders there can do good or harm all out of proportion to their numbers.

The SDA missionary, Pastory N. A.



Ferris, is also a great help to the island, not only spiritually, but for his medical work and for his understanding of their social needs and his organisation of young people's groups and community affairs. Mrs.

Ferris and Mrs. Allen contribute also to the welfare of the island. The Ferrises were many years in the Solomons and my husband found Pastor Ferris a most congenial sea-going missionary.

The *Yankee* made a trip to Henderson Island (near Pitcairn) with about 35 Pitcairners aboard, men and women, to get the miro wood which they use for their boat frames, curios and furniture.

As the PIM related, the islanders attempted the voyage last year in their long boats; but one boat sank in heavy seas and the expedition returned to Pitcairn, fortunately without loss of life.

To make the trip to windward in the *Yankee*, it was out of the question to tow one of the 37-ft

long boats, so my husband managed to hoist it aboard and lash it athwartships, where it projected 8 feet over the bulwarks on either side. It made the trip successfully, however, and did the work between ship and shore, and came back under tow with a fair wind. The Pitcairners were chopping wood as soon as they touched the beach, and brought back over 30 tons.

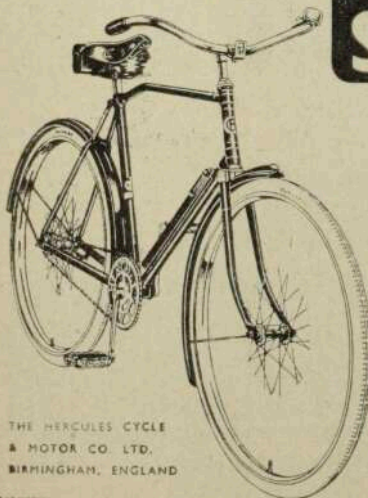
They see passing steamers on the Panama-NZ run quite frequently these days, and always go out to sell their baskets and wood carvings on board. Soon after the *Yankee's* visit they were expecting the *Caronia*, the first luxury-cruise ship ever to call at Pitcairn; and I understand they had a fine day for the *Caronia's* visit and made a fine

STRONG

as a mighty crane!



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impression on the tourists, as well as selling them many curios. The fine impression is well warranted, as the Pitcairners are fine people.

ONLY 140 ON RAPA

Our next stop was Rapa, where we found the population down to only 140. The old ratio of 7 women to 1 man is no more, for women as well as men seem to have left the island. M. d'Assignies, from Papeete, was radio operator and meteorologist at Rapa, the only European on the island.

We called at Rurutu, which has more frequent ships from Tahiti than we expected—more than one a month as a rule.

"HAPPY ISLAND'S" QUEER SHARKS

Our present crew is more keen about spear fishing than any previous ones, and bought some of the very desirable French underwater gear in Papeete; so we spent quite a while among the northern Tuamotus where underwater sport is so good.

I think the Tuamotuans are about the most friendly people in the Pacific. Incidentally, Bengt Danielsson's book, *Raroia, the Happy Island*, gives an excellent picture of Tuamotuan life.

We were especially interested in some strange sharks we saw at Manihi. The islanders have a small pool, just back from the sea-wall, where ships tie up, and as we came in we had observed four or five big sharks swimming around in the pool, as well as a couple of turtles. We were horrified when we saw some of the children jump into the pool and play among the sharks. But the fish are toothless—by nature, not by extraction.

The Manihi people called them *rohoi* and said they are fairly numerous there and not unknown around Tahiti; but they were new to all of us. They have sort of sucking devices in their mouths, but no teeth, and grow to large size. Apparently the islanders always keep some in this pool just for the interest of outsiders. We would certainly be interested to know more about these sharks.

SALVAGE AT CANTON

From there we went way north to Honolulu, and then south again to Canton.

A salvage company is there working on the *President Taylor*, with the personnel, including families, living aboard a former yacht, the *Caronia*. The Pan American people were most hospitable. New Zealanders, Fijians, and Gilbertese work for the airlines there, all very harmoniously, and the British Government is represented by Major Douglas Fregard (and his wife) whom we knew three years ago in the New Hebrides.

PAGO PAGO: FISH

We had hoped to see the April

17 Flag-Raising Day celebration in Pago Pago again, but this year it was moved up to the 23rd, and we did not wait. We were distressed to hear of the rapid turn-over of governors, as we would like to be proud of a good American job there. The Samoans miss many of the benefits of the Navy administration, but are standing on their own feet more under this regime.

We saw some of the Japanese fishing boats there which supply fish to the cannery at Pago Pago, now being run by the Van Camp Company, who put out "Chicken of the Sea" brand. The Japanese are getting fish out of the ocean where no one ever got fish before; and, as Van Camp's want only white meat tuna, dark meat and marlin are plentiful in Pago Pago and for once the Samoans have all the fish they can eat. The Japanese and Samoans seem to get on well together, and we found no cause for complaint as our ships lay there together.

RIVALS IN BEAUTY

This crew found Upolu (Western Samoa) as beautiful as we had told them it would be. Many villages are a lovely picture.

Then, just the other day, we all agreed that Rotuma was one of the most beautiful spots we had seen and the people handsome and friendly. The D.O., a Rotuman

named Freddy Ieli (last name uncertain) was especially cordial, and very patient with our many stamp collectors' requirements.

We had a look in at Futuna, but didn't stay ashore at all, as they had been having an epidemic of haemolytic jaundice. There is no BP store there these days, just Ballande's.

For one last item I might add that Father Griffon, of the Catholic Mission on Rotuma, is just leaving, after 40 years (with few absences) on the island.

(The Johnsons' two sons, Arthur, 18, and Robert, 15, are sailing with the *Yankee* as far as Indo-China,

whence in September they will return to USA, to continue school. Arthur has been acting as First Mate, and handled the *Yankee* twice in a big blow, while his father was ashore.)

In order to discuss important matters (some involving taxation) arising out of the report of the Fiji Fiscal Review Committee, the Financial Secretary of Fiji (Mr. H. W. Davidson) in May paid a flying visit to London for talks with the Colonial Office.

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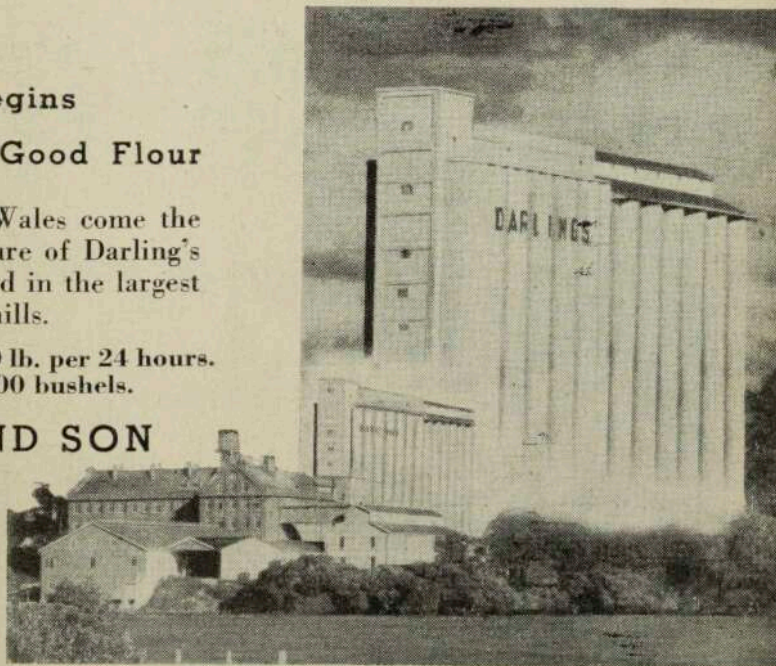
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TWO GIRL STUDENTS FROM NEW BRITAIN



Two native girls of New Britain, Yakuar and Yanmur (both from Matupit, Rabaul), who are students in Sydney. Mr. C. H. Meen, with his ubiquitous camera, found them while they were visiting Sydney's Royal Easter Show.

† A recent visitor to Rabaul was Mr. A. C. Vallentine, who holds a Fullbright Scholarship at the

National University in Canberra, and was on his way to West Nakanai (on the Cape Hoskins Peninsula), to join the other anthropologists established there. He is accompanied by Mrs. Vallentine who, also an anthropologist, has been sponsored by the Museum of the University of Pennsylvania. They will spend six months at Nakanai.

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COOK ISLANDERS FIGHT AGAINST NZ TAXATION

Despatch from a Lively Battle Front

The Pacific Islands Monthly's Special Correspondent, James P. Shortall, reported as follows from Rarotonga in mid-May:

THERE probably never has been an Islands Administration, anywhere in the Pacific, which has met with the approval of the majority of the administered people. That is certainly true of the Cook Islands to-day.

The criticism is not directed much against individual officers of the Administration. There has not been a more popular Resident Commissioner for many years, and the majority of European officers are liked. They have the interests of the people at heart, and a percentage are married to Islanders.

Yet, more than ever before, there is an undertone of increasingly sharp anti-European feeling in these Islands. It is not evident so much on the surface—there is still the pleasant smile and the greeting by the man in the street—but when the bush-beer begins to flow, and tongues are slackened, there is no doubt whatever that a great deal of bitterness exists in this New Zealand territory to-day.

This is in spite of the facts that not a penny is being contributed towards the administration by the local people, and that the New Zealand taxpayer this year will have to hand out £25 per head for every one of the 16,000 men, women and children in the Cooks, with a steady increase in that amount year by year in the years ahead.

Aggravated considerably by the arrival of two taxation assessors in the Group a couple of months ago, there appear to be two main causes of discontent and discouragement on the part of the Cook Islanders.

Firstly—although they themselves pay nothing towards the cost—they are angered that such a large proportion of the monies assigned to the Cooks is spent on housing and comforts for the European administrative staff, as compared with monies spent on facilities contributing directly to the betterment of the lot of the Islanders themselves.

Secondly, they see discrimination and unfairness in the fact that even when they reach the standard of qualifications held by Europeans, they are retained on considerably lower rates of pay.

Together, these factors are causing a constant diversion of partly-trained technicians and skilled workers to New Zealand, and a feeling among the people that they are, for this very reason, making very slight progress towards self-government.

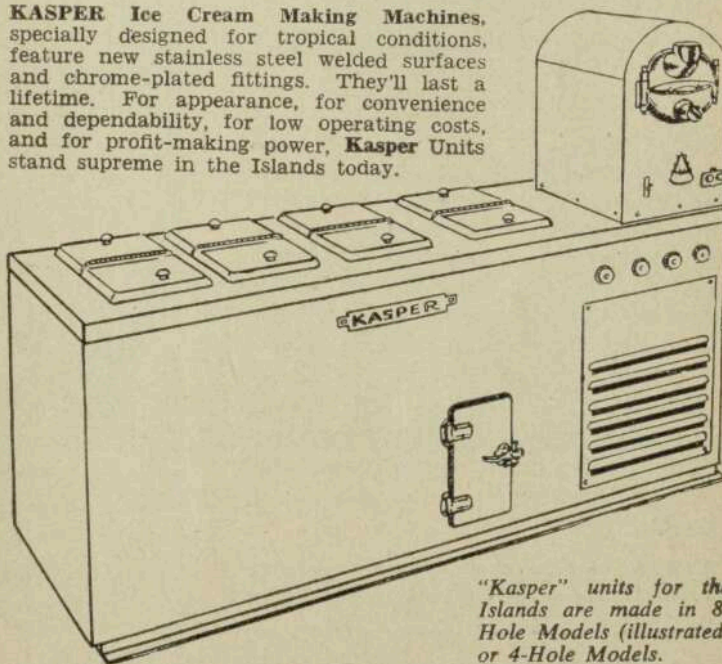
The feeling is certainly not confined to the Islanders. There is not a non-government European in the Group who is not outspoken in his criticism of the situation—though few have any solution to offer. Either some financial encouragement must be given to tradesmen and others to remain in the Cooks and gradually take over the positions now held by trained New Zealanders; or the Cook Islands must forever remain a training-

ground for emigrants to New Zealand.

THE Ariki and the community leaders are emphatic that the people do not expect full New Zealand rates of pay; but they do insist that existing rates of pay for native administrative staff are wholly inadequate and not a living wage, that although rates lower than those paid to trained Europeans are fair in the junior ranks, these rates should gradually merge into the European scale as Islanders progress towards the more senior positions. They are satisfied that New Zealand does not intend to let Islanders hold the higher positions of administration—however incorrect that may actually be. (Over)

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"Kasper" units for the Islands are made in 8-Hole Models (illustrated) or 4-Hole Models.

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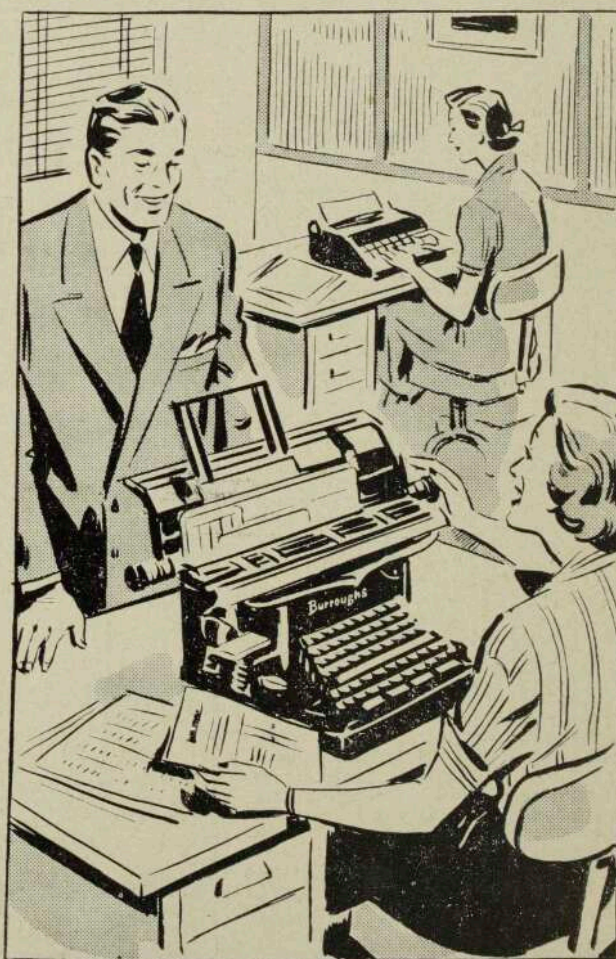
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There certainly have been some discouraging instances of what the people see as discrimination in appointments. There is evident discrimination in other directions.

For example, Maori clerks and staff in the Administration office in Rarotonga are required to cross the road to a special toilet, and are not permitted to use that provided for European staff, though Maori and European clerks are working side by side in the offices.

THE living standards of the European public servants in the Cooks—luxurious, as compared with Maori islander standards, though normal to New Zealand standards—are the main butt of the people's wrath. They feel sure that NZ taxpayers do not realise that so much of the annual Cook islands vote is being spent on purely European facilities.

Apart from the housing—which is certainly on a high standard—they cite, for example, the electric-power scheme, which is enormously costly to maintain, and is used by a comparative handful of Islanders, as few can pay 1/6 per unit for electric power (falling to 6d per unit after the first 16 units).

The power scheme itself is efficiently operated and cannot be faulted—but is it really necessary, or worth what it costs, or even morally justifiable when an examination of Cook Islanders' standards

of living is taken into consideration?

Work is planned and is proceeding on various facilities that will serve the population in general—an urgently required improved water supply throughout the Group, improvements to roads, educational facilities—but (say the people) these things should have come before power schemes, high-grade housing for European staff, etc.

THE arrival of the two taxation assessors from Auckland in March brought these murmurings to a head. Telegrams have been flying between the Rarotonga Island Council and the Prime Minister in Wellington.

The Council demanded the withdrawal of the assessors; the Prime Minister asked for co-operation on the part of the people; the Councillors declared that not only was the law which made taxation applicable to the Cook Islands never passed by the Legislative

Council of the Cook Islands, but was emphatically rejected by the Council; the Prime Minister expressed his surprise that this was so; the Councillors demanded an immediate Royal Commission to look into all phases of Cook Islands affairs.

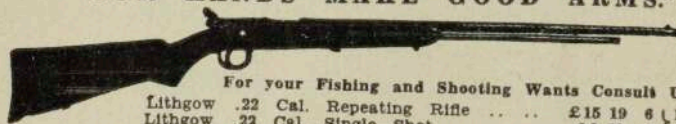
And communications still are passing back and forth.

At the end of April the Prime Minister advised the Island Council that the taxation assessors would return to NZ in June, pending a report.

In a letter of reply the Ariki and Councillors of Rarotonga indicated their firm intention to completely boycott the Island Council and the Legislative Council unless a Royal Commission is appointed. They have already declared they are not opposed to taxation, but they are utterly opposed to the imposition of the NZ form of taxation when rates of pay and standards of living are entirely different.

Though actually only a very small

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number of Maoris would have to pay anything, the Councillors and Ariki—who include most of the taxpayers affected—feel that the present move is the thin edge of the wedge, and that soon sales tax and land tax and wages tax would follow. The time has come now to take a firm stand, they say; and they are taking it.

ACTUALLY, the taxation laws were made applicable shortly before World War II; but, due to war intervening, and to staff problems in the Taxation Department in NZ, no action has been taken, until now, to collect income tax in the Cooks.

Last year Mr. D. C. Brown, a leading Maori trader in the Group, was intercepted in New Zealand when he applied for a passport and clearance so as to proceed on a business voyage to Europe. A very large sum was impounded to settle taxes allegedly due by Mr. Brown. Undoubtedly, there are others who similarly would have to pay large sums. But the Maori leaders are emphatic that this is not influencing them in the present stand.

Much more is likely to be heard of the Cooks in the near future if the present stand is maintained by the Island councillors, who have been organising meetings of people in Rarotonga and urging them to indicate their opposition to this taxation development.

The present feeling in Rarotonga can be summed up in the statement of a leading Maori Island Councillor. He was asked whether, in his opinion, the Cook Islanders would prefer the entire NZ set-up to withdraw from the Islands, leaving the Cooks in complete isolation and to their own devices.

He replied that he was certain that a considerable majority of the people would vote in favour of such a move. In fact, he considered that it would inject new life into the Islands. There would be a new revival of interest in development of the land, and especially of food crops. He felt that many Islanders

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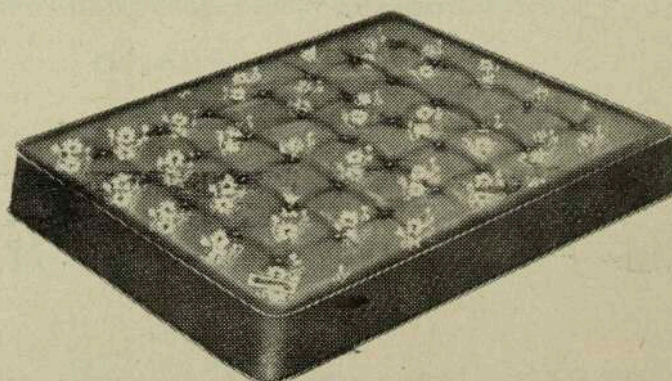
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Papua and New Guinea Residents on Bulolo



Among those who sailed on "Bulolo" for Papua and New Guinea in April were the following (left to right): MISS A. M. PATTISON, on the staff of Burns Philp (New Guinea, Ltd.) at Rabaul, returning after furlough. MR. and MRS. E. M. ROY, returning after leave. He is with the Department of Public Health, Port Moresby. MRS. J. BELFIELD, who was going with her husband to Kwato Mission, Samarai. Mr. Belfield will take up farming there, and she will be a nurse. Mrs. Belfield was born there. MR. and MRS. R. WEBB, of Bulolo, returning after Southern leave. He is with Bulolo Gold Dredging, on the hydro-electric works. MRS. A. EWEN, formerly of Fiji, is going to join her husband, who is on Overseas Tele-Communications staff at Port Moresby. With her is their daughter Rosemary.

CONTINUED FROM
PREVIOUS PAGE

would, in fact, return from New Zealand, to lower standards of living certainly, in order to participate in an Administration which would be truly a Cook Islands one, with every penny of local taxes spent, not on luxury houses and facilities out of all proportion to the resources of the Group, but on things really required by the people—water supplies, medical aid, land development, education, etc.—without the costly overhead associated with European staff.

Overseas Journalists in P-NG

TWO overseas journalists, one American and one Dutch, are about to write a series of articles on Papua and New Guinea.

Mr. Walter A. Simmons, representative in Japan for the *Chicago Tribune*, will report on the United States Trust Territories before arriving in Papua and New Guinea.

The Netherlands journalist, Mr. Alfred van Sprang, is one of the foreign correspondents of the Netherlands Broadcasting Co., and in addition to taking tape recording for the Netherlands radio, will write articles for several Dutch newspapers. Since leaving Holland early in March he has visited Indo-China and Manila, and will spend six weeks in Dutch New Guinea before arriving in P-NG.

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BIG SALVAGE JOB IS GOING WELL

FROM Canton Island it is reported that the American salvage syndicate engaged in refloating the war-time wreck of the liner *President Taylor*, is making excellent progress, and it seems probable that the hull, stripped of superstructure, may be refloated in June or July.

The wreck lies parallel with the reef passage into the lagoon, with its stern in about 40 feet of water and bow in about half that depth.

After removal of superstructure work has been going ahead on sealing the various sections of the inner bottom, pumping each section out to check for leaks, then reflooding until all sections are completed.

It was reported some months ago that the salvage party, which is headed by a Seattle lumber merchant, had arrived at Canton in a big motor yacht named *Caronia*, which is being used as the base of operations. The syndicate is not a commercial salvage organisation and this is reported to be their first and only salvage job.

It is probable that the former passenger liner, when refloated, will be towed to the Japanese scrap market.

CARE IN HANDLING NATIVES

Letter to the Editor

IT was reported in your January issue that 11 young men had been appointed to be Patrol Officers in New Guinea. The indications are that those new officials were too young. No PO should be under 25, and all should have at least a year's service in New Guinea, under tuition, in charge of NG natives, before being allowed out in strange country, on their own. They should not have to deal with

the natives as PO's until they have some understanding of the natives.

During the last 50 years I have employed natives in South Africa, Tahiti, New Zealand, New Guinea, Australia, Uganda and on Luzon, in the Philippines. I once employed 20 Kikuyus on my plantation in Africa, and they were good, honest men. Now the Kikuyus, influenced by Reds, are dangerous rebels.

In their natural state, natives are like children—easy to control, by those who take the trouble to understand them, and very easy to mislead.

I am, etc.,

RICHARD E. VERNON,
Cardwell, Q.



Mr. Vernon beside his gold-sluicing claim at Black Cat, New Guinea, in 1935.

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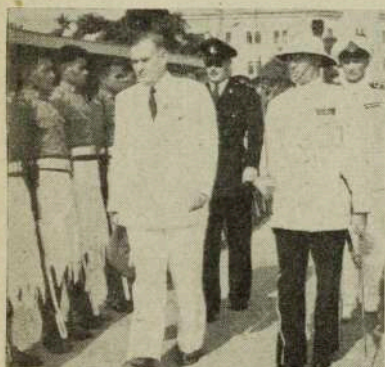
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Honours for French Governor



When Monsieur Raoul Angemarre, Governor of New Caledonia, and France's High Commissioner in the South Pacific, passed through Fiji, in the course of a visit to Futuna and Wallis Islands, he was received with Vice-Regal honours. In this photograph he is seen inspecting a Guard-of-Honour of the Fiji Military Force. His Excellency was met by the Colonial Secretary (Mr. A. F. Stoddart) representing the Governor, and the French Agent and Consul in Fiji (Mr. M. H. Helsen).

—Photo by Stinson.

OIL SEARCH AREAS IN PAPUA-N. GUINEA

UNDER a new Bill passed by the Papua and New Guinea Legislative Council on May 10, the maximum area which can be held under an oil prospecting licence is 2,500 square miles; and areas may

be granted under lease up to 500 square miles. These were the permitted areas before the war.

After the war (to stimulate oil prospecting, according to the Administration) the prospecting area has been 5,000 square miles, and oil areas granted under lease 2,500. Permits already granted will not be affected by the new regulations.

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P-NG COPRA FUND Points About its Future Control

J. MORESBY, May 12.
THE Board which is to be set up to administer the Copra Industry Stabilisation Fund (which at present amounts to almost £2,000,000 and which is contributed to by all exporters of copra in Papua and New Guinea) will consist of the following:

- Two representatives of the copra producers of New Guinea;
- one representative of the copra producers of Papua;
- an officer of the Department of the Treasury;
- one other official member.

The Board will therefore have—for probably the first time in P-NG's official history—an official instrumentality that has a majority of non-official members.

All members will be appointed by the Minister for three years and will receive salary, fees and allowances. The Board annually will elect a chairman. Clerical and secretarial services rendered will be paid for out of the Copra Fund.

The main function of the board is to declare, if or when copra has fallen to such a low price that this is warranted, a bounty to producers.

The Bill, which was introduced at the November, 1953, Council election and adjourned to allow a select committee to consider certain recommendations from planters, sets out also who, in the event of a bounty being declared, are eligible to benefit.

The Board (to be known as the Papua and New Guinea Copra Industry Stabilisation Board) has not the undivided approval of planting interests. A number are of opinion that the present Copra Marketing Board could have been given authority to administer the Fund. The official view, however, is that the CMB has a limited life, which ends when the Copra Agreement with the British Ministry of Food ends in 1957.

Unilever Again!

Mr. Fairfax-Ross, nominated member for Papua, disagrees with this official view. He believes that a body such as the Copra Marketing Board (which is an official body and can speak with the voice of Government) will be needed more than ever when the MOF contract expires, as the functions of the MOF in relation to copra bulk purchasing will likely be taken over then by Unilever.

Other opinion, expressed outside the Council chamber, is that Unilever (which was the bogey-man of every pre-war producer of copra) is even now on the side-lines of the MOF—if not actually directing proceedings.

More Amenities Reach Rarotonga

THE first permanent prison in Cook Islands, designed by the NZ Ministry of Works, is nearly completed. The work has been carried out by native carpenters and labourers under a European foreman.

The walls are composed of concrete blocks, made here at the PWD base, and the remainder of material was imported.

There is a large central exercise yard, around which are arranged cells to accommodate 25 prisoners, ablution blocks, kitchen, stores and guardroom.

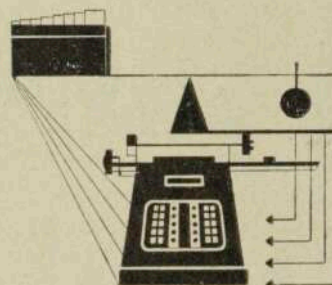
The gaol will have its own lighting plant and a farm of 8½ acres will provide native foods for prisoners—and, it is hoped, for the Administration's hotel and the hospitals. The main building has an area of 2,575 sq. ft., and courtyards

take another 5,248 sq. ft. Estimated final cost is £NZ14,000.

The new school at Nikao (Rarotonga) is a vast improvement on the old structures of lime and timber, with palm-thatched roofs and uneven floors.

Niko school was built by local labour for £8,000. Most of the material used was imported, but local lime-cement was used in the walls, which are specially strengthened to withstand hurricanes. Much use is made of the louvres system in walls and windows in the wall section above the 135 foot long verandah. There are four classrooms, accommodating 135 students. Behind the school is a 5-roomed house equipped for use as a Domestic Science Centre.

For 27 years, successive Administrations have been planning a new and urgently needed Teachers' Training College. Work has now commenced on this project.—
Own Correspondent.



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Rabaul Soccer Premiership



The Rabaul Rangers won the Premiership in the Soccer Competition of 1954, and gained the Alois Akun Shield and the Nelson Robertson Cup. (Photo by Y. C. Wong.)

† Assistant Medical Practitioner Michael Ala, who has been at the Paton Memorial Hospital, Vila, New Hebrides, left Vila in mid-April for Saranabuga, Ndui Ndui, Aoba Island, to establish a new clinic there.

Tribute to Late C. D. Bates

A MOTION by Mr. S. Lonergan, seconded by Mr. Carl Jacobson, at the commencement of the May meeting of the Papuan and New Guinea Legislative Council, placed on record the meritorious services of the late Charles Dowson Bates, who had died in Sydney since the last meeting of the Legislative Council. At the time of his death, Mr. Bates was District Commissioner, Madang.

Plantings of Australian seed potatoes met with encouraging success in Fiji last year, according to reports reaching Australian growers. Ninety per cent. germination was obtained, the most successful variety being Sequoia. Plantings in the previous year were not a success. They were made late, and the wet season arrived too early. But the light crop was comparatively disease-free, and the variety Sebago also showed promise.

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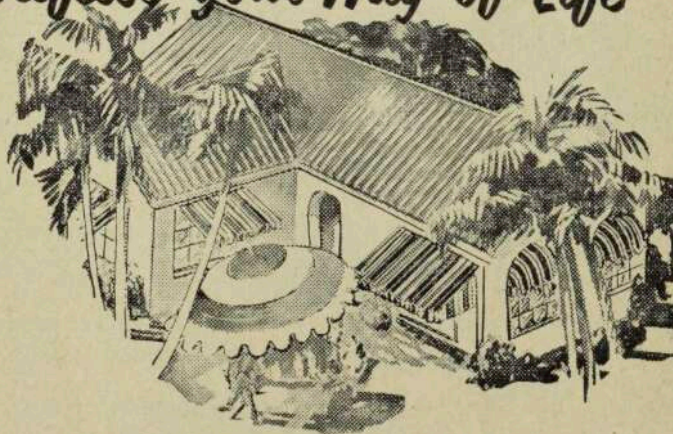
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FAINT AND JAMMED

Cook Is. Get Poor Radio Broadcasts from NZ

THOUGH understood to be primarily intended to serve the New Zealand Island Territories—and especially the Cook Islands which, to date, have had no broadcast station of their own—Radio New Zealand is doing a conspicuously poor job in this direction at the present time.

The transmissions, though containing excellent programme material, are very poorly received by the Cooks—low signal strength, considerable fading, and interference from overseas jammers combining to making listening more of an ordeal than a pleasure, especially at night, when most wanted.

Often the lower frequency, beamed to Australia, is better received than the frequency intended for islands listeners, and Cook Islands listeners are emphatic that a much lower night frequency would greatly improve the service. This has been suggested to the station—but, so far, without result.

The jamming seems probably to be accidental, insofar as Radio New Zealand is concerned. It is possible that a Voice of America transmitter, on the same frequency and beamed

to Iron Curtain countries, is being jammed by the extensive Soviet jamming organisation. Such an American station, so beamed, might not be heard in the Pacific, though the jammers might still be heard.

At present, Radio Australia is providing a considerably better ser-

vice to the Cook Islands than is Radio New Zealand. One notable failing of the latter, apart from poor reception, is the inconveniently late hour of the news broadcast. This may be satisfactory to Fiji and Samoa—but those Groups already have their own broadcasting service.
—JPS, at Rarotonga.

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BROTHER GAUTIER OF THE GILBERTS

By JACK THORNTON

TO the Gilbertese, Brother Joseph Gautier, by reason of his travels and the time he has been among them, is probably the most widely-known European in the G & EIC.

His cheery disposition, sincerity, frankness, and capacity for work have endeared him to all sections, including officialdom. In the 21 years since he arrived in the atolls the Brother has seen many Colonial officers come and go.

He was born in Brittany in 1897, and he arrived at Abiang atoll as a carpenter and cement-worker, in the Sacred Heart Mission, in January, 1933. In 1938, he was appointed engineer on the auxiliary schooner *Santa Teretia I*, built at Abemama by William Reiher. Mr. Reiher commanded the new mission ship for about a year while he taught Father Klipfel and Brother Gautier to navigate.

When the Japanese invaded Tarawa, the *Santa Teretia I* was 30 miles south of the atoll, and Father Klipfel received orders to proceed to Funafuti and transport the District Officer, Ellice Is., to Suva. The WPHC then chartered the vessel for patrol work in the New Hebrides.

Brother Gautier was suffering a form of beri-beri caused by lack of green vegetables, so he was sent to Sydney for hospital treatment. After being cured, he volunteered for mission work in New Guinea and Papua, where he remained until the Allied forces landed at Tarawa. Then he sought a transfer back to the Colony. He had to wait 15 months for a ship, but eventually arrived at Tarawa, where he was occupied in rebuilding mission buildings until the *Santa Teretia I* returned in 1947.

In 1949, the Sacred Heart Mission bought the *Halgard* in Australia, re-named her *Santa Teretia II* and took delivery in Fiji. About that time Father Klipfel became ill and returned to Alsace, and Brother Gautier has been captain and engineer on the ship ever since.

With a crew of eight Gilbertese, the *Santa Teretia II* sails regularly from Tarawa to all the Gilbert atolls, the Phoenix Is., Ocean Is. and Nauru, and occasionally visits the Ellice Is. I sailed aboard her recently from Funafuti to Suva, where she underwent refit.

A little above average height, stockily built, with a slightly convex nose and hazel eyes that twinkle easily, Brother Gautier's straight, light brown hair is now getting sparse, but his gnarled hands are still those of a hard-working skipper-engineer.

HE is proud of his ship and her 160 hp diesel that drives her an

average of 20,000 miles annually at a steady 7 knots. Seventy-five feet long, 90 tons gross, she is listed as an auxiliary ketch. But before the mainsail can be hoisted the wireless aerial has to be taken down; and as there is no mainbrace the sail has to be lashed to a bulwark. So she usually proceeds under power.

When I was aboard her, one fuel tank was unserviceable, the bilge had to be pumped by hand from a pump rigged on deck, and we carried water in 40-gallon drums. But although she was en route for annual refit she was well found in essentials and obviously sturdy and seaworthy.

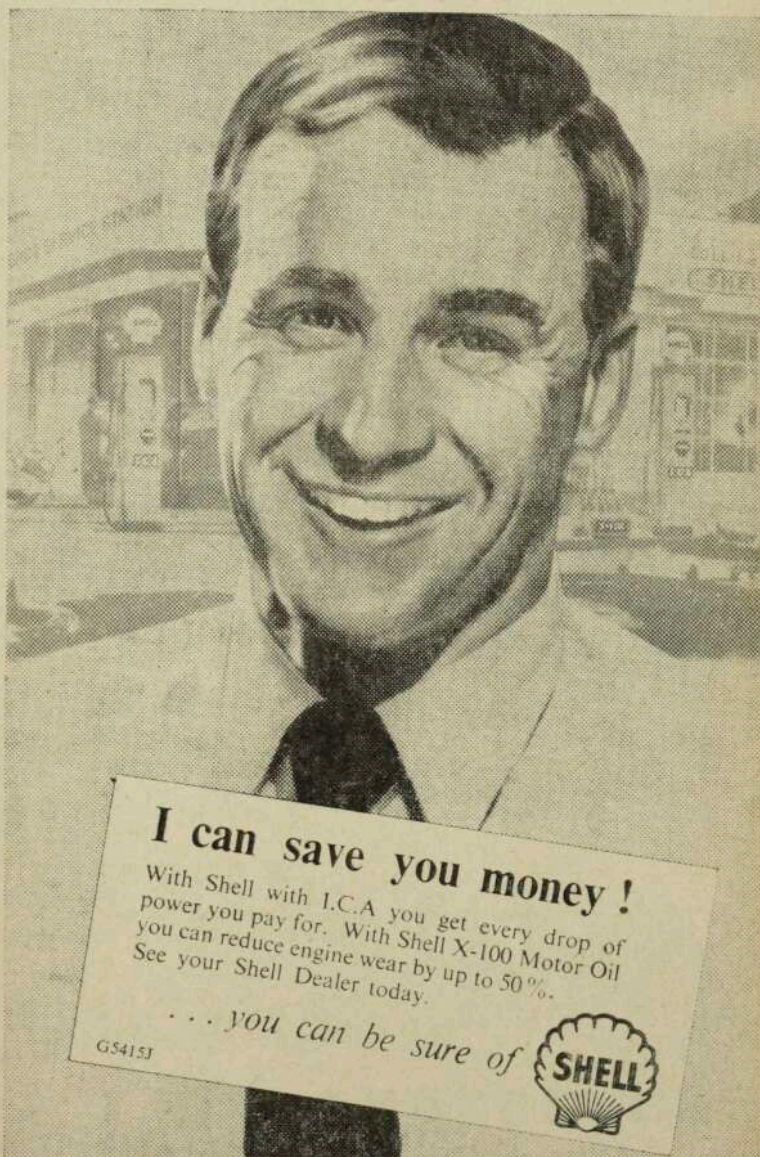
Brother Gautier had faith in his

ship. He did not even bother to listen to the weather report from Fiji, though there had been a hurricane warning the previous week. "Vot does it matter?" he remarked in his fascinating, clipped French accent, as we cleared the reef passage. "It's all vind!"

