

Vol. XXVI, No.3 (Oct. 1, 1955)

Date : 7/17/26, 7:41 AM

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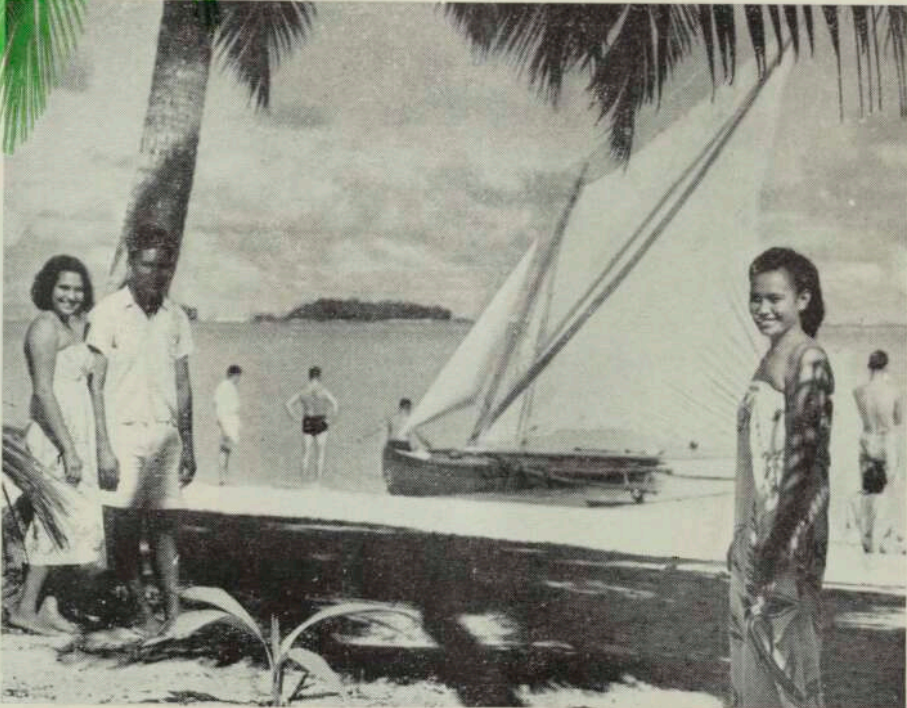
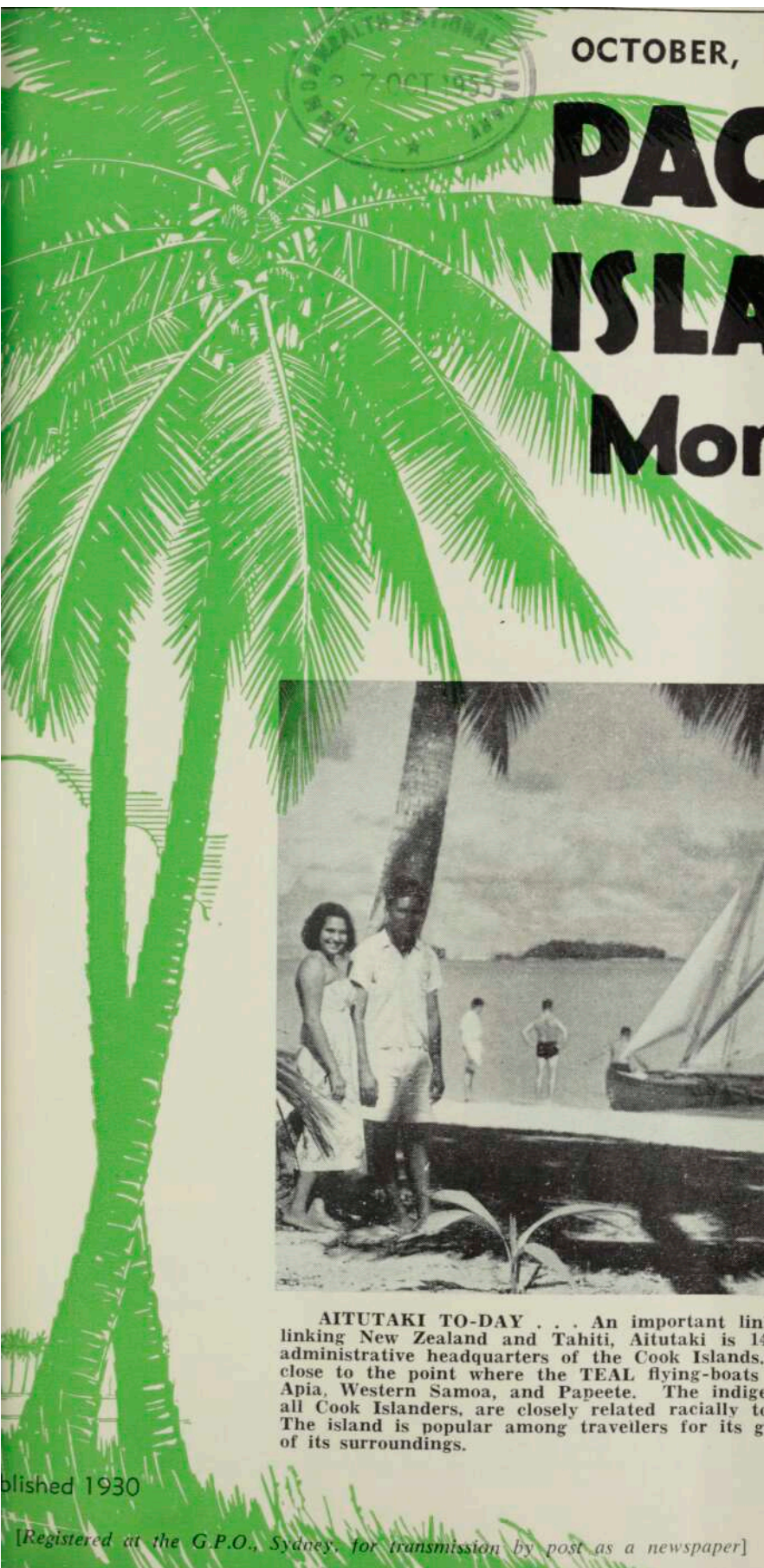
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OCTOBER, 1955 Vol. XXVI. No. 3.

**PACIFIC
ISLANDS
Monthly**



AITUTAKI TO-DAY . . . An important link in the Coral Route airline linking New Zealand and Tahiti, Aitutaki is 140 miles north of Rarotonga, administrative headquarters of the Cook Islands. The scene depicted here is close to the point where the TEAL flying-boats alight on their way between Apia, Western Samoa, and Papeete. The indigenous people of Aitutaki, like all Cook Islanders, are closely related racially to the Maori of New Zealand. The island is popular among travellers for its genial climate and the beauty of its surroundings.

—Photo by Whites Aviation.

ublished 1930

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

From
Island Services
to

International Air Routes

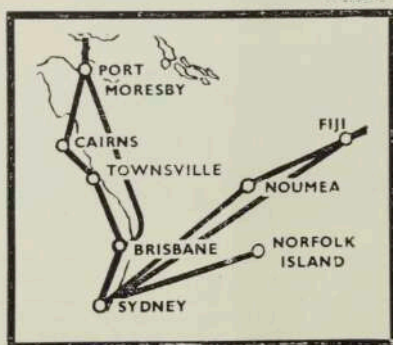
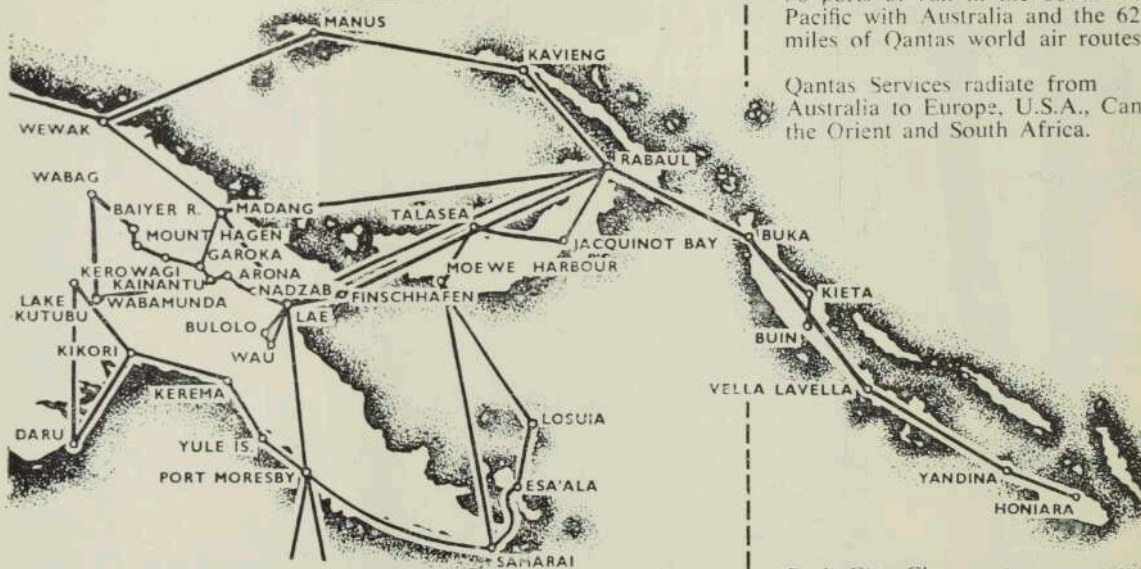


QANTAS Service is **Super Service**

Australia's Overseas Airline, with 35 years of experience, offers the finest in airline travel.

Fast, frequent services link over 50 ports of call in the South-West Pacific with Australia and the 62,000 miles of Qantas world air routes.

Qantas Services radiate from Australia to Europe, U.S.A., Canada, the Orient and South Africa.



Both First-Class and money-saving Tourist travel are available to many ports of call on Qantas International network trunk routes.

QANTAS

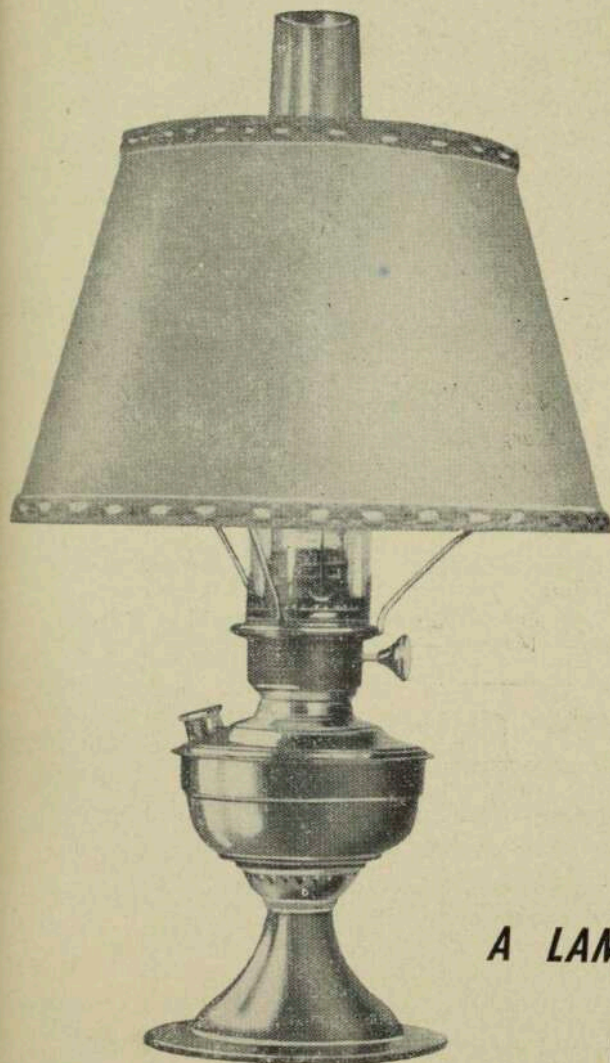
QANTAS EMPIRE AIRWAYS LTD.
(Inc. in Q'land) in association with
B.O.A.C. and TEAL.