We carried fuel for five days. In fair weather the *Santa Teretia II* does the voyage in about four days. "Iv ve run into bad veather and run out of vuel, ve'll hoist ze zail," the captain explained. I knew there was nothing to worry about—I think I know a resourceful skipper when I see one.

Our opportunities for conversation were limited, because in addition to

(Continued on Page 69)

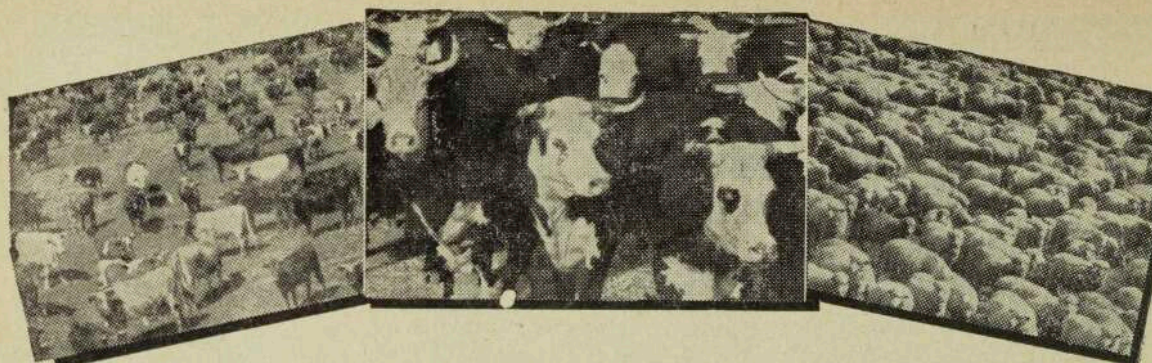


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- 6-lb. Taper Corned Beef W/C.
- 6-lb. Taper Corned Beef.



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- 12-oz. Chocolate Pudding.

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SAUSAGES

- 16-oz. Beef Sausages.
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- 30-oz. Raspberries.
- 16-oz. Loganberries.
- 30-oz. Loganberries.
- 16-oz. Gooseberries.
- 30-oz. Gooseberries.
- 16-oz. Cherries.
- 16-oz. Fruit Cocktail.



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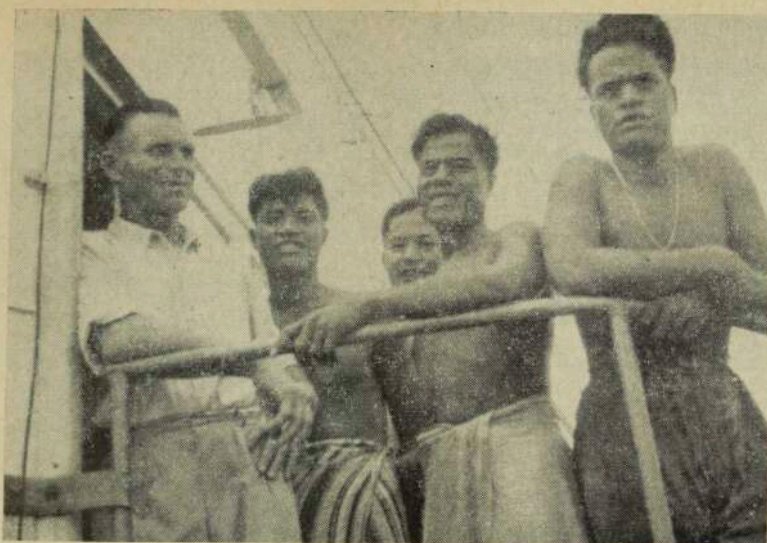
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Brother Gautier on his little ship, with one-half of his Gilbertese crew.

navigating and supervising everything aboard, he took watches in his turn and taught the Gilbertese mate navigation.

"Ze crew iz unpaid," he said in answer to my questions at dinner one night, "but ve have a waiting list, as ze boys like to travel and

ve give everyone aboard a chahnz to learn, and ve pay for their tobacco and outings in Suva. Ze crew quarters are eggzelent. Marriage iz ze biggest trouble with ze crew, and ve lots a good boy through pneumonia recently."

When I probed for more details

about his life in the Gilberts, he jokingly switched the conversation and started talking about 93-years-old Father Conrad Weber, who has been in the atolls since the Sacred Heart Mission commenced work in the Gilberts in 1888. Prior to that he spent two years in Pauua. Born a French citizen in what is now (since the Franco-Prussian War) known as Alsace-Lorraine, Father Weber still manages to tend the mission's vegetable garden, and intends to live out his days in the atolls, rather than return to the land he left nearly 70 years ago.

"Write about him," said Brother Gautier, smiling; then jumped from

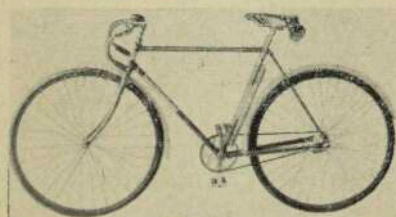
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his chair and hurried below. The captain-engineer's attuned ears had detected a change in the rhythm of the engines, and when he had fixed things he turned in for five hours' sleep.

That is about his average night's rest aboard the *Santa Teretia II* at sea, yet he is never too tired for a smile and a joke.

Connoisseurs Think Moresby Beer "Tastes Better" in Rabaul

From Our Own Correspondent

RABAUL, May 20.
BOTH the Ascot and the Cosmopolitan Hotels in Rabaul, N.G., have completed the installation necessary for dispensing the draught beer obtainable from the South Pacific Brewery in Port Moresby. The beer is shipped from Moresby in stainless steel containers, each holding 18 gallons—and has certainly taken on in Rabaul, as the considerably increased trade proves. A recent visitor to the town was South Pacific's brewer, Mr. Meier. He and several others, who have been to Port Moresby and tasted the beer there, consider that the

flavour is improved when served in Rabaul.

There seems no feasible explanation for this, as the stainless steel containers are believed to have no effect on the quality of the beer.

Some years ago Rabaul received a consignment of beer from New Zealand, and it was found that im-

mediately it came to the tropics it was rendered unfit for human consumption as a fungus started to grow inside the bottle. The whole shipment was destroyed. However, with South Pacific beer, the journey seems to be the only explanation for improved flavour, although exactly the reverse was the case with the NZ product.

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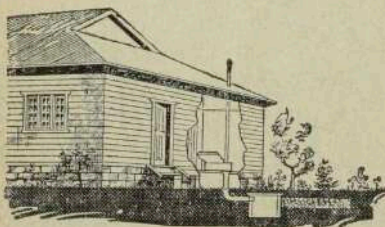
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FIJI'S SLUMS CAN BREED HOOLIGANISM

SOONER or later, the conditions in Suva's slum and semi-slum areas were bound to catch up with events. An indication that this is now happening to a limited extent has come in the form of a curious manifestation known as the "Snooker Gang."

Public knowledge of this group was confined to a few assault cases at the Magistrate's Court, in which the name of the "Snooker Gang" was mentioned. But in April a clash occurred between soldiers and members of the gang.

This produced an official broadcast in a Fijian radio session in which, with what appears to have been a tactical and psychological blunder, the irresponsible young Fijians who comprise the so-called gang were elevated to the status of something approaching a national disaster that was bringing grave discredit on the entire Fijian race.

Educated Fijians who heard the broadcast, and Europeans who read an English translation in the weekly *Guardian*, for the most part regarded the emotional tone of the broadcast as a bad mistake. Whatever the motives behind the "Snooker Gang"—and there is no evidence before the public that there are motives of any consequence—the only serious aspect of its public activities have been occasional exhibitions of hooliganism, which police have promptly dealt with.

The "Snooker Gang" started out as a harmless group of young Fijians who met to play billiards or snooker, and who contributed on occasion to their own Christmas fund, or something of the sort, in the same way as other groups of all kinds of people get together.

Then the original group seems to have been augmented by less responsible elements, including unemployed men. In consequence, some at least of the original members moved out.

Some of the "incidents"—possibly most of them—have originated at dance-halls of the kind that have graduated a long way from the innocuous *Taralala* places of pre-war days. Some truculent young men deliberately looked for trouble and provoked it by behaviour of a kind common in dockland resorts in large ports overseas.

THIS sort of thing, like aggressive bad manners, is un-Fijian. It suggests either that allan tactics of this kind have been introduced from outside, or that the inspiration comes from low-grade American films and the pulp-magazine rubbish (sex, gangsters and the glorification of the tough) that flood some shops.

The root cause appears to be the drift to the towns, and the condi-

tions that exist in the towns—worst of all at Suva.

We may not blame any young Fijian who is attracted from the monotonous routine of village life to the spacious allurments of Suva. But, as low-wage workers or as "unemployed," many of these youths inevitably become the prey of slum-influences.

And much the same thing applies to many who have been town-dwellers most of their lives. The appalling overcrowding in tenements, besides being a health menace, is a major force against home life. Suva provides very little in the way of recreation and entertainment for low-wage workers of any race, and so the trouble over illicit liquor-drinking and the fairly

general abuse of liquor.

It may be contended that too much has been made of the appearance of some sort of gang-element among people to whom such a development is completely foreign. Hooliganism is common enough among all races; but there is little doubt that in Suva—and to a lesser extent in other urban areas of Fiji—this development is being fostered by lamentable social conditions.

Two New Zealanders, Dennis Ryan and Ronald Helmer, have taken a 34-foot sloop across the Pacific in 42 days. They travelled via Hawaii and put in at Neah Bay, on the north-west tip of USA, early last month.

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GAP IN PACIFIC HISTORY IS FILLED

Example For Other Territories

CALEDONIENS: Répertoire bibliographique de la Nouvelle-Calédonie. By Father Patrick O'Reilly. Illustrations de Jean Lebedeff. Paris, Publications de la Société des Oceanistes, 1953.

"... on the footpath of Boulevard Montparnasse, I worked out a plan of research: ransack local newspapers; probe into the Colonial, Marine and War Departments' personnel records; send a questionnaire to the various local personalities and main families of the Island; solicit from different friends—hydrographers, geologists, botanists or prospectors—articles about New Caledonia's specialists; and I had only to organise the easily collected material. Ten minutes later, at my home in Rue de Vaugirard, the task was mentally completed.

There is many a slip between the cup and the lip...."

SUCH a modest introduction will not deceive the reader who cares to look at the 300 scholarly pages that follow. This gallery of New Caledonians—scientists, traders, missionaries, teachers, officials, to name but a few of its classifications—contains some 1,500 portraits of men and women who contributed to

the history or literature of the Island. The biographies range in size from thumbnail sketches to sometimes several pages of solid information.

Father O'Reilly warns us in the preface to look for no proportion of space to historical importance. The fault is more than compensated for by the generous treatment given to all the persons included, and the publication of a wealth of material inaccessible to many historians and to the public at large.

For, it is to this book that Pacific historians will turn to verify fact, follow the leads provided in its excellent index, and consult the many bibliographies that are attached to the biographies of authors. The reader generally interested in the Pacific will find, in what might easily have become a dull catalogue, an astonishing variety of personalities—French, English, and New Caledonian—who were the founders, artisans, rulers and writers of a cross-section of Europe in the Pacific.

Perhaps that is the most lasting impression of Father O'Reilly's work; its sense of proportion that has not left without memorial the host of small traders, colonists, miners, who shaped the present ethnic and economic structure of the Island's society.

Patience and research has given a place to Alfred Baker and "recognised" his work and his enterprising mind," alongside the better-known names of Ballande, and that

stocky Jack-of-Pacific-trades, James Paddon. The ethnographical writing of Maurice Leenhardt is paid full homage; we are reminded of the work of influential journalists like Neething and Laborde; the biography's large list of missionaries and teachers assures that Theophile Busson and Professor Noellat have public record of their labours on Melanesian dialects and local education.

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CALEDONIENS also proves, only too painfully, what remains to be done in the same manner for other Islands groups before the sociologist can freely draw conclusions about the structure and origin of Pacific colonial societies. Father O'Reilly need not have wished so timidly in his preface that this work might take a place with Scholefield's, *Dictionary of New Zealand Biography*. That corner of the shelves is very bare.

Finally, the author was indeed fortunate to find an illustrator of the sympathy and directness of Jean Lebedeff, whose vignettes at the head of each alphabetical chapter are an entertaining history in themselves. The slips from the cup to the lip have been few.—COLIN NEWBURY, Paris, 1954.

EDITORIAL NOTE

Every other one of the South Pacific Territories is crying aloud for the kind of historical compilation that Father O'Reilly has given to New Caledonia. The complete, up-to-date history of such territories as New Guinea, Solomons, New Hebrides, Fiji, Samoa—in fact, practically all the South Pacific—has still to be written. There is opportunity here, and a market. But where are the writers—men or women with a sense of history and some real regard for accuracy? Plenty of useless pot-boilers about the Pacific Islands, but few compilations of any historical value.

¶ On Empire Day (which happens also to be her birthday), Miss May Anderson was honoured by a presentation at a special party in Fiji. Her name is closely associated with the history of medical services in Fiji. She was formerly matron of the Suva Hospital (now Colonial War Memorial Hospital) and is one of those who built up the training of Fijian medical students to a level that set a standard for the now famous Central Medical

School. Miss Anderson now lives in retirement at Colo-i-Suva. A cordial message from Sir Ronald Garvey, Governor of Fiji, was read at the gathering by Dr. D. J. Oldmeadow.

¶ Dr. Jacquier has succeeded Mr. Van Den Broek D'Obrenan, in the position of president of the Syndicat d'Initiative Tourisme, Tahiti. His assistant is Mrs. Jacquemin. Mr. Broek D'Obrenan held the position for some years, and gave Tahiti valuable and enthusiastic service.

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Changes Suggested In The P-NG Leg. Council

P. MORESBY, May 12.
EUROPEAN residents of Papua and New Guinea may eventually have 3 elected members from each of their three electorates (Papua, New Guinea mainland and New Guinea Islands) instead of the one member from each electorate as at present.

This and other recommendations were made in a report of the Select Committee which was set up last November to inquire into the composition of future Councils, and was tabled on May 10 at the current meeting of the Legislative Council.

The report has been sent to Canberra also, but has not been dealt with because amendments must be made to the Papua and New Guinea Act before any recommendations can be accepted. At present, of course, the Australian Parliament is in pre-election recess.

The Select Committee which made the recommendation consisted of Messrs. D. Barrett, I. F. Champion, C. M. Jacobson, E. A. James, A. A. Roberts and the Rev. Father J. Dwyer.

The Committee agreed that at the present stage of native development, and while the Australian Government made such substantial grants to the Territory, an official majority was necessary, but they believed that the present majority—16 official members to 12 unofficial members—handicapped the effectiveness of the Council and that a majority of one would be adequate.

The Committee said the appointment of three nominated native members had not been altogether successful and believed that some change should be made. The Committee recommended that the Administrator nominate such native members as he saw fit, but, in addition, an unspecified number of native observers should be appointed who would be able to take part in debates, but not have a vote. Thus, native observers would progressively be able to make a contribution to law-making and administration in the Territory.

Other recommendations were that the next Council should consist of 36 members (instead of the present 29), to consist of: the Administrator, 18 officers of the Territory (official members), 9 elected non-official members, and eight non-official members nominated by the Administrator. In nominating the latter, the Administrator should give consideration to persons representing the natives, Chinese-speaking residents, and the interests of the Christian missions.

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MAGAZINE SECTION

Tropicalities

COCONUT PEARLS AND COCONUT CRABS

RONALD POWELL, seaman, author, and long-time resident of the Cook Islands, stirs up the coconut pearl fact-or-myth correspondence again.

It all began when we came across a paragraph in *Pearls and Men* (an autobiography by Louis Kornitzer, a man with a lifetime of experience in pearl trading) a couple of years ago.

Kornitzer declares flatly that there are coconut pearls but that, emphatically, they do not come from coconuts—they come from conch shells. Since then others have as flatly declared that coconuts do yield pearls at times—but we are still searching for a man who has personally extracted one from a coconut. However, the controversy seemed definitely to be settled against Kornitzer when a lady in

coconut palms or eat coconuts. Do crabs climb coconut palms?

Powell admits that he has yet to locate a person who can personally swear that he has seen a crab up a palm or has caught one in the act of eating a nut—though they certainly use the husk for lining their burrows.

But, in support of the almost universally held opinion, he notes Charles Darwin's description given in 1836 of the Coconut or Robber crab, in the Cocos-Keeling Islands. Darwin noted that the crab tears the husk clear of the eye end, hammers a hole there large enough to insert a claw, and scoops out the meat. Large crabs, he says, have a mass of fat under the tail which, when rendered down, yields up to a quart of oil, almost identical with pure coconut oil.

It could be that Fairchild is more of a botanist than a crab-and-pearl expert. Meanwhile, we await flash-light photos (the creatures allegedly work by night) showing coconut crabs at work—or on the way to or from work—JPS.

SIMPSON LEAVES TAHITI

THAT good American and excellent photographer, Mr. Frederick H. Simpson, has departed from Tahiti, after long residence in Polynesia's delectable isle. He had suffered considerably from bronchial asthma in recent years, and he thinks that residence in Hollywood may improve his chest condition.

At any rate, his blood circulation should improve if the photographs of Hollywood personalities which bespatter the pages of our popular daily newspapers nowadays are any indication of Hollywood conditions.

Mr. Simpson, in the course of years of practice in Tahiti, developed a type of photograph which was so good that it actually flattered Tahiti—and as a consequence it is probable that the Government of Tahiti is now indebted to Mr. Simpson for thousands of dollars' worth of free overseas publicity!

THIS WAY FOR TARAWA!

A YOUNG English actress named Lesley Darell—very pretty, according to newspaper photographs—stepped from the liner *Oronsay* in Melbourne early in May, and told reporters that her correct name is Georgie Bishop, and that she was on her way to the Gilbert Islands to marry Mr. Peter Holland

Rose. Mr. Rose is an engineer who went out to the G and E Colony last December, to do a job for the Colonial Office.

Miss Bishop said that she was carrying to Tarawa various marriage paraphernalia, including a wedding ring, which Mr. Rose could not purchase in the Gilberts. "I haven't the foggiest idea, yet, of how I am to get to Tarawa, but the travel agents assure me that I'll make it," said Miss Bishop.

WHEN WASSAIL WAS WASSAIL

THERE is some congregation of old Territorians in West Australia. There came into PIM office the other day, seeking the address of Gordon Thomas (former *Rabaul Times* editor), Mr. J. K. Twycross, who was Amalgamated Wireless Manager in Rabaul over 20 years ago; and who now is Overseas Tele-Communication's Supervisor of Western Regional (which embraces the newly developed Cocos Island base). He says that among his neighbours are Mr. D. S. Davies and Mr. Walford King—the former of whom was a pharmacist and the

A Song to Pomare V



Our Tahiti correspondent says that few people in Tahiti are aware of this song, which was written to the memory of King Pomare V, of Tahiti, by Monsieur Edmond Brault:

*Toujours joyeux d'humeur gauloise,
Et Parfois meme un peu grivoise,
Le Genereux Roi Pomare
Qui par son peuple est regrette,
S'il avait eu de l'eloquence,
Il aurait gouverne la France,
Mais nos regrets sont superflus,
Puisqu'il est mort, n'en parlons plus.*



Identification of New Hebrides' queer catch (PIM, Feb.) as a Sun-Fish has brought reports of similar creatures caught in other South Pacific Islands. August Hettig photographed this specimen in Tonga.

Samoa referred us to Fairchild's *Garden Islands of the Great East*, written by an acknowledged botanical expert.

Ronald Powell now draws attention to another statement by Fairchild in the same book which people in the South Pacific will be quick to contest—a denial that there are such things as crabs which climb

latter an audit official in Rabaul in the early 30's. Mr. Twycross reminded the now venerable editor of the PIM of an occasion when all five of us (including GT) made unrestricted wassail in a certain Rabaul hostelry—then well known, but subsequently wiped out of existence by the Japs and by the bombs which were aimed at the Japs.

POINT OF VIEW

THE Thompsons live in a U-shaped house;

The Peters live in a T-shaped house;

The Perkins house is quiet as a mouse—

But I hate to think of our sort of house.

The Joneses live in a Z-type home,
The Burtons live in an R-type home—

You can always find every brush and comb,

But I'd hate to think of our type of home.

The Carters live in an L-shaped place

Where nary a thing is out of place.
Though the Carters L we would disgrace,

I think we live in one L of a place.

—NOELLE MASON.

Bougainville.

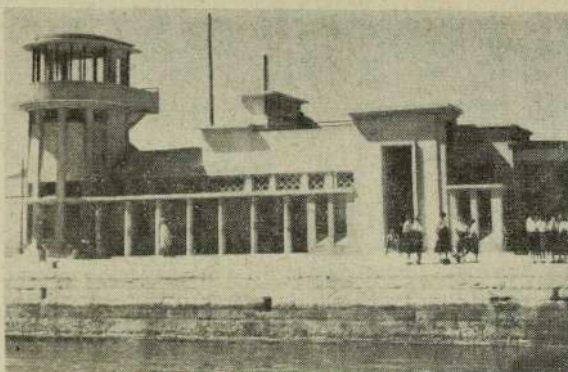
A FEVERISH NIGHTMARE

A BRITISH Medical Journal states that Dr. Otto Karl (Berlin), who says "unpeffer," and Dr. Mulinski, who refers to "feverski," and Dr. Henri Laperouse, of Paris University, dealing with "La fievere," are all agreed that these complaints are the same as the Islands' disability known as "fever."

However, the noted gynaecologist, Dr. Piccolino, disagrees with this finding. He states that if the disease referred to as "feverino"—and not "feverio" as he had originally supposed—there might be some proof in the above-mentioned assumptions. He said: "Either 'feverino' or 'feverio' are very prevalent in childbirth, but at the moment I am not sure."

Dr. Piccolino, addressing a Congress, stated: "There are some fevers in Italy. Many fevers come from the north, and a lot from the south. . . . I myself discovered a fever in my laboratory with plenty test tube and I put this fever in one test tube. To keep it fresh and look at him when I want to look at him I put him long bokis ice. But my daughter, Marie, who is lik lik you savvy think it is a new kind of limonata—she drink

Little Use for a New Structure



New Caledonia built this fine new "Aerogar," to service flyingboats using the hydro base at Noumea. Now it is going to be semi-ussless—Qantas has decided to cut out at least the New Caledonia-Fiji section of its South Pacific services. That leaves only the Sydney-New Hebrides flyingboat service calling at Noumea.

him. But I say, So! I speak to Sister Teresa at the Convent, saying, 'Sister, you must thrash Marie for has she not eaten my fever?'

Dr. Waddington Cholmondley, of Harley Street, interposed: "Did the

girl suffer any ill-effects from the fever?"

Dr. Piccolino, with some show of anger, replied: "Plenty more daughter I got, but I losa my beautiful fever."

PIM CROSSQUIZ NO. 52

Solution on Page 94.

ACROSS

- 1.—What is the name of the world's largest single span bridge?
- 6.—The life story of which composer was filmed under the title of "The Dancing Years"?
- 7.—What is the term for the speech impediment that prevents a person pronouncing the sibilant sounds?
- 9.—According to the Bible, from what race did the man who helped the stranger by the wayside come?
- 10.—Which of Napoleon's generals was known as "The bravest of the brave"?
- 11.—What was the surname of one of the most famous screen vamps of the 20's?
- 13.—How does an Indian servant address his white master?
- 14.—Who invented the telephone?
- 15.—What Spanish city is famous for its sword making?
- 16.—What was the christian name of the American president after whom the teddy-bear was named?
- 18.—What is the name of the small boat used on rivers in China?
- 19.—A covering of what metal prevents iron from rusting?

DOWN

- 1.—Who wrote "In Memoriam"?
- 2.—To what village on the English-Scottish border did eloping couples go?
- 3.—In Shaw's "Pygmalion", what was the surname

of the flower-girl on whom Professor Higgins conducted his experiment?

4.—By what term is rum known in the navy?

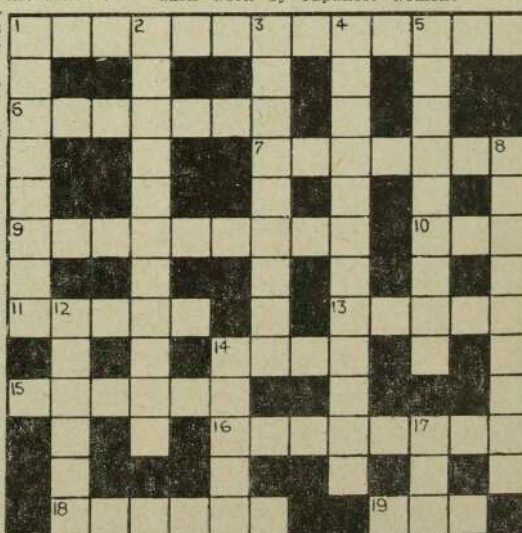
5.—What is the name of the oldest and finest of the Roman roads running from Rome to Brindisi?

8.—Who was the chief instigator of the Gunpowder Plot?

12.—What is the second book of the Bible?

14.—Who was the first Premier of the Union of South Africa?

17.—What is the name of the colourful sash worn by Japanese women?



THE
MYSTERY
OF THE
RED
PRAWNS
OF
VATULELE

By
FRANK EXON



The Pool of the Sacred Red Prawns, on the island of Vatulele, Fiji. The cliff in the background is deeply eroded. INSET: The row of eroded, mushroom-shaped coral islets, between the mainland and Vatulele, called "The Stepping-Stones".

I HAVE never been unduly interested in prawns. My household was therefore surprised when I set off across the open sea at dawn just to see a poolful of the ruddy things.

And I mean ruddy—really rufous—the exact hue of the cooked variety, though alive and kicking. Kicking gracefully and somewhat languidly, it is true, as becomes prawns that are sacred and have been aware of it for generations.

For these are King prawns in a truly regal sense. They have a pool of their very own, remote and cool and rockbound; and they come out of their palatial cracks and crannies at the call of the maidens of Vatulele, to hover like humming birds at their (the maidens') fingertips with their delicate whiskers (the prawns') exploring delicately ahead.

All these strange things I can vouch for—all except the maidens. Perhaps it would be wiser to regard the term as purely a courtesy title, even though all Fijian legends are most positive as to the preference of their sacred prawns, sharks, eels and turtles for bona fide maidens. They do not explain, however, how their seafood can recognise a condition which is seldom obvious even to man—a provocative line of thought which has made me (credulous as I am where women and whimsey are concerned) a little sceptical of the bulk of Fiji's totemistic tales.

THIS legend—the expurgated one, not the delightfully bawdy

version I should like to give you—tells of that very beautiful princess, *Yalewa ni cagi bula*, which means "maiden of the fair wind" (I warned you) who was so comely that every man throughout the land desired her.

Whenever the wind was fair, chiefs sailed Vatulele-wards from all directions in the hope of persuading the maiden to forsake her amateur status; but without avail. Not even the most renowned of them—whose strength was so great that he could dispense with the fair wind by heaving rocks into the water large enough to serve as stepping stones all the way from the mainland—had any luck.

Probably, he spoiled his chances by overlooking the customary gifts—an oversight which he did little to correct when he offered her the miserable bundle of cooked prawns, wrapped in a leaf, which he had brought to eat should no invitation to breakfast be forthcoming. Such a gift, while it might have found favour in Mayfair, proved unacceptable in Vatulele.

So she sent him scudding before the wrath of the not-so-fair-wind, and threw his gift after him.

The stones, the leaves and the prawns, the Fijians say—and perhaps the maiden's descendants, if that isn't a contradiction in terms—are there to this day. For the prawns, though cooked, revived when they fell into a nearby pool; and there they remain, sacred and inviolate. The leaves in which they were wrapped took root, and the

resulting tree still shades the pool. Remnants of the stepping-stones have also survived, though only within the fringing reef.

It is not possible, the story goes, to remove the prawns. Many have tried and all have been shipwrecked.

BECAUSE there is usually a rich vein worth following in every Fijian legend those coloured prawns aroused my interest. The accepted explanation that their red colour is due to iron oxide in the pool did not appeal. If, as is claimed, the pool is tidal, there would be no chance of its building up a worthwhile concentration. And, anyway, do prawns go red when fed with iron oxide—and has anyone ever tested these Vatulele waters for their iron content? Seemingly no one ever has.

As for the stepping stones, was there a clue there? Was there by any chance a submerged ridge that had once linked Vatulele with the mainland of Viti Levu?

An Admiralty chart and my obliging friend the Sailor cleared up the last point. Between Vatulele's fringing reef and the mainland there is no bottom shown at a thousand fathoms.

So Vatulele is a limestone chunk thrust up from the ocean bed, more than a mile below. Could it be that it had brought its exclusive, full-technicolor ocean fauna with it? At anything over 1,500 feet all prawns are red—vividly so—for at that depth all red light has been

filtered from the light spectrum and only the blues survive. So in that strange world of night the prawn's gaudy garb would appear as black, which would be perfect camouflage.

Following that line of thought: might not Vatulele's magic pool be merely the surface water of a bottomless pit, reaching down through its limestone walls with no outlet for thousands of feet? And if the prawns had come that way—i.e., had been trapped in that sealed crevasse in the titanic folding that had thrust Vatulele from the depths—could they have survived and adjusted themselves to the very much reduced pressure of their new habitat?

Apparently they could—where fish with an air bladder could not. Recent explorations of the ocean depths by echo-meter reveal a stratum of ocean life—a phantom-reflecting medium believed to be a layer of myriads of shrimps—which moves rhythmically up and down over a range of thousands of feet, moving down away from the sun's rays with the dawn, and rising surfacewards at night.

WE discussed these things—these prawns and prisms—that knowledgeable sailor and I, without getting much forrarder. "Let's go and see," he suggested. "Last month the PWD finished a lighthouse on Vatulele, and *Degei* is off at dawn to-morrow to service it, returning the next night. Can you make it?"

I could, and did. But not at dawn; for we needed a clearance from the Rhinoceros beetle eradicators and had to wait our turn in the stream for the Geiger counters or whatever it is those experts use to detect the presence of a beetle in the bowls of a ship.

Dusk brought Vatulele; and there were the stepping-stones—a line of those familiar "mushroom" islets so often associated with limestone up-thrusts, extending towards the island's fringing reef. Obviously, Vatulele had once been much more extensive until the sea, gnawing at its softer formations, had divided it by breaking through in a number of places. Then the sand-loaded waves had scoured and undercut the resulting islets into fantastic shapes, like a series of diminishing vertebrae.

This was encouraging. The stepping-stones part of the story had a recognisable basis, anyway. Would the morning's expedition be as informative?

That next day's dawn alone was worth the trip. If you have never known a tropic dawn in the reef-locked lagoon of a lush little island—with the sun turning the living, breathing waters from pearly grey to jade with one slow majestic brush-stroke right through the spectrum—then that is your bad luck.

I sipped my coffee on the *Degei's* bridge and watched the whaleboats being loaded just short of the straw that would break their backs, and marvelled at the load a pair of them could carry, and that the "phut-phut" could tow: and at the dexterity of the sea-going Fijian, as compared with his earthbound brother.

Watch a gang of the latter clumsily unloading a lorry, or moving your household effects, and contrast them with these lithe trapeze artists, balanced on the thwart of a ship's boat in a freshening swell, waiting alert and expectant for the next sling—a

(Continued on page 86)

Old English Game in Young Tropical Islands



There is keen interest among the young men of Eastern Papua in the old English game of cricket. In April, after a lively competition, the Kwato Cricket Club defeated Samarai's No. 1 Team and thus became the 1953-54 Premiers. Mamari, Marapa and Kaipō were Kwato's outstanding batsmen, and Makura and Raleigh their best bowlers. Michael and Edgar were Samarai's outstanding batsmen, while for Kwato, Leo Baptist and Wellington each took three wickets.

Above are shown, on top, the Kwato

team and, below, the Samarai. Left to right the names are:—

KWATO, BACK ROW: Mamari, Eka, Peni, Frank (Capt.), Raleigh, Makura and Kaipō.

FRONT ROW: Kahana, Norman, Lauvasi, Billie. ABSENT: Merari Dickson (MLC).

SAMARAI, BACK ROW: Christopher, Edgar, Henry, Leo Baptist (Capt.), Michael, Wellington. FRONT ROW: Harbord, Willie, Silas, Richardson, David.

Charley's Neighbours

By
BILL GILL

"SPEAKING of tapeworms," said Charley.

"Oh, but I wasn't," I protested.

"You weren't," Charley admitted, "but the jokers that infest the other flats on my landing were. All worked up, too, about some pugilist or other that owned one. So I tells them that true yarn about old Lody. Remember?"

Yes, yes," I said hastily. "You needn't repeat—"

"This fellow Lody," continued Charley, undeterred, "used to have a trading site down in the Louisiade group, well off the beaten track. He was a sick man, too, had been for years. Tried every medicine in the calendar but none was any good so finally he came in to Samarai to see the quack.

"A funny looking jasper, this Lody. A great fat body perched on a pair of long skinny shanks, flanked by the thinnest arms you've seen, and topped by a head that looked no bigger than a lemon, and about the same colour.

"It didn't take the quack long to diagnose his complaint. Tapeworm! And a desperate case at that. Well, the first thing the doctor did was to put him on a light diet of two teaspoons of water at daybreak and the same at sundown—nothing else at all. After three days of this treatment the worm inside him was ravenous and nearly drove poor old Lody off his rocker.

"On the fourth day the quack, getting Lody to close his mouth firmly, placed a lump of very over-ripe meat on his lips. In no time at all the tapeworm, having smelt the putrid bait, poked its head down one of the poor bloke's nostrils and the doctor was onto it like a ferret on a frog.

"Forty-two feet of tapeworm the quack hauled, hand over hand, out of the 'host' (as he called Lody); head and tail all complete.

"We paid it out along the recreation ground and had the Government surveyor measure it. The doc. was delighted, thinking he'd got a world's record, and he put it in a

bottle of gin to preserve it for posterity.

"However, when he consulted his books he found that a doctor in Upper Silesia had captured one measuring 58 feet, and another in Uganda went over the 60 feet mark, so his didn't even merit a mention.

"Very disappointed the doctor was, and he hove the bottle away in disgust. But the boys down at the 'Cosmopolitan', hearing of this vandalism, very properly retrieved the valuable trophy."

HERE Charley paused to laugh.

"Surely it isn't that funny," I said, austerely.

"That's what the other fellows said," replied Charley, when his hilarity had abated somewhat.

"Which other fellows?" I asked.

"The fellows I'm talking about."

"But I thought you were talking about a tapeworm?"

"If you'd only pay attention you'd know that I've been talking about the jokers infesting the flats on my landing. I was talking to them about the tapeworm."

"Oh," I said, somewhat doubtfully.

"Well, one of these jokers was a plump fellow with a pink face, rimless glasses and hundreds of teeth. When I laughed, like I always do, at that part of the yarn, this fellow says, 'Why, I didn't know you had no teeth, Charley!' 'Who's talking about teeth?' I asked sharply. 'Well, this tapeworm—'

"We've had enough of your silly tapeworm," he rudely interrupts. 'Tell us, if you must talk, about how you lost your teeth.'

"They're not lost," I told him, sarcastically. 'I've lent them to a friend to go a-courting. Now this bottle—'

"Sheer neglect," says this fellow. 'If you'd only cleaned your teeth once in a while you'd still have a splendid set like mine,' and he grins to show me enough ivory to make a keyboard for a Wurlitzer organ.

"Mister," I told him, 'I'm not interested in your teeth. If ever I do get curious, I'll break off a dozen

you're nothing but an old humbug,' says this fellow.

"Oh—ho," says I, 'so that's the way of it?' and reaching down I plucked off one of the table legs. 'Get out of this flat before I flatten you,' and I gave the table leg a bit of a flourish. As it happened there was a cage of love-birds hanging behind me. The waving shillelagh skittled it and in a flash the air was thick with flying feathers and screeching cockies.

"This fellow made a spring for my throat, but I was ready for him and a poke with my stock sent him



"... thick with flying feathers ..."

flying one way, and his glass another. His mates picked him up and they all went clattering downstairs.

"But they were up again in no time, a young John in tow. 'What goes on?' yelled the policeman. 'Attempted murder, assault, creating a public nuisance, or what?'

"Nothing like that," I reassured him. Merely a private difference of opinion. 'But you won't deny breaking his glasses, I hope?' he went on. 'Only one pane,' I came back, quick and lively, 'and only because he refused to vacate the premises when so ordered to do.'

"This legal jargon knocked the chocks out from under them for a moment, but they rallied pretty quickly. 'Whose premises?' the fellow yelled. 'This is my flat you're wrecking.'