AUSTRALIA'S OVERSEAS AIRLINE

P22

Coleman

KERO-MAN TABLE LAMP



*Brilliant yet pleasant
incandescent white
light.*

*No pumping or pre-heating
necessary.*

Burns ordinary Kerosene.

*Heat-resisting glass
chimney.*

Centre draught feature.

Polished Brass finish.

A LAMP OF LASTING QUALITY

MADE IN ENGLAND

Representatives for Pacific Islands

54a PITT STREET
SYDNEY

ROBERT GILLESPIE PTY LTD

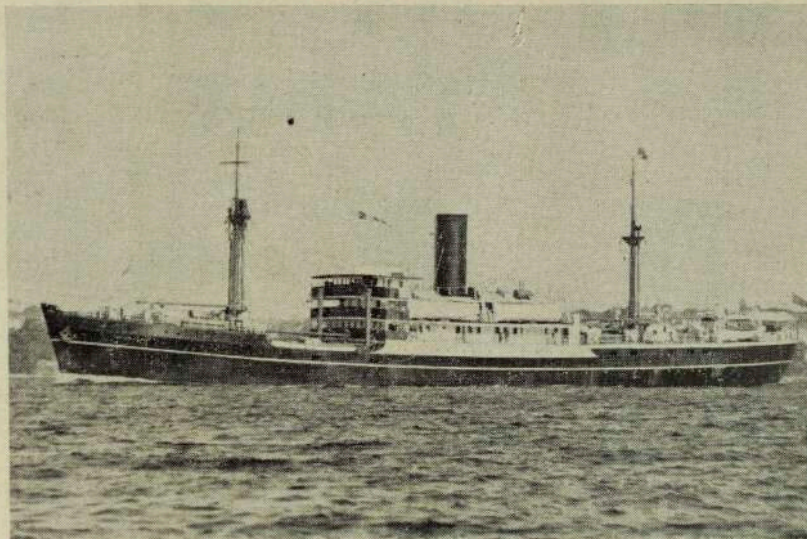
PEARCE & CO. LTD.
SUVA
FOR FIJI ISLANDS

PACIFIC ISLANDS MONTHLY—OCTOBER, 1955

1

THE CHINA NAVIGATION CO. LTD.

(A British Company incorporated within the United Kingdom)



NEW GUINEA AUSTRALIA LINE

Passenger and Cargo Liners

Regular Services between AUSTRALIA and NEW GUINEA

M.S. SOOCHOW . . . Sydney — Brisbane — Port Moresby — Samarai — and
return.
M.S. SHANSI . . . Sydney — Brisbane — Rabaul — Kavieng — Madang —
Lae — and return.
M.S. SINKIANG . . . Melbourne — Sydney — Port Moresby — Samarai — Rabaul
— Kavieng — Madang — Lae — and return.

HONGKONG NEW GUINEA LINE

New Monthly Service between HONGKONG and NEW GUINEA

S.S. FUNING } Hongkong — Madang — Kavieng — Rabaul — Lae — Samarai
S.S. FENGNING } — Port Moresby — and return.

Calls at Kavieng are on alternate months, or subject to inducement.

Calls at Samarai subject to inducement.

Occasional vessels also load in Japan.

Through bills to and from U.K., Continent, U.S.A. & Japan.

For further details please apply to agents, or refer to the weekly advertisement
in the South Pacific Post

AGENTS

PAPUA: Steamships Trading Co. Ltd., Port Moresby, Samarai. Cables: Steamships.
NEW GUINEA: Colyer Watson (N.G.) Ltd., Lae, Madang, Kavieng, Rabaul. Cable: Colyeram.
BRISBANE: Wills, Gilchrist & Sanderson Pty. Ltd., 400 Queen Street. Cables: Wilgilsand.
MELBOURNE: John Sanderson (Shipping) Pty. Ltd., 111 William Street. Cable: Syndicate.
JAPAN: Tokyo, Yokohama, Osaka, Kobe: Butterfield & Swire (Japan) Ltd. Cable: Swire.
GENERAL AGENTS AUSTRALASIA: G. S. Yuill & Co. Pty. Ltd. 6 Bridge Street, Sydney. Cable: Yuill. BU 171
EASTERN MANAGERS: Butterfield & Swire, Hongkong. Cable: Swire.

Sailing Time-Tables

all sailings are approximate and may vary by as much as two weeks.

Sydney-Papua-N. Guinea

MV Malaita sails from Sydney for Rabaul, Lae, Lorengau, Wewak, Madang, Lae, Sydney. Next sailing Nov. 8, Dec. 12.

MV Malekula sails from Sydney for Rabaul, Kavieng, Manus, Wewak, Madang, Lae, Samarai and return to Sydney. Next sailing Nov. 25, 13.

MV Bulolo, modern liner, sails about six weeks: Sydney-Brisbane-Moresby-Rabaul - Lae - Madang - Manus - Rabaul - Moresby-Brisbane-Sydney. Next sailing Oct. 26, Dec. 8.

Details from Burns Philp & Co. Ltd., Bridge Street, Sydney.

MV Soochow: Sydney - Brisbane - Port Moresby-Samarai-Sydney. Sailing Oct. 28, 22.

MV Shansi: Sydney - Brisbane - Port Moresby-Samarai-Sydney. Sailing Nov. 8.

MV Fukien: Sydney - Brisbane - Port Moresby - Rabaul - Lae - Brisbane - Melbourne. Next sailing not yet fixed.

MV Sinkiang: Sydney - Port Moresby - Rabaul - Kavieng - Madang - Melbourne. Sailing Nov. 17.

Sails from New Guinea Australia Line S. Yuill & Co., Ltd., agents, 6 Bridge Street, Sydney.

Southbound only:

MV Citos: Next sailing not yet fixed.

MV Delos: Rabaul Nov. 6, Lae Nov. 11.

Brisbane, Sydney, Melbourne.

MV Aros: Lae Nov. 30, Rabaul Dec. 3, Brisbane, Sydney, Melbourne.

Details from Wilh. Wilhelmsen Agency Pty., Ltd., 63 Pitt St., Sydney.

N. Zealand-Fiji-Samoa-Tonga

MV Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland.

MV Matua maintains a service from Auckland to Suva, Lautoka, Apia, Suva, Lyttelton, Wellington, and return to Auckland. Each Autumn there is a temporary rearrangement of schedules while the respective vessels are on annual survey. Next sailings:

MV Tofua: Nov. 7, Dec. 3.

MV Matua: Nov. 4 see below; Nov. 26, Auckland, Lautoka, Suva, Lyttelton, Wellington, Auckland.

Details from all offices of Union Steam Ship Co. of NZ.

N. Zealand-Cook Is.

The regular passenger vessel Maui Pomare should resume in mid-December. The 700-ton freighter Viti is meanwhile operating a cargo service from Auckland and occasional limited passenger facilities are available on trans-Pacific freighters. SS Waikawa will call Rarotonga about mid-Dec., thence Auckland. MV Matua will make a special passenger-and-cargo run from Auckland Nov. 4, Apia Nov. 8-9, Rarotonga Nov. 12, Mangaia Nov. 14, Rarotonga Nov. 15, Auckland Nov. 21.

SS Waitemata should clear Auckland early December for Rarotonga.

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.

Sydney-New Hebrides-BSI-Rabaul, Etc.

MV Tulagi, 10 passengers, leaves Sydney

Australia - New Zealand - Canada - USA

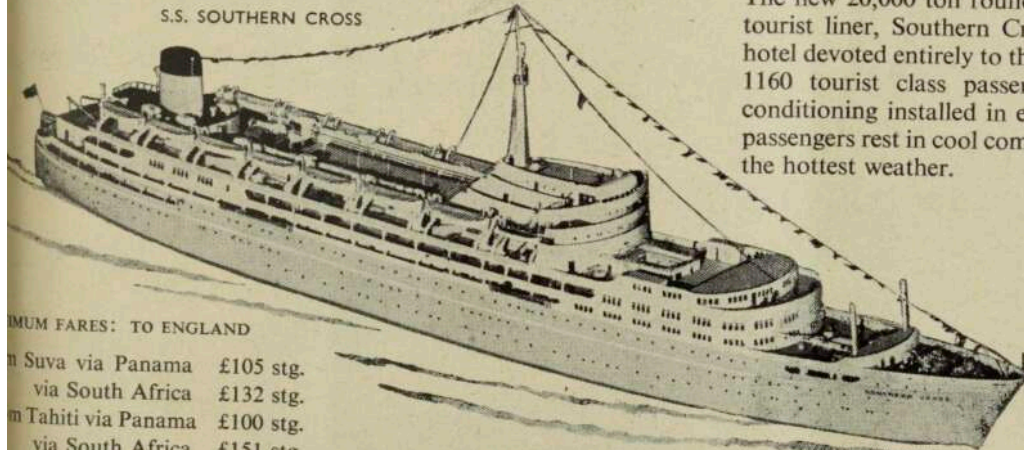
Sailings of Orient Line Passenger Ships, 1954-55.

		ORCADES	ORONSAY	ORSOVA	ORLON	ORSOVA	ORONSAY
		1955	1955	1956	1956	1956	1956
SYDNEY	depart	—	18 Nov.	27 Jan.	2 Apr.	1 June	—
AUCKLAND	arr/dep	—	21 Nov.	30 Jan.	6 Apr.	4 June	From
SUVA	arr/dep	—	24 Nov.	2 Feb.	10 Apr.	7 June	Panama
HONOLULU	arr/dep	—	29 Nov.	7 Feb.	16 Apr.	12 June	—
VANCOUVER	arrive	24 Oct.	5 Dec.	13 Feb.	23 Apr.	18 June	—
	depart	25 Oct.	6 Dec.	14 Feb.	24 Apr.	19 June	31 July
SAN FRANCISCO	arr	27 Oct.	8 Dec.	16 Feb.	27 Apr.	21 June	2 Aug.
	depart	28 Oct.	9 Dec.	17 Feb.	28 Apr.	Then	3 Aug.
HONOLULU	arr/dep	1 Nov.	13 Dec.	21 Feb.	3 May	to	7 Aug.
SUVA	arr/dep	8 Nov.	20 Dec.	28 Feb.	11 May	Panama	14 Aug.
AUCKLAND	arr/dep	11 Nov.	23 Dec.	2 Mar.	14 May	—	17 Aug.
SYDNEY	arrive	14 Nov.	26 Dec.	5 Mar.	18 May	—	20 Aug.