"Why, so it is," says I. 'Sorry'—and, after draining all the glasses on the table and the mantelpiece, out I walked.

"Just a minute—" said the young cop. Then, catching my wink, he turns on the flat tenants and addressed them sternly: 'Any more of these disturbances and I'll have the lot of you over the road. Only on account of this gentleman declining to lay a charge, you'd all be sleeping in Long Bay this night.'

"Ah," said I, "then it all ended harmoniously." And I rose, ready to depart.

BUT that wasn't all," said Charley, grasping my arm.

"What?" I cried, "you don't mean to say—"

"All I had to say," said Charley, "was the climax of the tapeworm story, and I did that under police

(Foot of Col. 1, Page 82)



"... a funny looking jasper ..."



"... who's talking about teeth? ..."

of them and study them at my leisure. Now this tape—but again I was interrupted: 'It's my opinion

ISLES OF TRAGEDY

By E.W.H., a
Resident of
Fergusson Is.

FETZLAFF was a survivor of the tragic attempt to establish a community of Europeans on New Ireland in the late '70's of the last century.

The promoter and organiser of the folly was the Marquis de Rays. After a long enquiry the Marquis was given a prison sentence.

The expedition arrived in the Southern end of New Ireland with insufficient food, tools and medicines. Malaria—a deadly scourge in Melanesia in those days—began to take its toll, and the death rate was appalling.

Two Methodist missionaries (Revs. George Brown and Benjamin Deaks) assisted by Captain Fergusson of the *SS Ripple* (the latter was murdered a few weeks later by natives), removed about 50 of the survivors from New Ireland to the Mission Station at Port Hunter, in the Duke of York Islands. Seven of them died there within a few days, and others later.

The first party of these settlers were landed on New Ireland in the year 1880, from the barque *Chandanagore*.

For some unexplained reason the *Chandanagore*, when passing the Laughlin Group, 50 miles to the eastward of Murua (Woodlark Island), landed 17 men in the Laughlins. Some time later a schooner, *Emilie*, also bound for New Ireland, called at the Laughlins and found only 11 survivors. It is presumed she either took them on with her, or landed provisions for them; their fate is not recorded.

Fetzlaff made his home in the Laughlins a short time afterwards,

and he died there in the '90's. In those days, the German steamers from Sydney, bound for New Britain, passed close to the Group. They regularly furnished provisions to Fetzlaff in exchange for the copra he bought from the natives of the atoll.

He was probably a German. When Sir William Macgregor first visited the Laughlins in the *Merrie England* he found Fetzlaff had hoisted the German flag there. Sir William had it hauled down, and the British flag substituted; and he warned Fetzlaff that if he repeated the offence he would be deported.

Two things probably saved this German from meeting a "sticky end." The inhabitants of both Murua, and Budibudi (the latter is the native name of the Laughlins) had had previous contact with whitemen. Also, like the Trobriand people, with whom they had kinship, they were not eaters of human flesh—they had no appetite at all for "long pig."

IN the middle of last century, Budibudi was used by whale-ships as a depot. In their annual migrations to warmer waters to calve, and on their return to the Antarctic with their young, great schools of whales passed close to the Group, and the whale-men took their harvest—so heavy a toll, in fact, that by the '70's the whale-ships had to depart for fresh fields and pastures new.

One memorial to them is to be seen in the straight and unwavy hair of the Laughlin natives. When, 45 years ago, I visited the atoll, there were still some old folk alive who remembered the whalers, had been given trips on the whalers, and they had nothing but good to say of the treatment received from them.

Murua (Woodlark) itself carried a population in those times sufficiently numerous to interest the "blackbirders." There was a fair anchorage on the NE side of the island, called Spiermat. Many young men were taken away from there to toil in the canefields of Queensland, and not so many returned.

It is useless to deny that the return of the kanaka to his island home often meant tragedy. He took diseases not previously known to those healthy races. The last batch of repatriates to Murua landed with the infection of smallpox among them, and this scourge wiped out whole villages. They died miserably in their houses. There were none to give them succour, or food, or burial.

The jungle has mercifully hidden all traces of the tragedy. The native houses caved in and decayed into the soil. But the hardwood posts of the houses could still be seen at the beginning of this century, with the bones of their former inmates lying between them.

The cost in lives will never be known, but the sad event was probably the commencement of a decline in the population of Murua—once numbered in thousands, but now only in hundreds. A tale all too common in the history of the South Seas.

(Continued from Page 81)

protection later that night, well after midnight in fact."

"Okay," I said, resignedly. "Tell me, too"—as if I didn't know.

"The boys in Samarai raffled the bottle; bob a ticket, in aid of the penurious planters.

"We got over forty quid for the cause," said Charley, with an air of profound satisfaction.

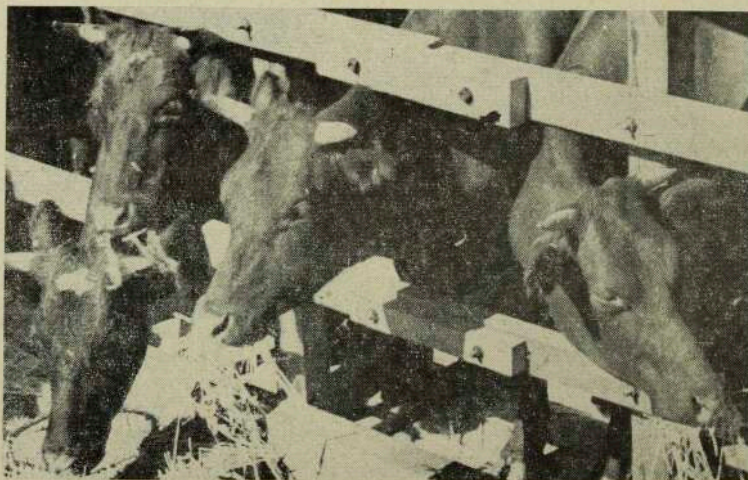
"You did, eh?" said I. "And the winner of the raffle, what did he get?"

"Why," said Charley, "he got the trophy, of course."

"And what use is a tapeworm in a gin bottle to anyone?" I asked.

"It was won by one of these Misima miners," said Charley. "He cut up the worm for bait and landed over a hundred-weight of butter-fish with it."

I waited in silence, knowing Charley's passion for clearing up all loose ends. "And the bottle," he concluded, with a leer. "Well, you know how tough these miner boys are."



An interesting development in New Guinea to-day is the steady importation of good strains of cattle from Australia, in the hope that a new industry can be established on New Guinea's cool plateaus.

These fine types had just been penned on a New Guinea steamer by Commonwealth Wool and Produce Co., Ltd., consigned to Lae.

HOW DID MINA KNOW!

By Periti

IT is when the Trade Wind dies down after dusk, and the cool of the evening descends over the island, that the tranquility and beauty give most of their charms. With just the distant murmur of the reef and the gentle swishing of the palms to break the stillness, it is then so very easy to relax and think—or just relax.

One such evening my old friend Burton called in to see me. Burton was about sixty-five, looked about fifty, had a keen mind, a droll sense of humour and a private income. A very fine fellow, too. His income would have allowed him to live quite comfortably in any part of the world, but he chose the islands, where he led a pleasant retired life.

He settled himself down with the usual Scotch, and then noticed an old newspaper lying there. Its glaring headline read: "Atom Bomb Test. Successful explosion." He pointed to it.

"There you are!" he said. "We sit here, surrounded by beauty, peaceful and contented, while scientists and technicians devote their time to the pursuit of destruction. It's a crazy world. The more I see of it the more I like this South Sea isle."

"Yes," continued Burton. "I sometimes think a few more of the scientists should devote their time to finding out a little more about this world of ours rather than trying to blow it up."

"Take navigation, for instance. I read recently of a new super radio aid to aerial navigation. But they still cannot explain how the migratory birds find their way for thousands of miles across the oceans. They are still not sure how the natives of this very island once likewise covered thousands of miles of the Pacific without becoming lost."

"Right here in our Pacific there are mysteries to be solved, and how came the carvings of Easter Island, and the tombstones of Malden Island, to be there?"

"Yes," I chimed in, "Medical science can offer no explanation of how these Polynesians—and other natives, too—can will themselves to die—yet it is a proved and established fact."

SO the conversation drifted along, and we expounded some kind of theory that people who live simple lives close to nature have certain instincts or intuitions which we, as superior civilised beings, have irretrievably lost. Quite an interesting subject, and I was enjoying our little discussion.

All of a sudden our peace was broken by a loud "crack," and a sower of broken glass fell on the

table. It was the chimney of the kerosene lamp which, for some unexplainable reason, had shattered. There had been no cold draught on the glass; no excessive heat either, for the wick had been turned rather low if anything. It was just one of those things.

Fortunately, I had a spare in the house; and it was while I was looking for it that I noticed that Mina, the house girl, was crying rather bitterly.

"Whatever is the matter?" I asked, for she was normally a most happy soul, and this was unlike her.

"Aue! metua tane mate. My father he die," she wailed.

"But, Mina," I remonstrated, "your father is in Manihiki. So how do you know? What makes you think he is dead?"

She had no answer for me. Just seemed to have made up her mind, and that was that. Mina was from Manihiki, an island some 800 miles up north of us; and at the time the only communication was per means of the trading schooner *Tiare Tapero*, which was then up in the Northern Group. So it was quite beyond me that Mina should suddenly take this idea into her head.

BURTON said good-night soon after and I did not see him again until a month later. In the meantime, the schooner had returned, bringing the usual cargo, odd passengers, and news from the north.

I was visiting Burton this evening and when I saw him light the lamp it recalled the previous incident to my mind.

"By-the-way," I said, "do you remember the scene at my place when the lamp-glass broke? Well, Mina's father is dead. I've checked with Skipper Andy, off the schooner, and he well recalls the night on Manihiki, for he was ashore at the time and remembers asking what the crying and wailing in the village was about. Believe it or not, the old man died, as far as we can check up, at exactly the same time as that glass broke."

Burton gazed at me for a long time. I can still see the look of amazement on his face.

"But Mina," he said finally, "How the deuce did she know?"

Editorial Note: In 20 years, the PIM has heard of a number of such cases of what may be telepathic communication between natives of the Pacific Islands.

In The Islands All His Life

THOMAS ELKINGTON was born at Samarai in 1908, when his father, Old Tom, was running the Cosmopolitan Hotel there. The family moved into the new hotel at Tulagi in 1917, and they lived there until Old Tom died in 1931, and the hotel was sold to "Butcher Johnno."

Young Tom had been to school



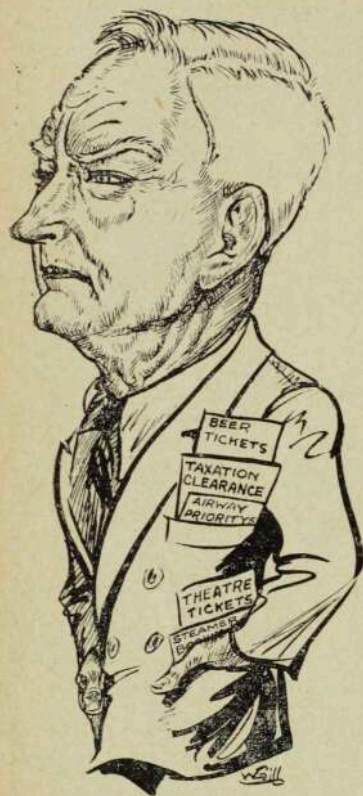
in Queensland until 1926, and when his father died he went into partnership with young Ernie Palmer, as recruiters and traders. These two men have a lot in common, both being lovable characters remarkable for their enthusiasm and energy.

In 1941, Tommy went to Sydney and joined the AIF, where he was trained as a Commando, and served during 1942 and '43 in "Z" Special Unit in NW Australia. From there he went to the AIB in New Guinea, serving under Phil Palmer in *HMS Paluma*. He was later given command of this ship, in spite of being a Sergeant in the AIF at the time!

Tommy got married in 1945 and, after the war, returned to the Solomons with the first civilians in *Southern Cross*, in 1946. After two years on Tulagi for Carpenters', and a spell at Yandina, Tommy joined R. C. Symes and, since 1950, has been running the *MV Ambon* around the Group.

From now on, his home port will be on the beautiful but almost deserted island of Tulagi, which has the advantage over Honiara of having a good harbour—BRETT HILDER.

“ROBBIE”



IN the Islands (NG and BSI) the name of "Robbie" is legion. But in Sydney there is only one Robbie, so far as Islanders are concerned; he is Robert-Vernon Robertson (accent on the "bert").

An ex-New Guineaite himself, he appreciates the problems facing the Islands' stranger in Sydney, and he has the "open Sesame" for hard-to-get bookings for air, land or sea travel, for theatres, or any shows, or what have you. He can plunge to the abysmal depths of the Taxation Dept. and emerge with a clearance in a fraction of the time required of the uninitiated. He can fossick out a dozen bottles of local beer from an apparent total aridity. His snowy hair is hailed with delight all over Sydney. But everyone knows him and here he is.—W.G.

Patrol Officer J. E. Wakefield's report that "the notorious Kuku-kuku cannibals of New Guinea are now, in fact, a kind and generous people with a wonderful sense of humour" was widely broadcast in Australia, and was received with signs of considerable astonishment by people who knew the little jungle-sneakers well in the days before World War II, and who still carry the numerous marks of their treacherous arrows.

COLD SWEETS

(Extracts from talk broadcast from ZJV, by the Nutrition Section of the South Pacific Health Service, on November 5, 1953.)

In the tropics, more cold sweets are eaten than in the temperate zone, where until recently cold and frozen desserts were often reserved for Sundays, birthdays and special occasions. The suggestions that follow will be of assistance to those who are looking for some new ideas for cold sweets.

Ice creams are always popular. Many have difficulty in making ice cream that is creamy, has a good texture and is free from particles of ice.

There are many factors which influence the formation of these ice crystals, such as the kind of ingredients used and their proportions, the density of the mixture, the amount of air incorporated in the mixing and the rate at which the ice cream is frozen.

In order to produce finer crystals and to give a firm, smooth, velvety texture to the frozen product, ingredients called interfering substances are added. Among the most effective are eggs, gelatine and evaporated milk, and they make the mixture easier to whip. Other substances often used in ice cream recipes are corn-flour and dried milk. Gelatine is also used as a stabiliser as it prevents the growth of crystals while the ice cream is being kept in the deep freeze before use.

The amounts of the different ingredients used affect the flavour and texture, and must be carefully gauged. Too much sugar lowers, and may prevent entirely, the freezing of the mixture, and too much gelatine causes the product to be too spongy.

To vary ice cream, different flavours can be added to a standard recipe.

To make chocolate ice cream, melt the chocolate and then fold it in. To add cocoa, first make it into a syrup with the sugar and part of the milk in the recipe before adding to the other ingredients.

In order to prevent large pieces of fruit added to ice cream from freezing hard, let them stand overnight in a heavy syrup. Add the fruit when the ice cream is half-frozen, and the fruit will then stay whole. Soft mashed fruits can be added in the ordinary way without syrup.

In many recipes for cold and frozen desserts, whipped evaporated milk is an excellent substitute for cream. Prepare the evaporated milk for whipping in one of the following two ways. (a) Chill the unopened tin thoroughly, empty the contents of the tin into a large bowl, and whip well. (b) If it is not possible to chill the milk, then the alternative method is to place the tin unopened in a pan with sufficient water to come half way up the sides of the tin. Bring the water to the boil and boil for seven minutes, allow to cool, then open the tin, pour the contents into a large bowl and whip well.

GINGER CREAMS

1 oz sugar.
½ teaspoon ground ginger.
1 oz gelatine.
2 tablespoons water.
¾ pint hot milk.
1 egg.
Vanilla essence.

Put ginger, gelatine, sugar and water

in a saucepan and make it warm but do not allow it to boil, add the hot milk. Beat the egg, add the vanilla and stir into the mixture. Pour into individual glasses, place in refrigerator or icebox, and serve very cold.

To vary Ginger Creams, place a piece of preserved ginger in the base of each individual glass before pouring in the mixture. Other variations can be made by omitting the ginger and adding any flavouring and colouring liked. For example, use one level tablespoon of cocoa to make Chocolate Creams. The creams are delicious if served by themselves and can also be served with any fruit dish or fruit salad.

SEMOLINA SNOW

2 oz semolina.
1 pint water.
3-4 oz sugar.
Rind and juice of one lemon.

Bring the grated rind and water to boiling point. Sprinkle in the semolina and cook for eight minutes. Pour on to the lemon juice and sugar and allow to become almost cold. Whisk till stiff. Pour into a glass dish and allow to set. Serve with lolo. This sweet is easy and economical and very popular with young children.

COFFEE ICE CREAM

1 teaspoon gelatine.
1 tablespoon cold water.
1 cup milk.
1 cup strong black coffee.
½ cup sugar.
Pinch of salt.
1 teaspoon cornflour.
1 well beaten egg.
1½ cups evaporated milk.
Few drops vanilla essence.

Dissolve gelatine in cold water. Blend the sugar, cornflour and salt with a little of the milk. Heat the remainder of the milk and the coffee. Pour over blended mixture, stir well. Return to heat and stir until slightly thickened. Add beaten egg slowly and cook for a further two minutes. Add dissolved gelatine, evaporated milk and vanilla essence. Stir well and freeze. Remove the ice cream from the freezer when it is partly set and whip well. Return it to the refrigerator until completely set. By doing this the ice cream will have a better texture and the quantity will be almost doubled.

ISLANDS RECIPES

COCONUT BALLS

10 Wheat Bix (crushed).
2 tablespoons of cocoa.
1 cup of raisins and nuts (chopped).
1 tin of condensed milk (sweetened).

Mix all well together, and press into little balls, and roll in coconut, and leave to set. Do not cook.

—E.K.W. (Norfolk Island).

ICING FOR CAKES, WITHOUT ICING SUGAR

3 heaped tablespoons of powdered milk.
2 heaped tablespoons of sugar.
1 dessertspoon of boiling water.
1 teaspoon of butter.

Dissolve the sugar in the water in a saucepan, but do not boil; add butter. Pour into powdered milk and mix well to consistency of ordinary icing. Add any flavouring, such as cocoa, vanilla, grated lemon rind.

—Mrs. L.K.S., Talasea, NG.

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Red Prawns of Vatulele

(Continued from page 80) ..

massive clumsy samson post that had somehow to be stowed fore and aft across the very thwarts on which they swayed precariously. With split second timing on everyone's part, the monster was mastered and lashed and a second lowered beside it—with wheelbarrows, drums of cement and workmen filling in the interstices.

Then off the whole flotilla started into what had become a fresh sou'easterly, on the long tow round the point to their beach—singing, of course. Where else in the world do workmen sing their hearts out at sunrise?

Later the launch returned for us and we left the working party somehow to manhandle their derricks and drums and supplies to the top of a hundred-foot cliff, over upended eroded and razor-sharp limestone pinnacles, while we set out to find our prawns.

The happy Fijians were still singing, despite the limestone and their bare feet, with never a thought of danger money, dirt money or any other of those modern inventions. They would work thus throughout the day, and at dusk would fish and eat and brew their *yangona* and yarn for half the night before settling down on their mats. And that would be their routine until the job was finished and the *Degei* returned for them, perhaps a fortnight hence.

THE Sailor and I made good time along the cool, shady gallery that the waves had etched into that forbidding cliff—a sizeable groove that ran for miles. A car could have driven along that covered way, could it have reached it, six to ten feet above high tide level.

Above it was a series of similar galleries that had once been just as spectacular but had now weathered to shallow scrub-clad furrows.

It was clear that after the island's original emergence the lifting process had continued in at least four stages, with aeons separating each. For perhaps a million years the waves had worried and fretted away the first gallery, only to have it raised beyond their hungry reach. Patiently they again proceeded with their ordained task of reducing this upstart island to sea level; and again and yet again unbelievable pressure a mile below, had pushed it upward.

How did this evidence of an inexorable but spasmodic emergence fit in with our prawn theory? It didn't; but still we plodded on across indented bays and coral beaches, varied by more cliffs, with galleries now twenty feet above us.

From them, cool limestone caves beckoned and promised thrills and

beauties that must only be guessed for the present.

We pressed on through open forest, with lofty dakua trees standing on tip-toes in their urge to see over the top of those mighty cliffs; over fretted and pierced and honey-combed pinnacles as sharp as dragon's teeth; and through arches supported by columns and etched with delicate tracery.

And still no prawns nor any sign. Somehow we had missed the track, with our allotted time more than half gone.

WE retraced our steps and met a maiden stepping warily among the trees. In his best Fijian, at a range of fifty feet—we could get no closer—the Sailor asked to be piloted to the sacred prawns. She shrieked some Fijian incantation and made for the tall timber. I like to think it was only the purity of the Sailor's Fijian she doubted, this "maiden with the fair wind up."

Then we saw several maramas, of which party our fleet-footed one was probably the advance guard. They led us back along the track we had just trodden, and a scant ten feet beyond.

There were the ruddy prawns—padding around in a pool formed in a cleft or fissure, at the base of the cliff, quite fifty yards from

the sea and open to the sky. The water was salt and tidal. Strange trees shaded it and, scored in the cliff behind and above, were those unmistakable undercut grooves of wave erosion.

Yet between the sea and that cliff was a mature forest, and limestone fangs and buttresses twenty feet high. It didn't make sense. No theory fitted anywhere; and with *Degei* hooting, there wasn't time to investigate further.

So, until we go back and explore

those caves, and sound that pool, and analyse those waters, and trace that fissure to its junction with the sea, the Fijian legend stands unchallenged.

We left reluctantly and prawnless, for there might just be something in that shipwreck story. The maramas were twiddling their fingers below the surface and chanting huskily; and the prawns were being difficult and blase. Maybe they knew something, and we should have tried them with the maiden that got away.

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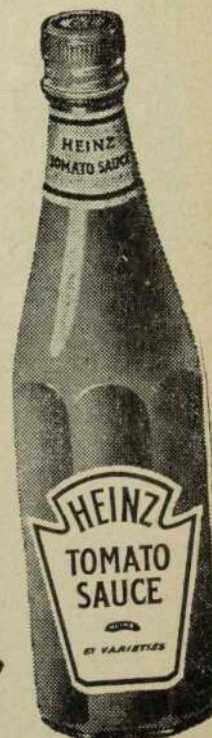
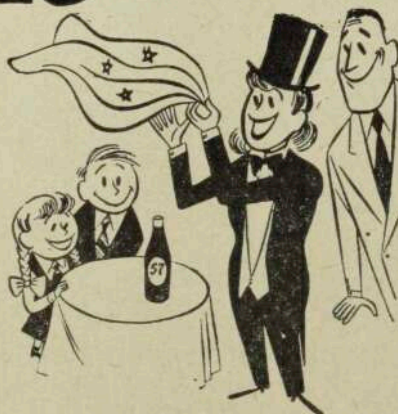
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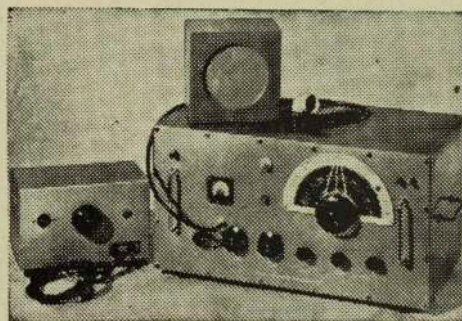
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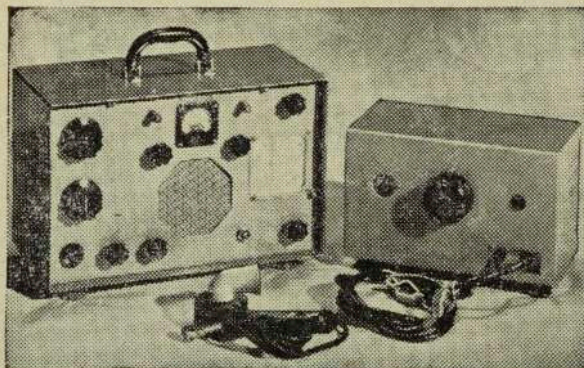
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ISLANDS HAMS: Let your Pacific neighbours know you're active by checking in on your favourite band with a CQ at 0100/0700/1900z. Use of a known time will help you—and them.

By the time these notes appear there should be two more Cook Islands stations on the air.

In Rarotonga, Nat Bradley, who is in charge of the ionosphere research station there, was preparing a VFO for an appearance in early May on 80 metres CW—a band which has been actively employed by Doug Berry, ZK-1-BG, for the past couple of years, as probably the most active 80 metre station in the Islands. Nat's call is ZK-1-BH. Though licensed for a long time past, he has not been active.

At Aitutaki Tony Aldridge, in charge of the aeradio station, was awaiting official certification of his license before appearing, probably on 20 metres, phone and CW, under his old call—ZK-1-AM.

N. R. Ashwell, at Rarotonga Radio, now seems unlikely to set himself up with a Ham station during his sojourn in the Cooks.

Doug—ZK-1-BG, with a steadily increasing tally of countries worked on 80 metres CW, is keen to work other Island stations on this band. Usual hours of operation: 0600-0900 GMT, at the low end of the band.

From Roy Taylor—VK9AU, came a newsy letter dated early April. After leave in Australia Roy was back on the air from Lae at time of writing, but expected to transfer to Wewak during April and remain there for the next 18 months, with 30 watts to an 807 into a dipole on 20, and a Windom on 40, using CW and phone on both bands.

Roy reports that Frank — VR4AE, of Honiara, passing through southbound for Sydney, left news that VR4AB should be appearing on a 20 metre crystal frequency—14,040 kc/s—soon.

Roy also reports that FK8AE and FK8AO have been putting good signals into Lae—also VR3A at Fanning, ZK-1-BI at Rarotonga, VR2CG in Fiji, and JZ-O-KF—all on 20 metres.

Roy was told by PA-O-NU that his brother is JZ-O-YN. He wonders whether anyone has been hearing this latter Dutch New Guinea station.

Other interesting stations heard and worked include SM8BZU in the Swedish ship "Mirrabooka" who has been causing some excitement and annoyance by failing to append MM to his call sign, and the apparently illegal station X-1-NP, said to be operating from an unnamed yacht off the North Queensland coast, and very active. QSL's to the latter can go via VK9YY. Alan Smith, who, incidentally, is one of the most active New Guinea stations, also based at Lae.

Roy would like to hear some more 40-metre activity in the middle of the day from Island stations. There are plenty of good signals on that band at night, but QRN usually mars contact. Roy feels that some of the KG6 and KC6 stations, and others, might come through well during daylight hours.

As reported in the "Smallships Notes," the German yacht "Xarifa," earlier reported as heading westwards into the Pacific after calling at the Galapagos,

has now returned to Panama and the Atlantic.

A recent "Amateur Radio" contains an item of interest to Islands oldtimers, in reporting the death of Clyde de Vinna, W6OJ, who, as chief cameraman for the filming of "White Shadows in the South Seas", in French Oceania many years ago, and also "Treasure Island", "Trader Horn" and "Eskimo", operated under the call-sign FK6CR, FK6BAM and K7UT while on location.

During the filming of "Eskimo" K7UT played the lead in one of the most extraordinary real-life dramas ever associated with amateur radio. A New Zealand station in Morse contact with a lighthouse QTH, noted that his sending was becoming sluggish and eventually ceased entirely, and made an urgent call for any other Alaskan station. It happened that a station in Hawaii, which had a schedule with such another station, happened to hear this call, responded, made contact with the other Alaskan, who rushed to K7UT's QTH some miles away, arriving just in time to save de Vinna from being fatally gassed by a stove in his tent. That was back in 1932.

If you've been hearing ZK4AC, "Paul", who claims to be located at Penrhyn Island in the Northern Cooks, we can say that he's not there. The call would in any case be ZK-1. This one is believed to be possibly an ex-American serviceman formally stationed there, and some believe he is identical with the ZK-1-AT pirate and possibly is the same man who was

using ZL5AA for a time. He has recently been active with the ZK4 call on 20 metres CW.

We hear that Chipperton Island's very temporary Ham appeared on the air according to plan under call FO8AJ—with W-O-NWX behind the key—and closed

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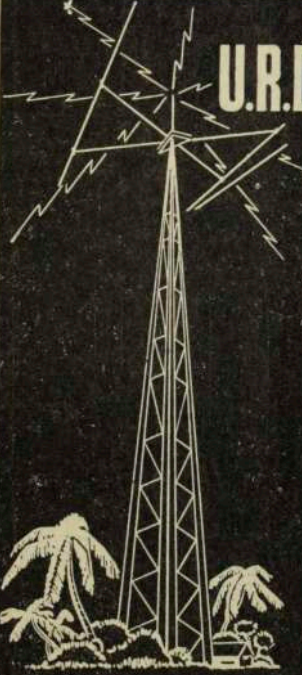
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again, perhaps for ever, after a day or so, on April 25.

ZL-1-AJU, with the temporary call VK9OK, has been very active on 80 metres CW while on vacation at Norfolk Island; but will probably have returned to ZL ere this appears.

Little seems to have been heard of VR6AW. Anderson Warren, who showed up briefly on 3924 kc/s—outside the legal band—some time back. We understand from Doug—ZK-1-AB, however, that more will be heard of this Pitcairn station ere long.

APIA, May 21.

Apologies for incorrect information on Aitutaki in April notes. We were off the beam in reporting Bill Jones, former ZK-1-BD, as having returned there. ZK-1-AM, as here reported, is the new man at that location.

At Apia, Les Reid, late ZL-1-AJJ, of the Bank of New Zealand staff, has appeared with the call ZM6AS. ARC-5's on 40/80 metres CW are supplying the signals—and a fresh opportunity for the overseas CW DX men.

An April guess that ZM6AQ is ZM6AP's XYL was also incorrect. AQ, Ivan, is Brian's father, who has joined the newly-established radio servicing business.

† Senator Roy Kendall, well known in New Guinea, is an entrant in the Australian Redex Reliability Trial. He will try to drive a Rover 75 right round Australia.

† Mr. W. G. Johnson, managing director of Messrs. W. R. Carpenter (Fiji) Ltd., spent a busy two weeks recently in Sydney, Melbourne and Adelaide and returned to Fiji by plane on June 1.

French Consular Agency for W. Samoa

FOLLOWING a visit to Western Samoa last year by M. Noel Henry, Minister for France in New Zealand, it was announced

from the French Legation in Wellington in April that a consular agency would be re-established in Apia—especially in view of the fact that Western Samoa is approaching self-government. Mr. Eugen F. Paul, well-known Apia business man and former MLA, has been appointed consular agent.

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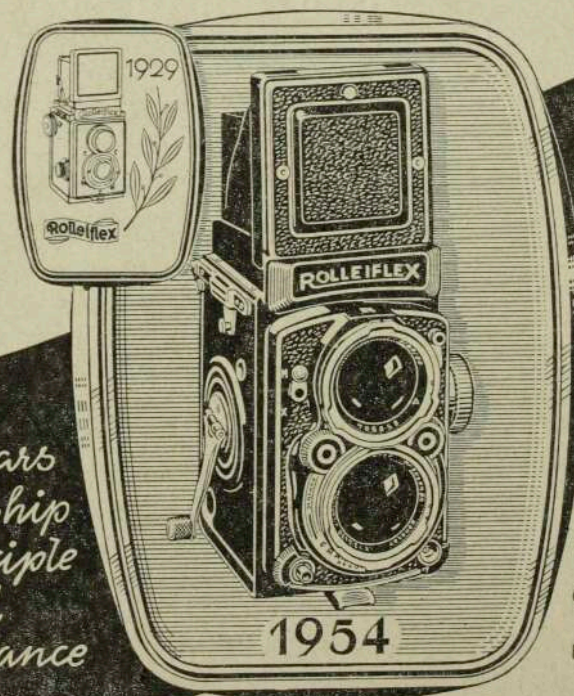
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WHO SHOULD PAY FOR FIJI HOSPITAL SERVICE?

And How Sacred is an Agreement?

ONE section of the very controversial report of the Fiji Fiscal Review Committee, with its numerous recommendations, has revived the vexed question of whether hospital service should be paid for, and by whom.

Incidentally, it is difficult to find anybody outside some commercial groups who has a good word to say for the main points of the report, which include proposals for increased indirect taxation by import and export duties; a land tax for all owners, including the Fijian owners of communal land; some changes in direct taxation on commercial interests of various kinds; but little relief, if any, for individuals in the way of income tax adjustments; and other proposals which appear to promise an acceleration of the inflationary spiral.

The report admits that increased indirect taxation would raise the cost of living, necessitating increased wages.

Any idea of any kind of an elementary Welfare State in Fiji is firmly knocked on the head. Everybody, the report suggests, should pay for what they receive in social services, including education and medical services.

THIS brings up the cause of a major uproar in the Legislative Council in 1952. It was then proposed that hospital and medical charges should be extended to everybody who could afford to pay fees on a reasonable scale.

The Fijian members, with some of the European members, rose in wrath to point out that when, many years ago, the Fijian-built provincial hospitals on Fijian land were taken over by the Government, it was agreed that the Fijians would get free treatment in Government institutions. The Europeans demanded free treatment for the Fijians—and let all others who had the means pay for their own treatment.

With disregard of history, the Indian ranks immediately raised the cry of "discrimination." Either the Fijians must pay up, they declared, or everybody must get a free ride—even the Europeans. Non-Indians pointed out that Indian hospital patients and outpatients comprise an enormous majority of the total, but this did nothing to break the deadlock, and the question went to a committee.

The committee's majority report (there were sundry minority re-

ports) said that the Fijians, in the light of the agreement, were entitled to free treatment.

But the Fiscal Review Committee disagrees, and proposes, in effect, that the Government should go into a huddle with the Fijian leaders with the objective of getting round, over or under the agreement. That, at least, appear to be the meaning of Paragraph 62 of the Fiscal Review Committee's report.

BUT the committee went further. Paragraph 62 contains a sentence which has provoked some strong criticism. The sentence expressed the view that whatever the form of the original agreement or undertaking, "it does not necessarily follow that it should continue

forever in spite of social or economic changes."

The *Fiji Times* commented: "To talk about changed conditions, for which in many ways the Fijians are not responsible, is mere bolstering of expediency. On these lines, and in view of the suggestion that the Government should 'consult' (a lovely word in this connection) with the Fijian leaders in an effort to secure the dishing of the agreement, no pledge or agreement is safe." The reasons given by the New South Wales Government in 1930, when making a proposal to repudiate national debt repayments to London, because of the economic slump, were cited as a parallel.

It looks like another of Fiji's inter-racial deadlocks.

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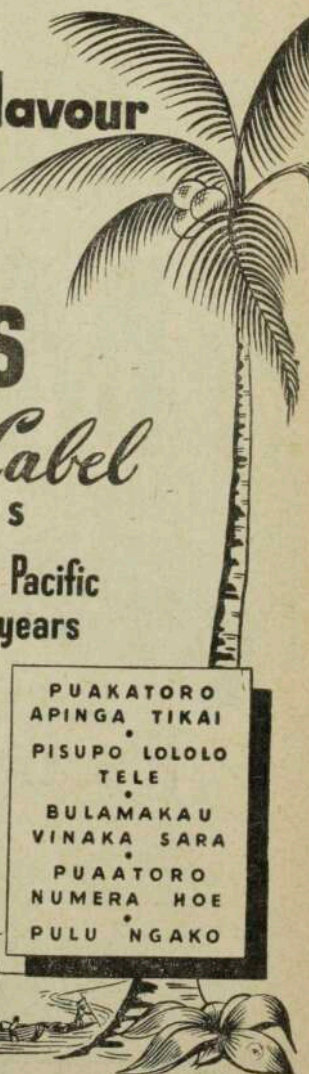
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What Australians Know About P-N. Guinea!

P. MORESBY, May 12.
A PLEA for more and better publicity in Australia for Papua and New Guinea was made at the Legislative Council here this week by Mr. Don Barrett (elected member for the New Guinea Islands).

In Australia during the Royal Visit, Mr. Barrett evidently had an unhappy time permit-seeking down in the wilds of West Circular Quay, where the Sydney branch of the Department of Territories has its being. He said that although the room he entered had about 14 people in it, none of them seemed at all anxious to come to the counter to find out what was wanted; and that when they did they obviously had little or no knowledge of Papua and New Guinea, and present conditions there.

Mr. Barrett said the Departmental staff were just any public servants picked at random—few had had any Territory experience. If they had even a year in P-NG it might help them considerably in their job of supplying information to people seeking information and to intend-

ing settlers. He urged a centrally situated office in Sydney, where photographs and posters could be displayed, where visitors would be treated courteously and where young prospective settlers could be given authentic information.

He said Australians were very interested in the Territory, but their real knowledge of it was small indeed.