Linking the Pacific Islands with { Europe, West Indies, New Zealand Australia and South Africa

The new Shaw Savill Tourist Class Liner

S.S. SOUTHERN CROSS



The new 20,000 ton round the world tourist liner, Southern Cross is a floating hotel devoted entirely to the needs of her 1160 tourist class passengers. With air conditioning installed in every cabin, passengers rest in cool comfort even during the hottest weather.

MUM FARES: TO ENGLAND

via Suva via Panama £105 stg.

via South Africa £132 stg.

via Tahiti via Panama £100 stg.

via South Africa £151 stg.

for full particulars apply: FIJI

Any Branch or Agency of Burns Philp (South Sea) Co. Ltd., Head Office: Suva. Cable address: Burnsouth.

TAHITI

Etablissements Donald Tahiti, Papeete. Cable address: Donald, Papeete.

Travel Shaw Savill

for Norfolk, Vila, Luganville, Honiara, Tenaru, Yandina, Gizo, Bougainville ports, Rabaul, Sydney.

Next sailing Oct. 28, Dec. 16.

MV Muliama, 8 passengers, leaves Sydney for British Solomons ports about monthly, ports varying with cargoes. Next sailing: Nov. 15, Dec. 15.

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.

From Sydney: Caledonien, Jan. 6, Tahitien, Feb. 17.

From Papeete for Sydney: Caledonien,

Dec. 13; Tahitien, Jan. 21; for Sydney only. MV Eridan Nov. 4.

MV Polynesie (Messageries Maritimes) maintains about monthly passenger sailings between Sydney and Noumea via the New Hebrides. Next sailing:

SS Neo Hebridais-II, 1,266 tons, maintains an irregular cargo service between Sydney and Noumea, and four trips per annum to Wallis Is. Owners: Soc. Miniere et Maritime de Noumea. Sydney agents: H. O. Ltd., 115 York Street.

Sydney-S. Africa-UK-Ports-Sydney

Shaw Savill's new one-class all-India liner Southern Cross makes four world voyages per year, alternately west-bound and east-bound with regular calls at Suva and

Next voyage east-bound, call November 1, Papeete November

N. America-Fiji-Hebrides

Pacific Islands Transport vessels Thorsisle and Thorshall maintain a regular service from Coast North American ports, with every 35-40 days. Some ports of cargoes offering. Next sailing:

Departs Papeete Oct. 24, Pago 29, Apia Oct. 31, Suva Nov. 5, Nov. 7, Noumea Nov. 12, Fiji Townsville Nov. 20, Honiara Nov. 29, San Francisco arrives: Thorshall: Departs San Francisco Los Angeles Nov. 19, Papeete Dec. 8, Apia Dec. 10, Suva Lautoka Dec. 16, Noumea Dec. 17, arrives San Francisco Jan. 26. Details from General Steamship

PACIFIC ISLANDS TRANSPORT LINE

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

Motor Vessels "Thorsisle" and "Thorshall"

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

and

TAHITI — SAMOA — FIJI — NEW CALEDONIA —
NEW HEBRIDES — NEW GUINEA

GENERAL STEAMSHIP CORPORATION, LTD.

General Agents

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

PAPEETE—Etablissements Donald Tahiti.

APIA—Morris Hedstrom Ltd.

SUVA—Morris Hedstrom Ltd.

NOUMEA—Etablissements Ballande.

PORT VILA—Comptoirs Francais des

LAE—Burns Philp (New Guinea) Ltd.

Nouvelles Hebrides.

SYDNEY—Birt & Co. (Pty.) Ltd.

AUSTRALIA-WEST PACIFIC LINE

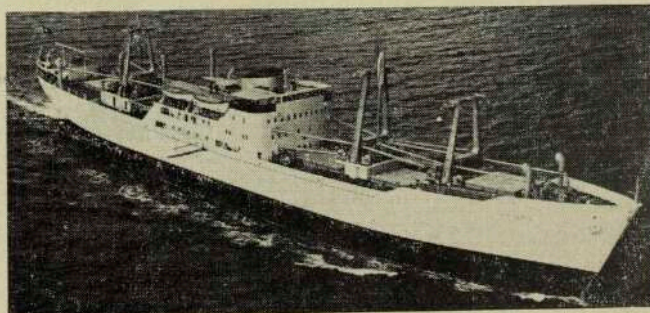
REGULAR MONTHLY SAILINGS

Trading Northbound from ADELAIDE, MELBOURNE, SYDNEY and BRISBANE to SANDAKAN, MANILA, HONG KONG and main JAPANESE PORTS.

Southbound from JAPAN, HONG KONG and MANILA to MADANG, LAE, RABAU, HONIARA, VANIKORO thence main AUSTRALIAN PORTS.

A R O S - C I T O S - D E L O S

Cargo Service, with Luxurious Passenger Accommodation, by Fast New Motor Vessels specially built for the Far Eastern Trade.



General and refrigerated Cargo Space; also Special Mechanical Ventilation for Ice Vegetables, etc. 'tween decks.

M.V. DELOS—A.W.P. Line's new motorship for Australian-Far East trade.

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELSEN AGENCY PTY. LTD., 63 Pitt St., Sydney. 'Phone: BU 6301. Branch at Melbourne: 51 William St. 'Phone: MU 5906.

AUSTRALIAN AGENTS: Brisbane & Adelaide: Gibbs, Bright & Co.

ISLAND AGENTS: Madang, Mr. A. Strachan; Lae, Mr. R. Tebb; Rabaul, Town Transport Ltd.; Honiara, Government Trade Office

FAR EASTERN AGENTS: Dodwell & Co. Ltd., Manila, Hong Kong & Japan.

ation Ltd., 432 California St., San Francisco, U.S.A., and Island Agents, U.S.-PAPEETE-PAGO PAGO-N.Z.-AUSTRALIA

atson-Oceanic Line of San Francisco operates a regular passenger-cargo service to Los Angeles. Southern terminal ports with cargoes offering. Vessels call at Pago Pago, and Suva, depending on cargoes.

SYDNEY-SUVA-HONOLULU-VANCOUVER

ific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter & Co.) operate a service three times yearly with 10,000 ton, 98-passenger vessel en route along the above route. Accommodation is entirely First Class, two-berth cabins. Next sailings from Sydney Jan. and late May, 1956. Details from American Trading & Ship Co. Pty., Ltd., Sydney.

HONOLULU-PAPEETE

242-ton auxiliary schooner Te Vega, American-owned, operates a luxury passenger service to a regular schedule, calls at Marquesas and Line Islands required. To dep. Honolulu Oct. 27, Papeete Nov. 12, dep. Dec. 1, arr. Honolulu Dec. 15, dep. Dec. 31, arr. Papeete Jan. 15. Details from Darr Lines, Theo. H. Davies & Co., Honolulu.

Time-Tables

PAN-PACIFIC SERVICES

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

BY PAN-AMERICAN AIRWAYS

Strato Clippers, using Sleeperettes and Berths*

Thurs., Fri., Sun.: Sydney - Nadi -

Canton Is. - Honolulu - San Francisco - Seattle - Portland.

Mon., Tues., Thurs., Sat.: Return same route.

* DC4 from Auckland connects, arriving Nadi Tues., Thurs., Sun., departing Nadi Wed., Sat., Mon.

BY QANTAS EMPIRE AIRWAYS (Super Constellation Service)

NORTHWARDS

Tues., Thurs.* and Sat.* Sydney-Nadi (Fiji)-Canton Is. - Honolulu - San Francisco—with every Saturday service extending to Vancouver.

SOUTHWARDS

Wed., Fri.,* Sun.* — San Francisco -

Honolulu - Nadi (Fiji) - Sydney. (Note: Crosses date-line enroute).

TEAL DC6 services between Auckland and Nadi connect at Nadi Tues. and Sat. northwards; Wed. and Sun. southwards.

BY CANADIAN PACIFIC AIRLINES (With Super DC-6B Aircraft)*

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

Every Sunday leave Vancouver by same route. (Note: Crosses date-line enroute).

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

LONDON - SUVA

FIJI DIRECT SERVICE

VIA PANAMA

For Sailings and Further Particulars Apply To:—

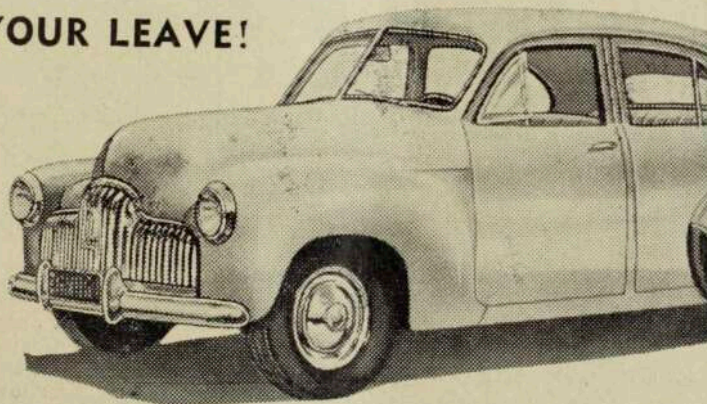
BETHELL, GWYN & CO. LTD.,
138 LEADENHALL ST.,
LONDON, E.C.3.

BURNS PHILP (SOUTH SEA) CO. LTD.,
SUVA, FIJI

MAKE THE MOST OF YOUR LEAVE!

Own your OWN CAR!

Yes, for the full duration of your stay and we'll buy it back when you leave!



SELECT FROM OVER 100 GUARANTEED USED CARS!

Own your own car to come and go as you please, where you please, when you please. Write and tell us the type of car you'd like and we'll have a good used model lined up for your arrival. Practically all our used cars are covered by a mechanical guarantee and all by an N.R.M.A. Certificate. We can save you £'s! A 1/3 deposit is all we ask and we buy back even though the purchase price is not fully paid up. Tell us what you need—we do the rest! It's cheaper than a hire car and you can select the car of your choice—not some high mileage "hack".

Many hundreds of clients have been satisfied by our "Special Island Arrangement"—so write for particulars now to Sales Manager.

BROADWAY MOTORS (N.S.W.) Pty. Ltd.

AUSTRALIA'S LARGEST USED CAR ORGANISATION

184-200 Broadway, Sydney, N.S.W., Australia.

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways
(Skymasters)

NORTHWARDS

Mon., Tues., Sat., & alt. Sun.*

Depart:	Arrive:
Sydney, 8.00 pm	Brisbane, 10.45 pm
Brisbane, 11.45 pm	Moresby, 6.35 am
	(Tues., Wed., Sun.,
	& alt. Mon.)
Moresby, 8.05 am	Lae, 9.20 am

Thurs.

Depart:	Arrive:
Sydney, 8 pm	Brisbane, 10.45 pm
Brisbane, 11.45 pm	Townsville, 3.30 am
	(Friday)
Townsville, 4.15 am	Cairns, 5.25 am
Cairns, 6.25 am	Port Moresby, 9.15 am
Port Moresby, 10.45 am	Lae, midday.

* Alt. Sun., Nov. 6, etc.

SOUTHWARDS

Tues., Wed., Sun. & alt. Mon.†

Depart:	Arrive:
Lae, 11.20 am	Moresby, 12.35 pm
Moresby, 1.45 am	Brisbane, 8.20 pm
Brisbane, 9.45 pm	Sydney, 12.30 am

* Alt. Mon., Nov. 7, etc.
Sat.

Depart:	Arrive:
Lae, 7.00 am	Moresby, 8.15 am
Moresby, 9.45 am	Cairns, 12.35 pm
Cairns, 3.05 pm	Townsville, 4.15 pm
Townsville, 5.00 pm	Brisbane, 8.45 pm
Brisbane, 9.45 pm	Sydney, 12.30 am

3. N. Guinea Internal Services

Operated by Qantas

LAE—HOLLANDIA (Dutch New Guinea)
(DC3)

Alternate Wed. (Nov. 2, etc.).

Departs Lae 10.30 am, calls at Madang

and Wewak, and arrives at Hollandia 3.0 pm. Every alternate Thursday (Nov. 3, etc.), depart Hollandia 9.30 am, and, with calls at Wewak and Madang, arrives Lae at 3.40 pm. LAE-MANUS (DC3)

Every Wednesday.

Dep. Lae, 8.00 am: Finschhafen, RH

Kavieng, arr. Manus 3.00 pm.

Returns Saturdays (dep. 8 am), etc.

SERVING ALL PARTS OF FIJI.

Carrying Passengers and Cargo

S.S. "AI SOKULA"

Motor Vessels: "KOMAIWAI," "TOVATA" (t/s)

All equipped with Radio telephone. Operating to time-tables published in the Press and announced from VRH Broadcasting Station.

ISLAND TRANSPORT LIMITED.

Managing Agents:

W. R. CARPENTER & CO. (Fiji) LTD.

SUVA, FIJI.

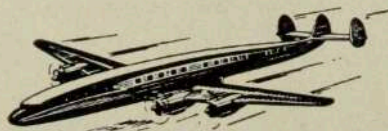
Telephone: 114—6 lines. P.O. Box 299.

Fly to Europe direct from Biak

and save £100

Interested? Of course . . . especially when you travel Super Constellation by KLM, the world's oldest and most experienced airline. Your saving by this new route will be anything from £55 to £110.

• Your bank or travel agent, or any office of Burns Philp & Co. Ltd., our Agents in New Guinea will tell you all about this money-saving route.



KLM ROYAL DUTCH AIRLINES
68 MARGARET STREET, SYDNEY



Kavieng, Rabaul and Finschhafen arr.
Lae, 2.55 pm.

MORESBY-DARU (Catalina)
Yule Is., Kerema, Kikori, L. Kutubu.—
Every alternate Friday returning same
day (Nov. 11, etc.).

PORT MORESBY-RABAUL
(Catalina)
Tues. (Nov. 1, etc.) Port Moresby -
Samarai-Esa'ala-Losuia-Moewe Harb -
Talasea-Jacquinet Bay-Rabaul. Return-
ing via same ports (except Losuia and
Esa-ala optional) alt. Thu. (Oct. 6,
etc.).

NEW BRITAIN-BOUGAINVILLE
(Catalina)
Wed. — Rabaul - Buka - Kieta - Buin
Nov. 2, etc.). Returning same day.

**LAE-MADANG-WEWAK-MANUS-
KAVIENG-RABAUL SERVICE**
(DC3)
Thur. Dep. Lae 6.30 am, Madang
arr. 7.35 am Wewak, Manus Is.,
Kavieng, Rabaul arr. 3.40 pm.
only Dep. Rabaul 8.00 am direct
Madang, arr. 10.50 am, Wewak,
Madang, Lae arr. 4.35 pm.

CENTRAL HIGHLANDS
(DC3)
Days—Lae (8.30 am) to Wabamunda,
calling at any of: Goroka, Nondugl,
Manz, Minj, Mt. Hagen, Baiyer R.,
Wabag, Wabamunda. Return to Lae
arriving 6 pm.

LOWER HIGHLANDS
(Beaver)
Days—Lae (7.30 am) to Goroka, call-
ing at any of: Nadzab, Kalapit, Gusap,
Antu, Goroka, Arona. Arrival back
Lae depends on stops made.

LAE-BULOLO-WAU (DC3)
Lae.—Mon. 7.30 am, Tues. 2 pm,
Wed. 11.30 am, Fri. 2.00 pm.
Wau.—Mon. 9 am, Tues. 3.30 pm,
Wed. 1 pm, Fri. 3.30 pm. Bulolo is
omitted on these flights which take 35
minutes, Wau-Lae.

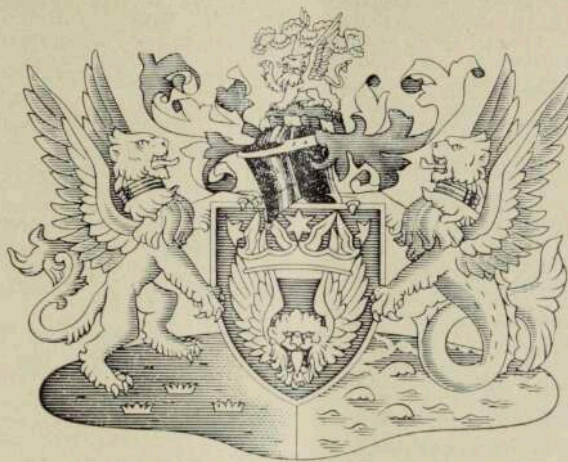
MADANG-GOROKA (DC3)
Days.—Depart Madang 8.25 am, arrive
Goroka 9.00 am, returning same day;
Depart Goroka 9.30 am, arrive Madang
1.5 am.

NEW GUINEA-NEW BRITAIN
(DC3)
Days—Depart Lae 12.55 pm, Finschhafen
4.45 pm, arrive Rabaul 3.55 pm.
Days—Depart Rabaul 10 am, Madang
2.25 pm, arrive Lae 2.30 pm.
Days—Depart Lae 12 noon, Finschhafen
pm, Rabaul 3.10 pm.
Days—Depart Rabaul 5.45 am, Finsch-
hafen 8.10 am, arrive Lae 8.45 am.

SERVICES BY MANDATED AIRLINES
Scheduled Flights with DC3 Aircraft
Depart Lae at 7.30 am for Goroka, Ma-
adang, Wewak, Madang, Rabaul —
returning overnight.
Depart Rabaul at 6.30 am for
Madang, Wewak, Madang, Goroka, Lae.
Depart Lae 7.30 am for Goroka, Wau,
Port Moresby, Wau, Goroka, Lae.
Depart Lae at 7.30 am for
Goroka, Wau, Port Moresby, Wau,
Goroka, Lae.
Depart Lae at 7 am for Madang,
Wewak, Momote, Kavieng, Rabaul —
returning overnight.
Depart Rabaul at 7 am for Kavieng
Momote, Wewak, Madang, Goroka, Lae.

Aust.-Dutch N. Guinea
By KLM Royal Dutch Airlines.
Weekly service with Super-Cons.
between Sydney and Amsterdam with a
stop at Blak, DNG, and Manila.
Aircraft link Blak with Hollandia.
G. Merauke, Tenah Merah, and
Kwari.

TRAVEL ROYAL—TO ALL SIX CONTINENTS



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5. N. Guinea-Solomons

By Qantas with DC3
(Three flights every four weeks)
Mon. (Nov. 7, 14, 21) Lae (dep. 6 am) —
Finschhafen — Rabaul — Buka — Vella-
lavella — Yandina — Honiara, BSI
arriving 5.25 pm).
Tues. (Nov. 8, 15, 22) Honiara (dep. 7
am) — Yandina — Vellalavella — Buka
— Rabaul — Lae (arriving 3.35 pm).

6. Indo-China-Brisbane- N. Caledonia

By Air France, Fortnightly.
Constellation aircraft depart Saigon
Oct. 24, for Darwin — Brisbane — Noumea
and return. Depart Noumea, Oct. 27.

7. Sydney-Lord Howe Is.

By Ansett Airways Pty., Ltd.,
with Sandringham Flying-boats.
Return flight each Tuesday and Saturday.

8. Sydney-Norfolk Is.

By Qantas, with Skymasters
Alternate Thurs. (Nov. 3, etc.) returning
same day.

9. Sydney-New Hebrides

By Qantas with Skymasters
(Variable)
Flying-boats were replaced by Sky-
masters in June. Service now terminates
at Tontouta (N. Caledonia) until Villa-
Santo airfields ready next year.

Depart: Arrive:
Sydney, Oct. 26, Tontouta, Oct. 27,
Nov. 23, 11.30 pm. Nov. 24, 7 am.
Tontouta, Oct. 27, Sydney, Oct. 27,
Nov. 24, 9.30 am. Nov. 24, 3.20 pm.

10. Sydney-N. Caledonia-Fiji

By Qantas with Skymaster.
(Monthly)

(Oct. 19, Nov. 9, etc.)
Depart: Arrive:

Sydney, Wed., 11.30 pm. Tontouta, Thur., 7 am.
Tontouta, Thur. 8 am. Nadi, Thur., 1.30 pm.
Nadi, Fri., 9.45 am. Tontouta, 1.30 pm.
Tontouta, Fri., 2.15 pm. Sydney, Fri., 8.20 pm.

11. Auckland-Norfolk Is.

TEAL, by Qantas (charter)
(Fortnightly)
Return flight alt. Sundays Nov. 6, etc.

12. Auckland-Sydney

Tasman Empire Airways, with
DC6 aircraft.
Mon., Thur., Fri.: Dep. Auckland 9.15 am,
arr. Sydney 1.00 pm.
Tues.: Dep. Auckland 6.00 pm, arr. Sydney
9.45 pm.
Wed., Sun.: Dep. Auckland 11.15 am,
arr. Sydney 3.00 pm.
Tue., Sat.: Dep. Sydney 10.00 am,
arr. Auckland 5.15 pm.
Mon., Thur., Fri.: Dep. Sydney 3.00 pm,
arr. Auckland 10.15 pm.
Tues.: Dep. Sydney 11.30 pm, arr. Auck-
land Wed. 6.45 am.

13. Christchurch-Sydney

Tasman Empire Airways, with
DC6 aircraft.
Mon., Fri.: Dep. Christchurch 5.00 pm,
arr. Sydney 8.40 pm.
Mon., Thurs.: Dep. Sydney 8.00 am, arr.
Christchurch 3.10 pm.

14. Christchurch-Melbourne

Tasman Empire Airways, with
DC6 aircraft.
Thurs.: Dep. Christchurch 5.00 pm, arr.
Melbourne 9.30 pm.
Fri.: Dep. Melbourne 7.00 am, arr. Christ-
church 3.00 pm.

15. New Zealand-Fiji

Tasman Empire Airways, with
DC6 aircraft.
Tue., Sat.: Dep. Auckland 1.15 am,
Nandi 6.30 pm.
Wed., Sun.: Dep. Nandi 11.00 am,
Auckland 4.25 pm.

16. Fiji-Tahiti

Tasman Empire Airways, with
Solent aircraft.
Service normally fortnightly, with
flights as required.
Departs Suva Friday 9 am, crosses
line, arrives Satapuala (W. S.
Thur. 2 pm, departs Fri. 2 am, i
Aitutaki 7.30 am, departs 9.30
arrives Papeete 2 pm. Departs F
Sun. 7.30 am, arrives Aitutaki 1
departs 1 pm, arrives Satapuala
pm, departs Mon 7 am, crosses
line, arrives Suva Tues., 9.55 a
Leaves Suva Nov. 11, 25, Papeete N
27, etc.