Mr. Barrett could also see alarming indications that the powers and functions of the Legislative Council were being restricted by some person or persons in Canberra. He did not blame the Minister; but there was evidence that the Department occasionally worked without reference to him.

EDITORIAL NOTE:

Mr. Barrett is quite correct: the average Australian knows little about P-NG—and the majority could not care less. And the citizen of Melbourne (and Perth, Adelaide, Brisbane, Hobart, etc.) knows as little as the Sydneysider, and is equally deserving of an information bureau.

We have never heard that the Administration wishes to "attract young settlers"—most of its efforts might have been designed to keep them out!—but it does have a perennial shortage of staff, and if it and private enterprise got together along the lines suggested,

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something might be accomplished.

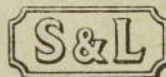
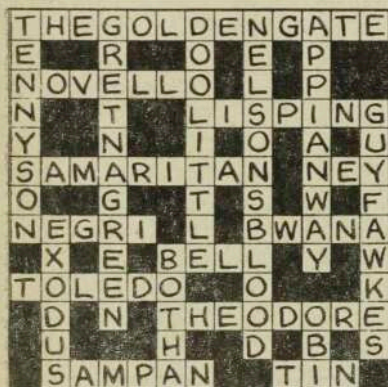
The young settler, starting out to get himself a plantation to produce copra—or rubber, cocoa, coffee, etc.—would need substantial funds and infinite patience to get anywhere in P-NG under present conditions of land tenure and costs. He would be better off with a sheep or cattle property outback in Aus-

tralia.

Before the war, of course, no resident of Papua or New Guinea thought it was necessary to teach Australians about their Territories—with some unfortunate results during the war. The only reason that it is considered desirable now

is because it is hoped that Australians, being better instructed, will take a more intelligent interest in seeing that the Territory is correctly governed. But that is indeed a forlorn hope—Australians have not yet succeeded in running their own country intelligently.

**Solution to Crossquiz
from Page 78**



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Votes for Fijians

Significant Move in Fiji Racial Problem

SUVA, May 8.

THE first official admission in public that there is a considerable stirring, in the customary quiet way, among Fijians who are interested in political developments, was made in forthright fashion by the Governor (Sir Ronald Garvey) in the course of his opening address at the 1954 meeting of the Council of Chiefs.

"I have heard from quite a number of different quarters," he said, "that the Fijian commoner feels that the time has come when he should have a vote similar to that possessed by the other racial groups in the Colony; and I feel that this is a matter to which you should address your close attention. You will, I am sure, agree with me that the Chiefly system on which so much depends should march with the times and should not ignore—for too long—the modern trends of democracy."

A broader basis of Fijian representation in the Legislative Council was proposed by the Governor. He continued:

"I do not suggest any immediate change in the constitution, nor am I thinking in terms of any change in the balance of racial representation, but I should like to know whether you feel that one, or perhaps two, Fijians should represent the Fijian people generally, and should be voted for on the same basis as other elected members of the Legislature."

EDITORIAL NOTE

EXPERIENCED and thoughtful Fijian-Europeans, anxious for the future of the Fijian race, for some time have been pointing out that, in the circumstances being created by the more rapid increase of the Indian population, steps must be taken to encourage the individual Fijian to accept a share in local government.

Fijians generally adhere to their old-time communal system, under which all local government authority and decisions are left to their Chiefs and head-men. That has served admirably in the past. It may not serve so well in the future, when the Fijian-Indians, already outnumbering the Fijians, demand the implementation of the one-man-one-vote system which, under Western democracy, must ultimately be the basis of the country's government.

It is gratifying to the friends of Fiji to note, from the Governor's guarded statement, that the governing authority is giving thought to this angle of a very difficult problem.

At present, all five Fijian unofficial members of the Legislative

Council are chosen by the Governor from a panel of ten elected by the Council of Chiefs, voting by secret ballot. Of the five European and five Indian unofficials, three of each group are elected and two are Government nominees.

† Capt. H. M. Boulton, MC, has been appointed Commanding Officer of the 1st Heavy Regiment, Fiji Artillery, with temporary rank of Major.

† Mr. D. T. Lloyd has arrived in Fiji on transfer from Sierra Leone to take up the post of Deputy Director of Lands.

† Mr. A. H. Chadwick has been appointed Supervisor of Technical Services in Fiji and is expected in the Colony in September. Mr. Chadwick has been a teacher of woodwork, metal-work, book-binding and pottery in the United Kingdom since 1934.

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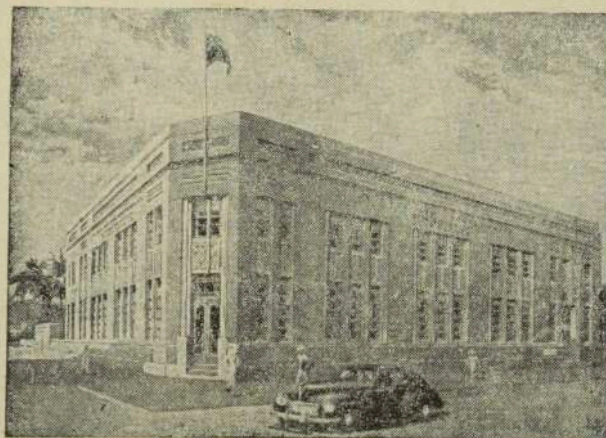
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News of the Small-Ships

POSITIONS ESTABLISHED.—Through the combined operations of a surveyor ashore and a navigating officer aboard NZGS *Maui Pomare* lying off the main landings, a further contribution was made in April to the never-ending world-wide task of fixing positions of reefs, rocks and islands.

In this case the objects concerned were Mauke and Atiu, in the Cook Lower Group. A series of celestial shots established the fact that Atiu actually lies about 2 miles north and $\frac{1}{2}$ mile east of its present charted position, based on a 1919 survey. Calculations still incomplete showed that nearby Mauke apparently lies about $1\frac{1}{2}$ miles north and 2 miles east of the charted position. Exact details will eventually appear in Notices to Mariners.

Weather conditions were unsuitable for sights at Mitiaro.

HONIARA RADIO SCHEDULES.—The Post Master, Honiara, British Solomons, kindly advises that watch is maintained there for voice calls by shipping for short periods at 9 am and 3 pm daily, except Saturday and Sunday afternoons. Listening frequency is not stated but is assumed to be, as before, 6280 kc/s. No watch is maintained on the International voice distress frequency of 2182 kc/s, as yet. Weather broadcasts on R/T are made daily at 10 am on 5826 kc/s. The local broadcasting station, VQO, on 1030

kc/s, also gives a weather broadcast at 6.45 p.m. approximately. All times are local—11 hours ahead of GMT.

FWS VESSEL IN POLYNESIA.—The American Fish & Wildlife Service research vessel *Charles H. Gilbert* called at Papeete early April in the course of a cruise through French Oceania waters on fishery research work. The 188-ton, 105-ft radar-equipped vessel is commanded by Captain Jack Benson and is normally based on Honolulu, though the current cruise began from Los Angeles with calls at Nuku Hiva, Raroia, Makemo, Fakarava, Raraka and British Christmas Island prior to her arrival at Papeete. There she landed two tons of fish as a gift to local institutions before clearing for Christmas Is. on April 5.

Charles H. Gilbert (built in Tacoma, Wash., in 1952) has a beam of 20 ft and a draft of 11 ft. Another somewhat similar type of FWS vessel called at Papeete a couple of years ago in course of a cruise which included Micronesian waters and the South West Pacific and which was said to have provided information on which the present E. Samoa tuna fishery was established last year.

NOTES FROM SUVA.—Morris Hedstrom & Co's recently acquired Fiji trader *Adi Keva*—the former

Le Phoque, of Noumea—was in trouble in March. She was adrift for some considerable time following an engine breakdown off Namema Lala Island, until the same owners' *Alair* arrived on the scene and towed her in to Levuka for repairs.

Burns Philp's *Yanawai*, largest vessel in the Fiji inter-island trade, was undergoing an extensive Lloyds survey in Suva during April-May.

Mr. J. E. Catanach, resigned from engineering managership of Millers Ltd., Suva ship-builders and repairers, will return to Australia in mid-June.

Suva Public Works Department slipway instituted a system of gate-passes to the docking area. This seems to be one result of an inquiry

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—findings of which have never been made public—into certain aspects of Public Works operations there.

Captain Stanton Page was expected back from furlough to re-join the LMS vessel *John Williams* in May. In his absence the vessel has been commanded by Chief Officer Bottom.

FROM THE COOKS.—Public Works Director said in May that, though funds have been voted for carrying out dredging and other improvements to the main Avarua passage at Rarotonga, it will not be possible to proceed with the work until a suitable dragline machine is approved by the NZ Ministry of Works. It is desirable that the dragline also be available for other Lower Group reef passages, and the difficulty is in designing or obtaining one that could be landed by boat at those islands.

Meanwhile, the Avarua passage is steadily silting up and it is now becoming difficult even to launch the Union Steam Ship Co's lighters from their slipway. These lighters handle almost all incoming overseas cargo.

Inspire, Mr. Hugh Williams' Brixham trawler, after an extensive engine overhaul in Auckland, left there early May to return to work in the Cooks. This handy auxiliary craft is said to be still for sale, due to the owner having acquired a fruit farm in Rarotonga and desiring to settle ashore.

Mr. Jean Thorot, of Papeete, formerly engineer in *Vahinano* and other French Oceania trading craft, recently came to the Cook Islands to join Mr. D. C. Brown's 300-tonner *Rannah* as chief engineer. In mid-May, Mrs. Thorot also came over to the Cooks. It was rumoured that *Rannah* might make a June

call at Suwarrow to carry out hull-painting and running repairs to the bottom in the sheltered waters of that lagoon anchorage. In the past, sizeable schooners were regularly careened at Penrhyn atoll in the north. Tidal rise and fall is only a couple of feet in the Cooks.

Calling at Mauke Island, in April,

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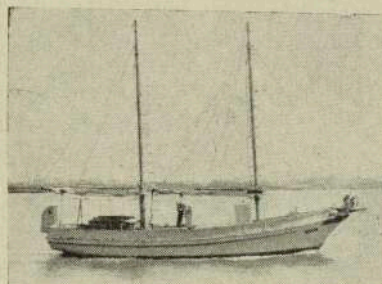
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PIM's representative found not a sign of the 1952 wreck of Jagger & Harvey's *Te Aroa*—formerly the American schooner-yacht *Ornant*—except an expensive hollow mast, rigging and sails stored ashore. Also at the main landing was a wooden Carley-float type of life raft, canvas-covered, painted white with undercoat of grey, but without other marks of identification, which was found some months ago on the reef and did not belong to *Te Aroa*, as far as is known.

News of Cruising Yachts

FROM OUR PANAMA CANAL ZONE
CORRESPONDENT, MAX HART

● **XARIFA**, owned by noted undersea photographer and spear-fisherman Hans Hass, of Germany (which we mentioned here some months ago) has turned back eastward. The big 269 gross tons motor yacht, after passing through the canal, visited Cocos (of treasure fame), the Galapagos, and the San Blas Islands in the Gulf of Panama. On March 11, the yacht with its 21-man crew was back at Cristobal at the Atlantic end of the canal, and about to clear for Caribbean islands. The expedition is financed by the International Institution for Submarine Research, whose headquarters are at Lichtenstein. The scientific party included a British photographer. Earlier it had been rumoured that "Xarifa" would come westward to do work in the Australian Barrier Reef area.

● **CHIQUITA**, which Jack Campbell, of Auckland, skippered from that port to San Pedro in 1952, is on the move again, having arrived at Cristobal late March. The reverse-sheer cutter, which the owners hoped to sell in the States originally, was on March 28 awaiting fair weather to clear for Florida, where a further attempt would be made to sell the 30-footer.

● **LANDFALL II** cleared Balboa February 28, westbound for the Galapagos and French Oceania, and eventually round the world, with a certain call at Auckland. Owner W. F. Holcomb with his wife and two others (Dr. Dean Smith and Raymond Jonsson) left the home port of Oakland, Cal., October 18 last, and expect to be out with the big 50-footer for about three years. The staysail schooner has taken part in two past Trans-Pacific races. She was previously named "Mavournen."

● **VARUA**, William A. Robinson's handsome yacht based on Papeete, headed for Hilo, Hawaii, in mid-April. Mr. Robinson, who has a property in the Paea district of Tahiti, made his last long voyage in "Varua" to South American ports and Panama two years ago, being absent from Papeete about a year.

● **FEAOUA**, owned by Dr. Stern, formerly American but now a French citizen of French Oceania, arrived in Papeete during April from the Marquesas, where Dr. Stern has been stationed. This 27-foot double-ender was brought from France on the deck of an MM liner in 1952 and was owned in Papeete for a

short while by Mr. George Hunt (then acting British Consul, and present owner of the Australian-built steel cutter "Corsair", at present lying at Auckland). Yachtsmen calling at the Marquesas during the past two years will be familiar with this little craft.

● **KONA**, with Paul Blackford and Bob Houtz and a new crew member, Roger Skolmen, aboard, moved on from Papeete. April 6, heading for Moorea, Bora Bora, Samoa and probably New Zealand, with a possible call first at Suva. Some work was done on the 40-ft staysail schooner at Papeete, including change from wheel to tiller steering. Home port, as earlier reported, is Honolulu. The same crew members cruised to French Oceania in 1950-51 in the yacht "Mouillon".

● **LES 4 VENTS**, 16 days out of Karolonga, arrived at Auckland for an expected three weeks' stay, in mid April. Owner Marcelle Bardiaux, 44-years-old Frenchman, plans to head from there to Noumea, thence via Torres Strait and South Africa.

This single-handed voyage by way of Cape Horn in winter, in an entirely self-built 29-ft sloop, must take its place as the most notable post-war voyage to date; and, even should the circumnavigation not be completed, as one of the greatest voyages of all time. Yachtsmen around the world will certainly take off their hats to M. Bardiaux.

Few yachts, indeed, have made a west-bound passage via the Horn, let alone in winter. He certainly did not escape un-

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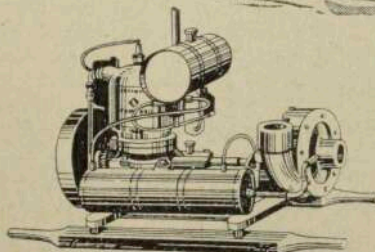
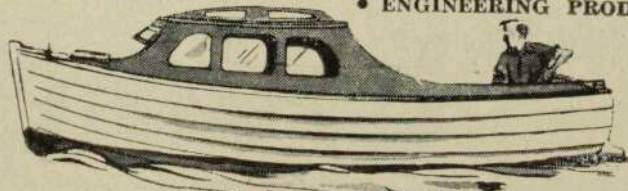
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scathed—a frost-bitten leg still gives him trouble, and the yacht was damaged—but, perhaps with a good deal of luck, he made it. Heading up the coast, he set out for Tahiti, from Valparaiso, after completing repairs. The voyage from now on should be a mere week-end cruise, compared with what went before.

● **RAKOA**, a 47-ft motor cruiser manned by five Wellington, NZ, business men, left that port early April for a two or three months' voyage to Pacific Island ports.

RETIRED.—In Rarotonga in May we came across Captain Van Ness Budd, an American master mariner who now has settled there, in the Muri district. He will be remembered in Samoa and elsewhere as former owner of the yacht "Talmanu", in which he cruised through Polynesia, and eventually sold to Dr. Bliss, then CMO in W. Samoa. Later, Captain Budd skippered the well-known Halvorsen boat "Solveig" from Honolulu back to Sydney, after that yacht had sailed in the Trans-Pacific Race several years ago. "Talmanu", a Seabird type of hard-chine yawl, is now owned in Auckland. Captain Budd, who suffered an injury to his hearing at Okinawa during the war, and consequently is not easy to converse with, says he still feels the urge to head forth again at times, but has decided that Rarotonga will be his future home — "taking things all round, the best little isle in the Pacific."

The CARIAD AGAIN—A South African yacht has just reached Brisbane on its second world cruise since the war. She is the 103-feet, "Cariad I," South Africa's biggest yacht, and aboard her is her owner, Mr. A. W. Flitton, a Pretoria motor distributor. He is making a trip with a crew of nine under a Canadian, Alan Bath, as skipper. The crew includes young South Africans who have given up their jobs to make the trip. A Zulu is full-time cook. On the first trip, which took two years and five months, "Cariad I" logged 36,000 miles. The present trip from South Africa, via Panama Canal, Australia and Indian Ocean, might take "just a little less". The ketch was built in 1896 at Southampton for Lord Dunraven. She left Brisbane in mid-May for Port Moresby.

TO CROSS PACIFIC—Mrs. Ann Davidson, 39, an English widow and the first woman to cross the Atlantic single-handed, said on May 3, at Plymouth, she now hopes to cross the Pacific alone in the same 23-ft Bermudian sloop, "Felicity Ann."

† Queen Salote left her capital, Nukualofa, on May 8 to attend the annual conference of the Free Wesleyan Church of Tonga at Vavau. She travelled on the Government despatch vessel *Hifofua*.

† Rev. John Chisholm, New Guinea missionary, has received a book of Coronation photographs from the Queen Mother, who heard that he missed the Coronation broadcast.

BOATING BOOKS

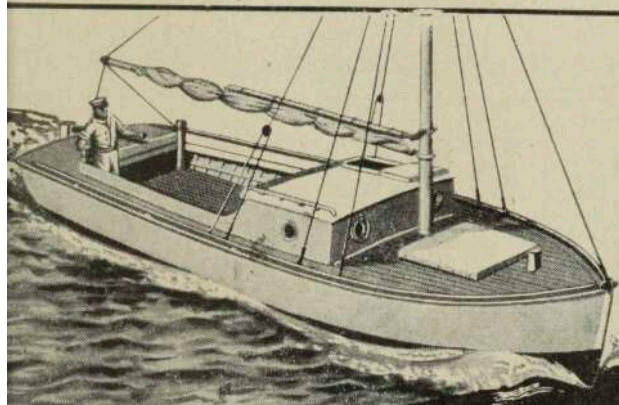
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Letter to the Editor

IN your March "Tropicalities" there appeared a paragraph which referred to a recent visit of American travel agents to Fiji.

The tenor of the article was typical of a certain type of mentality in Fiji which endeavours to disparage the up-and-coming tourist industry (which last year alone netted over a quarter of a million pounds).

Your correspondent stated that Fiji was spending large sums of money bringing travel agents to the Colony. He should check his facts. The agents were brought to Fiji by Pan American World Airways. Their stay in Fiji was mostly by courtesy of various local hotel organisations, travel agents, taxi companies and the Fiji Visitors' Bureau—the latter to a limited extent.

Certainly, there is an occasional shortage of accommodation in Suva, but Suva is not the beginning and end of the tourist attractions in Fiji. Far from it. Fiji's tourist attractions are many and varied.

The beautiful south-east coast of Viti Levu with its two excellent resorts, Korolevu and Deuba, can cater for all and more visitors than

arrive at present. Other spots on Viti Levu include Sigatoka, Nadi, Lautoka, Ba, Tavua, Raki Raki and Tallevu. On Vanua Levu there are Labasa and Savusavu, and, on Ovalau, the old capital of Levuka.

At all the above places comfortable hotels provide a high standard of accommodation, and plenty of it.

As to improved accommodation facilities in Suva, your correspondent obviously has not left the isolation of his presumed bushland home. A walk down Victoria Parade will show him the framework of the new South Seas Hotel which will cater for sixty guests in luxurious comfort when completed. True, work has been halted on it at

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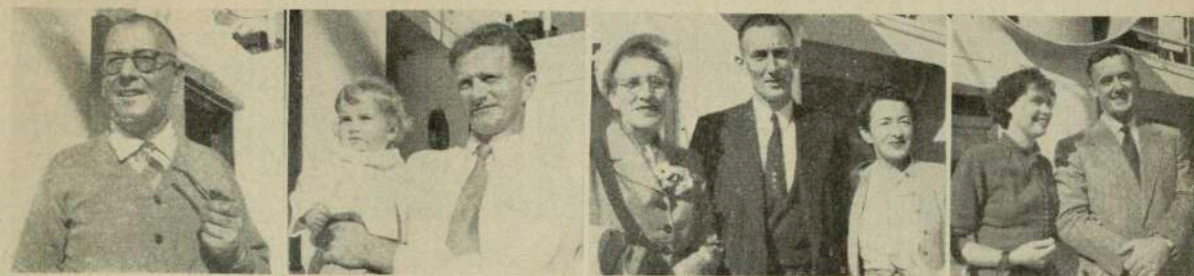
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More Papua-New Guinea Travellers . . .



Passengers who sailed on the "Soochow" from Sydney on May 4, for ports in Papua-New Guinea, included (left to right):—

Mr. F. L. Doble, manager of the New Guinea Co., Rabaul, was returning after leave. Mr. F. X. Ryan (shown with daughter) is an officer with the Department of Agriculture at Taligap, near Rabaul. He was returning after leave. Mr. and Mrs. F. W. Stephens, with Mrs. H. H. Stubbs, of Port Moresby, who saw them off. Mrs. Stubbs is flying back at the end of May. Mr. Stephens is manager of Sulitana Plantation near Moresby. Mr. and Mrs. D. Clifton-Bassett, of Samarai, returning from leave. Mr. Clifton-Bassett is with the Administration.

present; but that is to allow certain alterations to plans, and its completion is definitely in the "foreseeable future." Another hotel with ten bedrooms has been approved and will be operating later this year.

The tourist trade in Fiji is already big business—unless your correspondent considers a quarter of a million pounds as "chicken-feed"—and it is growing rapidly each year.

A perusal of the annual reports of the Fiji Visitors' Bureau would possibly convince your correspondent that there is a profitable industry growing right under his nose; and, incidentally, one that will provide more and more employment for people of all races in the Colony.

It is a pity that some individuals set themselves up as authorities on subjects that they know so little about.

He should have spoken with the US travel agents on their return journey and heard the sincere and favourable comment on Fiji's tourist attractions—which they had enjoyed immensely despite the alleged "near hurricane." Perhaps some of the wind referred to was locally generated.

I am, etc.,

TRADE WINDS.

Suva, May 8.

A York aircraft transporting Fijian troops to Singapore landed at Townsville recently with one of its four engines out of action. It resumed the flight the following day.

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Plea For Better European Hospital in Moresby

IF the Administration would come into the open and tell the people what the real reason was for the lag in providing an adequate hospital for Port Moresby, then local residents and the Town Advisory Council could perhaps help, said Mr. E. A. James, at the Papua-N. Guinea Legislative Council meeting in Moresby on May 10.

He said that it was time something more was done in providing adequate hospital accommodation for the European and native residents of the area, than making speeches about it in the Legislative Council. Hospitalisation for the people was no nearer now than five years ago. He quoted Dr. J. Gunther (Director of Health) as saying that plans for the European section of the hospital were "under consideration" in Melbourne but that there was no hope of anything being completed under three years.

Mr. James said that the present European hospital had been built before the war as an 11-bed hospital, and was expected to cater for an estimated maximum population of 500. To-day, the European

population was 5,000 and the number of inmates at the hospital rose at times to 30. There was complete lack of quiet, comfort, privacy and the relaxation without which it was difficult for sick people to get well. Local residents who could, went South for medical attention, and only as a last resort committed themselves or their relations to the Moresby hospital. The staff made superhuman efforts to give the service they did, and they worked under appalling conditions.

The local Administration and Health Department could not be blamed—he believed it was the fault of some person or persons in Melbourne or Canberra.

An overseas visitor had said that the native hospital, in comparison with that provided for Europeans could at least give its patients fresh air.

But others said that the best purpose served by the native hospital was that it cured malingers—if you threatened a boy with a spell in hospital he quickly became well, unless he was, indeed, very ill.

Mr. James said, if finance were the cause of the delay, he believed that funds could be found in the Territory. Among other things, he suggested a local Government lottery from which the native inhabitants were *NOT* barred. He said that there was plenty of evidence to show that the gambling spirit was well established in native

culture before the European arrived and that, in any event, many natives now invested in Australian lotteries—and, he added, if Father Dwyer objected to lotteries (as he had when Mr. James suggested it before) then it was just through fear of competition!

Mr. H. Niall (Lae District Commissioner) while partly agreeing,

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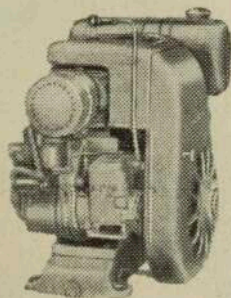
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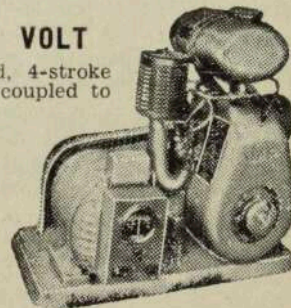
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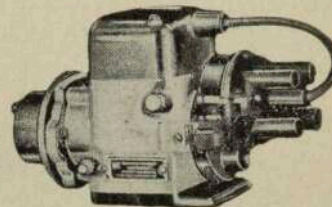
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said Mr. James's viewpoint was parochial. For several years after the war, Moresby had the Territory's best hospital. The Administration policy had been then to build out-station hospitals first—as, for example, at Sohano and Kavieng. In cases of urgent medical necessity, Port Moresby people could get away quickly South. Out-station people could not.

Mr. D. Barrett said that the Health Department was spending no less than £800,000 of its annual allocation on health services for Europeans, natives and Asians. He disagreed with local loans and lotteries and believed that, as a special Commonwealth grant for capital works on hospitals was obviously not favoured in Canberra, they should be financed by economies in other Administration departments.

TROPHIES...



At the Port Moresby Flower Show, Mrs. Sheedy, of Six-Mile, received the Grand Championship prize, at the hands of the Deputy Administrator, Mr. Justice Phillips. Mrs. Sheedy carried off this prize for the second year in succession.

LOWER.—Mr. Evan Rees, one of the most consistent winners of Aquatic Club events, Port Moresby, receives a trophy from Commodore Bill Nicholls.

—Papuan Prints, photo.

'GOD AND TONGA ARE MY HERITAGE'

A chapter from a new book entitled, *When You Go to Tonga*, being a collection of delightful tales and sketches by the Rev. Father Edward A. Tremblay, who for 25 years was a Roman Catholic missionary-priest in Haapai, Tonga. In recent years Father Tremblay filled an important post in the service of his Order (the Marists) in the United States; but he recently returned to Nukualofa, where he has been warmly welcomed. The book has been printed and published by the Marist Order, and should command a wide sale.

TIME IS SUCH a tricky prism. It seems only yesterday that I had the unforgettable thrill of meeting Her Majesty, Queen Salote, for the first time. Actually it was a good twenty years ago. She had come to Haapai for the first time in several years—her first visit since I had been in charge of the Catholic Mission in that twelve-island archipelago.

It was a bright sunny morning in 1932 when all the Catholic people of Lifuka came in a body to pay grateful homage and respect to their Queen, at the nice old wooden house which is always her headquarters

when she visits in Lifuka. Leading the procession was our Brass Band. Then came the smiling convent girls, their legs, arms and faces shining with scented coconut oil. The Sisters followed, accompanied by the other Catholic women, and bringing the Queen a beautifully decorated cake, as well as gifts of mats, fans, etc.; and finally the men, attired in their Sunday best and the traditional and distinctive Tongan *tao vala* (ceremonial mat) worn over the ordinary loincloth as a mark of respect.

By the time I arrived at the Queen's house, the Sisters and their girls and many of the other women were sitting on the floor of the large verandah which surrounds three sides of the house, all as close as they could get to Her Majesty. But they had left one little space for me, and Queen Salote motioned for me to come and sit down beside her.

As I shook hands with her for the first time, I immediately felt her deep sincerity and maternal solicitude, qualities I admired more and more in her as my years in her Kingdom rolled by. I knew she was interested in our Mission and was glad to be there with us.

As for me, I was just simply



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thrilled through and through. When I looked out on the "malae" (lawn) and saw what a huge crowd of people was present, I guess I felt like St. Paul must have felt in that famous Athens square, the Areopagus. Immediately and without the least hesitation, I decided to make a speech.

I whispered to Her Majesty, "May I speak?"

With a big smile, she nodded her approval.

AS I watched the complicated and beautiful ceremony of royal kava-making, I began to wonder just *when* I should speak, for I knew there must be a special time for that. I was beginning to be sorry I had made this rash request. It would be embarrassing to address the people in such circumstances and with absolutely no preparation. But I turned again to the Queen and said, "Pardon my ignorance of Tongan etiquette. When should I start my speech?"

She whispered reassuringly, "Don't worry, Patele. I'll let you know."

A little later the master of ceremonies announced in a thunderous voice that the kava was ready to serve, and Queen Salote whispered to me, "Now is the time."

As I rose, I sensed a shock of surprise and indignation sweeping through the throng, and suddenly it dawned on me that I had made a faux pas. One must never stand to speak in the presence of Her Majesty! It simply isn't done at a strictly Tongan ceremony like that where everyone, even the Queen, was sitting on the ground. But it was too late. The disrespectful deed was done.

I had to think fast. There's nothing like taking the bull by the horns. So, with all outward calmness, I proceeded to explain the reason for my action.

"E Afiona (Your Majesty)," I began. "I notice a movement of indignant surprise on the faces of this august assembly. How dare I arise to speak in the presence of the Queen of Tonga? Let me hasten to explain. As a white man, according to the white man's custom I am obliged to arise and remain standing. It would not be respectful for me to do otherwise. For the same reason you must remain seated. It is your custom—your mark of respect for your gracious Queen. Please don't be angry with me. Now you understand that I stand for no other reason than to show, in the white man's way, the deepest respect and admiration for Her Majesty, Queen Salote Tupou."

Thanks to her kindly smile of approval, that little introduction worked wonders. Every face in the crowd was soon shining with peace and attention and eagerness.

"Before I give you the message that I have for you to-day," I con-

tinued, "allow me, first of all, to tell you a story."

Everyone settled down and relaxed. They just love stories. In that, they are no different from the rest of the world. Everyone loves stories.

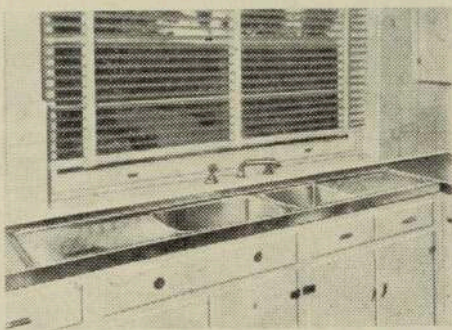
"A few months ago," I told them, "I called at Honolulu, Hawaii. I had a few hours to spare, so I visited the famous Bishop Museum there, which is outstanding for its Polynesian treasures. An elderly Hawaiian woman was my guide. I spoke Tongan to her and she spoke Hawaiian to me and we understood each other very well. She knew English, too."

"I visited and admired a huge hall known as the Tongan Room. Then my guard said, with deep emotion, 'Now, Father, I'm going to

show you the greatest treasures in all Hawaii.' She led me into another large hall where all the royal paraphernalia of the late Queen Liliuokalani was on exhibition. There were her pearl-inlaid throne, her sceptre, her crown, and her royal cloak made like a Samoan fine mat but decorated with precious red feathers from a certain little bird which is now extinct. This royal garment is valued at a million dollars."

"My guard showed such enthusiasm, such deep veneration and devotion, that I couldn't help asking the question that had been in my mind all the time, 'What became of Queen Liliuokalani? Who is her successor?'"

"The woman's voice quivered with emotion and her eyes filled with



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tears. She was deposed in 1894, she told me. Then she died. We no longer have any Queen. Those happy days of old Hawaii are gone forever."

My audience was listening tensely now and the silence was profound. The moment was right for my rhetorical question: "Shi Kainā o Tonga monuia (dear brethren of blessed Tonga), will there ever be a time, in the history of Tonga, when the royal robes, the throne, the sceptre and all the personal treasures of your beloved Queen, will be exhibited in a museum and visitors will be asking, as I asked in Hawaii, 'Where is your Queen?' Will someone answer sadly, 'There is no longer any Queen or any King in Tonga. Those happy days are gone forever'? Will such a time ever come, my friends?"

I PAUSED and the silence was breathless. How they love oratory!

After an impressive moment, I shouted, "No! No! This shall never happen if you remember what I tell you now. Be faithful to your good Tongan customs and language. Be faithful to God and religion. Be faithful to your traditions."

"In Tonga you have no silver mines or gold mines, as some countries have. But you have a far more precious treasure, fe'ofaofani (brotherly love). You have that wonderful family spirit, that willingness to help each other. That is

your God-given gold and silver. That is your treasure. That is why the royal coat of arms bears the words: 'Koe Otua mo Tonga ko hoku Tofia' (God and Tonga are my heritage).

"Cherish your God-given heritage. Don't lose it by a silly and servile imitation of the white man and his customs and manners. Remember, each nation has its own customs, its own traditions, its own language. Keep yours. Love them. They are part of God's plan for your happiness. Be faithful to God."

"Now I must warn you of a new

'religion' that is growing among you. . . ."

I could sense painful surprise and eager curiosity in my listeners. But the Queen was smiling. Was she guessing what I had in mind? Was she encouraging me to say it?

"Yes, my friends," I continued, "this new religion is an enemy of the Kingdom of Tonga. Its name is Kumete Kava (the kava dish)!"

I saw dozens of heads going down like a field of golden grain bending under a sudden gust of wind—heads of some of the big chiefs bending in public acknowledgement of guilt.

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And how Her Majesty was enjoying it! She knew it was for their good.

"Instead of going to church on Sunday," I continued my indictment, "many of you gather and drink kava! You are enemies of the state! You are enemies of the Queen! You are hastening the day when her throne will be in a museum, when someone will say, 'We have no Queen.'"

ANOTHER short, dramatic pause allowed the words to sink into the minds where they were needed. The Queen still smiled. She chuckled with delight when I went on, "Go to church every Sunday! Protestants and Catholics both—go to church! And remember—the doors of the Church are always wide open to welcome everyone!"

When it was all over, Her Majesty thanked me profusely for my little speech. It had pleased her immensely. We were friends from then on, through all my years in Tonga. Her kindness to our Catholic people is one of my happiest memories. She visited Haapai a number of times after that, but I saw her only four or five times, as I would often be away on a trip when she came to Haapai.

Now one last word, an open letter as it were, to Her Majesty, Queen Salote:

E Afiona (Your Majesty), do you recall that busy day in August, 1951, when you gave me an audience in your beautiful palace in Nukualofa where I had come to say goodbye before leaving your Kingdom forever?

How kindly and patiently Your Majesty listened to me. How sincerely you thanked me for my efforts to help your people, who were my people, too.

Do you remember, Your Majesty, how just before I left you suddenly arose and, in a spontaneous gesture of motherly gratitude that took me quite by surprise, you kissed me on both cheeks?

God bless your noble heart! May He spare Your Majesty for many, many years to come! May you live to see your grandchildren, the joy and hope of your life, grow up into good and loyal men and women, filled with the love of God and of Christ, Our Blessed Savior.

May the Prince of Peace ever continue His providential protection over your little kingdom, the happiest little Kingdom in the world. May the words of Your Majesty's splendid motto remain as true in your descendants, all down through the centuries, as they are in your gracious self: GOD AND TONGA ARE MY HERITAGE!

† Misses Morah Campbell and Hazel Towell, of Randwick, left Sydney on May 26 to work in Suva.

SEARCH FOR OIL AROUND SEPIK HEADWATERS

OIL is where you find it—and when you can get it—and sometimes the wait for it is a long one.

After a wait of 20 years, Enterprize of New Guinea Gold and Petroleum Development, No Liability, were granted their permit to search for oil in April.

Territory representative of the company, well known Territorian A. E. Jentsch, of Wau, with a geologist, in May made a visit to the permit area, which covers 1,650

square miles at the headwaters of the Sepik. Its western boundary is along the Dutch border, and the area is generally situated roughly between Green River and Telefomin.

The initial visit was to survey future bases and possibilities of transport.

It is expected that a party will go into the area in July to start operations.

A week or two before the permit was granted, APC finished a survey in the Telefomin area. APC has all the areas south of the border sewn up.

† Miss Heather Philp, of Fiji, flew to Sydney for the ball of the High School Old Girls' Union on May 11.

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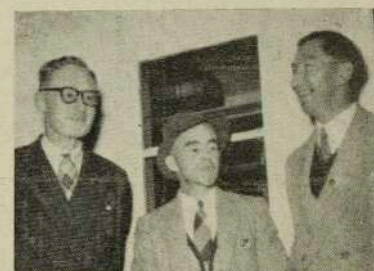
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Old Tahiti Resident



Mr. Frank Stimson, an old resident of Tahiti, lately sold his insurance business there and will depart soon for the United States, for a long vacation and a medical check-up.