17. Fiji-Tonga

Tasman Empire Airways, with
Solent aircraft.
Irregular Service.
Dep. Suva 6.30 am. Arr. Nukualofa
am. Dep. Nukualofa 9.50 am,
Suva 4.55 pm.
Next flights Nov. 21, Dec. 22.

18. Fiji Internal Airways

Fiji Airways, Ltd. Drover and
Rapide Aircraft.
Suva-Nadi-Suva: Two flights daily
Sun., Mon., Wed., one flight.
Suva-Nadi: Tues., Sun. (additional
above return flight).
Nadi-Suva: Mon., Wed.
Suva-Labasa-Suva: Daily except Su
Suva-Taveuni-Labasa-Taveuni-Suva:
Wed., Fri.
Suva - Savusavu - Taveuni - Savu
Suva: Mon., Wed.
Suva - Savusavu - Labasa - Savu
Suva: Tues., Thurs., Sat., Sun.

19. N. Caledonia-Loyalty Internal Service

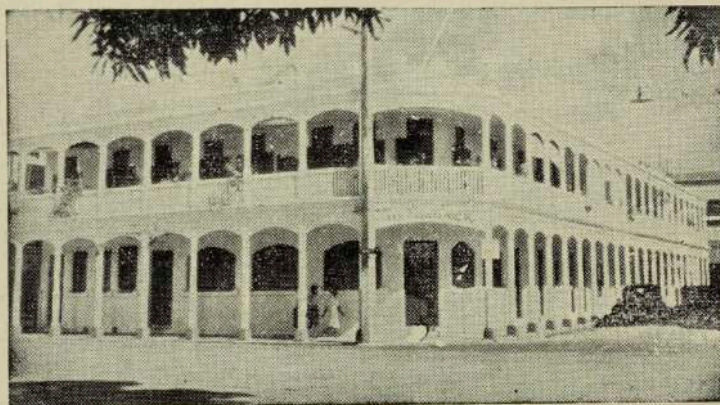
Societe Caledonienne de Transp
Aeriens (TRANSPAC).
Rapide aircraft.
Noumea (Magenta)-Lifou (Chepe
Noumea: Tues. mornings.
Noumea-Mare (Tadine)-Noumea: T
afternoons.
Noumea-Mare-Lifou-Noumea, or N
Lifou-Mare-Noumea, alternat
Thursday mornings.
Noumea-Koumac-Noumea (with
tional call at Plaine des Gaiacs
mornings.
Noumea-Poindimie-Noumea (with
tional call at Houailou): Fri.
noons.
Noumea-Iles des Pins-Noumea: Sa
afternoons, and, if sufficient
ment, Sundays.
NOTE: Service to Ouvea, Wallis Isl
mencing soon when airfield b
pleted.

20. French Oceania In Island Service

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21. Micronesia

Trans Ocean Airlines.

Using Grumman Albatross twin-motored amphibious flying-boats, operates a service throughout the American Trust Territory Micronesia on behalf of the Government. Details from Trans-Ocean Airlines, Manila, Guam.

Approximate Airways Fares

Fares quoted are First Class. Tourist fares at 20 per cent. lower is available Trans-Tasman, Auckland-Nadi, Sydney-Nadi, and trans-Pacific services. Fares to the east of Nadi include air connection Suva by Fiji Airways.

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...	55 7 0	99 13 0	2
aul	64 19 0	116 19 0	2, 3
ara	80 7 0	146 13 0	2, 5
nea	38 15 0	69 15 0	10, 9, 8
olk Is.	27 10 0	49 10 0	8
owe	12 15 0	25 10 0	7
...	58 15 0	105 15 0	1, 10, 18
...	73 5 0	131 15 0	1, 10, 18
land	47 5 0	85 1 0	12
st'ch	47 5 0	85 1 0	13
dulu	243 6 0	437 19 0	1
an'co	301 7 0	542 9 0	1
ouwer	301 7 0	542 9 0	1
alofo	92 9 0	165 19 0	1, 10, 17
...	97 7 0	175 3 0	1, 10, 16
aki	119 8 0	214 19 0	1, 10, 16
ete	...	...	...
rect)	139 2 0	250 8 0	1, 18, 16

FROM AUCKLAND (NZ currency) TO—

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Suva	44 8 0	80 19 0	1, 15, 18, 16
Apia	52 3 0	94 18 0	1, 15, 18, 16
Aitutaki	72 12 0	141 14 0	1, 15, 18, 16
Papeete	87 11 0	158 12 0	1, 15, 18, 16
Norfolk	19 15 0	35 11 0	11

New Guinea Gold is Still Big Industry

PRODUCTION of gold in New Guinea in the last financial year dropped by more than 5,000 fine ounces, but it is still a million-pounds-a-year industry.

Figures given by the P-NG Department of Mines show that the Trust Territory's gold production last year fell from 90,800 fine ounces to 85,700.

In Papua, however, gold production increased to nearly 1,100 fine ounces. Only 280 ounces were produced in the previous year.

There were big increases also in the Papuan production of copper ore and silver.

The amount of copper ore mined rose from only a few pounds in 1953-54 to about nine tons last year, and silver from 60 oz to 249 oz.

THE Mines Department figures show that native are playing a steadily increasing part in the production gold in New Guinea.

Last year, they recovered 917 fine oz. valued at more than £14,000.

In the Kainantu district alone, native miners produced nearly £11,000 worth of gold.

Zanzibar Wasp v. Rhinoceros Beetle

DR. J. SZENTIVANY, a Papua-New Guinea Administration entomologist, has stated that Zanzibar wasps liberated in New Britain to counter the rhinoceros beetle have established themselves.

Dr. Szentivany said the wasps had multiplied and several planters were certain that the wasps were slowly killing the dreaded copra pest.

One noticeable aspect was that the wasps multiplied most where there were flowers. As a result, Dr. Szentivany has advised plantation managers to plant flowers or flowering shrubs.

He pointed out that a plantation near the Vunapope Mission, where Bishop Scharmac has an outstanding garden, harboured a large number of the wasps.

Dr. Szentivany emphasised, however that although the wasps and other insects appeared to be helping to control the beetle, the essential thing was to keep plantations clean, and to destroy the beetle's breeding ground.

When in
SUVA stay at



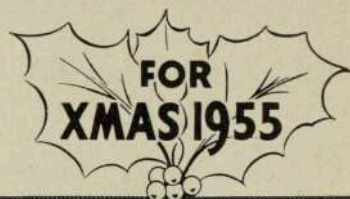
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Delightfully situated in magnificent grounds overlooking Suva's beautiful harbour, the Grand Pacific Hotel is the social centre of Fiji.

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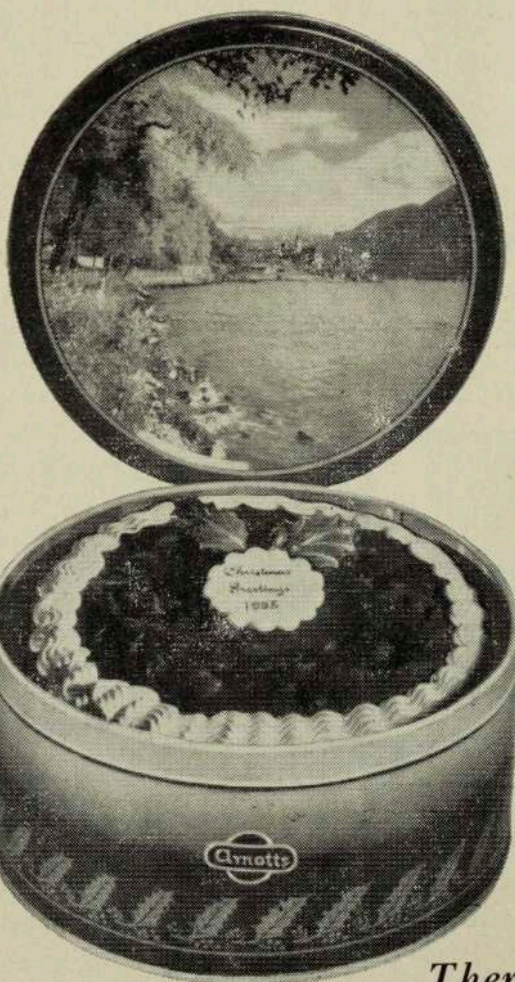
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famous
Biscuits

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Port Moresby.
PAPUA-N.G.
Jan. 6, 1955

Dear Sirs,

I thought you might be interested to know how your cakes keep in this tropical climate.

I bought this Xmas Cake at a Sydney store 11 months ago last November. As I didn't arrive back here until early in January the cake was put away in my sideboard and forgotten until I discovered it just before Xmas. I fully expected to find it green with mildew, and was delighted to find it had kept beautifully. I am enclosing this sample so you may see for yourself.

Other cakes I have bought and perhaps left for some time have gone quite mouldy.

Sincerely yours,
Mrs. (signed)

Arnott's famous Christmas Cakes will be again available in two or three lb. sizes packed in beautifully printed tins of lasting use.

Buy also and put aside one of these cakes for Easter or special occasions to come, whilst these are available over Xmas.

Good cakes keep and even mature with age. Order from your grocer now and avoid disappointment.

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French Territories: N. Caledonia.
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Anglo-French Condominium: New
Hebrides.
S. Territories: E. Samoa. Hawaii.
S. Trust Territory: Micronesia
(Caroline, Marshall & Mariana).
Natch Territory: W. New Guinea.

Editor and Publisher.
R. W. ROBSON.
Assistant Editor:
JUDY TUDOR.

Business Manager:
SELWYN HUGHES.

TELEPHONES: General Business.
Editorial, Advertising, Subscriptions:
MA 9197, MA 9198.

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REPRESENTATIVE IN LONDON, U.K.:

Wallis, 13 Rood Lane, London,
E.C.3., England.

BOURNE OFFICE: Newspaper
House, 247 Collins St.—Tel.:
Cent. 2053.

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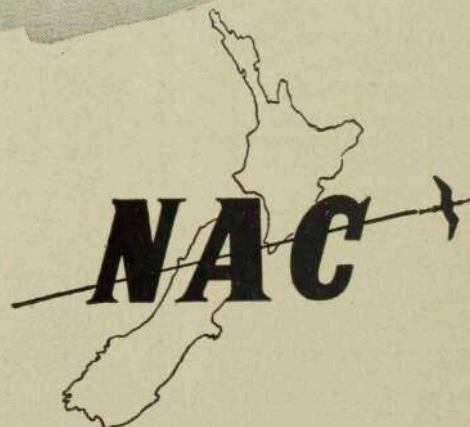
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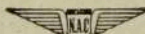
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NEW ZEALAND NATIONAL  AIRWAYS CORPORATION

Editorial . . .

TIME TO REVIEW SCOPE OF SOUTH PACIFIC COMMISSION?

view of the following facts, this may be a suitable time to review the constitution and authority of the South Pacific Commission, which this month is holding its annual meeting in Noumea (New Caledonia):

The Commission was a bold and wise experiment. There had been nothing like it previously in the South Pacific Islands. It is to be expected that, after six years of operation, experience has shown some amendments are neces-

sary. World conditions have changed since the immediate post-war period. The Commission was planned and brought into being, few expected and none provided for this wide wave of aggressive nationalism, which manifests itself in various ways. One effect is that education and social welfare of the Islands people—a paramount consideration when the Commission was planned—should now take second place to all measures concerned with the protection of the various races.