New Guinea Travellers



Travellers to Papua-New Guinea by April "Bulolo":

Messrs. A. BEAVIS, R. McDONALD and J. ELSEY, of Kwato Mission, Samarai. Mr. Beavis was being seen off by the McDonalds and the Elseys. The latter are returning to Samarai in about six months' time, and the McDonalds will depart shortly on a trip to Scotland.

MR. and MRS. J. A. ROBBINS, who are going to Rabaul, to the service of the Methodist Mission. They were seen off by MISS JUDY THOMAS, a former resident of Wau.

YOUNG STUDENTS ANALYSE S. PACIFIC PROBLEMS

THE last issue of the journal of the Australian School of Pacific Administration, *South Pacific*, contains some articles of outstanding merit.

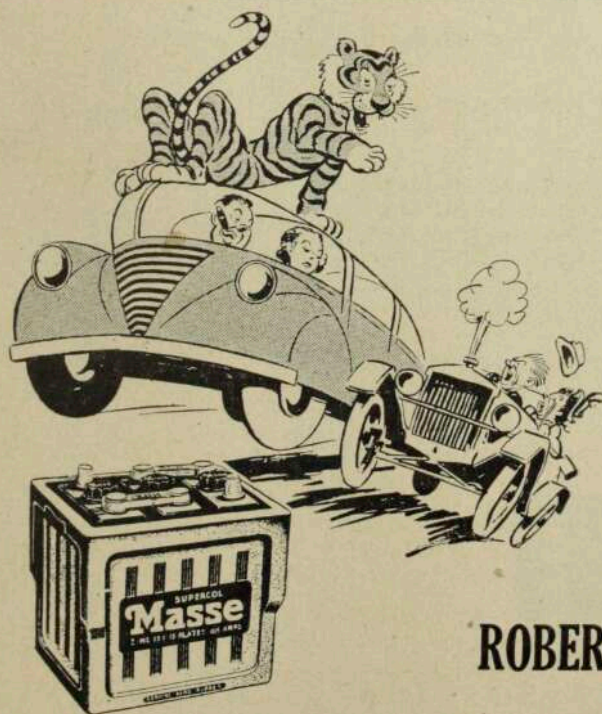
In "The Legal Problem Behind the Administrative Union of Papua and New Guinea," Mr. B. Bunting, a distinguished 1953 graduate of the School, examines a situation that not many people appreciate. Papua is a Territory of Australia; New Guinea is a Territory held by Australia in trust for the United Nations; their constitution is entirely different; yet Australia is trying to govern both with the same service and instrumentalities, and subject to the same laws, in terms of the Papua and New Guinea Act of 1949. As jurists see it, the thing bristles with legal headaches. Mr. Bunting sets out the problems in an interesting way.

Another brilliant young Pacific Islands student, Ronald Gatty (son of Mr. Harold Gatty, of Fiji) contributes another helpful study: "Fiji—Colony In Transition." Young Gatty is at an American University, and this apparently is a thesis he has prepared. It is a careful and thoughtful analysis, not only of Fiji's well known racial problem, but also of the less under-

stood but fundamental economic questions which are tied in with the changing condition of the three main communities.

"The Rice Problem In New Guinea" was part of a long article "Changing Native Education In New Guinea," by Dr. O. H. K. Spate, which appeared in an American magazine. Of all the projects which the Planners have thrown at Papua-New Guinea since World War II, the idea of growing rice there seems the soundest and the best. It will give the natives—both primitive and Europeanised—a new and valuable food; it will substantially reduce imports; it will directly help the Administration in what the latter regards as its main task—namely, the establishment of the native as a peasant producer of an article in general demand; and it will fit in with P-NG conditions, because there are vast areas in both Territories suitable for both wet and dry rice. Dr. Spate examines both the Mekeo (Papua) and the Wewak ricegrowing projects in detail, and his comments and conclusions should be helpful to all concerned.

Carryl Bonnet, young daughter of an American, Doctor David D. Bonnet, who is attached to the Filariase Institute, was killed by a passing truck on April 24 when she rode out into the main road on a cycle at Paea, Tahiti.



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RABAU AND LAE

Port Moresby Travellers



TOP LEFT.—Mr. Len Morris returned to Port Moresby, from leave early in May. TOP RIGHT.—Friends said farewell to popular Mrs. Prue Frank, who departed from P. Moresby, on long leave. LOWER RIGHT AND LEFT.—Rev. D. E. and Mrs. Ure, of the LMS, returned to Port Moresby from leave in Australia, in May. He was just in time for the May meeting of the Legislative Council, of which he is a Member.

—Photos by Papuan Prints.

Mr. John Johnstone, the South Pacific's most famous diver, is at present located in Rabaul, New Guinea, where if the scrap market revives sufficiently, he expects to engage in salvage work among war-time wrecks in the New Britain area. He became well-known as the leader of the group that

salvaged over £2,000,000 worth of gold bullion from the *Niagara*, which was sunk off the northern New Zealand coast in 1942. Within the last year, Mr. Johnstone, in association with a firm of English salvage experts, has removed another 30 bars of gold from the *Niagara*. According to his calculations another five bars remain.

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FIJI'S RACIAL-LIQUOR PROBLEM

Governor Again Seeks A Solution

SUVA, May 8.

FJI'S liquor problem, which in 1947 and again in 1949 stirred up the bitterest inter-racial political strife on record, has come up again with a possible solution laid before the Fijian Council of Chiefs by the Governor (Sir Ronald Garvey).

This plan, which long has been quietly backed by a minority of European and Indian "moderates," embodies a simplified control system involving liquor permits for all races alike.

Other than total prohibition—which has little support from even the strongest opponents of alcohol—this seems to be the only way out. It would at least get over the hurdle of "racial discrimination" for the benefit of Europeans—the point which has driven some Indian politicians to extremities of vehemence.

The Governor said: "It appears to me, after studying the opinions held by many different interests, that liquor-drinking must continue to be controlled; and I am strengthened in my support for its control by the numerous instances brought to my notice of the abuse of liquor by most sections of the population in the Colony. I am informed, on reliable authority, that anyone who wishes may now obtain liquor in quantity by one illegal means or another.

"This not only brings the law into disrepute, but it engenders a wrong attitude of mind to breaches of it. . .

"To my mind, it is clearly necessary that the present irregularities of the liquor law be evened out, and it may be necessary, under a revised law, to consider a compromise under which the permit system is applicable to all on a basis similar to that long used in licensing persons to drive motor vehicles."

Sir Ronald recalled that at the 1952 meeting of the Council of Chiefs, the Council recommended that "the principle of issuing permits for Fijians to drink alcoholic liquor should be retained and that the Fijian Affairs Board should lay down conditions for the issue of permits."

(The Legislative Council brawl in 1947—before the term of the present Governor—was touched off by a Government proposal to release all Indians from all liquor restrictions while retaining full restrictions on Fijians. The Government called this "establishing racial equality while protecting the Fijians"; but the European and Fijian members, with one European

exception, and with a single Indian supporter, put up such a barrage of opposition that the question went to a select committee. In 1949 the select committee reported that it could get nowhere; and there the matter has rested ever since).

¶ Rabaul recently received a visit from Mr. P. Bierstein, of UNO, who is stationed in Manila, but who has been travelling for the past months throughout New Zealand, Australia and New Guinea, making a survey of sanitary conditions in these countries. He left Rabaul later en route for Hollandia, where he will continue his survey if time permits, before embarking for Manila.

The Pacific Islands Society

(Founded 1937).

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

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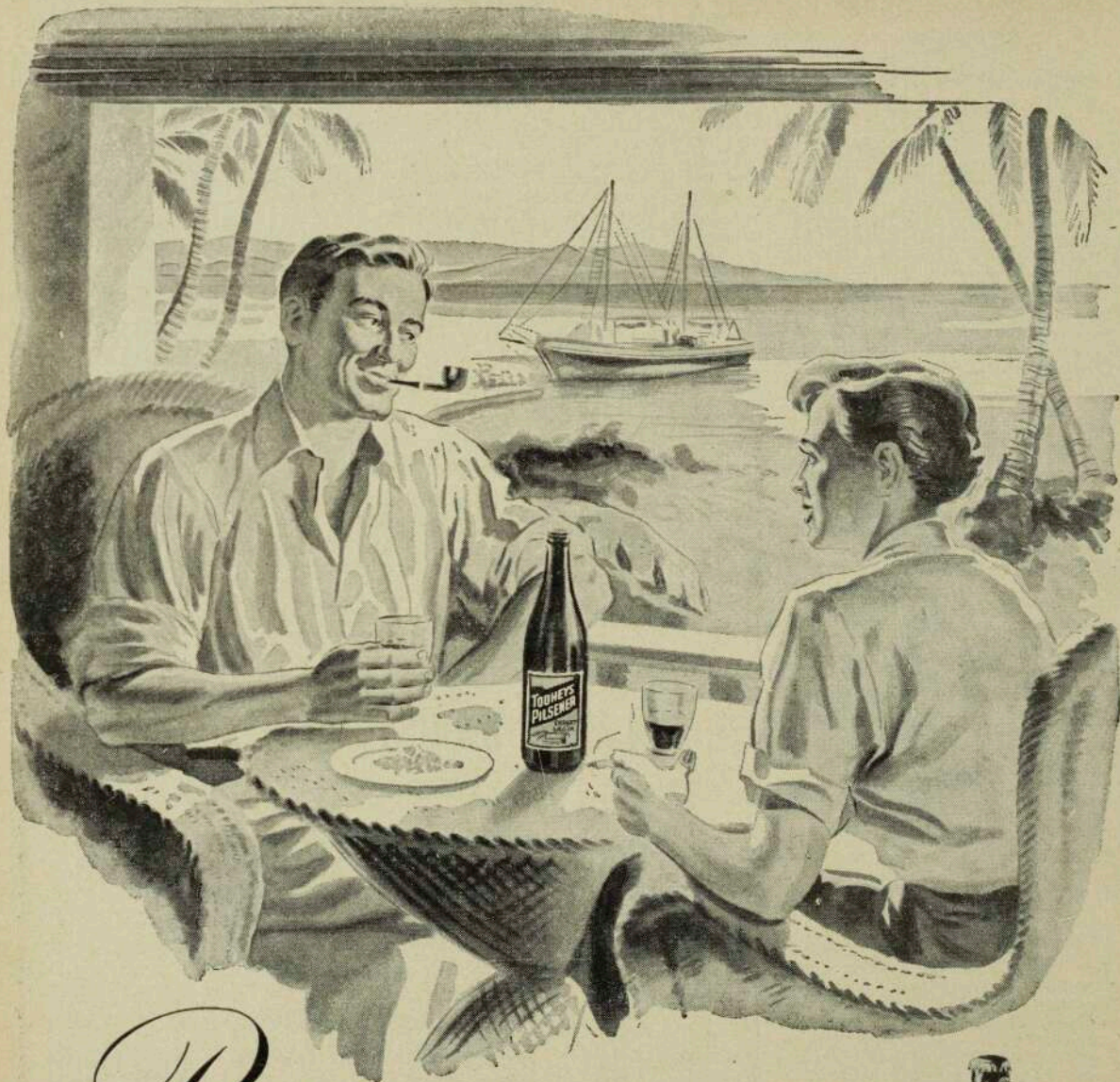
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W. SAMOA'S FUTURE NOW IS BEING PLANNED

From Our Own Correspondent

APIA, May 17.

THE fact that of the 12 Samoan and 5 European members elected to the new Legislative Assembly, only 3 and 3 respectively have been re-elected, may indicate some degree of dissatisfaction with the work of representatives during the past 3-years' period. Nearly all the retiring Samoan members contested their seats.

Samoan public interest is centred on the Development Plan of the NZ Government (the D-Plan or White Paper). It has been discussed by a "Working Committee" appointed by the High Commissioner (Mr. G. R. Powles), which has been sitting for over a year without producing any tangible result or concrete recommendations.

The people of Samoa are aware that implementation of the D-Plan, with its political, social and economic proposals, will mean a very large increase in capital and current expenditure. The present revenue will be insufficient to pay for this.

The impression also prevails that the Government is inclined to rush the D-plan through within a short period, and that for this the small

emergency Reserve of £500,000 will be used. The former Legislative Assembly took the view that this use of the emergency Reserve and hurried implementation of D-Plan would spell disaster for the country. The Assembly wants to spread the implementation of D-Plan over a number of years and "pay as you go" from the normal revenue of the Government.

Though most of D-plan is generally acceptable, one of the proposed changes is opposed by both Samoans and Europeans. This is the abolition of the Matai or Chief system and the introduction of universal franchise to include untitled men and women. The time for such a revolutionary change in the Samoan traditional way of life has not yet arrived—it could have a bad and far-reaching effect. Maybe in a generation or two, the Samoans will themselves decide to alter their matai system. To force the change upon them would be unwise.

As present revenue is insufficient to carry the D-Plan, a Government taxation expert is investigating possibilities of new sources. An income tax is proposed to get some of the greatly increased incomes of planters and merchants. It is also suggested that the Government may reintroduce the Samoan head or poll tax, which was abolished during the Mau rebellion in the late twenties.

Mr. and Mrs. L. A. Lawlor returned recently to Suva from a round-the-world trip, which occupied nearly a year and included visits to the United States, the United Kingdom, Europe, Singapore, Hong-kong, Australia and New Zealand.

As part of their plan for publicising the new landplane service between Auckland and Fiji (via Nadi, to take the place of the direct seaplane service between Auckland and Suva) the Directors of TEAL, in May, carried a group of NZ pressmen on a tour of Fiji, while a group of Fiji pressmen briefly toured NZ. The Fiji press party comprised two Europeans, one part-European and three Indians; and it enjoyed lavish hospitality and other manifestations of New Zealand's goodwill towards Fiji. The NZ journalists had an equally pleasant time in Fiji.

PACIFIC ISLANDS AIR PHOTOGRAPHS

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BIG NEW TIMBER MILL IN N. GUINEA

P. MORESBY, May 16.
MACHINERY for the Trans-Busu timber mill (Huon Gulf area east of Lae) will arrive at Lae on the *Sinkiang* in mid-June.

According to Messrs. Murdoch and Murphy, principals of the operating company, South Pacific Lumber Company, it will take another six months to get the new mill into full production, and then there should be no more need to import timber into the Territory.

Murdoch and Murphy have a small pilot mill working at the moment which is doing a good job, turning out some timber for Territory consumption, and other timber to build the factory.

The mill expects to produce a big proportion of floorboards and weatherboards. The price in the Territory will be no cheaper, because timber is standard prices, but it will probably make it easier for Territory builders; for floorboards are in short supply in Australia, too.

The bridge across the Busu, which was an integral part of the letting of the contract last year by the Administration, has been completed for some weeks.

The trans-Busu Timber Permit, for which tenders were invited in last year, covers an area of approximately 21,000 acres of mixed rain forest, eastwards of Lae—the

biggest timber permit yet granted under tender. It confers exclusive right to cut 70,000,000 super feet within 10 years. The timbers available are Anisoptera, Taun, New Guinea Walnut, Pacific Maple, Erima and Terminalia.

Messrs. Murdoch & Murphy are a well-known Victorian firm of sawmillers and timber merchants, with headquarters at Healesville.

¶ Mr. "Cherry" Lane, of Goroka, Eastern NG Highlands, left Sydney on May 8 to return home after several months holiday in Australia.

¶ Mr. H. E. Maude, OBE, one of the Research Councillors of the South Pacific Commission, has gone to Europe on long leave. He and Mrs. Maude sailed from Sydney for London in April and will return to Sydney, late in 1954.

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Fijian Footballers Attract Australian Crowds

THE touring Fiji Rugby Union players have been scoring an unprecedented number of points against Australian teams and drawing an unprecedented number of people through the gates to watch them play.

They won six of their first seven matches to May 31, scoring an aggregate of 262 points against their opponents' 71; and it appeared likely that after another two matches the tour costs of £15,000 would be more than covered. The remaining eight matches would make what the Rugby Union treasurer called modestly a "financial success" out of the tour.

The Fijians' only loss to that date was to NSW, 13-16. In their other six matches they defeated South Harbour (Sydney) 24-11, Metropolitan 11-8, Newcastle 28-15, Southern Districts 64-0, Toowoomba 69-5 and Queensland 53-16.

They could score still higher totals when they meet weaker teams in Melbourne and Adelaide, where Rugby plays second fiddle to Australian Rules, and in the NSW country towns Tamworth, Wagga and Orange.

Leading try scorer in those first seven games was centre George Cavalevu, with eight. Centres Bui and Taga and winger Dewai each scored four. But the highest scorer was half-back Vatubua with a total of 58 from 23 goals, two penalties and two tries.

As indicated by their scores, the Fijians had trained and played themselves into top form for the first test against Australia on June 5. Their 69 points against Toowoomba were the highest for any match in either of their tours. They ran them up with a speed and power that surpassed any previous form, even though the team was not the strongest they could field.

The giant, hard-playing but sporting visitors are even more popular with Australian fans than they were in 1952. They will draw their biggest crowds in the three important test matches. Their last match before the first of these was to be against Brisbane under floodlights on June 2.

JUNE 7: Fiji lost the first Test to Australia, 19 to 22.

The Australian Rugby Union will more than likely send a team to Tonga in August.

Tongan officials have sent an invitation, asking the players to pay their own fares but promising them "a wonderful time."

COTTEE'S GROW-MORE-PASSIONFRUIT CAMPAIGN IN NG HIGHLANDS

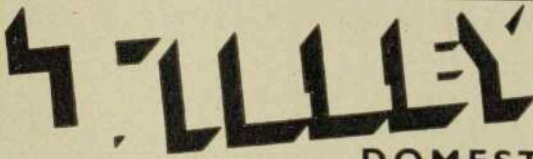
CAPACITY of the passionfruit pulping plant of Cottee's Passiona Ltd., at Goroka, New Guinea Eastern Highlands, has been increased. Part of the plant was recently replaced with new and bigger machinery.

The company's next objective is to persuade the native growers to extend the area under vines. The demand for its passionfruit products in Australia is ever-increasing, and the only obstacle in the way of meeting it is the native growers' lack of interest in supplying more fruit.

This aspect of fruit pulping in the New Guinea Highlands was, no doubt, foreseen by Mr. George Greathead, who directs operations at Goroka for Cottee. The difficulty of getting natives to make a sustained effort in anything of this sort is well known.

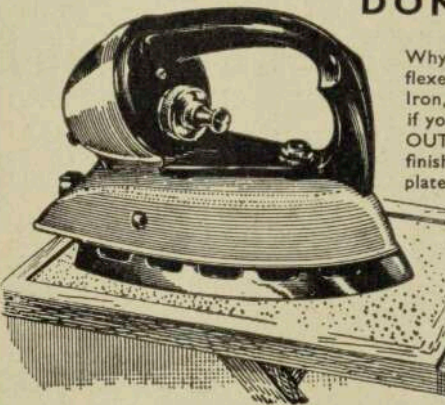
The supply of passionfruit to the pulping plant was based primarily on native effort. Comparatively small quantities of fruit are European grown.

† The Rev. A. P. H. Freund, of the Lutheran mission in New Guinea, was recently in New Zealand on a lecture tour for his church. Mr. Freund was a member of the Coast Watching organisation and the New Guinea Volunteer Rifles during the war.



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Niueans Reprieved

IT was announced in New Zealand in early May that the three Niueans—Latoatama, Folitoul and Tamaeli—who were found guilty last year of the murder of Mr. C. W. H. Larsen, then Resident Commissioner of Niue, would have the death sentence, which was earlier imposed, commuted to life imprisonment.

The NZ Privy Council, having considered an appeal against the verdict of guilty which had been upheld by two courts, earlier announced that it could find no reason for altering that verdict. The reprieve was the result of a meeting of the NZ Executive Council which followed several Cabinet meetings.

The men, who had been held for some months in Apia gaol, left there on a TEAL aircraft in mid-May, under police guard, to serve their sentence at Mt. Eden gaol, Auckland.

Observers at Satapuala airport, W. Samoa, noted that the three men, well dressed, smoking American cigarettes, and drinking cups of tea with other passengers, were apparently quite unperturbed—"on top of the world," as one onlooker put it.—JPS.

† Mrs. R. Coote, well-known resident of New Britain, returned to Rabaul in mid-May.

CINEMA MEN'S PLANS FOR NG'S BIG RIVER

From Our Own Correspondent

P. MORESBY, May 16.
AUSTRALIAN actor "Chips" Rafferty, and a companion, Mr. Lee Robinson, script writer, made a survey of the middle Sepik by launch in May, in search of a location for a film.

They found it at Kambaramba, which they said was a typical river village, and they plan to return with a cast and crew at the end of July.

Both Robinson and "Chips" are reported as saying that they have been surprised at the amount of material available for films in New Guinea, and that they intend to bring up a permanent unit to make more than one film.

The film they intend to make later this year is about an Administration patrol—with "Chips" as the patrol officer. Early accounts of the script paint rather a vivid picture of guns, arrows, blacks, crocodiles and right-is-might.

Mr. Rafferty and Mr. Rafferty's clothes created a deal of interest in Moresby. On the morning he left by air for Australia (in company with the Dutch ambassador and other VIPs) he wore saxe-blue jeans, a violent plaid "lumberman's"

shirt and a ten gallon hat.

Territorians hoped that that picturesque get-up was not a preview of coming events—and trembled for the reputation of District Services, which has always been rather a silent service.

† A daughter was born in Vavau, Tonga, recently to Mr. and Mrs. Ralph Sanft. Mr. Sanft is a well-known businessman in the town.

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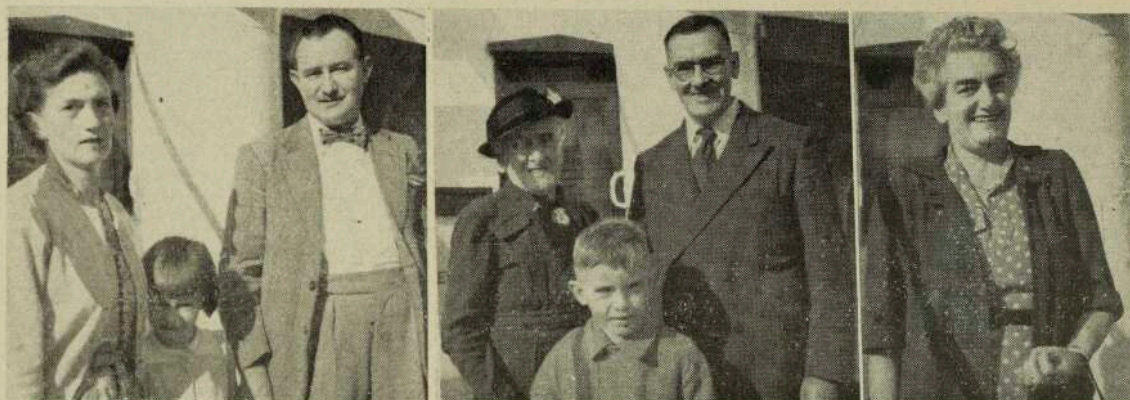
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Travellers to Papua and New Guinea



These Territorians were amongst passengers on "Soochow" which left Sydney for ports in Papua and New Guinea on May 4 (left to right):—

Mr. Gil Bayly, of the P-N-G Administration at Wau, who was going back after eight months' leave. With him were his wife and daughter Sandra. Mr. Ben Heape (Department of Treasury, Port Moresby), as Assistant Scout Commissioner he was in charge of the Scout party which was in Sydney for the Royal visit. Shown with him is his mother, Mrs. B. F. B. Heape, and his young nephew Roddy Heape. Mrs. Ben Heape, who is a Cub Master, is also interested in Scouting.

An Australian tour of two Noumea boxers, Kaoutch and Enoka, has been sponsored by their fans. Kaoutch holds the light, welter and middle-weight titles of New Caledonia, and Enoka, only 18, is an improving welterweight who has won all his fights on knockouts.

TWO TONGAN GIRLS DANCE AT END OF ROYAL TOUR

ONE of the most picturesque events which marked the return to London of Queen Elizabeth, on May 15, was a Commonwealth Cabaret at the Cumberland Hotel, provided by artists from all countries which Her Majesty had recently visited. And one of the most popular items was provided on behalf of Tonga by two Tongan dancers, Palu Vavau Tupou and Veilongo Fakaua, both first cousins of Queen Salote.

At the end of April, they flew by Qantas/BOAC Constellation to Rome, where they spent two days, and then on to London. The two

Tongan Princesses are talented dancers, and they took to London their own musical instruments and tape recordings of dances especially devised and recorded in Tonga for the London function. They were lavishly entertained in London, and their car flew the flag of Tonga.

After 16 days in London, where they were treated royally, even to the extent of driving in the open carriage Queen Salote had used in the Coronation procession, they flew back to Australia by Qantas. They spent a few days in Sydney before leaving for Tonga.

† Sister I. V. Cash arrived at Samarai, Papua, in May. She is to take charge of the European Hospital. Sister V. Quirke, who was in charge, has been transferred to Lae.

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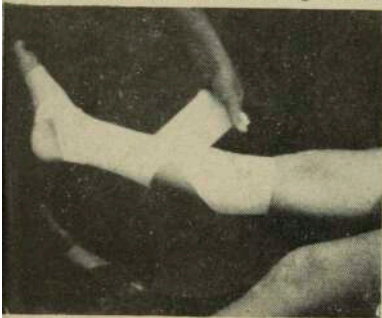
TREATMENT OF CORAL ULCERS

By EDWIN PYLE, MD

AS the doctor on the brigatine *Yankee* (on which Commander and Mrs. Irving Johnson are cruising in the Pacific with a crew of 21) I have been studying ulcers (particularly ulcers of the lower legs) as the result of coral scratches, cuts or abrasions. I must admit that my experience in treating these tropical ailments has been limited, but it has been very extensive in treating similar ulcers from other causes.

As ulcers developed by the crew have responded so rapidly to what I am going to suggest, I am influenced to write to the PIM in the hope that this simple suggestion will be tried by someone who has more cases to treat, and cases more chronic in nature.

There is no doubt that constant wetting retards the healing of all



How to wind the bandage.

wounds. It is also well known that the circulation, both of the blood and the lymph, is not as good in the lower legs, particularly in those past middle age, as it should be; and, since prompt healing depends very much on this factor, it should be borne in mind when treating lower-leg ulcers.

My suggestion is that all ulcers or wounds of the lower leg be treated by large compression bandages from the toes to just below the knee, over a copious dressing. For this purpose the best bandage is a 4-inch so-called A.C.E. or Ideal bandage. These bandages have stretch, but no rubber, in them; and, if put on snugly, they will compress the veins and the lymph channels of the lower leg to reduce swelling and thereby improve the circulation which, when all is said and done, is THE healing factor. These bandages are washable, and last a long time.

THERE is a trick to putting the bandage on so that it will not slip down. Begin behind the heel cord and encircle the angle once; then around the foot close to the base of the toes (two turns); and back around the angle; and

then spirally up the leg for about 4-6 inches.

Now comes the trick. Take the bandage diagonally up across the uncovered parts of the lower leg to just below the knee and make one circular turn here, just below the knee, to anchor the bandage. The enlargement of the calf prevents the bandage from slipping down.

With the remainder of the bandage in a figure of 8 fashion up and down, cover the rest of the exposed leg. It is not necessary to go around the leg again below the knee. A little practice makes it possible to apply this bandage evenly, snugly, and comfortably, so that it will not fall down or become loose.

A simple gauze dressing, with any kind of non-irritating salve (I use aureomycin ointment for the first few days, then zinc oxide ointment) and a large compress of cotton (preferably non-absorbent, such as is used under Plaster-of-Paris casts) make the compression even, and prevent discharges from soiling the bandage, which is used over and over again.

Dressings are best done in the early morning, before the lower leg swells, and only often enough to keep the ulcer clean; once a day, and then every two days. The less the ulcer is tampered with the better; but copious discharges irritate the skin and must not be allowed to accumulate. Use suf-

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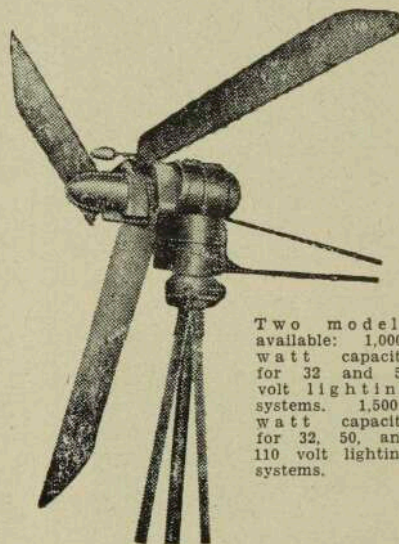
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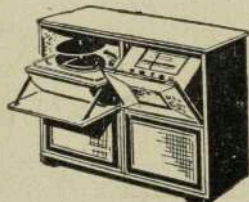
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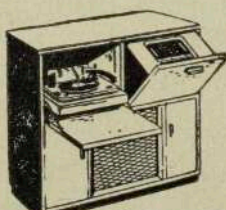
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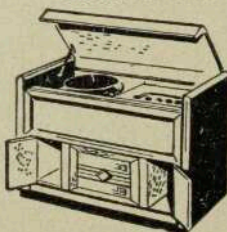
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ficient salve to prevent the gauze dressing from sticking and causing bleeding when removed.

When healed, continue with the use of the bandage for a short period to allow firm healing. Of course, the leg is kept dry during all this course of treatment.

EDWIN PYLE, MD,
Brigantine Yankee.

Volcano Viewing is Included in the Fare Close-Up of Mt. Langlia

VULCANOLOGIST M. Reynolds make a ground inspection of Mt. Langlia, at the Cape Gloucester end of New Britain, towards the end of May.

On May 24 he had made an aerial inspection of the volcano. So did a dozen other people—passengers in the same plane as Mr. Reynolds. This side excursion was included for free, in the usual Rabaul-Lae Qantas service (running two days' late that week, due to general hold-up of Qantas planes extending from Japan to Honiara).

Some of Mr. Reynolds' fellow-travellers did not appreciate the excursion much; but most of them took it in the manner in which it was meant, and were interested in a close-up view of a smoking volcano. However, that kind of vehicle—with tin seats, built like a string of large soap dishes along the sides of the plane—is not designed for close banking and turning in comfort.

For a while I solved the difficulty by kneeling on the floor, grasping the edge of the seat and viewing the volcano from that position through the window. But banking planes appear to do queer things to one's equilibrium, and, after a bit, I got back into my tin soap-dish as best I could, and peered out from under my left elbow. The plane appeared to be doing a vertical climb over a tremendous mountain.

"My God," thought I, "He'll never do it!"—and I could already see the headlines: PLANE PLUNGES INTO NEW BRITAIN VOLCANO.

But a second look showed that the plane was simply flying at some odd angle, and that what seemed a towering mountain was relatively flat coastal country. Presently, we straightened up and headed away over the sea to Finschhafen.

The vulcanologist was up front with the pilots, taking photographs. Because, normally, the run between Rabaul and Lae provides no excitement, my camera was locked up in my suitcase. But from what I could see from the plane, Langlia is not unlike Matupi, near Rabaul. It has the same broken-sided look,

with wreaths of smoke coming from its cone. The thick rain forest within half a mile to a mile from the mountain was covered with fresh ash.

Most residents of New Britain regard it as a good thing when these isolated volcanoes let off steam; rightly or wrongly, they believe it is a safety-valve. Langlia started to erupt on May 18; on the 24th, when we viewed it, it was quiet; but later began again to erupt. Langlia is sometimes spelt "Langla." I checked my spelling with the vulcanologist. It is his volcano; he should know.

Australian newspapers reported that the volcano threatened 250

natives and that the Administration was considering moving them. I could not see any villages that were threatened. I asked the vulcanologist, and he agreed. There was no sign of any lateral blast, as at Lamington.—J.T.

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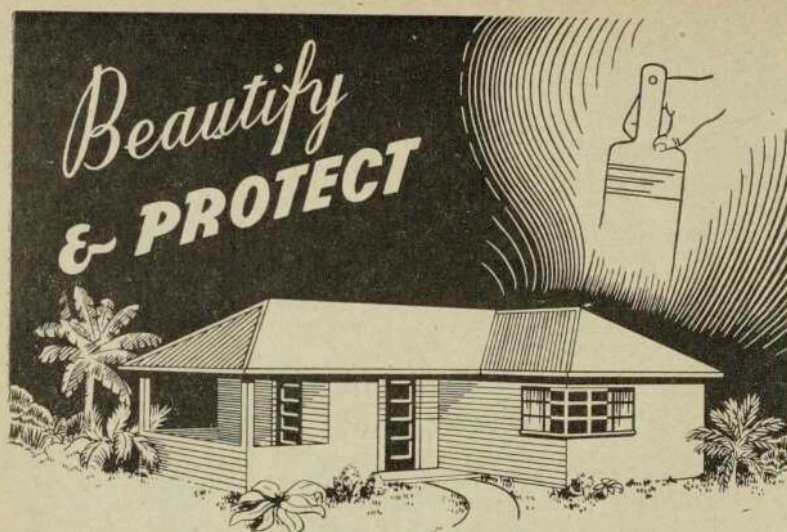
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Delay and Frustration In Developing Rabaul

SPEAKING at the May meeting of the Rabaul Advisory Council the District Commissioner, Mr. J. K. McCarthy, said that there obviously were not enough business sites available in Rabaul to satisfy the demand, and that it would eventually be necessary to create two main streets for business purposes.

He said that the local Land Board had been set an almost impossible task in allocating blocks of land. During the last sitting of the Board, 44 blocks were available, 126 applications were received and 88 of them were for *four blocks only*, in the business section.

The Council has made a suggestion that, in future, where blocks do not go to the highest tenderer, same preference be given to widows, and other deserving people.

EDITORIAL NOTE

Few people are likely to disagree with the District Commissioner, in that there are not enough sites available. Why not make them available, then, without further delay. It is now two years since it was decided to retain Rabaul as the administrative headquarters of New Britain. In the past twelve months there has been some new building and most of it, both commercial and domestic, is attractive. But the overall picture in Rabaul in May, 1954, is still one of raw untidiness. It is, with the possible exception of Santo and Vila, New Hebrides, about the most unfinished looking town of any note in the whole South Seas.

It is expected that within the next year, a big improvement will be made—particularly if building land is made available and people are given some encouragement to build upon it. But at the moment there are still large areas covered with weeds, rubbish and war-time debris.

Most of the wealth of Papua and New Guinea comes out of the area of land immediately around Rabaul. Comparatively little wealth comes out of the increasingly attractive town of Port Moresby—or even from behind the modern town of Lae. This state of paradox cannot be altogether explained away by the fact that Rabaul's future was a matter of uncertainty until June, 1952.

The Fono of Faipule (Samoan Parliament) has requested the Samoan Government to establish a Cocoa Board for the protection and assistance of cocoa producers in the Territory. There now will be Boards for the three main agricultural industries—copra, bananas and cocoa.

84 SAMOANS FOR US NAVY

PAGO PAGO, May 10.
AFTER one month of mental and physical examinations, plus special interviews, Lieut.-Commander J. W. Vercher, USN., and five assistants finally weeded carefully through over 1,000 American Samoan aspirants and selected the 84 best qualified men for enlistment in the US Navy.

Two huge Naval aircraft, R-6-D's, largest planes ever to land at Tafuna Airfield, in American Samoa, arrived in April. The following morning, the 84 recruits said their many goodbyes to a throng of over 2,000, plus nearly every motor vehicle in Samoa, and departed in the *Va'alele Tele*—the great flying boats.

Lieut.-Commander, Vercher said this experiment was "a most novel one," but he was inclined to recommend that further recruiting be done here for all three services.

These men will be trained for their three months at the US Naval Training Station, San Diego, California.

UNWANTED PASSENGERS

After a pleasant ten days stay in Pago Pago, the coast-guard cutter *Kukui* (300 tons—largest ship in the US coastguard) left with 32 Samoan servicemen who had completed local leave, and 13 other Samoan passengers, mostly wives and children of servicemen bound for Honolulu. Out at sea, three more passengers (unofficial) were found. Two of the stowaways were aged 18, and one 16. They had hoped to join relatives in Hawaii. The *Kukui* did not have time to return to Samoa, so dropped the uninvited guests at Swains Island. Here the boys will cut copra to earn their keep until they can return to Tutuila.

An hour after she left Honolulu for Pago Pago, the *Kukui* was called

back to Pearl Harbour to pick up two Samoan servicemen who had just been flown in from Japan and Korea, to see their dying parent in Pago Pago. They were Corporal S. Matina and Private Aano M. Pili. They thus saw their father, Pastor Matina Pili, before he died.