The officers of the Commission, of notable skill and industry, have engaged in wide research in the fields of health, social welfare and economic development, and assembled a mass of valuable data; there is little evidence that the Governments which control the Islands Territories concerned have done much to apply the knowledge so expensively gained, or implement the recommendations so fully framed.

The general welfare of all the Islands Territories is necessarily affected by events and conditions affecting security, immigration, transport and communications, and locally coconut-planting and the manufacture and shipment of copra. An overall organisation like the Commission should have authority, within reasonable limits and safeguards, to deal at least with such matters as production and marketing of copra, the introduction of Asiatics, measures for the control of pests and diseases.

Experience has shown that there is definitely a crippling administrative difficulty in the operations of the SPC. The establishment of headquarters in Noumea, and the obligation to put all official communications into both English and French, have created burdens and complications for the SPC staff which

have retarded its work and limited its usefulness.

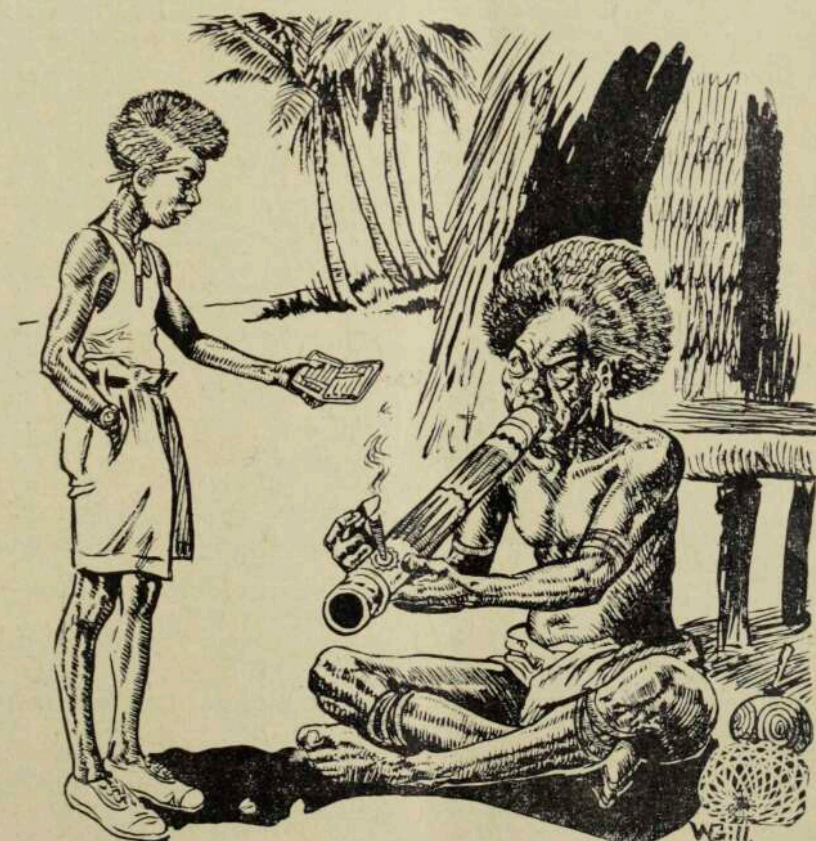
THE need for a revision would not have arisen if the organisation had developed according to the original idealistic conception. Each of the six Governments has a Commissioner at the SPC table. The Commission studies the reports of its officers, agrees on its viewpoint, and then individual Commissioners carry the resulting recommendations to their Governments. Provided there is nothing in the recommendations likely to be in conflict with more important issues, each Government then is expected to implement the Commission's decisions. Thus, in all the 14 Territories, there would be general uniformity of policy and co-ordination of administrative measures.

But it has not worked out that way, simply because the political theorists who planned the SPC did not take the limitations of politicians into consideration. One sees a similar thing in the almost invariable failure of public welfare legislation enacted by socialist planners who try to create a new heaven on earth, while ignoring the weaknesses and frailties of earthbound people.

In our SPC there are represented the Governments of (in their order of financial and territorial responsibility) Australia, Britain, France, New Zealand, Holland, United States. The four first-named carry most of the responsibility. The Minister in each Government concerned with these Territories is almost invariably a junior, whose "business" takes a very minor place in Cabinet meetings.

Britain and France, for example, have far more urgent problems in Africa, Asia, West Indies, etc., than conditions of life in the (to them) insignificant and unimportant South Pacific Islands. One sees a somewhat similar thing in Australia. Canberra gives some conscientious effort to the administration of Papua and New Guinea; but there

The March of Civilisation?



"Here, Pop—try a real smoke!"

is little evidence of any attempt to co-ordinate measures there with administration in the adjoining territories of Solomons, New Hebrides, New Caledonia and Fiji.

That is simply human nature, as demonstrated in the human beings thrown up by an effete and out-moded voting system to become politicians and Cabinet Ministers. We can expect nothing better, while the system lasts. In practice, as a result, more and more administrative power goes to the bureaucrats—the Departmental officials.

Therefore, why not give some legislative and administrative authority to the SPC? Better that, than to allow the results of large expenditure and much devoted effort by conscientious officers to simply disappear with a mass of printed reports.

ALL administrative and welfare activities in the South Pacific Islands now should be geared to the need for protecting these indigenous peoples against submergence by Asians. What is the use of teaching them self-dependence and self-government, if, presently, they are to be surrendered to the care of a race that does not care twopence about the rights of indigenous people?

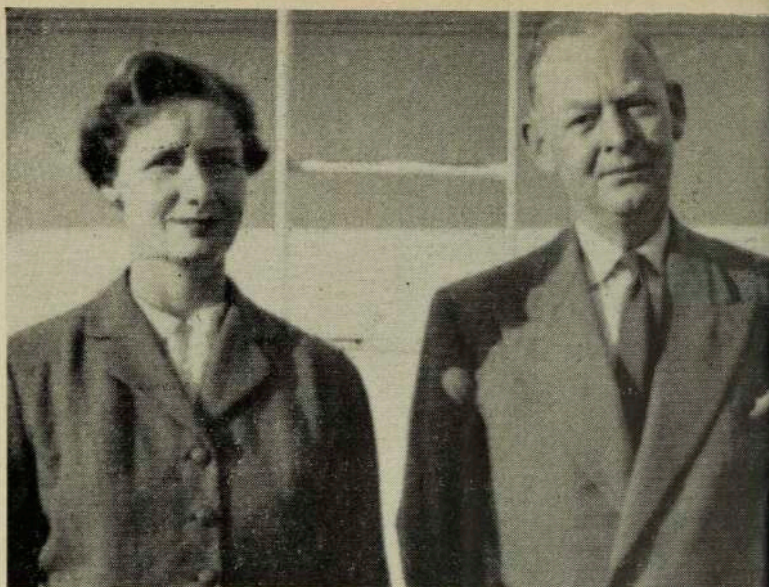
Indonesia was given to the Indonesians—and the swarming Chinese are quietly and effectively taking the place of the displaced Dutch. A bedevilled France is moving out of Indo-China; but the real power behind the forces now taking over is Red China. The fumbling British, after creating a first-class political mess in Singapore (where they have allowed themselves to be bullied by masses of Chinese "students") have given partial self-government to the Malays, ignoring the fact that in Malaya already the Malays are outnumbered by the Chinese, who inevitably will assume political power and do as they wish with the weaker race.

Within half a decade, Japan also will be on the march again. There are nearly 400 millions in India, slowly working themselves along to the point of political explosion. China, Japan, India—the facts are plain for anyone to see. The six Governments should revise their South Pacific Commission set-up in the light of these facts.

THE French are a proud people; and although any admirer of French achievements and culture is profoundly depressed by what may be seen in France to-day, high French officialdom refuses to acknowledge that the events of the past 20 or 30 years have reduced the status of France, in relation to world culture.

For example, the French language. Prior to World War I, a knowledge

Western Pacific High Commissioner Arrives



Mr. John Gutch, CMG, OBE, accompanied by Mrs. Gutch, arrived at Sydney in the "Monarch" on September 21, leaving again by plane on September 24 en route to his headquarters at Honiara, British Solomon Islands Protectorate. Mr. Gutch, who succeeds Robert Stanley as High Commissioner, said that he was keenly looking forward to his new duties.

of the French language was essential in any plan of education. To-day—mostly because, as France's influence in international affairs has waned, that of the United States has risen—that is not so. Whether we like it or not, the use of English is becoming universal. . . . To-day, one who speaks only English may travel through most of New Caledonia and French Oceania (France's two big Territories in the South Pacific) and suffer no inconvenience—most Europeans and many natives know some English. The inference is obvious.

The obligation to print all SPC official records in French as well as in English should be reconsidered, in the light of experience. An authoritative summary in French, made by competent persons, should be sufficient for the purposes of administration in Paris, New Caledonia and French Oceania; and both staff and money thus would be released for the chief purpose of the Commission.

The position of SPC headquarters is a more difficult matter.

It was apparent, when the original plan was implemented, that Noumea should never have been selected—it could be seen then that there would be difficulties relating to language, printing, communications and transport. Headquarters should have been in Suva, the natural South Pacific centre, where most of those difficulties could have been avoided. Experience actually has shown that, if the SPC is to

function at full efficiency, its headquarters should be in Sydney, problems of personnel, as well as of communication, transport, printing, disappear automatically.

Noumea was selected partly because of French sensitiveness to French status, and partly because of France's very generous offer of accommodation at Vata, just when there seemed way of accommodating the Commission in any other place. . . . high officialdom has assisted Commission, in Noumea, in many ways and in a good spirit; but it does not alter the facts that since 1948 Noumea, in relation to air and sea communication, has become more isolated; (b) SPC personnel generally do not like living in New Caledonia; in order to assure greater efficiency the Social Development Section part of the printing and publishing organisation, already have moved from Noumea to Sydney despite the jealous protests of the section of high French officials.

* * *

These things are plain, seen by any interested observer. But it is unlikely that anything will be done, to put greater significance and future usefulness into the matter until their enters upon the scene some figure with enough authority to induce the six preoccupied Governments to consider the matter going—and other related—factors. RWR.

DEBATE OVER JAPS IN NEW HEBRIDES STILL GOING ON

CONTROVERSY over the proposal to establish a New Hebrides' tuna-fishing industry by the entry of Japanese moved into the Sydney Press on October 9, when Mr. H. W. Henderson, chairman of the protesting group of Britons in the New Hebrides, was quoted as saying at Sydney that the move "would establish a Japanese Pacific base nearer Australia than any before or since the last war."

The *Sun-Herald* report stated that "the non-British company sponsoring the venture had secured British registration, which would allow the Japanese vessels to fly the British flag."

The report quoted Mr. Henderson as saying: "This is an outrageous scandal that should be fully investigated by the British and French Governments, who jointly administer the islands. This company, controlled by three non-Britishers and formed with Japanese capital, plans to start tuna-fishing at Santo, the main island of the group."

"The company is bringing about 200 Japanese to the islands to operate the business. They will use seven fast, 100-ton ships, each manned by Japanese and native crews."

"By securing British registration, the company may fly the British flag on these ships. They may go unquestioned anywhere in the area or along the Australian coast."