NOT FOR PRIVATE USE

A new official order in April grimly announced that henceforth use of Government motor vehicles must be for official purposes only. There is to be "disciplinary action" if the order is disobeyed. Since then, prices of second-hand cars have risen in an unseemly manner.

New Catholic Institution for Suva



The New Home of Compassion.



There was a notable ceremony in Fiji on May 9, when the Apostolic Delegate from Australia, His Excellency R. Carboni, opened the new Roman Catholic Home of Compassion (top photo) at Tamavua, near Suva. The ceremony was attended by the Governor of Fiji (Sir Ronald Garvey) and the Mayor of Suva

(Councillor D. M. N. McFarlane). The photo shows, left to right, some of the leading Church figures at the ceremony: Father Barbureto (Secretary to Apostolic Delegate), Sir Hugh Ragg (Chairman of the gathering), His Excellency R. Carboni, Rev. Mother General Zita, and the Rt. Rev. Victor Foley, Bishop of Fiji.

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RABAU FAREWELLS POPULAR MATRON

From Our Own Correspondent

RABAU, May 26.
RABAU people have been saying farewell to Matron Isobel Hanlon, of the European Hospital, and a round of functions has been the result.

About 200 friends gathered on the lawn at the home of Dr. Ben Pike last Saturday evening. Nursing Sisters of the hospital helped to serve a delightful buffet dinner.

Mr. J. K. McCarthy, District Commissioner, commented on the years since the war, in which Isobel Hanlon has become such a well-known and much-loved figure in the community.

The New Britain Ladies Club held an afternoon tea on Tuesday last, in order that many friends of Matron Hanlon could be present in Rabaul from outlying districts.

A cocktail party will be held at the New Guinea Club on May 27, where the majority of the business people will be able to say their farewells and express appreciation of her sterling work.

Various private dinner parties and small gatherings by more intimate friends have also been arranged.

Matron Hanlon expects to leave Rabaul on 4½ months furlough. After her holiday, she will return to Port Moresby to relieve one of her col-

leagues who is due for long leave. It is not known now whether Matron Hanlon will return to Rabaul—but everyone hopes so.

Walter Brunn was fined £30 for flying his Auster aircraft below 500 feet at Balmoral Beach, Sydney, and another £30 for having flown in such

a manner as to cause "avoidable danger to persons." It was alleged that he dived to within 50 feet of the beach. His counsel said he certainly would not do it again, and that he would not fly any more in NSW because he was going to New Guinea, where he might do some commercial flying.

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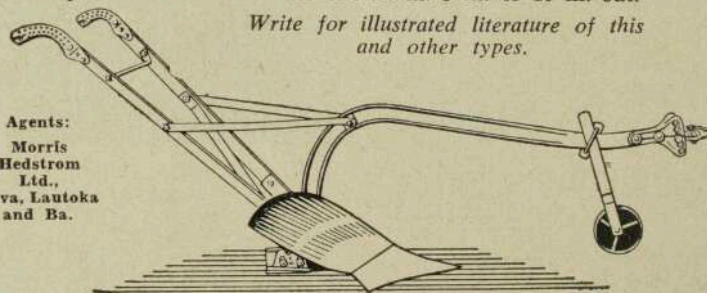
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A Party of Bishops In Rabaul

From Our Own Correspondent

RABAUL, May 26.
AT Rabaul, we are feeling just a little overwhelmed, ecclesiastically, right now. Recently we had a visit from Cardinal Gilroy, and members of his own church and others alike were all impressed. Then, while we were still a little awed by this, we were visited by no less than four Bishops of the Anglican church.

Actually the visit was not planned to include Rabaul, but Qantas Empire Airways plane, en route to Honiara, BSIP, was obliged to night-stop at Rabaul because of delayed connections. Thus came our honour.

Included in the party were the Most Rev. Reginald Owen, His Grace the Archbishop of New Zealand; the Rt. Rev. A. H. Johnston, Bishop of Dunedin, NZ; Bishop

Phillip Strong, of New Guinea; and Bishop David Hand, of New Guinea. Also accompanying the party was the Rev. E. Hawkey, Secretary to the Board of Missions from Brisbane, who was en route to the Solomons to make a film of native life.

On very short notice, Mr. J. K. McCarthy, District Commissioner, New Britain, arranged for a Guard of Honour to meet the plane, which arrived about 3 pm on May 25. At an evening reception (also very hastily arranged) at the Rectory in Malaguna road, where some 50 people gathered to meet the party, His Grace was officially welcomed to the District by Mr. McCarthy.

One interesting point which came out at this stage, was that Mr. McCarthy was able to inform His Grace that natives on an island near Manus speak Maori.

The party left by Qantas Empire Airways early this morning, on their way to Honiara where a short tour of the area has been arranged, before they take part in local ceremonies in connection with the consecration of the Rev. A. T. Hill as Bishop of Melanesia.

Before the war the Bishop-elect worked in Rabaul and on the Anglican Mission stations on the South Coast of New Britain.

Returned on Bulolo



Amongst returning Papua-New Guinea residents on MV "Bulolo" during her May trip, were, top: Miss J. O'Connor, of Moresby, who had been holidaying in Australia. Mrs. E. J. Frame, well-known Moresby resident, who also had spent some months South. Lower: Mr. and Mrs. Larry Starr, owners of Lae's very modern theatre. They had been in Australia for four months.

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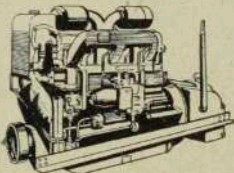
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Points From Their Speeches . . .

IN its final meeting (between May 10 and 13) the first Papua-New Guinea Legislative Council produced no fireworks, and no contentious legislation. Frequent adjournment motions allowed members to air their pet subjects, in some cases for the benefit of the public, before the new Legislative Council is selected in October.

The Administrator's statement on the last day of the meeting was something of an anti-climax. With very little reason, some members expected the Administrator to produce a spectacular announcement of policy—particularly with regard to land settlement. And one member of the Press arrived with a dozen sharpened pencils to take it all down.

The "statement" was a statistical report of Territory activities during the three years of life of the first Council. In view of the imminence of the Australian Federal elections, it could scarcely have been much more.

Here are some points various members made in speeches during the meeting:

PLEA FOR NATIVE GIRLS

There should be equal educational opportunities for native boys and girls. At present, education favours boys—particularly so in the numbers sent to Australia for secondary education. The position will soon be that these boys will be returning and will be unable to find girls of similar educational standard whom they can marry.

The Legislative Council should make a law forbidding "bride price." The high cost of wives, and the fashion of changing wives was a bad thing. So was plural marriage. In some districts one man had two or three wives, and others had none.

There should be a guaranteed market in Australia for all the produce of Papua and New Guinea. P-NG gets the bulk of its requirements from Australia—Australia should reciprocate by taking the Territory's primary products.

—Simogun, Native Nominated Member.

NEW PUBLIC WORKS

P-NG will spend £424,000, additional estimates, on works and maintenance this financial year. £262,000 of this amount will be financed from savings in other Departments and the remainder is already on hand because internal revenue collections are higher than anticipated.

This financial year, £187,000 will be spent on housing and office accommodation in Papua and £172,000 on similar accommodation in New Guinea. The highest single outlay on maintenance is an amount of £224,000, for roads and bridges in New Guinea—a considerable amount of it due to an abnormal wet season which affected the Wau-Labu road in the Morobe District.

—Mr. H. H. Reeve, Treasurer.

Tenders will be called in June for the erection of eight Administration houses in Kavieng. Tenders will be called in October for erection of cargo sheds and wharf approaches in Kavieng. The wharf should be finished by January, 1955, and the shed in June, 1955.

—Mr. S. A. Lonergan, Government Secretary.

EUROPEAN TEACHERS

There is no shortage of European teachers for Kavieng or anywhere else in P-NG. Nine new teachers for European-type schools arrived in the Territory in May and the only factor standing in the way of staffing these schools is lack of proper accommodation—particularly for women teachers.

—Mr. W. C. Groves, Director of Education.

THAT EXPORT DUTY!

The Legislative Council has been of assistance to the planting industry of the Territory as a whole—with the exception of the decision to impose export taxes on primary produce. From the planter's point of view the most important legislation brought down has been in relation to native labour. This has been progressive and all planters will acknowledge the co-operation of the Administration in considering planters' views. The only real weakness in native labour was the numbers of natives who broke their agreements and left their places of employment. The export industries of the Territory are dependent upon the agreement system and measures should be taken to maintain the sanctity of agreements freely entered into.

During the life of the Council, members

Motor Vessels For Sale

DELIVERY MAIN AUSTRALIAN PORTS

- No. 1 — 1,000 tons D/W, classed 100AI in 1954. Built and engined by Burmeister & Wain.
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- No. 3 — 455 tons D/W, Lloyd's classification. Built and engined by Burmeister & Wain.
- No. 4 — Twin Screw, diesel motor ship, placed in commission in 1947. Wooden hull. Now undergoing annual survey and condition generally can be regarded as being almost new.
- No. 5 — Cargo Passenger motor vessel, 85 ft. x 20 ft. x 8 ft. 6 in. 240 h.p. diesel engine, heavy duty type. Vessel carries about 55 tons cargo, with cabin accommodation for 8 passengers. Was built in 1947 and general condition is excellent.



We are in a position to offer Steamers, Motor Ships, Auxiliary Ketches and Schooners, Tugs, Trawlers, etc., ranging from small to large tonnage.

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had seen the beginning of a new industry—the opening of the copra mill in Rabaul. At the same time, they had seen the death of the desiccated coconut industry in P-NG due to unfair publicity.

Rubber planters regretted that they still had no guaranteed market in Australia for their product and that there had been nothing conclusive in their fight for remission of the 2d per pound Australian import duty.

With the present high price which cocoa was bringing, planters were paying £50 per ton export duty. The planting industry always paid its way.

—Mr. B. E. Fairfax-Ross, Nominated Member.

LAND FOR A COMMUNITY

During his term of Administratorship, about 20 years ago, General Griffiths had set aside an area in the Talasea area of New Britain for the settlement of people of mixed descent. The scheme was given wide publicity and financial assistance was offered to people taking advantage of the scheme. Only two applicants came forward—one of whom was still there. He had been assisted to establish himself and subsequently had repaid every penny he owed the Administration.

The remaining land was still available in Talasea for people of mixed descent and this fact had been pointed out frequently to such people in the New Britain district. Only two applications had been received. One was withdrawn later. The other was under consideration.

—Mr. J. K. McCarthy, District Commissioner, New Britain.

MORE INFORMATION, PLEASE!

Granting secondary scholarships in Australia for native students was described last year as a temporary measure. But it had been subsequently announced that a second lot of scholarships would be granted next year. So far there had been no statement on when work would begin in the Territory for a suitable secondary school for natives.

Last year the vote for the Agricultural Department in relation to pest control was a paltry £2,000. Lack of control could threaten P-NG's most valuable export crops of copra and cocoa. It was hoped that the Administration could see its way clear to set aside an adequate amount to take care of pest control.

—Mr. D. Barrett, elected Member for NG Islands. (Over)

TWO USEFUL MODERN SHIPS

BUILT 1947.—Dimensions 85 ft. x 20 ft. x 6 ft. to 9 ft. Copper sheathed. 100 tons cargo with 21 ft., 12 ft. Hatch. Crew fore-castle. Cabins and engine aft. Speed 8 knots. at 520 revs., 160 Vivian diesel. Last Survey: July, 1953. 3 Auxiliary engines, radio, etc. Price: £16,000 N.Z.

STEEL TRAWLER.—The best of its kind in New Zealand. Built 1949, 55 ft. length, 15 ft. beam, 6 ft. 6 in. draft, powered six cylinder 132 H.P. Kelvin, echo-sounder (giving clear picture of depth and seabed), radio transmitter, good crew accommodation, interconnected water and fuel tanks to allow trimming, cork insulated hold 1,200 c. ft. Really well maintained and in perfect condition. Price: £16,000 N.Z.

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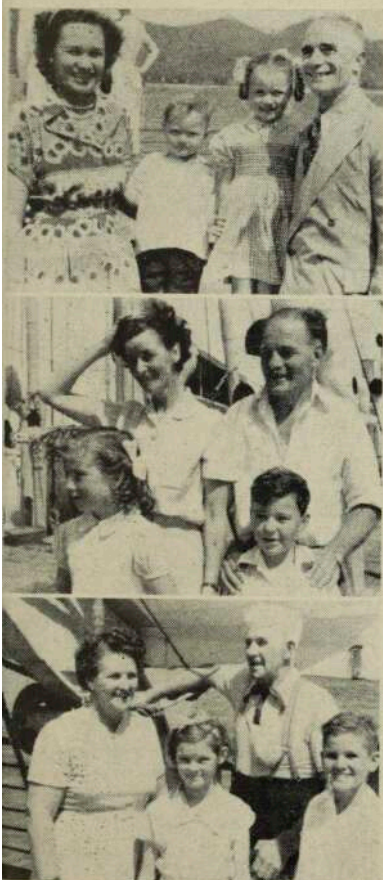
ANGLES ON NATIVE WELFARE

Few if any people in the Territory were satisfied with the proposed native liquor ordinance. He personally would support total prohibition if he thought it would succeed. He did not see why the welfare of 1½ million natives should be jeopardised for the comfort of 6,000 Europeans. But he felt that the abuses of prohibition would be worse than the present system.

—The Rev. D. E. Ure, Nominated Member.

The franchise, even that of a native village council system, was a right that

Cook Islands Bound



Bound for the Cooks in April:—Mr. and Mrs. H. S. Moreland, Cathie and Sandy, returned to Rarotonga after leave in NZ. Mr. Moreland is in charge of the freezer.

Mr. and Mrs. W. S. Burkitt, with Julian and John, went to take up an appointment with A. B. Donald & Co., in Rarotonga.

Mrs. Allison, with children Billie and Robin, returned from leave accompanied by her father, Mr. H. Douglas. Mrs. Allison's husband is Headmaster, Avarua school, Rarotonga.

demand a high degree of political maturity and responsibility. Frequently the franchise is held to be one of the basic rights of man. It is nothing of the sort. Parliamentary democracy is the growth of centuries and presupposes solid maturity in the people who practise it.

—The Rev. Fr. J. Dwyer, Nominated Member.

NORFOLK IS. PEOPLE GET TOGETHER IN SYDNEY

The Norfolk Island Friendship League had its second annual reunion in Sydney on June 5 (Bounty Night).

The League was formed in May, 1953, its objects being to uphold the Norfolk Island traditions of loyalty, to foster a

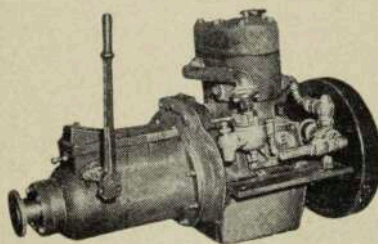
spirit of friendship and service among the Islanders and former residents, to encourage younger members to enjoy healthy social activities and to assist in cases of hardship, sickness and old age.

Demonstrations of the League's service are seen in its annual contributions to the Islands hospital and its meeting of all planes arriving in Sydney from the Island. It holds social functions on the first Saturday of the month to raise funds, and keep young people together.

The secretary, H. L. Leclark, can be contacted at 152 Lagoon St., Narrabeen, NSW.

Mr. and Mrs. Frank Behrens, of the SDA in Sydney, left for Papua in May. They will do medical missionary work at Vilirupu, Papua.

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"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.

Famous for solid construction, amazing fuel economy, low idling speed, ease of maintenance, the "Fisherman Six" engine is available in four models—direct drive, one-way clutch, reverse gear, or with reverse and reduction gear. Other CLAE models to suit boats to 35 ft.

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Papua-New Guinea.—Steamships Trading Co. Ltd., Port Moresby.

Fiji.—Burns Philp (South Sea) Co. Ltd., Suva, Levuka, Lautoka.

"Precision Built Since 1918."

Revelle, a Solomon Islander earning £8 a month as a ship's greaser, is returning home £6,000 richer after a week in Sydney. He won the lottery. Revelle had difficulty in comprehending the extent of his new wealth until he mentally converted it into wives and realised that he could buy 150 of them back at home.

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NORTH SYDNEY, N.S.W.

THERE MAY BE OTHER MARKETS FOR NG PEANUTS

Officialdom's Late Thoughts On Australian Prospects

IT was rumoured in Sydney at the end of May that another expert was on his way to New Guinea, this time on instructions from the Territories Department, Canberra, to investigate the peanut industry and advise growers on improved marketing methods.

Officers of the Department's Sydney office, on June 1, said that they had no knowledge of any such person being sent to NG.

According to the rumour, the Department is concerned at the dwindling market for NG nuts in Australia. This is no doubt true, because with Kingaroy nuts now being supplied in something more than plentiful quantities, NG nuts are all but unsaleable. Small quantities of uniform kernels are selling at up to 1/6 lb, and smaller quantities of nuts in shell at 1/- lb, with offers at 10d.

The writing has been on the wall for some time. If the Department's expert has gone to the Territory, he has arrived far too late to do any good this season, and perhaps next. He should have taken his advice there several seasons ago when it was seen that the Territory nuts would have to be greatly im-

proved in quality and appearance to stand a chance on the Australian market when plantings in Queensland and northern NSW were increased.

Furthermore, the Queensland Peanut Board is virtually Australia's peanut importing authority. It advises the Commonwealth Government on the likely consumption of nuts and estimates the local crops, and imports are allowed accordingly. The same Board has vastly increased the acreage under nuts in Queensland.

Northern NSW growers are very anxious to keep Australia a preserve for local growers and there was considerable agitation from them, a year ago, to prohibit imports.

OTHER MARKETS FOR NG NUTS

There is a considerable local market around Rabaul, NG, for local-grown peanuts, and probably there is as well in other centres.

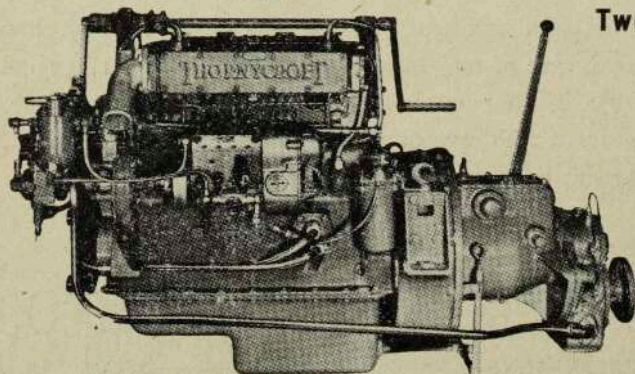
At the same time, one Rabaul agent, in May, was interested in buying local peanuts for shipment to Belgium. He was quoting 1/6 f.o.b. Rabaul. This is a far better price than is ever likely to be obtained in Australia.

The Continental market is one worth exploring. The UK Government must have had some idea of its potential when it launched, soon after the war, its now inglorious (and defunct) "groundnut scheme" in Africa.

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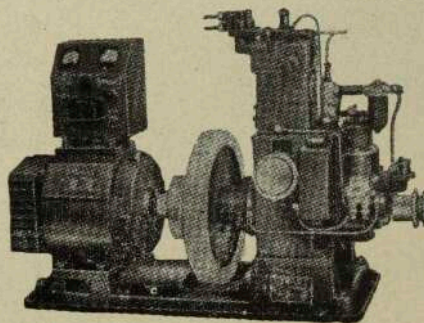
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Auckland Arrivals



Miss Emily Rex, Harold Wilson, Stephen Polata and Kela Kumitau; and (second row) Miss Tomokina and Mr. Kenny Vilua—all recent arrivals in Auckland from Niue.

Mr. and Mrs. Manuela and children, left, were met by Niue friends when they arrived at Mechanics Bay, Auckland.

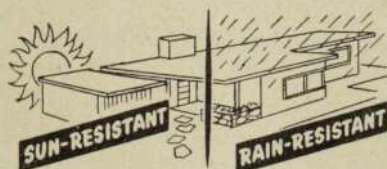
Mr. G. Arthur, late Director of Education in Fiji, left Suva, via Auckland, on retirement leave. Mrs. Schultz, of Ralatea, French Oceania, arrived on a visit to NZ.

A New Zealand Government architect arrived in Nukualofa, Tonga, in May to complete plans for Queen Salote's new palace. It is to be built a few miles out of Nukualofa, will be 2-storied and of cement bricks.

Fast, easy painting

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This enamelled paint is not only tough and long-lasting—it is by far the **easiest to apply**, especially in the tropics. Pammel brushes on smoothly, dries to a tile-like gloss. On exterior surfaces, it's highly weather-resistant; inside, it's washable, stands up to heat and moisture.



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for interiors PAMMATT

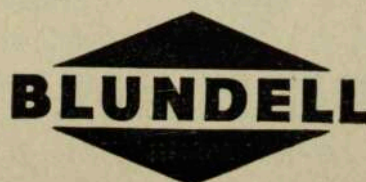


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DEATHS OF ISLANDS PEOPLE

"Yorkie" Booth Passes On

WHEN Mr. Charles Booth—widely and affectionately known as "Yorkie" Booth—died in Lae Hospital, New Guinea, a few weeks ago there passed on one of the best-known of the handful of men who were the first goldminers into the Bulolo Valley, before the discovery of Edie Creek. But, while most of the pioneers of the Morobe Goldfield came out with a fortune, "Yorkie" Booth died a poor man.

Mr. Booth was in Papua before World War I. He served in that war and suffered afterwards from shell-shock. He married Miss Doris Wilde, a Nursing Sister whom he met in the Brisbane General Hospital; and they went together in 1921 to the Kokopo area of New Guinea, where he was manager of Raniolo Plantation. In 1923 they lost everything in a trading venture; and, in early 1924, they induced Mr. Bill Money to take them from Rabaul to Salamaua in his schooner *Manam*.

It was a desperate venture. Salamaua then was only a bare beach and they had nothing except £130 worth of stores given to them on credit by Burns Philp, and their belief in the truth of a report that good gold had been found somewhere in there behind the mountains.

They could not get carriers, so "Yorkie" went ahead to examine the new goldfield, while his wife remained behind to guard the stores, and recruit carriers, and take in supplies. How she did it is part of the dramatic story told by Doris R. Booth in her *Mountains,*

Gold, and Cannibals, published in 1929.

On the way in, and scattered around the Bulolo Valley, they met many famous old-timers—Herb Wilson, Davey James, Peter Burke, Fred Smart, Royal, Stower, Reidy, "Sharkey" Park, Levien, Joe Sloane, Chisholm and George Arnold were some of them.

For some months the Booths

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TWIN DIESEL CARGO VESSEL.—126 ft. x 25 ft. x 9 ft. 7 in., steel construction, powered by twin 150 H.P. H.D. diesels. Auxiliaries: 2 Southern Cross driving generators; electric bilge pumps; steering hydraulic electric; 3 hatches; 2 diesel winches lifting 4 tons, 2 petrol 1 ton, 1 petrol ½ ton. Large refrigerator. Dwt. cargo 380 tons, 115,000 ft. super timber. Vessel out of Survey. Estimated cost renewal Commonwealth Certificate, £8,500. Price as she lays, £5,250.

STEEL BARGE.—44 ft., powered by 2 Morris marine diesels each 60 H.P., diesel winch and grab, in Survey and working. £3,500.

WORK LAUNCH.—24 ft. x 8 ft. 6 in., solidly built and powered with 8 H.P. Lister diesel 3/1 reduction. £850.

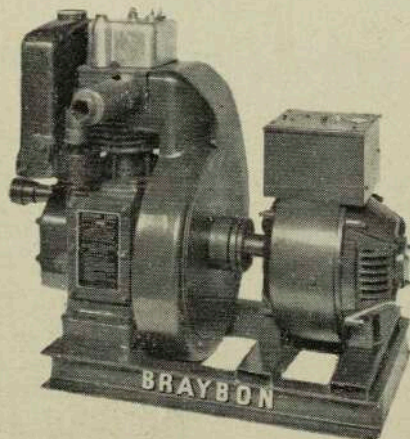
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fossicked up and down the Bulolo, until eventually they struck it rich in the Bulolo Gorge, in early 1925—"Cliffside" of to-day. They were helped very much by "Sharkey" Park. Thenceforward they prospered.

Early in 1926 Royal discovered his El Dorado, 7,000 ft up, on the upper waters of Edie Creek—but at first he told only Glasson, Arnold and Booth about it. "Yorkie" went straight in and pegged two leases—one for himself and one for his friend Hector Wales. By the time news of the great strike had got out and the rush commenced, "Yorkie" was digging out phenomenal gold from Edie Creek.

Royal's first track from the Bulolo up to Edie was extremely difficult; so Booth cut a new track from his "Cliffside" establishment to the Upper Edie—the notorious track which crossed 14 gorges—and henceforward that was the track mostly used. While "Yorkie" worked in the miserable cold and wet of Edie Creek, Doris carried on the claim at "Cliffside"—and there she met and helped most of the men going up and down to Edie; and here, at the end of 1926, she organised her famous bush hospital, with which she fought the terrible dysentery outbreak, an achievement for which she afterwards was decorated.

During this period, of course, Mrs. Booth was the only white woman in all that wild, untamed region. After three years of it she returned to Australia in 1927 and "Yorkie" carried on alone—still getting good gold. In the beginning, Mrs. Booth was the only person in the goldfield with medical knowledge; and her services saved many lives. She was greatly esteemed by the miners.

"Yorkie" Booth was famous in the Morobe goldfield not only as a pioneer but for some unusual characteristics. He loved animals, and animals loved him—his life more than once, when the natives were very dangerous, was saved by his dogs. Right to the end of his life he was notable for his dogs—he never saw him in Lae in these later years without his Great Dane.

He was famous also as a pistol shot—he could shoot with revolvers from both hands, with uncanny skill. And he was a man of original ideas.

The shortage of milk in the Morobe Goldfields, after the dredging area had been established by freighting, impressed him; and he had a dozen goats brought him at Salamaua from Australia. He walked them in through the jungles. Old hands still describe with glee the panic caused among the native toilers on the Bulolo when there appeared, marching slowly down the Kunai slopes,

"Yorkie" Booth and eleven goats—one had become a casualty somewhere. These were New Guinea's first goats.

In the 30's, Mr. and Mrs. Booth parted company. She remained at "Cliffside" (where she now is the Hon. Doris Booth, OBE, MLC)

while "Yorkie" devoted himself to other interests.

After the war, Mr. Booth, shrewdly impressed with the enormous value of the Bulolo pine forests, tried to promote a scheme for rafting lumber down the Morobe rivers; but the plan, if not impracticable,



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BAKER'S FLOUR



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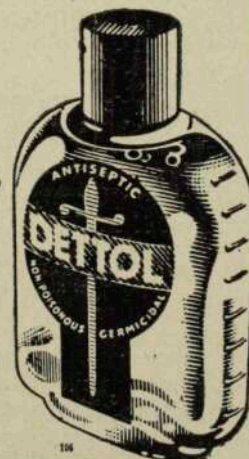
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THE MODERN ANTISEPTIC

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was premature, and came to nothing. In the later years he suffered much ill-health and resided mostly in Lae.

All old-timers, who knew the Booths in their halcyon days in the Bulolo Valley and Edie Creek, between 1924 and 1930, will regret the passing of one who was held in esteem, did much good among his fellows, and no deliberate harm to anyone.—RWR.

SIR CHARLES ROSENTHAL

The death occurred in NSW on May 12 of Major-General Sir Charles Rosenthal, aged 79, who was one of the most highly decorated

commanders of World War I. He was Administrator of Norfolk Island from 1937 to 1945. He did an excellent job in that restricted field—throwing himself with enthusiasm and energy into all phases of the small community's activities.

MR. J. a'COSTA

One of the oldest and most respected citizens of Levuka, Fiji, Mr. John a'Costa, died there on May 10.

He was born in Samoa but went to Fiji as a child. Most of his life was spent in Levuka, where he was on the staff of Morris Hedstrom Ltd. He was a keen sportsman.

He is survived by his wife, four daughters and a son.

MR. ALBERT PAQUIER

The head of the Public Works Department in Moorea, Fr. Oceania, Mr. Albert Paquier, died on May 11, after a short illness. He was a veteran of World War I, during which he was a prisoner-of-war for a time. His funeral at Paurani cemetery, Papeete, was attended by his wife and family and a large gathering of friends.

M. GEORGES JERUSALESMY

The death occurred at Makatea, French Oceania, on April 22, 1954, of M. Georges Ceran Jerusalem, aged 54.

M. Jerusalem, who was born in Papeete, had been wharf superintendent for the Makatea Phosphate Company for many years.

He was buried in Papeete on April 29.

MR. COLIN McINTOSH

An old identity of Apia, Western Samoa, Mr. Colin McIntosh, died recently at the age of 75.

Born in Scotland, he arrived in Samoa in 1925 and after working as a trader for O. F. Nelson & Co. Ltd., joined the Public Works Department from which he retired in 1952 after 20 years' service.

MR. A. V. GUY

The death occurred suddenly at Woomera, South Australia, on May 4, of Mr. Aubrey Valdemar ("Joe") Guy, formerly well known in Fiji, at the early age of 52. Mr. Guy spent 20 years in Suva as a draughtsman with the Lands Department, and left the Colony about two years ago on leave, prior to retirement. He joined the survey branch of the Australian Department of Interior, at Woomera, last year.

Mr. Guy was an outstanding draughtsman, and the initials AVG on many of the maps of Fiji in current use identify his work. He also left his mark on the postage stamps of Fiji. The map design of the current 2½d and 6d stamps, and the view of Suva Harbour on the 2/- stamp, are his.

Mr. Guy was a proof-reader on the Maryborough *Chronicle* before he joined H. and E. C. Robinson, map-makers, of Sydney, where he learned the draughtsmanship which later gained him his appointment to the Fiji civil service. He leaves a widow, and a young son and daughter.

The Commander of the French Forces in the Pacific Islands, Colonel M. F. Fray, arrived recently in Sydney, from his headquarters in Noumea, New Caledonia. He said his visit had nothing to do with the war in Indo-China. He visited the French Embassy in Canberra.

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South Australian orchards
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Mullaly — Wooller Wedding

THE marriage took place on Friday, May 7, at St. Canice's Church, Elizabeth Bay, Sydney, of Miss Robin Mullaly and Mr. John Wooller.

The bride is the only daughter of Mr. and Mrs. Dennis Mullaly of Natava Plantation, Rabaul; she had been attached to the Geology Department of the New England University. The bridegroom, the only son of Mr. and Mrs. A. R. Wooller, of Armidale, had recently returned after

two years post-graduate study in dentistry overseas.

Mr. and Mrs. D. Mullaly travelled from Rabaul for the wedding.

The bride wore a off-white, embossed satin gown, with a train and a three-tiered, finger tip veil. Her bridesmaids were Misses Margaret Clarke, Tup Mullaly and Shirley Greenwood, and, as flower-girl, 4-years-old Cheryl Owen, cousin of the bride. The best man was Dr. Mike Dwyer, and the groomsmen were Messrs. Don Wells and Peter Ray.

Dutch Ambassador in Moresby

Mrs. Gordon Carter, of Port Moresby, chats with the Dutch Ambassador to Australia Mr. A. L. M. Winkelman, during a reception in Port Moresby in May. Mr. Winkelman had been visiting Dutch New Guinea, but called in at Wewak, Wau and Bulolo, PNG, before staying for a few days in Port Moresby as guest of the Administrator. He said that the Dutch in their part of PNG were anxious to co-operate with the Australians in theirs.



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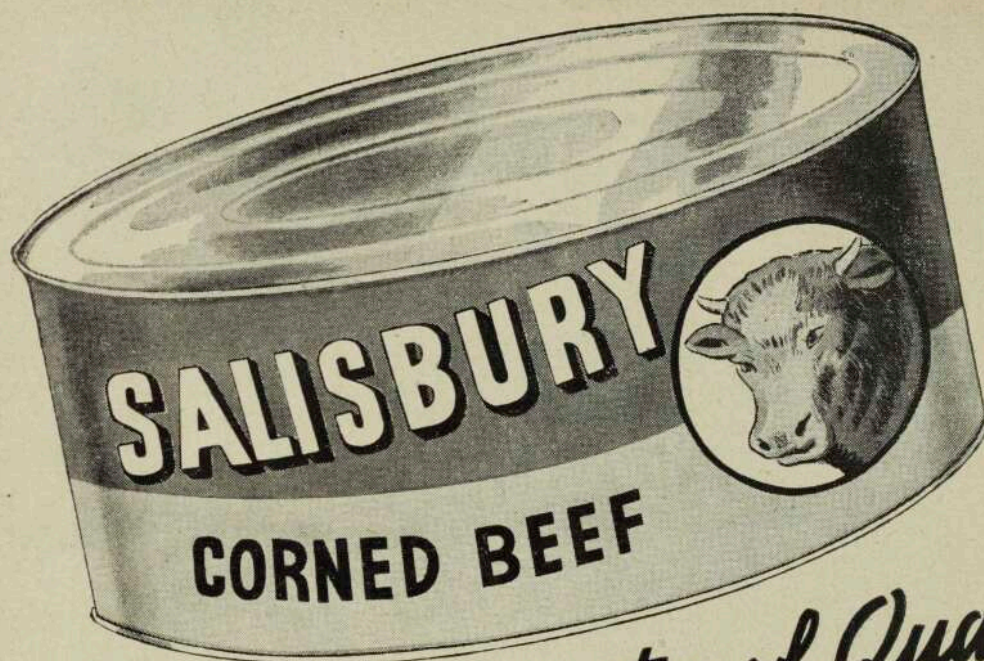
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LITTLE PROFIT OR PLEASURE IN OWNING SHIPS IN THE PACIFIC

Burns Philp's Chairman Discloses Some Depressing Figures

WITH the two great Australian maritime unions (seamen and wharf labourers) controlled by Communists, and directed by the Reds so that they can inflict all possible embarrassment and loss upon private enterprise, the Australian shipowners are experiencing increasing difficulties.

The South Pacific Islands' senior Company, Burns Philp & Co. Ltd., directly and through its various affiliations, is feeling the full blast of the Reds' activities in its shipping business. At the Company's annual meeting in Sydney, on May 20, the Chairman, Mr. James Burns, made it clear that, if the big concern had not spread its activities over so wide a field, it could not maintain its earning-power. Its shipping business is becoming an embarrassment, without adequate earnings, and it could not be carried on if it were not assisted by the Company's other activities.

Mr. Burns did not mince his words, and what he said, about ships and plantations, is of general interest to the South Seas. The following is from his report:

With regard to shipping (said Mr. Burns) we are building a small motor vessel to replace the *Tulagi*, which was lost by enemy action during the war. She should be launched about next September, and will probably be used mainly for inter-island work.

During the year, we regretted to have to sell the *Merkur* for breaking up, but she was getting old, and under present-day costs it would have been unpayable to give her an overhaul to secure a further four years' life.

It will probably be advisable to replace her in the Australia-Singapore trade, but this needs a good deal of reflection. Australian-owned vessels are handicapped in various ways, even if registered in London or elsewhere, with the scale of wages, hours worked, accommodation, etc. Also, if the vessel is found to be unsuitable for changing conditions, there is always the doubt about being allowed to sell outside Australia.

We have to compete against foreign tonnage in the Singapore and Islands trades, and we can only survive in the long run if we have equal conditions.

Before the last War, to cover these unequal Australian conditions, we used to receive a very large subsidy, running into between 50/60,000 a year, to carry on the islands trade. To-day, we do not receive this, so we have to go carefully.

For a repeat order for a vessel like the *Braeside*, we have been given a price of approximately a million sterling. This is £1,250,000 Australian; and, as our taxable income is reduced by about 10/- in the £, we would require to make 2½ millions Australian to provide the UK credit of one million sterling. This new tonnage will probably have to be provided, but we first want to get the new *Tulagi* paid for, as, although only small, she will cost us about half a million.

If we could only avoid week-ends with penalty rates, holiday, rainy days, and strikes, the going would be much easier. However, shipping is so interwoven with our business that we must try to carry on, although it provides us with a host of troubles.

I RECENTLY read the Annual report of the Chamber of Commerce of the UK, from which I give the following extract:—

"The replacement of ships is a continual process because of the varying ages of vessels making up a Company's fleet. When the time comes for an individual ship to be replaced, three courses are open to the shipowner—to build a new vessel, to continue to run an uneconomic ship in competition with more modern vessels owned by foreign competitors, or get rid of the ship without replacement and thereby reduce his and the country's capital assets. The cessation of the flow of orders indicates that owners are being obliged to forego the first of these courses and to choose between the other two.

"There is no sign of a resumption of orders, and 250,000 tons of ships from UK yards were cancelled in 1953."

The remarks made by Sir Frederick Rebbeck, managing director of Harland & Wolff, at a recent launching, are also interesting. He said, for 24 years prior to

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This new discovery makes it possible to quickly and easily restore vigour to your glands and body, to build rich, pure blood, to strengthen your mind and memory and feel like a new man in only 8 days. In fact, this discovery, which is a home medicine in pleasant, easy-to-take tablet form, does away with gland operations and begins to build new vigour and energy in 24 hours, yet it is absolutely harmless in action.

The success of this amazing discovery, called VI-STIM, has been so great that it is now being distributed by all chemists here under a guarantee of complete satisfaction or money back. In other words, VI-STIM must make you feel full of vigour and energy and from 10 to 20 years younger, or return the empty package and get your money back.

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1953, Harland & Wolff had the biggest output of new shipping tonnage in the world; but in 1953 they were only sixth. The reason, he stated, was foreign competition, and the tender labour position, with everyone ready to strike. Even the day before the vessel was launched they had a sit-down strike.

Another speaker at the same launching said his Company could recently have ordered a ship of 10,000 tons from German yards at 10% less than in England; and (what was even more important) they could give delivery within one year.

The huge original cost of new ships is a serious charge during their twenty years of life which has to be met—also running, overhaul, and expenses generally.

At any rate, we have no intention of building another *Bulolo*. This vessel was built in 1938/39, and I think is the most recently constructed of any Australian-owned passenger vessel on the Australian coast. She originally carried 246 passengers, but owing to demands for so many single-berth cabins for the crew, together with recreation rooms for officers, engineers, seamen, firemen, cooks and stewards, she now can only carry about 180 passengers.

The fact is, for the Islands trade with poor wharfage accommodation at most ports of call, we cannot build passenger ships big enough to give all the amenities the Australian crews want, and carry enough passengers to make the vessel pay. Therefore, under present conditions, the most we can wisely do is to build purely cargo tonnage.

Stockholders no doubt realise that we get no protection for our ships under the Australian Navigation Act, in the Papua-New Guinea trade, and we have to face world-wide competition.

Surely, from a national defence point of view, it is important for Australia to have an up-to-date mercantile marine in time of war to maintain vital communications with Northern Australia and New Guinea, also other Pacific Islands. It is shipping companies like ours, which, during the last War, provided much suitable shipping and experienced masters, officers and seamen, and many of these, with their invaluable local knowledge, were also selected as pilots for the American Navy and USA, British and other transports. We are still able to supply the same facilities, and are continuing to replace war losses with expensive new tonnage.

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Islands Travellers to NZ

Mr. and Mrs. H. J. Hulek and Roberta (left), of Suva, were met at Auckland recently by Miss Elaine Jagger. Mr. Hulek, on retirement leave, has been



Secretary of the Education Department in Fiji.

Mr. and Mrs. R. O. Marsack, of Apia, were holidaying in NZ in April. Mr. Marsack is on the staff of Morris Hedstrom & Co., Apia.



Mrs. Malama Head (centre of group) who represented Niue Island during the Royal Visit to NZ was farewelled by Niue friends and relations when she returned home in April.

from profits on which we have already paid high taxation.

WE are having great difficulties in Papua-New Guinea in regard to obtaining sufficient labour to run our plantations, and if we could fully man them, we could probably collect over 1,000 tons more copra, which, at the present time, is not being harvested. 1,000 tons at £75 per ton, for copra delivered to store at a main port, is £75,000, which would make a difference in plantation returns.

This is not all. We would like to grow cocoa and other products which would all help in the development of the country; but it would be foolish to go into other local ventures up there if we did not have sufficient labour to assure a reasonable chance of success.

Burns Philp (South Sea) Co. Ltd. and Burns Philp (New Guinea) Ltd. have also done very well, but there is increasing opposition all round—a condition which is natural to the development of all countries.

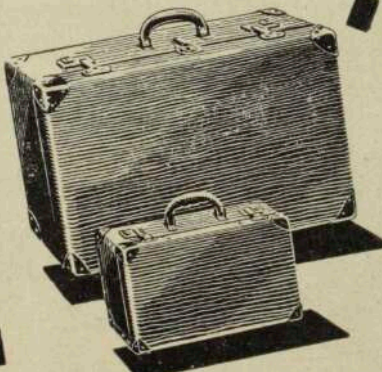
CENTENARY OF CAKOBALU'S CONVERSION

REPRESENTATIVE Fijians from every province—many of them in Viti Levu for the Council of Chiefs—attended a celebration in Bau on April 30 to mark the hundredth anniversary of Cakobalau's conversion to Christianity.

Rev. A. R. Tippet, General Superintendent, Bau-Ra Division of the Methodist Church, Fiji, said: "One has only to consider the efforts of trader Owen, of Adelaide, and naval men like Erskine and Pollard, to realise that the conversion of Bau to Christianity (Cakobalau had taken his subjects with him) had far more than a religious significance—trade, communications and general safety were involved. Indeed, it was only because this was so that Cession was possible."

After ceremonies by the Fijian chiefs, and a church service, the event was celebrated in Fijian fashion with serekali, meke, spear dances and a feast.

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Baffled Hunger for Land in NG

(Continued from Page 21)

annum to provide the settler with a living allowance. There was to be a machinery pool, and the settlers were to work as a group, helping each other as required.

The scheme seemed sound, feasible and desirable.

So far as I could ascertain, the servicemen became interested in the Warangoi after J. L. Chipper and Co. had opened it up for milling, and the applications of Mr. Chipper and his associates for agricultural land in the area had appeared in the P-NG Government Gazette.

The secretary of the Rabaul branch of the RSSAILA then spent a week-end out in the area and decided that the valley, about 10 miles wide by 20 miles long, would be ideal for a settlement scheme. There is no suggestion that the two groups had conflicting interests—although they might have had a better bargaining point if they had been able to join forces.

Mr. Chipper has been interested in the Warangoi since before the war. Around 1939 or 1940 he made a survey of the area. He went to the nearest village, a considerable number of miles away, and, as is the fashion of the country, asked for guides down into the valley.

There were no takers. It was a "place-no-good." No one ever went there; Mokolkols (the half-mythical nomads who are supposed to live in the Bainings) might be there, and might kill them.

Finally he went with a boy or two of his own. He saw no Mokolkols or any other human. But he saw good timber. I understand that he could not take up the area himself, but that a friend did so and that since the war he has acquired the timber rights.

In the past two years he has put in at least 15 miles of good road and at present his company is building several more miles upstream from the original timber camp—this road to include a bridge over one of the tributaries of the Warangoi. The road is used to haul logs to Kokopo, where they are towed across Blanche Bay to the mill at Rabaul.

Mr. Chipper says—and it seems to make sense—that it is uneconomic to build roads of the kind his company has made, simply to get timber out. The only justification for the outlay would be to plant up the land and so establish a permanent asset.

I saw this area 14 months ago. Except for the removal of more trees, there has been no change over these months. If a planting programme had been permitted

then, large areas would now be established under young cocoa trees.

THE schemes of both the Chipper group and the RSL have foundered on the same blunt, unyielding reply from the Administration: The land is native-owned.

According to a letter dated March 23, 1954, from Mr. McCarthy to the RSL in Rabaul "... There is no land in this District at present available for settlement."

Neither the Chipper nor the RSL group is prepared to take that as a final word; and they hope by persistence that their claims will finally be recognised.

They ask themselves, not unnaturally, is the Warangoi land, in fact, native owned? For if the Tolai claimed no ownership in 1940, how can they claim it now? And, if land is indeed necessary for future native requirements—as is reasonable to suppose—is there not still sufficient for both native and European?

A FEW weeks ago I was taken out beyond the Vunadidir native council headquarters, to a point that overlooks what appears to be about half of New Britain. In one grand sweep, from Mt. Farzen on the left, with the headquarters of the Warangoi behind, you look around an amphitheatre to the seacoast at the extreme right,

and away down beyond Kerevat to the mouth of the Vudal river where, I believe, they have settled some of the Tolai people. In the foreground, there are obvious signs of native settlement, but beyond that there is nothing.

I do not know how large is the

area laid out before one from that view point, but in square miles it must be considerable. Enough, surely, to allow for new European development, and to take care also of the wants of any number of yet unborn Tolais.

To borrow a premise of Mr.



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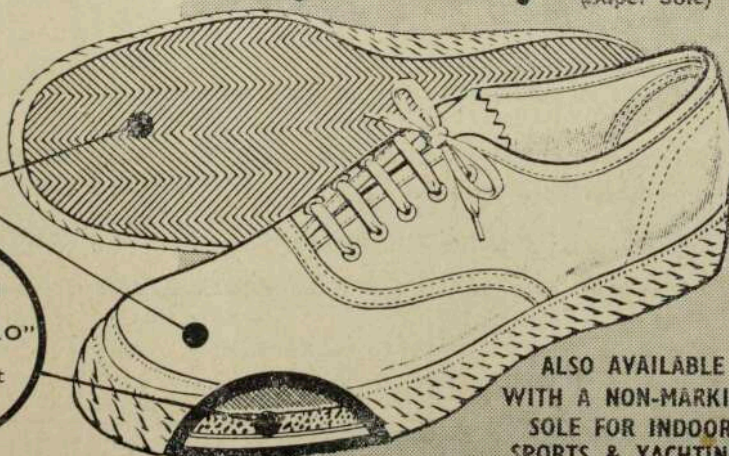
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PACIFIC ISLANDS MONTHLY—JUNE, 1954

145

McCarthy: the roads (provided by Europeans, and mostly in the German times) are the factor that has made the Tolais prosperous. So, if the Germans, in their wisdom, had developed Gasmata instead of the Gazelle peninsula, the Tolais would be New Britain's backwoods cousins to-day. That seems to be the logical development of Mr. McCarthy's theory.

The development and prosperity of the Tolais, therefore, are largely due to the influx of Europeans. Should not the Europeans then, have a moral right to share in the future prosperity that the area can provide? From the unoccupied land in sight from Vunadidir, there must be sufficient to pay back the Tolais

manyfold, for the plantation land alienated from them in the German era.

It is unlikely that there would be any "land rush." As Mr. McCarthy took pains to point out, planting is an expensive business and the hard work and waiting would sharply restrict the field.

It is an inescapable fact in P-NG to-day that the further one moves out from the Administration offices at Konedobu (Port Moresby), the less there is evidence of the blind faith in that mystical thing called the "Territory's future."

This is particularly noticeable around Rabaul, and paradoxically, because that district has had unprecedented prosperity in recent

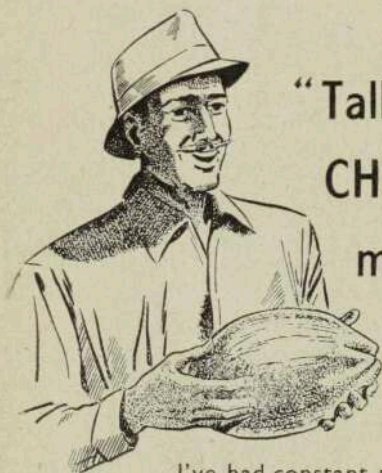
years. Most of the established planters there now can afford to establish some second string to their bow in Australia, and it is in this district, more than any other in P-NG, one so often heard the phrase: "I would sell up and get out for good—if I could get my price."

And the people they have in mind for paying their price are the affluent Chinese.

These planters probably *have* had it. Why not? Their years in the country have been long and honourable and there is no dearth of young blood eager to take up the torch—if encouraged.

A vigorous policy of European land development—soldier-settlement or any other kind—would be as a shot in the arm to Rabaul District. The alternative seems to be a future largely dominated by a solid core of established plantations in Chinese hands, with an increasing number of harassed officials keeping the country safe for Tolais to live in.

FOOTNOTE: It is the considered opinion of some residents of New Guinea that there never will be a soldier land settlement scheme there because its introduction would, in one sweep, cause about half of the most promising members of the District Services Department to resign, to take up land.



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Samoan Airlines Are Officially Approved

From Honolulu Star-Bulletin.

WASHINGTON, April 12.

APPROVAL of the application of A Samoan Airlines Limited, headed by Lawrence M. Coleman, of Honolulu, to operate a new South Pacific air line was formally announced to-day by the Civil Aeronautics Board.

The air line, besides providing regular service between American and Western Samoa, is also empowered to operate between any points not in excess of 1,700 miles from Tafuna Airport in American Samoa.

Coleman, who has been fighting six years for the certificate, explained that under the authority granted, his line would meet Pan American Airways planes on Howland Island (probably means Canton Is., the international airport 300 miles south of Howland—Ed. PIM), and also planned to make flights to Fiji, Tonga, Tahiti and Cook Islands.

Coleman said he expects to have the new air line in operation within four months. They will start with two planes which will be converted PBV-5's which will carry 24 passengers.

Current News Items From Our Correspondents In Papua-New Guinea

TEA FACTORY FOR GARAINA

Some progress is reported with the Administration's plans to introduce tea into the Territory.

In May, the first sections of the 70-storey, pre-fabricated factory to be erected for tea processing, arrived at Lae. It will be sent on Garaina and the remainder of the sections are expected to arrive before the end of the year, in separate shipments.

The factory is coming from England.

About 100-acres has been planted with tea experimentally by the Administration at Garaina, and about 500 acres is ready for plucking.

The factory will have a capacity of 1,000 pounds of dried tea a day. At the day when the factory is opening to capacity is not yet. The tea project is still experimental.

HOTEL FOR BULOLO

If all goes well with the Bulolo Dredging application for a publican's licence, Bulolo may get its first hotel. They plan to call it the Lodge Hotel.

Visitors are finding the Bulolo area very attractive—and if the hotel is run with BGD's usual efficiency, Bulolo will become the holiday maker's Mecca around those parts.

THE LAND AND ITS PEOPLE

Another victory in the native land was chalked up in May at Port Moresby—the natives on the winning side again.

The question involved 87-acres of five-owned land at Taurama (near Moresby) which has for some time been used by the Pacific Islands Regiment as part of its exercise ground. It is a nice piece, on the sea, and suitable for subdivision.

The Administration resumed the work last year, and in the subsequent dealings over a price, the Administration offered £4 an acre. The Kila Kila people, led by Ta Sebea, their head councillor, who is no novice when it comes to land questions, asked £25 an acre for it.

Court proceedings were not necessary, as both sides agreed to the selection of an independent arbitrator. From the panel given them, the Kila Kila people selected S. Fox ("Peter"), a Port Moresby accountant, member of the Town Advisory Council and leader in many town affairs.

It is generally agreed that he did a masterly financial job, finally fixing the land at £20/3/4 an acre, which gives the Kila Kila people more than £1,700.

Under the Ordinance, there is no appeal from the decision of an independent arbitrator approved by both sides.

The Kila Kila people plan to spend the money on getting power to the village (providing, of course, that the village doesn't catch fire in the process), and the acquisition of a rotary hoe.

TAXING COCOA

In Port Moresby in May, Mr. Don Barrett, MLC, had discussions

with Administration officials on the method of assessing the value of cocoa for export duty.

Present procedure deducts freight and marine insurance from realisation price, to get assessed value. Mr. Barrett, on behalf of Territory cocoa producers, submitted that allowance should also be made for brokers' commission. This could make a difference of 25/- a ton on the present duty, which is about £50 per ton.

MORE RICE FROM THE MEKEO

Territory rice harvests began in May, and in the Mekeo the crop this year looks to be a good one.

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SOUTH PACIFIC COMMISSION : TECHNICAL PAPERS

The following Technical Papers are available from the South Pacific Commission. Copies may be procured from the South Pacific Commission, Noumea, New Caledonia, or from the S.P.C. G.P.O. Box 5254, Sydney. Except where otherwise stated, price per copy is 2/- stg., post free by surface mail.

1. **The Co-operative Movement in the Gilbert and Ellice Islands.** By H. E. Maude. February, 1949. 31 pp.
2. **Community Development.** March, 1950. 27 pp., bibliogr.
3. **The Village Library.** April, 1950. 9 pp., book list.
4. **Visual Aids in Education in the South Pacific.** By A. L. Moore, Visual Aids Consultant, Commonwealth Office of Education. April, 1950. 58 pp.
5. **Fisheries and Animal Health Research Projects of Significance for the South Pacific Region,** conducted under the authority of the C.S.I.R.O. May, 1950. 9 pp.
6. **A Preliminary List of Economic Plants of New Caledonia.** By J. Barrau, Director of Agriculture. July, 1950. 10 pp.
7. **A Preliminary List of Plants Introduced into Tahiti.** July, 1950. 21 pp.
8. **Insect Pests in the Wallis Islands and Futuna.** Extract from a report by F. Cohic, Entomologist, Institut Français d'Océanie. July, 1950. 30 pp.
9. **Report of Plant and Animal Quarantine Conference, Suva.** April, 1951. 24 pp., two annexures.
10. **Bibliography of Co-operation in the South Pacific.** April, 1951. 10 pp.
11. **Interim Reports on the Moturiki (Fiji) Community Development Project.** By Howard Hayden, Director of Education, Fiji. May, 1951. 48 pp.
12. **Tuberculosis Investigations by the South Pacific Commission in 1950.** May, 1951. 124 pp.
13. **Vocational Training Facilities in Australia for Students from South Pacific Territories.** May, 1951. 8 pp.
14. **Educational Broadcasts to Samoan Village Schools.** Department of Education, W. Samoa. May, 1951. 7 pp.
15. **Libraries for Beginners.** By Dr. and Mrs. Kenneth Todd, Kwato Mission, Papua. July, 1951. 21 pp., book list.
16. **Some Notes and Suggestions Regarding Conservation of Important Archaeological Sites and Archives in South Pacific Territories.** By Dr. F. M. Keesing. August, 1951. 19 pp., bibliography. (Price, 5/- stg.)
17. **Conference of Experts on Filariasis and Elephantiasis, Tahiti: Summary of Proceedings.** September, 1951. 22 pp.
18. **Report on Nutrition Investigations by the South Pacific Commission, 1950.** Nov., 1951. 77 pp., tables, graphs.
19. **Report on Copra Grading.** November, 1951. 20 pp.
20. **Research Workers in the South Pacific.** Dec., 1951. 15 pp.
21. **Note on the Mycoflora of Rice Seed in the Territories of the South Pacific.** By Dr. F. Bugnicourt, Institut Français d'Océanie. Jan., 1952. 5 pp., append., bibliogr.
22. **The Chemical Composition of the Milk of New Hebridean Mothers.** By F. E. Peters, biochemist, South Pacific Commission. February, 1952. 7 pp.
23. **Nutrition Research Conducted in New Hebrides during 1951.** By Sheila Malcolm, nutritionist, South Pacific Commission. April, 1952. 51 pp., tables, graphs.
24. **A Survey of Leprosy on the Island of Nauru.** By Dr. C. J. Austin, Director, Makogai Leprosy Hospital, Fiji. April, 1952. 8 pp., table, graph, map.
25. **Report of Fisheries Conference, Noumea.** May, 1952. 46 pp., appendices.
26. **Further Education in the Cook Islands.** By P. F. Henderson, Officer for Further Education. July, 1952. 13 pp.
27. **A Survey of Leprosy in the British Solomon Islands Protectorate.** By Dr. C. J. Austin, Director, Makogai Leprosy Hospital, Fiji. July, 1952. 12 pp., map.
28. **Coral as a Building Material.** July, 1952. 10 pp., bibliogr.
29. **Current Research in the South Pacific in the Field of Economic Development.** July, 1952. 82 pp., map.
30. **Bibliography of Cargo Cults and other Nativistic Movements in the South Pacific.** By Ida Leeson, former Mitchell Librarian. July, 1952. 16 pp., map.
31. **Cocoa Plantation Management in Western Samoa.** By D. R. A. Eden, and W. L. Edwards, N.Z.R.E. Oct., 1952. 20 pp., diagrams.
32. **Types of Organisation in Adult and Mass Literacy Work.** By D. B. Roberts, Organiser for Island Literature, South Pacific Commission. August, 1952. 10 pp.
33. **A Survey of Malaria in the British Solomon Islands Protectorate.** By Dr. R. H. Black. Nov., 1952. 38 pp., append.
34. **Rhinoceros Beetle Control in the Kingdom of Tonga.** By L. J. Dumbleton, Plant and Animal Quarantine Officer, South Pacific Commission. November, 1952. 7 pp.
35. **The Purari Delta—Background and Progress of Community Development.** November, 1952. 37 pp.
36. **Cocoa Growing in Fiji Islands.** By D. H. Urquhart, former Director of Agriculture, Gold Coast. December, 1952. 20 pp., map, appendices.
37. **Cocoa Growing in Netherlands New Guinea.** By D. H. Urquhart. January, 1953. 14 pp., maps, appendix.
38. **Coffee Growing in New Caledonia.** By D. H. Urquhart. Jan., 1953. 27 pp., maps, appendix.
39. **Cocoa Growing in Western Samoa.** By D. H. Urquhart. Jan., 1953. 22 pp., maps, appendices.
40. **Cocoa Growing in New Hebrides.** By D. H. Urquhart. Jan., 1953. 30 pp., appendices, map.
41. **Social Problems of Non-Maori Polynesians in N.Z.** By Rev. R. L. Challis. Feb., 1953. 15 pp., bibliogr.
42. **The Co-operative Movement in Papua and New Guinea.** Prepared by the Registry of Co-operative Societies, Port Moresby. Feb., 1953. 28 pp., sample records.
43. **Research in Queensland on Tropical Plant and Animal Industries.** By J. Barrau, Technical Officer, South Pacific Commission. May, 1953. 70 pp., illust., maps, appendices.
44. **The Use of the Vernacular in Teaching in the South Pacific.** By G. J. Platten, Education Officer, Papua and New Guinea. June, 1953. 34 pp., appendices.
45. **The Nimboran Community Development Project.** By Dr. J. van Baal, Netherlands New Guinea. June, 1953. 42 pp., map, chart, appendices.
46. **The Koror Community Centre.** Reports supplied by the High Commissioner, Trust Territory of the Pacific Islands. August, 1953. 34 pp., illus.
47. **Central Vocational Training Institution.** By F. J. Harlow. Aug., 1953. 82 pp. (Price 5/- stg.; plans 5/- stg.)
48. **The Management of Coconut Plantations in W. Samoa.** By D. R. A. Eden. Sept., 1953. 32 pp., illus., diagram.
49. **The Social and Cultural Position of Micronesian Minorities on Guam.** By R. R. Solenberger. Oct., 1953. 11 pp., map.
50. **Nutrition Investigation in New Caledonia.** By Sheila Malcolm. October, 1953. 33 pp., maps, graphs.
51. **A Bibliography of Co-operation in the South Pacific.** December, 1953. 17 pp. (Revise of Paper No. 10.)
52. **Social Science Research in the Pacific Islands.** December, 1953. 34 pp. (Revised edition of Technical Paper No. 20.)
53. **Reclamation of Tidal Mud Flats in Tonga.** By W. Straatmans, Head of Department of Agriculture, Nukualofa, Tonga. March, 1954. 18 pp., illus., diags., tables, bibliogr.
54. **Commercial Relations in the Pacific Islands.** By V. D. Stace, Reserve Bank of N.Z. March, 1954.
55. **Grading of Fresh Fruit Exports from South Pacific Territories.** Apr., 1954. 14 pp., tables.
56. **Leprosy in Netherlands New Guinea.** By Dr. N. R. Sloan. Apr., 1954. 16 pp., tables, maps.
57. **Leprosy in the Trust Territory of the Pacific Is.** By Dr. N. R. Sloan. Apr., 1954. 18 pp., tables, map.
58. **Bibliography of the Nutritional Aspects of the Coconut.** By F. E. Peters. Apr., 1954. 35 pp.
59. **Dietary and Nutritional Problems in the Pacific.** By Dr. E. Massell. Apr., 1954. 13 pp.
60. **Some Aspects of Malaria in the New Hebrides.** By Dr. R. H. Black. May, 1954. Illus., maps, graph.
61. **Malaria in the Trobriand Is.** By Dr. R. H. Black. May, 1954. 60 pp., tables, map.

year, when drought did a lot of damage.

About 800 acres are under rice in this District, and according to the Agriculture Department, Mekeo rice looks like getting a real start at last. There might, they suggest, even be money in it for newcomers in a year or two. According to one report, one grower in the Mekeo this year might be worth 10,000.

About 170 acres of Mekeo rice is owned by natives.

TAC's NOT EAGER TO WORK WITH DAC's

The Administrator plans to organise closer liaison between Town and District Advisory Councils.

The new system, just announced, calls for the chairman of each Town Council to be appointed ex-officio member of the District Council in his area. District Councils will nominate one of their members for the Town Council.

There are 8 Town Advisory Councils and 15 District Councils in the territory.

The proposal is receiving a mixed reception in P-N.G.

The May meeting of the Morobe District Council carried a resolution that, "there seems to be no reason to incorporate the Presidents of TAC in the DAC, ex-officio." The resolution was moved by Dr. Carl Gunther and seconded by Mr. N. White.

The Port Moresby Town Advisory Council in May agreed, without discussion, that the Council chairman be recommended as ex-officio member on the Central District Council, if the Administration so desired.

PACIFIC ISLANDS REGIMENT

The second relief of the PIR troops at Vanimo (near Dutch border) was made in May. "C" company relieved "B" company—travelling by air between Port Moresby and Madang, and then by sea on the Army Supply vessel from Madang to Vanimo.

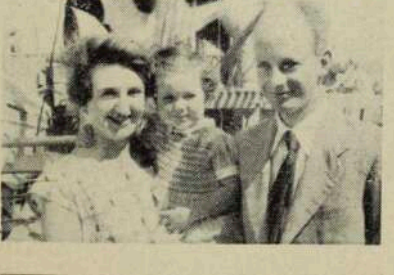
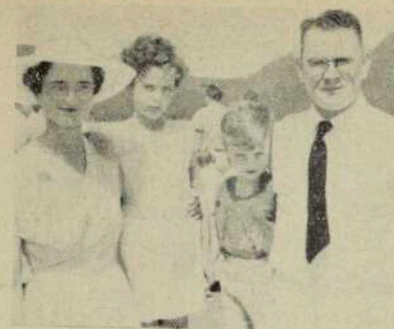
"B" company spent 8 months at Vanimo under Major Bishop. Major Earn is OC with the new relief.

While the Sepik District Commissioner, Mr. S. Elliott-Smith, was in Port Moresby for the meeting of the Legislative Council, in May, he presented to the PIR a shield which will be competed for annually.

There will be for skill at small-arms, and results to be taken over 12 months' training between the companies. Mr. Elliott-Smith is a former war-time commander of B.

G. G. SMITH & CO.

G. G. Smith & Co. Ltd., of Port Moresby, will be carried on along the same lines as before the purchase by Steamships Trading Co. This is to be taken over by STC in



August. The deal also involved the Port Moresby store of J. Wyatt Limited, which will close down at once, after selling out its entire stocks. STC have other plans for it, but these have not been announced.

STC paid £118,000 for the two businesses. The cost will be met by an issue of 30,000 £1 ordinary shares at a premium of 21/-. This will raise £61,500, and the remainder will be made up in cash. New shares will rank for dividend from August 1.

Returning to Islands

Mr. and Mrs. O. A. Dare, with children Rosemary and John, journeyed to Rarotonga. Mr. Dare is the new Official Secretary, Cook Islands Administration.

Miss Vaine Terekia and Miss Tere Pittman, who are employed at Hastings, NZ, returned home to Rarotonga, on vacation.

Mrs. Kay went to Rarotonga to join her husband, Judge R. V. Kay; and Mrs. H. E. Armstrong, of Auckland, paid a visit to her son there—Mr. Ryan, officer in charge, Public Works Department.

Dr. and Mrs. A. G. Larson and Helga were bound for Rarotonga, where Dr. Larson joins the South Pacific Health Service as Assistant Medical Officer.

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BIG GAME HUNTING TO TROCHUS FISHING

MR. R. S. HARTLEY, a man who has spent most of his life in South Africa, combining coffee planting with big game hunting, has now decided that he "likes the look of New Guinea" and will settle here eventually.

He left Africa about a year ago and went to Australia, but at the moment he has an interest in a boat and is fishing for trochus, near Samarai; later on he hopes to get back into the planting game.

To a hunter who has been run down by a wounded elephant, charged by an irate lioness whose husband he had killed, chased by a black mamba, and attacked by a tiger, New Guinea with its lack of

wild animals (other than human) must be a very "tame" place.

RABAULITES WANT OWN MUSEUM

Mr. J. K. McCarthy, District Commissioner, New Britain, reported to the May meeting of Rabaul Town Advisory Council, that it was eventually the intention to set up the principal museum for Papua-New Guinea, in Port Moresby, with a smaller edition at Lae and Rabaul.

Members pointed out that the Territories of Papua and the old Mandated area were so distinctly different, that interest could not be expected from New Guinea people when collected items would all be forwarded to Port Moresby. Also, that as far as tourists were concerned, it was reasonable to hold

the exhibits from each area, on the home ground.

It was decided by the TAC that a letter be written, requesting that the principal museum for exhibits of New Guinea Mainland and Islands, be located in the Trust Territory.

RABAUL'S BUILDING BOARD

Rabaul has a building board which appears to take the place of a chief building inspector of an Australian Shire Council. In other words, it looks over the plans of prospective buildings and decides whether they are up to the required standard.

Considerable discussion took place at the May meeting of the Rabaul TAC about the board and it was generally agreed that the present board—namely **Mr. J. K. McCarthy**, Chairman; **Mr. Johnson**, Regional Works Officer; **Dr. K. Pike**, and **Messrs. V. Pearson and Don Barrett**—was too small. It was suggested that the Board be reconstituted to include three official and four non-official members, one of whom perhaps will be a woman.

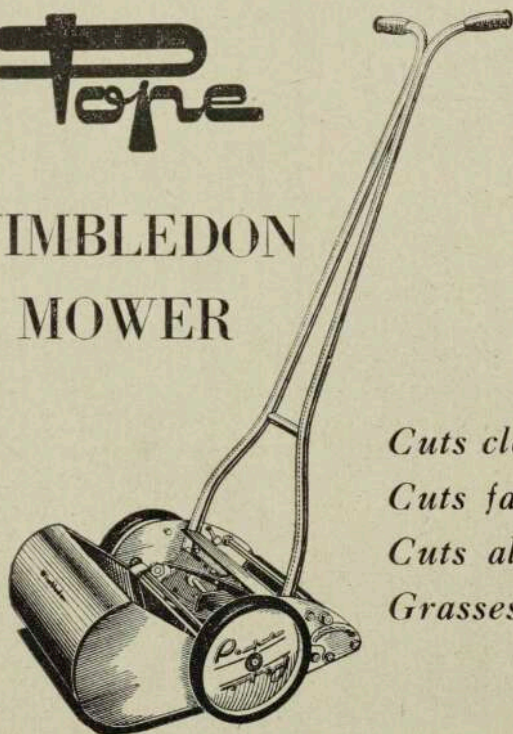
INDIAN EDUCATION AND CULTURE IN FIJI

THE Ramakrishna Library in Nadi, Fiji, which was established in 1928, became inactive after some years. Due to the efforts of **Sri Swami Rudrananda**, of the Fiji branch of the Ramakrishna Mission, it has been revived to active service again. He has also secured the services of a trained and experienced librarian from India. The library gets 250 periodicals and particular attention is given to collecting books on education, agriculture, health, small-scale industries and similar subjects. It is a free public library, and is the only Volunteer Educational Centre for United Nations in Fiji. It was officially opened in April by the Fiji Director of Education.

The annual general session of the Then India Sanmarga Ikya Sangam was held at Sigotoka recently under the chairmanship of the founder-president, **Sri Sadhu Kuppaswami**. Started 28 years ago, the Sangam is at present perhaps the oldest and strongest Indian cultural organisation in the Colony. To-day, the Sangam runs 15 schools. **Sir Brian Freeston** (former Governor) said, during the Silver Jubilee, a tenth of the Colony's school children are attending Sangam schools. The Andhra and Annamalai universities of India have provided scholarships for two students from Fiji, for higher studies in their colleges.

Papuan Apinaipi Petroleum Co. Ltd. is making a new issue of 346,500 ordinary 5/- shares, payable 3/- a share on application with a pre-payment call of 1/- a share and the balance in one call of 1/- a share payable June 25.

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Tonga Now is Interested

THE Tongan Government is reported to be interested in establishing a tuna-fishing industry. Negotiations have been proceeding with the Van Camp Co., the new operators of the Pago Pago cannery. The plan envisages the establishment of a freezer-store in Tonga, into which Tongan fishermen could land their tuna catches. The fish would then be transferred by the Van Camp Co. to their cannery, when sufficiently large quantities warranted the despatch of a vessel to Tonga for that purpose.

It is reported that the Van Camp Co. is interested in the idea and is willing to co-operate—possibly even to the extent of assisting financially in the establishment of the freezer, if the Tongan Government wishes.

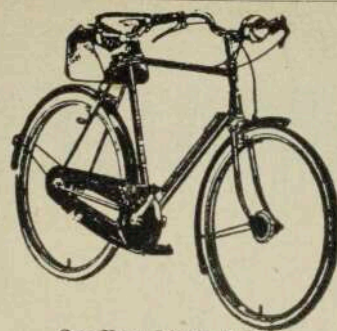
The Tongan fisheries department recently acquired a trawler in Auckland and this vessel is being used to test the fishing possibilities in the area. It is believed in Tonga that there are considerable schools of tuna and albacore in those waters.

MEANWHILE, from Pago Pago, it is reported that Samoan fishermen have shown little eagerness to learn Japanese tuna-fishing methods. The work is hard, hot, and far from pleasant in the small 20 ft sail-boats which have been brought down from the States for their use. Some Seattle tuna fishermen who came down to try their luck, at the invitation of the Van Camp Co., have also been unable to stand up to the tropical conditions, some suffering sunstroke and severe sunburn. These men have returned to Seattle.

One complicating factor in training Samoans to fish or to engage in skilled operations in the cannery is that, under their communal system, money earned is turned in to the chief for the use of the family. Thus, instead of one man working on a certain job day after day, members of the family take turns, which is only fair—but certainly does not aid in rapid training.

Following the departure of the Japanese fishing fleet, which has been supplying the cannery since it opened some months ago, fishing operations have been at a standstill for the past month, pending the arrival of another fishing fleet from Japan.

The Rev. Roger Brown and the Rev. C. M. Hokin, who have given years to the Methodist Mission in New Guinea and Fiji respectively, will retire from missionary service at the end of 1954.



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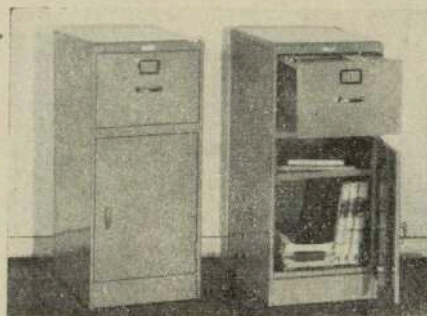
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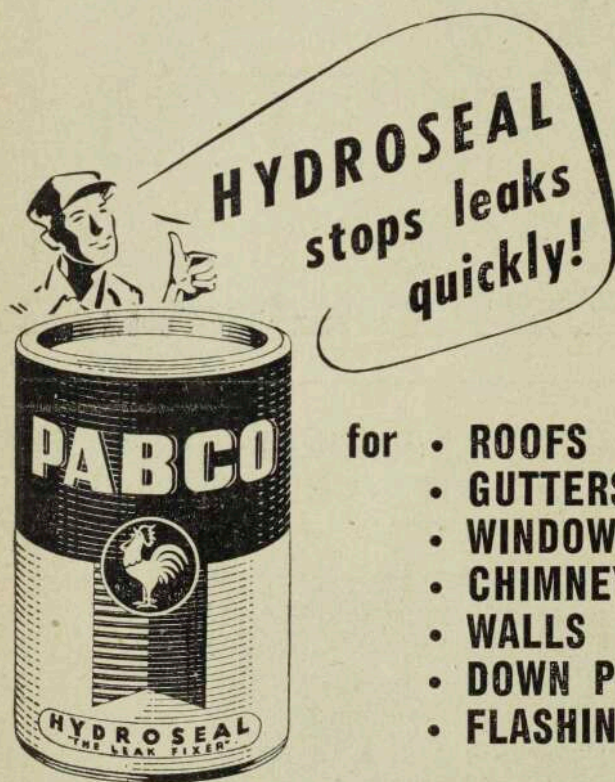
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Rabaul Electricity—Not Enough and Too Cheap

AT the May meeting of the Rabaul Town Advisory Council, the District Commissioner was asked to inquire of the Department of Works if it has the power to discontinue electricity supply to people who persist in using stoves and other appliances prohibited in the Rabaul area. If the Department of Works has not the power, then the TAC would like to see it get it.