"The company proposes to build slipways and other establishments at Santo, which will give the Japanese a Pacific operations base further south than they have ever had before. The New Hebrides is the most important strategical position in the south-west Pacific and should not be thrown open to Japanese infiltration. . . .

"The Japanese are expert smugglers and, as their vessels are identical, cargo-switching in the outer islands would make easy the evasion of customs and export charges. It is almost impossible to keep track of vessels in the 30 islands within this small area."

"Within the last few months the British District Agent at Santo spent more than a week searching for a Japanese ship which had illegally entered the area. While the agent was away, the ship brazenly entered Santo harbour. The crew came and went as they pleased for a few days. The ship left Santo before the agent returned and was not seen again."

VIEWS somewhat similar to those of Mr. Henderson were expressed in June PIM in a

letter from Mr. T. M. Smith, of Santo.

In the same issue, the British Resident Commissioner, Brigadier H. Flaxman (since retired) was quoted as saying at Sydney that he did not think there was much opposition to the employment of Japanese under contract in the tuna-fishing industry. It had been proved, he said, that the industry could not be otherwise based at the present time, and any suggestions that the fishing company might be allowed to carry on other trade with Japan were based on wrong information.

Brigadier Flaxman's comment was made to a PIM representative in May.

FIJIAN COMMANDER FOR TROOPS IN MALAYA

LIEUTENANT-COLONEL Ratu Penaia Ganilau assumed command of the 1st Battalion, Fiji Infantry Regiment, in Malaya on October 1, succeeding Lieutenant-Colonel H. J. G. Low, who is returning to New Zealand.

Do You Remember ?

From PIM of
20 Years Ago

INTERNATIONAL shipping competition on the Pacific trade and passenger routes was a red-hot political issue in October, 1935, and PIM, in common with many newspapers in Australia and New Zealand, was vehemently protesting against the "undermining of the unprotected Union Company (British) by the heavily subsidised Matson Line (American)".

Here are extracts from that issue 20 years ago:

Dealing with the shipping commotion editorially, PIM said: "It would benefit all British interests in the South Seas if certain (extremely Leftist) Australian gentlemen who are a menace to good government and industrial peace were summarily disposed of . . . Can one imagine Mussolini standing idly by and allowing some big organisation carrying his flag to be torn to pieces between foreign interests and Bolsheviks? Has a century's residence beneath the South Pacific sun sapped our Australasian nations of their finest British qualities of strength and aggressiveness?"

Methodists in Fiji (who include most of the Fijian people) were celebrating the centenary of the landing at Lakeba, Lau, of the pioneer missionaries, the Rev. William Cross and the Rev. David Cargill. Queen Salote of Tonga was a guest of honour at the celebrations at Lakeba where a beautiful church was built to commemorate the centenary. (The Fijian Centenary Church at Suva, opened in 1954, is also closely linked with the land-

Wedding at Sydney



Miss Betty Eileen Smith, elder daughter, and the late Mr. V. G. Smith, was to Mr. Keith Halfhide at Sydney in 1915. The bride, whose father was widely known for many years in the Islands as a traveller, is photographed here with Mr. Sullivan, head of the well-known Islamic firm which bears his name, who is away. Former Islands people at the reception included Mesdames H. H. Adams and R. Heming (formerly of New) and Miss Marie Adams.

† Because boarding school accommodation is extremely difficult to arrange in New Zealand, the Department of Island Territories advised Islands people to plan three years in advance

ing of Cross and Cargill on October 1835).

Australian miners at the Theodore in Fiji had been threatening to strike. The demand was for "at least a week of 44 hours", but direct had been delayed pending a conference after Mr. Theodore's return from Australia.

Employees of New Guinea Goldfields staged the first strike in the Territory history, and great was the appreciation the example be taken to heart by thousands of native workers on the island.

Kava-drinking, a perennial subject of erudite debate in Fiji and Polynesia, described by Mr. A. J. Vogan, FRGS, back in Sydney from Fiji, as "among the weirdest of poor humanity's drug-habits". (The consensus of opinion seems to be that kava—yaqona in Fijian—is properly prepared in clean utensils drunk in moderation is unlikely to harm anybody. Emphasis is laid on the "moderation").

In Tahiti the beautiful Islander thatched house of F. W. Murnau (a German-Hollywood film man) at Puna had been destroyed by fire. Murnau made the still-remembered "Tahiti" and Borabora, had been killed in a car-smash in California a few years before, and the burning of his home revived stories about his alleged involvement of actual "tabu" (more correctly "tapu") by using a traditionally and haunted islet on the Borabora for film purposes.

Information Search

NEW DETAILS ABOUT MANILA COPRA CONFERENCE EMERGE

NEW details of the discussions at the Manila Copra Conference in August were available in many by early October. Not a word on the conference had appeared in the daily press, although Australia was officially represented, and the matters discussed could reasonably be considered to be of interest to Australian copra producers and consumers.

The Territories Department's Liaison Office, in response to a telephoned request for information, obtained from Canberra a verbal statement of the final resolutions of the conference early in October, and a fuller statement was being prepared. The verbal statement said that the conference was attended by representatives from India, Ceylon, Indonesia, and the Philippines, by observers from 11 other copra producing or consuming countries, and a United Nations observer.

BEFORE the conference closed on August 31 several resolutions were agreed to by the four member countries.

It was agreed that annual conferences were desirable. Ceylon proposed that the next be held at Colombo, probably in August-September, 1956.

A sub-committee consisting of a member from each of the four countries was elected to study and make recommendations for the setting up of a joint sales-promotion information board, and to draft a plan for its joint working.

Another sub-committee is to study and report on methods of liaison between the various coconut research institutions, with a view to boosting research.

The member countries agreed to study and enforce a system of grading and standards of copra and other coconut products, and to disseminate information on such standards for general information in their respective countries.

The members agreed to request the United Nations Food and Agricultural Organisation to carry out a world survey of coconut acreage, production, and marketing problems.

A further sub-committee is to study warehousing and handling problems and to report to the next conference. It is to take all possible measures to persuade shipping

Fiji's Governor Back from Leave in United Kingdom



Sir Ronald Garvey, Governor of Fiji, Lady Garvey and their younger daughters returned to Suva in the "Orcades", on September 25, after nearly eight months' absence on leave. In the top picture Sir Ronald is inspecting bandsmen of the Fiji Military Forces Band in the guard of honour mounted at King's Wharf, Suva. Below is Lady Garvey (on right) with her daughters and Mrs. Ragnar Hyne, wife of the Chief Justice of Fiji. At a civic reception on September 28, the Governor said that at the Colonial Office he had "put in a bid" for a £2,000,000 development loan for Fiji. Although the allowance made was below this, he added, "I made it quite clear that I wasn't satisfied and would be like Oliver Twist . . . However, we did get our fair share of the money allocated for the Colonies".

—Photos by Fiji Public Relations Office.

companies to remove certain differential freight rates, and to undertake to give copra shippers adequate notice before raising freights at any time.

The conference unanimously agreed to enlist the aid of the United Nations and other interested international bodies in solving the industry's various problems.

† Lae Golf Club's new £15,000 clubhouse will be opened on November 18.

Three Applicants for Air Services in Fiji

A FIJI Government Gazette Extraordinary, published on September 5, contained the applications of three concerns to run an internal air service in Fiji.

A United Kingdom application was from Overseas Aviation, Ltd., Channel Islands. The others were from Fiji Airways, Ltd., Suva, and Fiji National Air Services, Ltd., Wellington, New Zealand.

TRAVEL NOTES AND COMMENTS

Aluminium from the Gulf of Papua

THAT plan to harness the great rivers which flow into the Gulf of Papua, so as to get the massive electricity supply necessary for the manufacture of aluminium, is still on; but it has taken a curious twist.

For the production of aluminium from bauxite ore, there must be a huge output of electric power, far away from any large settlement which might interfere with continuous generation. (There now are large aluminium production works on the northwest Canadian coast, based on the big rivers of that sparsely-populated area.) And, of course, there must be large supplies of bauxite.

In the Papuan Gulf plan, bauxite was to be brought across Torres Strait from Arnhem Land (in Australia's Northern Territory) where there are large deposits.

Quite by chance, I got in among certain aluminium interests in London, which knew all about the aluminium schemes of Papua Gulf and Bell Bay (the big Australian aluminium establishment in Tasmania). I learned that the proposal to establish the hydro-electric works in Papua will go on, but that the idea of bringing the bauxite from Arnhem Land to Papua, and from other parts of Australia to Bell Bay, has been abandoned, because of the very heavy labour costs in Australia.

There are large bauxite deposits in North Borneo and in British areas thereabouts; and careful investigation has shown that it will cost about £6 per ton less to mine it in Borneo and carry it by ship to Papua Gulf and Bell Bay, than if it were mined in Australia.

An important consideration is that the world demand for aluminium is growing steadily, and the world bauxite deposits are not unlimited. It is argued that it is wiser, at this stage, to use the Asian deposits in the way proposed, while conserving the Australian deposits for a later stage.

"For Service" !

Various things plague the traveller in Europe and Asia; but the worst nuisance is the now universal practice of tipping. It seems that every single soul connected in any way with public service, from transport to food preparation, has his hand out for the coin (or, in France and Italy and other places of vastly depreciated currency, the filthy little banknote).

The practice of tipping is so general that these servants regard their

tip as a matter of right; and, if nothing comes their way, they will put on a demonstration calculated to destroy the non-tipper's morale. The female ushers in Paris theatres, for example, expect quite a large tip for the privilege of showing you to your seat, and will literally scream if nothing is forthcoming, or the amount, in their opinion, is too small.

The absurd thing is that all hotel and restaurant bills, in all countries, now carry a surcharge of from 10 to 20 per cent. for "service." This plan was introduced gradually, over the years, with the plea that the traveller thus was freed from tipping or from the often embarrassing necessity of finding out what he should give the waiter or the porter. But now it is a fixed charge—and the sum thus accumulated is simply used by the owners to pay part of the wages of the staff.

But God help you if you think that payment of that item frees you of the tip obligation—you must either shell out all the time to every kind of servant, or you must endure embarrassment, insults and poor service.

England is as bad as the Continent; and London, in some respects, several degrees worse.

"... Coo'in' "

In London, where traffic was halted at an intersection, I hopped smartly into a bus and was promptly intercepted by a bulky conductress, with all her feathers out.

"Ere, you cawn't do that. Cawn't you see they're coo'in'? Get orf!"

Greatly puzzled, I got off. It took me quite a long time to work it out. The buses were crowded. People may enter them only at the designated stopping-places; and at these places, even if there are only two or three, they just habitually form a queue, and stand there wanly waiting. In English life, the queue is a sacred institution—in shops, in railway stations, at fruit barrows, at the postage-stamp counter, in lavatories.

On the Continent, whether in shops, trams, streets or planes, they just push and shove, and devil take the weakest. In England, they form queues, and stand like pale and patient automatons, ignoring backache, rain and their neighbours alike.