At present, residents who live out at the end of certain lines of electricity reticulation in Rabaul have scarcely sufficient power to run a radio set during peak dinner-hour periods when some users are presumably using illegal stoves and stovettes to cook their meals.

The generating capacity of Rabaul power-house is at present quite inadequate for the demands placed upon it. Cost of electricity per unit is nevertheless comparatively cheap. One prominent businessman of the town told a PIM representative that the Australian taxpayers are subsidising Rabaul electricity users to the extent of from 6d to 10d per unit of light and power used.

MANGAIA NOW PINEAPPLE PRODUCER

LOCAL residents of over 20 years' standing recall the "good old days" when oranges brought two-shillings a case; and home-grown pineapples, locally, were two a penny!

To-day, pines fetch from 10/- to 19/- shillings per case when sold to NZ, and oranges 16/-.

The rise of the Mangaia pineapple from being a botanical curiosity, introduced around the late 'twenties, to the enormous stretches of cultivated mountainside that now form local plantations, is yet another evidence of Mangaian industry, and of better conditions in the Lower Cooks. A jeep-ride inland reveals mile on mile of grey-green plants, in orderly rows up the slopes, and on the formerly-useless dry lands beside the main highway.

But one fly remains buzzing in the Mangaia ointment. Its pines are not of a type suitable for canning. Hence, all hopes of interesting outside capital are vain—*Own Correspondent*.

The Rev. Paula Havea passed through Sydney recently on his way home to Tonga after 32 years of Methodist Missionary work in the BSIP.

SUVA'S RAW AIR DEAL

Diversion of Traffic Through Nadi Causes Upset

From Our Own Correspondent

SUVA, May 24.
WITH the cessation of the Tasman Empire Airways weekly flying-boat service from Auckland to Laucala Bay—Solents will be kept on the Coral Route to Tahiti, but that service is not planned for Fiji—and the Qantas decision to cut out the Sydney—Toumea—Suva flying boat, Suva people are realising what the changes mean. (See May PIM.) With the bulk of Suva-bound passengers arriving from overseas Nadi (over 100 miles from Suva), the international airport has become a bottleneck for us.

Fiji Airways is at present operating a single de Havilland Rapide; at the Co.'s head (Mr. H. Gatty) is stated that by July the Co. will be able to handle all passengers, freight and mails between Nadi and Nausori. We hope that this may be so.

The two Drovier planes acquired by Fiji Airways after the loss of the Rapide at Labasa in April, will do things along; but even with these, can the greatly increased Nadi-Nausori traffic be handled, in addition to the maintenance of the services to Savusavu, Taveuni and Labasa?

At the best, the new arrangements will involve considerable delays; and there are regrets that high officials have decided to make Nadi our chief airport instead of creating a new base for land planes at Suva Point, near the tip of Suva Peninsula.

Mr. Gatty has suggested the building of a small airport for local services at Suva Point; but, although this would eliminate that miles journey between Suva and Nausori, there is no sign of Government interest in the proposal. At present, Suva-bound arrivals at Nadi (other than tourists making the Levu round trip) have to depend for the most part on taxis—an expensive item for a journey of 100 miles.

It has been suggested that somebody—the big airlines, the Government or private enterprise—should at least institute a service that would reduce dependence at Nadi to a minimum. There is a good deal in this proposal. Airways do no night flying, and any event there are no night-flying facilities at Nausori; a bus service would obviate some of the delay for people who arrive at Nadi and want to get to Suva quickly. Whether such a bus service or a local plane shuttle service,

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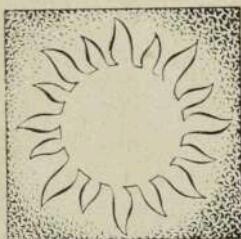


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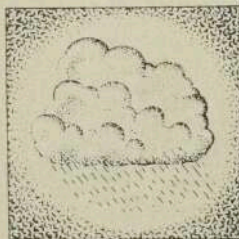
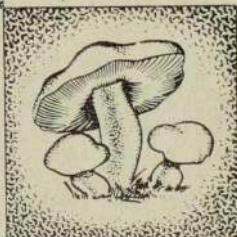
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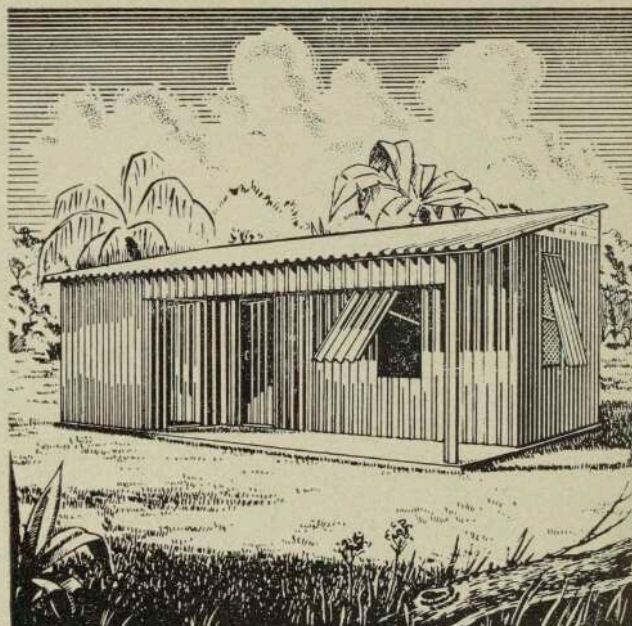
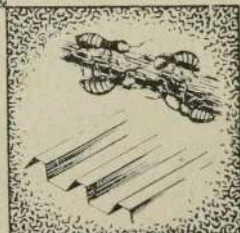
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would be a paying proposition, is another matter.

WHATEVER happens, it seems certain that Western Viti Levu will be a winner, through the increased traffic at Nadi Airport. Today, there is an unmistakable air of bustling prosperity about Lautoka (20 miles from Nadi), Ba, and the Nadi area.

Both Ba and Nadi townships have altered almost out of recognition in the post-war years, losing much of their frontier-town raggedness in the process; while Lautoka has grown into a trim little town and port whose open spaces emphasise the opportunities that overcrowded Suva has thrown away. There is even some amusing speculation over whether Suva may not ultimately become merely an administrative centre—like a small Canberra—while commerce moves to the west. That there is already some such trend is shown by the rapid growth of bank branches in the once-despised "sugar-towns".

New Trade Between Australia and Dutch New Guinea

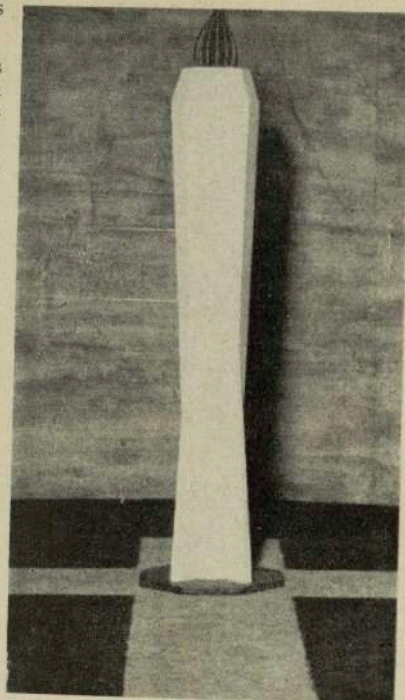
THE economic and financial situation of The Netherlands has so much improved that the Dutch guilder has almost become a hard currency. This has enabled the Netherlands Government to set a certain amount of pounds for the Netherlands New Guinea to make purchases abroad. It goes without saying that an important part of those purchases will be made in Australia.

This was stated by the Netherlands Consul-General, Dr. H. J. Levelt, at a luncheon on the Royal Netherlands Line's ship *Sibigo*, in Sydney.

The ship left Sydney on May 26 on the first trip in a regular service between Australia and Netherlands New Guinea, North Borneo and Holland. The service will be operated by two ships of the Royal Netherlands Line, *Sinabang* and *Sibigo*.

Dr. Levelt said: "Trade relations between Australia and Netherlands New Guinea have been negligible, through lack of communication and lack of foreign currency. However, the Dutch are Australia's nearest neighbours, and the Netherlands Australian parts of New Guinea are only divided by an imaginary line—it is obvious that both the Netherlands and Australia will benefit by a close co-operation."

It is a great satisfaction to find that there is in Australia, as there is in my country, a growing consciousness of our close relationship."



Coast Watchers Memorial Appeal

More than £4,300 has been subscribed for the Coast Watchers' Memorial to be erected at Madang, New Guinea. The target is £5,000.

The Memorial will take the form of a lighthouse, which has been designed by the Commonwealth Lighthouse Service.

It will be of reinforced concrete and will be floodlit at night. The base surround of the lighthouse will be of red granite with a cruciform pathway approach.

Donations may be sent to the Coast Watchers Memorial Committee, Navy Office, Melbourne.

The photograph, on left, is of a scale model of the proposed light. It will be seen that it is far from being a conventional idea of a lighthouse.

Mr. D. M. Kamerling, who was manager of Bunge (Aust.) Pty. Ltd.'s Islands Department for the past three years, has joined AMETCO Pty. Ltd., Melbourne, as manager of their newly-opened office in Shell House, 2 Carrington St., Sydney. AMETCO will handle, in future, Bunge's Islands flour and merchandise business in addition to their own Continental agencies for steel, aluminium sheets, iron pipes, etc. Mr. Kamerling will shortly make a business trip through Polynesia with Mr. J. van Hoboken, the new firm's governing director.



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in 14 days!



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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.

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BY FAR THE BIGGEST SELLING
TOILET SOAP IN AUSTRALIA

P-NG Air Delays Blamed for Rising Costs

(Continued from Page 18)

THEY JUST "HAVEN'T A CLUE"

THE next grouch is personal. It probably springs from the fact that all people who have lived South for any number of years have an exaggerated idea of the importance of keeping to schedules. Nonetheless, the lack of information on aircraft movements that the prospective traveller must put up with at New Guinea outposts is, at times, maddening.

A year ago I was in Kavieng and was to pick up a plane for Rabaul, late one Monday. The local Qantas agent could tell me nothing as to when or if the plane would arrive and depart that day.

My host attempted to keep track of it (it was doing a round-the-islands flight from Lae via Madang, Wewak, Manus etc.) on his radio. Towards dark we all gave up. The agent said that he "heard" (heavens knows where), that it had not left Lae, and that it would therefore, probably not be in Kavieng until about 2 p.m. the following day. Next morning, when I was having a shower, the telephone rang: the plane would land within half an hour; it had night-stopped at Manus.

That was a year ago. On Saturday, May 22, 1954, I was booked from Rabaul on that day's plane to Lae. I was to weigh in at 9.30 a.m. A few minutes before that hour, I ran into the hotel to pick up my luggage. "Oh, the plane's not going," I was told.

Frantic ringing of Qantas agents followed. No, they hadn't a clue as to when the plane was coming. Maybe, Sunday; maybe Monday. They awaited a signal from Lae.

What about my Skymaster connection from Lae to Moresby on the Sunday? Well, it seemed the Skymaster wasn't coming, either; at least that is what they had heard on the morning's news broadcast from 9PA Port Moresby.

Somewhere towards noon I was told I could "relax"—there would be no plane out of Rabaul until Monday, at the earliest.

Relax was scarcely the word; but I was forced to take it.

On the Sunday evening I visited the Rabaul golf club and there met an acquaintance who was on his way to Honiara, BSIP.

"Off to-morrow?" I asked.

"Off nothing!" he said. "First, because they can't yet tell me whether there will be a seat for me, or not. Secondly because I hear the plane won't be going—not until Tuesday or Wednesday, as a result of the Skymaster hold-up."

Next morning (Monday 24th) I casually mentioned to the manageress of the hotel that the Honiara plane would not be going

through that day. "What!" she yelled. "And me with all these roast ducklings packed for their lunch and expecting them to pick them up any minute from now! If you know, why haven't they told me?"

More furious telephoning to the agents.

No, the Honiara plane was not coming until Tuesday. They wouldn't need the cold ducklings that day, but they would need night-stop accommodation for Tuesday night—including accommodation for four Bishops on their way to Honiara for the consecration of a fifth.

Utter speechlessness of management follows. Then she clears the decks and gets going on the next problem—accommodation.

THIS sort of thing is accepted in New Guinea. It is New Guinea fashion. Kick against it, and you are regarded as slightly peculiar. And, perhaps, in the overall picture of air transportation, it is not very important if a hotel roasts too many ducklings: or someone cannot get to Moresby in time to carry out the work they had planned. But it is frustrating and infuriating to the individual—and ultimately can do little good to the country.

The series of hold-ups around that May week-end all snow-balled from a Skymaster that was weather-bound on the Melbourne-Christchurch run, and another that had engine trouble on the Tokio service. The end results must have been foreseen—yet there was no warning given to travellers.

It would have suited me to have spent that week-end in Lae, rather than in Rabaul. If I had known of the hold-up an hour and a half earlier, I could have caught that morning's Mandated Airlines plane to Lae. And a little earlier notice might have saved the lives of half a dozen ducklings.—J.T.

Worked By Flat-Iron

One of the cruel worries of men who live on isolated islands, and who pass pleasant hours and earn useful guinea or two writing, is the maintenance of their typewriters. It is often very difficult, not impossible, to get by mail-order a typewriter part of the right specifications.

A Cook Islands resident—a man of ingenuity and resource—overcame the collapse of the mainspring of a portable by (a) anchoring the portable to the table and (b) hanging a flat-iron to the typewriter's carriage by means of a long thin ring, from which the iron dangled over the end of the table. He says: "It works OK, but it represents a strain on the cog-wheels" and will please help him by searching in Sydney for the necessary spare part.

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your kerosene refrigerator from smoking
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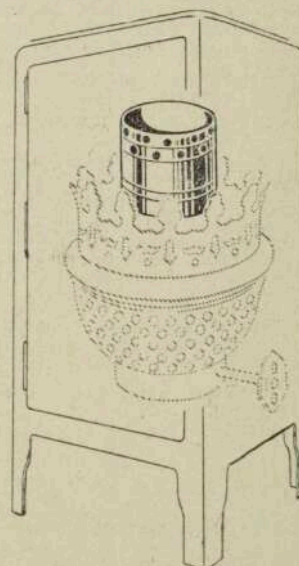
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- Island Exporters
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TENDERS**TERRITORY OF PAPUA AND NEW GUINEA**

TENDERS are invited for the cash purchase of the undermentioned vessels:—

M.V. "Duaili", 120 ft. welded steel ship, tonnage 195 gross, 89 net, powered by 2 120 H.P. Fairbanks Morse engines and 1 42 H.P. Southern Cross and 1 8½ H.P. National Auxiliaries.

M.V. "Kelana", 125 ft. wooden ship, copper sheathing, tonnage 308 gross, 139 net, powered by 2 204 H.P. Ruston 6 VCBM engines and 1 42 H.P. Southern Cross and 1 10 H.P. Ruston Hornsby Auxiliaries.

Vessels will be offered in condition as at time of sale, but further information may be obtained from the Manager, Papua and New Guinea Government Shipping Service, Rabaul, where the vessels are available for inspection.

Tenders, enclosed in a sealed envelope marked "Tender—Papua and New Guinea Government Shipping Service", should reach the Secretary, Department of Territories, Canberra, by 12 noon on July 19, 1954.

Neither the highest, nor any tender will necessarily be accepted.

BAUMAN, PATIAWAI AND MAMIRUM PLANTATIONS

SEALED TENDERS, endorsed tenders "Bauman, Patiawai and Mamirum", are invited and will be received by the undersigned until 5 p.m. September 1, 1954, for the purchase of the following:—

SITUATION—The three properties adjoin and are situated on the north-east coast of New Hanover, approximately 40 miles west of Kavieng.

1.—Bauman Plantation:—

(a) Area and title: Approximately 105.5930 hectares of leasehold land. Agricultural Lease Volume 1, Folio 52. 99 years from January 1, 1925.

(b) Palms: Planted with approximately 10,822 coconut palms all mature.

(c) Production: Approximately 5 tons per month.

(d) The property is at present leased, but the lease may be terminated upon three months' notice and the successful tenderer must purchase subject to the lease. The buildings, driers, etc., on the property are the property of the Lessee and the successful tenderer would be obliged to allow the removal of same or purchase from the Lessee.

2.—Patiawai Plantation:—

(a) Area and title: Approximately 127 hectares freehold. Muniments of title are not available.

(b) Palms: Planted with approximately 14,873 coconut palms, all mature.

(c) Production: Approximately 4 tons per month together with Mamirum Plantation.

(d) The property is at present leased, but the lease may be terminated upon three months' notice and the successful tenderer must purchase subject to the lease. The buildings, driers, etc., on the property are the property of the Lessee and the successful tenderer would be obliged to allow the removal of same or purchase from the Lessee.

3.—Mamirum Plantation:—

(a) Area and title: Approximately 1606.2615 hectares freehold. Application has been made for new title.

(b) Palms: Planted with approximately 7,743 coconut palms, all mature.

(c) Production: Approximately 4 tons per month together with Patiawai Plantation.

(d) The property is at present leased, but the lease may be terminated upon three months' notice and the successful tenderer must purchase subject to the lease. The buildings, driers, etc., on the property are the property of the Lessee and the successful tenderer would be obliged to allow the removal of same or purchase from the Lessee.

4.—The foregoing particulars are considered to be correct, but no representation is made to that effect.

5.—The successful tenderer shall accept such titles as the Vendors have and without further investigation.

6.—Separate tenders should be submitted for each property, but tenderers should understand that the three properties can be purchased as a whole and it is considered that this is the only satisfactory way in which they can be worked.

7.—Terms: The property will be sold subject to the consent of the Administrator of the Territory of Papua and New Guinea.

8.—Five per cent. of the tender price should accompany a tender and on acceptance, 45 per cent. of the tender price must be paid and the balance upon the execution by the Vendor of a conveyance of the property or such other document or instrument as the successful tenderer may reasonably require to evidence the sale in the absence of a registrable transfer.

9.—The highest or any tender will not necessarily be accepted.

DATED the Twenty-fifth day of May, 1954.

J. IRWIN CROMIE, Solicitor,
Port Moresby, Papua-New Guinea.

THE INTERIOR DEPARTMENT, Washington, D.C., U.S.A., is offering for sale as is, where is, to the highest bidder the **MOTOR VESSEL METOMKIN**. The Metomkin is 176 ft. long, 30 ft. beam, with approx. 11,000 cu. ft. capacity, powered by two GM Diesel motors 6-278A. It was built in 1944 by John H. Mathis Co., Camden, N.J. Stores, supplies, tools and navigation equipment have been removed and are not included. The vessel is hard aground on Ponape reef, Caroline Islands, in latitude 6° 69' north and longitude 158° 20' and may be inspected at any time. Bid invitations may be secured by addressing: Office of Territories, Interior Department, Washington, D.C., U.S.A., or the Executive Officer, Trust Territory Field Headquarters, P.O. Box 542, Agaña, Guam. Sealed bids will be received until 9 a.m., July 20, 1954, and opened at 10 a.m., July 21, 1954, in room 6415, Interior Department, Washington, D.C., U.S.A.

PENFRIENDS

DON'T BE LONELY—Men and women all over Australia are finding happiness through my Friendship & Matrimonial Correspondence Club. Someone wants to be YOUR friend. Select and confidential. Write TO-DAY. No obligation. **Locker P. Dorothy Pope Friendship Club** (regd.), Box 182, Haymarket P.O., Sydney, N.S.W.

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IN SYDNEY—Drive yourself—all Holden's; cheapest rates, N.R.M.A. road service. Make the most of your leave. Sydney (late Wentworth) **Drive Yourself**, 77 Wentworth Ave., or 196 Elizabeth St., City, MA 5204 (after hours, PM 3113).

DRIVE YOURSELF CARS—At your service in Brisbane. **Lloyd-De Laurier Pty. Ltd.**, Rowes Cafe Lane, Edward St., Brisbane, Queensland. Phone: B 3375. Enquiries invited.

ACCOMMODATION

IF you are planning to settle in New Zealand, and intend to buy property, consult **Stacey & Wass, Ltd.**, Real Estate Agents, F.R.E.I.N.Z., 138 Queen Street, Auckland, New Zealand, who can offer you a wide selection.

NORFOLK ISLAND. "Burnt Pine" Real Estate Agency. Cable Address: "Adage, Norfolk Island". Properties for sale in peaceful surroundings and beautiful climate of Norfolk Island. All enquiries promptly attended to.

ETALONG.—Visit beautiful Ettalong for your next holidays; 2 hrs. from Sydney. Cottages For Sale or To Let; moderate rates. **R. Lundie, L.E.A.**, Ettalong Beach, N.S.W. Phone: Woy Woy 259.

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STOP, when in Sydney, at the **French Pension** beautifully situated in Double Bay, within walking distance of the Cross; 10 minutes to the city.

ENJOY the large pleasant rooms, the convenience of having both breakfast and dinner, the cosmopolitan atmosphere and an opportunity to speak French as well as English.

WRITE or phone for reservations to: Mrs. M. Laigle, 6 South Ave., Double Bay, Sydney. Telephone: FB 3549.

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A VALUABLE FREEHOLD BUSINESS BLOCK in the heart of Suva, Fiji. Sound design and condition. European-owned. For cash, or one-third deposit and easy terms. Well let, present net rents over £2,000/- p.a. For further particulars apply to Messrs. Ellis, Munro, Warren & Leys, Solicitors, Suva, Fiji.

SPARE PARTS.—A full range for all ex-army vehicles, including Jeep chassis frames, G.M.C. 6 x 6, Ford and Chev. Blitz & Dodge weapon Carriers. Replies by Air Mail to: J. Walsh, Box 3068, G.P.O., Sydney, Australia.

BOOKS

ANY NEW BOOK (English), which is in print now, posted to you in a few days. I also find rare and out-of-print books to order. Large Pacific clientele. Write: **Philip R. Boulton**, Bookseller, Westbury, Wilts, England.

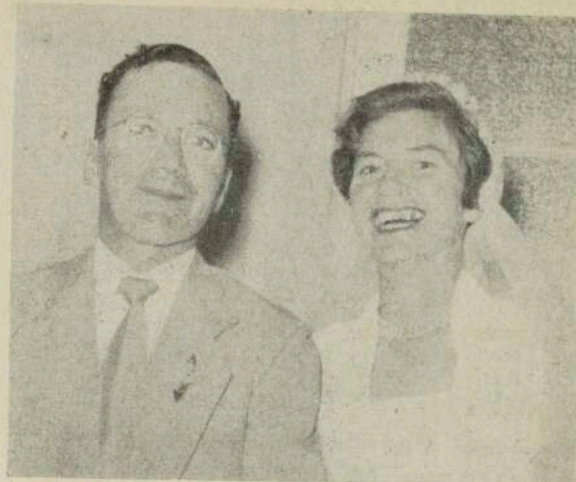
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PHOTO OIL COLOURING.—Postal course. Modern professional method. Individual tuition—photos supplied. Write for prospectus. **Australian Photo Art**, Box 44, P.O. Kogarah, N.S.W., Australia.

WANTED TO PURCHASE

GUEST HOUSE or similar. Middle-aged English couple, seeking semi-retirement within next 12 months, desire purchase Guest House, or any proposition giving small income with easy life; sub-tropics. Norfolk Island or similar climate. **R.M.G.**, 151 Sea St., Herne Bay, Kent, England.

Port Moresby May Weddings

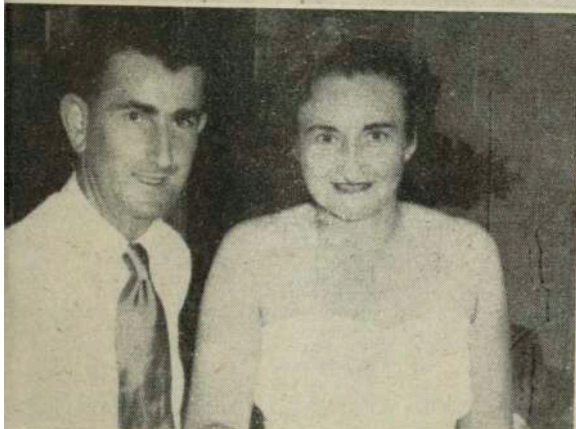


TOP LEFT: Mr. and Mrs. R. Howard (bride formerly Miss Audrey Knowles) who were married at the Ela Protestant Church, Port Moresby, on May 19. Mr. Howard is on the staff of the Vacuum Oil Co.

—Photo by Jennifer.

TOP RIGHT: Mr. and Mrs. H. Jackman (bride formerly Miss Norma Jones) who were married at Ela Protestant Church, on May 15. Mr. Jackman is on the staff of the Administration department which deals with native co-operatives.

—Photo by Papuan Prints.



LOWER LEFT: Mr. and Mrs. Arthur Jennings (the bride was Miss Annette John) who were married at St. John's Church, Port Moresby, on May 13. Mr. Jennings is a caterer with the Australasian Petroleum Company.

—Photo by Jennifer.

CAMPAIGN AGAINST YAWS AMONG FIJIANS

WITH drugs and transport provided by UNO, and £7,000 by the Government, a campaign will commence in September to eradicate yaws from the native population of 1,150 to 20 per cent. of whom are sufferers.

There first will be a pilot yaws control project, in the Savu Savu area, to gain certain data and to establish an organisation; and then about 100 AMP's and 180 nurses will be employed in the full campaign. There will be a re-survey in six months' time.

The authorities appear confident that, with modern drugs, the disease will be eliminated in a year. There is no incidence of yaws among Europeans.

The Bishop in Polynesia and Mrs. Laphorne recently left Fiji on a tour to USA.

Hay-Georgetti Wedding

THE marriage of Mr. Kenneth H. D. Hay to Mrs. Susan Georgetti took place at the local Registry Office, in Honiara, BSIP, on March 31. Mr. Peter Hughes officiated.

Following the ceremony, an evening reception was held at the home of Mr. and Mrs. T. Manning.

The couple are well known in the Solomons. Mr. Hay has extensive business interests in the Protectorate.

With commendable enterprise, the Secretary of the Fiji Visitors' Bureau (Mr. Bob Howlett, of Suva) has commenced the production of a lively news sheet called "Tourist Topics." No. 1 of Volume 1 was issued on May 1. This compilation makes all kinds of useful information available about Fiji's tourist and travel facilities—the sort of material that the average man, thinking longingly of an escape from winter weather to the pleasant sunshine of the tropics, naturally asks for.

CAIRNS SHIPBUILDING CO. (Capt. A. Hansen)

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ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency)

COPRA

The official price paid by the British Ministry of Food for copra produced in British Territories in the South Pacific (Papua, New Guinea, Solomons, Gilbert and Ellice, Fiji, Tonga, Samoa, Cook Islands) for the year as from January 1, 1954, is approximately £70 Sterling per ton, f.o.b., chief Territories ports. Each Governmental authority, handling and shipping the copra, makes deductions from the £70 Stg., such charges being different in each Territory. The following are the prices now being paid, per ton,

to growers in different Territories:—

PAPUA AND NEW GUINEA			
	At Main Ports	Crushers, Ex-ship Sydney	
Hot Air ..	£A75 0 0	£A97 0 0	
FMS ..	£A74 5 0	£A97 0 0	
Smoke-dried ..	£A71 10 0	£A96 0 0	

FIJI			
Pitn. ..	£F70 15 6 (60 pts. & over)		
FMS ..	£F70 10 0 (45-57½ pts.)		

W. SAMOA:—No details—producers expect about £NZ58 in 1954.

SOLOMON IS. AND G. AND E. COLONY:—No details—producers should receive about £A66/8/- delivered at main ports.

Currency Note: Compared with Sterling, Aust. £ is worth 15/-; Fiji £ is 17/6; NZ £ is 20/-.

COCOA.—Islands prices are usually based on rate for Accra cocoa (W. Africa), quotation (from Colyer Watson Ltd., Sydney) for which on June 3 was £Stg.502/10/- (£A628/2/6 approx.) c.i.f., ton, Cont. ports.

N.G.—£550-£560 approx. per ton, in store, Sydney.

Samoa.—Sydney agents in June quoted Samoa cocoa at £S450 (£A562/6/- approx.), f.o.b. per ton, first grade.

COFFEE.—P.-N.G. Overseas market increases have brought Territories coffee to 6/6-7/- per lb. All supplies assured of quick sale.

PEANUTS.—P.-N.G.:—Owing to the bumper Queensland crop of top grade nuts, little interest is being shown in Sydney for the poorer quality P-NG product. Price: Kernels, 1/5; in shell, nominal, 10d-1/-.

RUBBER.—Papua-New Guinea: Price based on Singapore figure which fluctuates from day to day. Quotation on June 1 was 24½d Aust. lb. Singapore rate May 4 No. 1 grade RSS (sellers) spot 63c. lb. c.i.f. (approx. 20d Aust. lb.).

VANILLA BEANS.—Sydney quotations (by Victor Karp, Tulik & Co.): Tahiti.—Early season's stocks now available. White 75/-, Yellow 75/-, Green 60/-; July shipment.

RICE.—New season's (1954-1955) price, announced May 4, is: P.-N.G.—Dry brown and dressed £83 f.o.b. per ton. Other Pacific Islands, including N.Z. dependencies, £90.

PEARL SHELL.—Prices fixed between Torres Strait producers and Otto Gerda 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.—£NZ312 (£A390 approx.) c.i.f., Auckland. Rarotonga.—£NZ230 (£A237/10/-) f.o.b., Auckland.

TROCHUS SHELL.—N.G.: £245 per ton ex-wharf less rejects. Market quiet. Fiji, £F170 per ton f.o.b., Suva.

GREEN SNAIL SHELL.—Market steady in Sydney at present. N.G., £195 per ton less rejects. N.H., No interest in Sydney. B.S.I., No. 1 grade £175-£190, Spotted £80 ex-wharf.

LONDON PRICES

LONDON, May 21.
Copra, c.i.f., Continental Ports, ton:—
New Hebrides .. 72,000 Metrop. francs
(£A92/18/- approx.)
Tahiti .. 72,000 Metrop. francs
(£A92/18/- approx.)
FM Straits, June-July .. £Stg.71
(£A88/15/- approx.)
Philippines, June-July .. £187.50
(£A83/3/- approx.)
Coconut Oil, c.i.f., Continental Ports, ton:—
FM Straits, bulk, 1% FFA .. £Stg.111
(£A138/15/- approx.)
Ceylon, bulk, 3¼% FFA .. £Stg.108
(£A135 approx.)

Cocoa, per 50 kilos, c.i.f., Nth. Continental Ports:—
Accra, April-June .. £Stg.24
(£A600 approx. per long ton)

ISLANDS MINING SHARES

	Aug., 1939	May 1	June 1
Emperor ..	11/11	s19/6	b17/3
Loloma ..	25/6	b27/3	b27/-

PAPUA-NEW GUINEA			
Bulolo G.D. ..	b124/-	b70/-	s68/-
Mandated All. ..	b3/8	b6d	s2/-
N.G.G. Ltd. ..	b1/10	1/11½	b1/8
Oil Search ..	s3/11	b23/1½	b22/-
Oriomo Oil ..	b5/-	b10/-	b9/2
Papuan Apin. ..	b4/11	b7/9	b4/4
Placer Dev. ..	b68/6	b260/10½	s282/6
Sandy Creek ..	b1/5	b6d	b4d

EXCHANGE RATES

FIJI.—Through BANK OF NSW, ANZ BANK and BANK OF NZ. Australia on Fiji, basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. Fiji-London, basis £100 London: B. £110/12/6; S. £112. NZ-Fiji, basis £100 NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: B. £A123/12/6; S. £A124/10/9. Samoa-London, basis £100 London: B. £100/7/6; S. £101/10/-.

PAPUA-NG.—COMMONWEALTH BANK (Port Moresby, Lae, Rabaul, Kavieng, Madang), BANK OF NSW (branches: Pt. Moresby, Lae, Bulolo, Rabaul, Madang, Samarai; agency: Wau) and ANZ BANK (Port Moresby) quote exchange rate Australia-Papua-NG: 10/- per £100.

BSI.—COMMONWEALTH BANK (branch at Honiara) quotes exchange rate Australia-BSI: 10/- per £100.

FR. PACIFIC COLONIES.—Pacific francs, 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): 145.78 Pac. fr. to £Aust., 176.72 Pac. fr. to £Stg.; 64.70 Pac. fr. to US \$.

Consign Your Shell

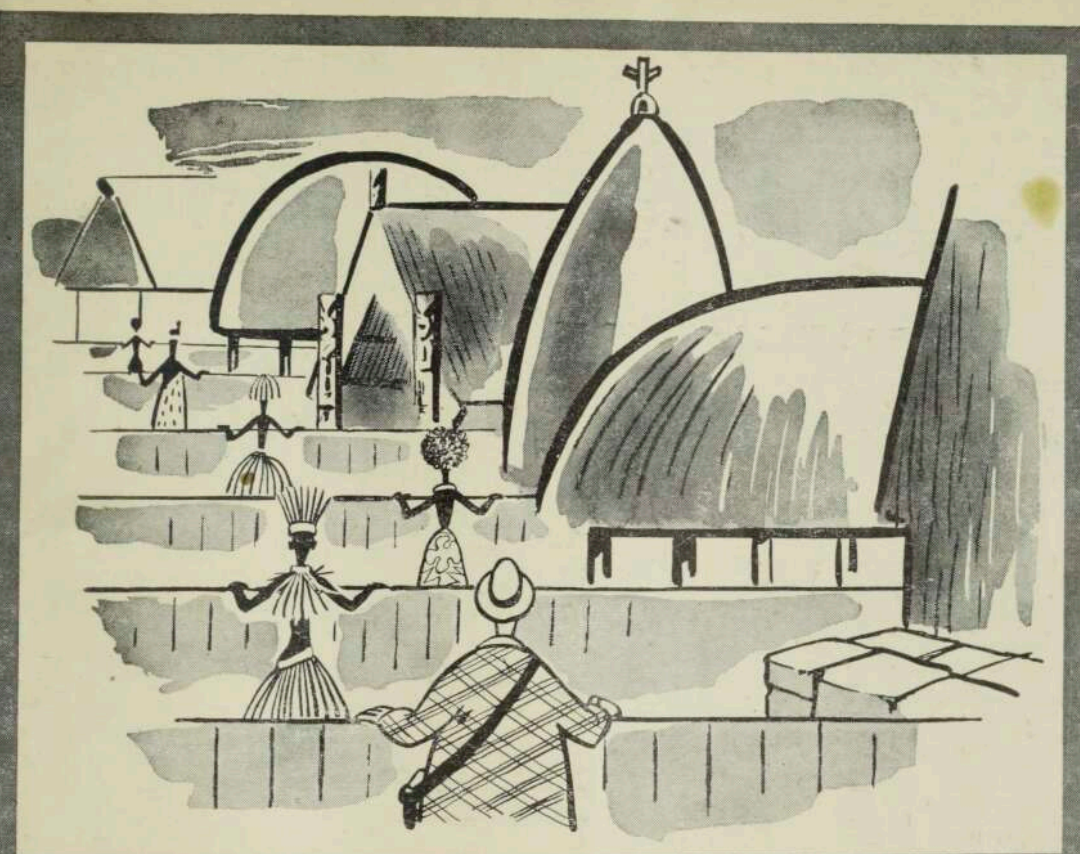
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We can offer highest prices for all types of Shell and Island Produce, and invite your inquiry.

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AP41

Holiday over your fence

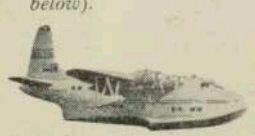
Wherever you live along the Coral Route, a fine holiday awaits you "just over your fence." TEAL will fly you there easily, comfortably.

For Australians or New Zealanders, a TEAL trans-Tasman flight provides a new world of interest—similar enough to home for comfort yet stimulating because the attractions of the two countries are so different.

Island residents can at little cost visit a neighbouring territory—Fiji, Samoa,

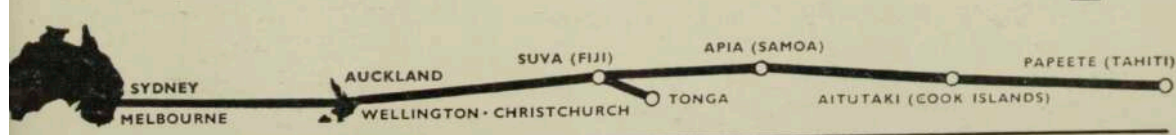
Tahiti—or for a complete change, New Zealand or Australia.

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Rabaul, Lae, Madang, Kavieng.

IN PAPUA:

Island Products Ltd.,
Port Moresby.

IN FIJI:

W. R. Carpenter Co. (Fiji)
Ltd., Suva.