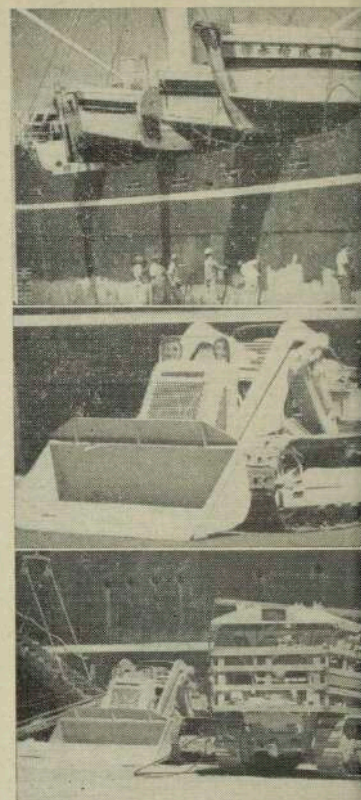
I don't know which is the worse system. It all adds up to the same thing—there are far, far too many people in Europe for happiness or comfort.

This Hatlessness

I have commented before on the

Written in Europe
By R. W. Robson.

Japanese Equipment at Noumea



Japanese-made equipment for New Caledonia mining industry arrived at Noumea in a freighter in September. The top pictures show large barges to be used for ship-loading; lower pictures show modern earth-moving machinery being unloaded. Consignments of New Caledonian nickel ore exported to Japan.

—Photos by F. J.

hatlessness of the males and a proportion of the females as well in the streets of most overseas ports. Most of the younger men in Australian cities to-day are without headgear; but in Europe where the latitudinal slant removes much of the sun's bite, the tendency is much more marked.

But most travelling Australians seem to bring along their headgear; so that in a London Continental street they stand out conspicuously. An Australian may be disconcerted when addressed familiarly by a Cockney porter, Italian lift-driver with "Go digger," or "Bonza day, Mr. Kangaroo"—but this is only a natural deduction from his own travelling habits. Without his hat, and with his New Caledonian camaraderie, he is usually taken for an American.

Incidentally, many Australians travelling in Europe identify themselves quickly not so much by their accent as by the distinctive maroon colour of the Qantas overnight bags they carry.

ERELICT SHANTYTOWN

Slum Area of Rabaul Under Attack

THE name Chinatown, writes a Rabaul correspondent, V. H. Friedlander, used to suggest Oriental music, mandarins in flowing robes, muted voices in dimly-lit buildings and quiet gardens, tea served in paper-thin cups, and, in short, an air (or an illusion) of mystery, elegance and exotic fascination. But a glimpse of Chinatown at Rabaul shatters any notions of the kind.

As a populated area, Rabaul's "New Chinatown" came into being after the war, when several hundred Chinese moved into the Matupi area.

Called labour and tools were scarce, and building materials were scarce. Bush timber and old corrugated iron were used to build shanties amid the junk discarded war material that littered the place.

The unfortunates settled down, and as they thought, and after the rigours of the Japanese occupation, this was at least an improvement. They were advised not to spend money on their huts because it was expected that the whole area would be surveyed, cut up into allotments and offered for tender. Since the war, the Chinatown population has increased by at least 50 per cent, and the district has become a squalid slum.

Hundreds of natives live in far more squalid conditions than the



Rabaul's "New Chinatown"

This is a typical back-yard scrap-dump behind a house in the Rabaul area known as New Chinatown.

—Photo by V. H. Friedlander.

Chinese. Men, women and children exist in humpies dilapidated almost beyond belief.

IN 1954, when the Lands Department surveyed Matupi Farm and divided the area into allotments, it was found that sometimes three or four families were living on one surveyed block and that many huts were built over block-boundaries.

Last November 132 blocks were put up for tender. More than 200 persons applied, and the successful tenderers were ordered to build houses to a minimum value of £1,500 on their blocks within nine months.

This seemed reasonable enough until it was realised that the prospective housebuilder had first to evict the people living on his land. And since there were still about 90 families without land of their own or alternative sites to move to, the impasse remained.

When the nine months had elapsed, not more than half a dozen purchasers had completed or started building on their land.

In September 45 blocks of land in the Matupi Farm Extension area were being applied for by tender by more than 90 persons. After the allocation of these blocks, about 50 would still be without land.

DR. ERIC WRIGHT, of Rabaul, said in late September that the New Chinatown area contained many hovels, heaps of junk and conditions favourable to the spread of disease. Roads were in a deplorable condition, and the dust was causing considerable hardship to many people.

Dr. Wright suggested that the Administration should provide the destitute people with sufficient materials to build themselves decent houses. This, he held, was the only way to eliminate the present squalid conditions.

Dr. Wright attributed the situation to Administration indecision over a firm policy for housing the local Chinese people.

He added that he would like to see an old men's home built at Rabaul, or the present Asiatic hos-

pital turned into an old men's home and a new hospital built. He also suggested that old-age pensions should be paid to deserving cases.

The Administrator of Papua-New Guinea (Brigadier D. M. Cleland) has announced that he has called for an immediate investigation into Dr. Eric Wright's claim that conditions at Rabaul's New Chinatown were worse now than they were ten years ago.

QUEEN SALOTE TO VISIT NZ AND SYDNEY

QUEEN SALOTE will arrive at Auckland in the *Tofua* on November 28, states an announcement by the Prime Minister of Tonga.

The Queen and her party will stay at the Tongan royal residence, Atalanga, Epsom, until the first week in January, when Queen Salote will travel by plane to Sydney.

She will return to Auckland in February and to Nukualofa in March.

The Auckland and Sydney visits will be "unofficial."

Murder of Young Samoan Constable

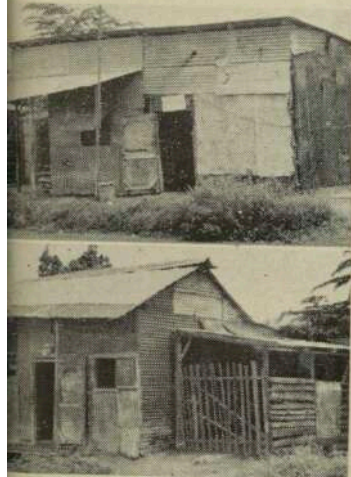
A YOUNG Samoan policeman was shot and killed on the evening of September 27 while he was sitting in his house with his wife, talking to a visitor.

He was Constable Failelei, of Fagaloa, who was stationed at the police post at Poutasi, Falealili.

The blinds of the Samoan house were lowered, and the murderer is alleged to have pushed a .45 revolver through the blinds when he fired.

Constable Failelei, who was 28 years of age, had been at Poutasi for three months.

An arrest had not been made up to September 30, reports PIM's Apia correspondent.



retail establishments in the post-war New Chinatown, Rabaul. Both are in the main street. The only household water for the edifice pictured below is kept in gallon drums partly covered with pieces of corrugated iron and a length of timber.

—Photos by V. H. Friedlander.

THE EDITORS' MAILBAG

Dismemberment of Fiji?

"For mercy's sake do, or say, something about the merciless dismemberment of Fiji that is going on in the Australian Press" is the burden of an appeal from a Suva correspondent.

First cause of complaint is a colourful two pages in a Sydney weekly in August depicting part of the large and well known island of Vanua Balavu in the Lau Group of Fiji.

Possibly for purposes of picturesque romanticism, the seldom used name "Exploring Isles" has been revived, and the publication quotes none other than Sir Gordon Taylor as speaking of three island groups—New Caledonia, Fiji and the Exploring Isles, the latter described as "a British colony under the Governor of Fiji" and obviously an almost unique place—"almost like Tahiti before the *Bounty*."

As far as is known, no move towards the secession of Vanua Balavu, which is an integral part of Lau Province, from the Crown Colony of Fiji has ever been thought of by anybody.

Next comes an excruciating effort by a Sydney daily paper on September 24.

Under the headline "It's Dandy at Nandi", this contains the useful information that Fiji's international airport is at "Nandi Island, a Pacific 'dot' of 400 square miles."

In accordance with the Australian newspaper tradition of knowing little and caring less about the Islands, it appears that somebody has achieved the geographical feat of prying the 400 square miles loose from Viti Levu, which has an area of 4,011 square miles.

Another Point of View

A Cook Islands reader criticises a seeming implication in the Tom Davis book *Doctor to the Islands* (reviewed in August PIM) that comparatively little appeared to have been done medically for the Islanders before his (Dr. Davis's) advent.

The correspondent writes: "Dr. Ellison, OBE, had child welfare committees in the villages many years before the Davis's arrived, and it was because of Dr. Ellison's representations to the Government that ultimately the sanatorium plan was passed and the building opened in his time.

"Before the wartime airstrip was made, it took too long for Wellington departmental heads to travel by ship, and nobody bothered about the Cook Group. The medical grant was very small and

things merely struggled along. With the advent of planes, Rarotonga was inundated with officials who poked hither and yon and declared that practically everything was the last word in awfulness.

"My own opinion is that for a long time Miss Lucy Hawkes had to put up with a great deal more than any hospital matron should be asked to cope with.

"And I cannot understand why the work of the senior AMP, Tau Cowan—who, incidentally, was selected to go Home to the Coronation—is not adequately mentioned in the book."

Things Are Moving at Goroka

Writing in mid-September, Pastor C. J. Campbell, of the Eastern Highlands SDA Mission, New Guinea, says that the arrival of a large water-waggon by road from Lae was an important event for Goroka.

"Detours had to be made across most of the rivers and creeks because the bridges are not strong enough, but it shows what can be done," he continues.

"Many new vehicles are coming into Goroka, and activity is expanding in this country, but it needs, and must have, more money for roads."

Gatton Scholarships for Fijian Students

An old European resident in Fiji who not long ago in PIM criticised the sending of Fijians to Gatton College, Queensland, is taken to task by a Fijian correspondent.

"However good his intention, it seems to me that 'Old European Resident' is one of the people who remember the days when the Kai-Viti was expected to be a useful tool and nothing more," the writer says.

"Gatton College is one of the few places where Fijians may learn something that has reasonably general application to conditions in Fiji. Nobody wants these students to try to be encyclopaedias of scientific knowledge, but that is no reason for regarding the Fijians as minor cogs in the economic life of their own country.

"Some of the European criticism of the Fijians as a people is both ill-informed and unfair—and that goes for a few old residents as much as for anybody else.

"Inquiry would show that one thing Fijians and others learn at Gatton is tolerance and a genuine understanding of other people's problems."

Belgium's 1940 Campaign

The Belgian Consul at Suva (Mr. Ernest Vanderlinden) strongly criticised the inclusion of Belgium among those countries "where political conditions corrupt and rotten" and had bolstered by Britain when she fighting Germany and Italy in

The reference occurred in a letter to the editor published in the September PIM under the heading "Have You Forgotten?"

Mr. Vanderlinden writes that the outbreak of war Belgium raised her forces to defend her frontiers should her declared neutrality be violated. He continues:

"Violated it was, and Belgium fought back with all the vigour of her manpower and material resources. The retreat of the Belgian army before the enormous might of Germany was the saddest retreat in Europe in the Second World War. Eventually, we went back to the sea and all its bases gone, the army held only final positions, thus making possible the famous British evacuation at Dunkirk.

"The Government, in exile, continued the war against Germany with air, naval and military resources, not to mention a strong resistance movement in the home country from the beginning right up to the end. Does any of this action seem to you a corrupt and rotten political action?"

"I must condemn the refusal to Belgium as having no basis in fact and contrary to all evidence."

Coast Watchers' Madang Memorial

DETAILED plans for a memorial to the 36 Coast Watchers who died in the Second World War when operating in enemy-occupied islands in New Guinea and the Solomons are advanced, reports the *Coast Watchers' Memorial Committee*, Melbourne.

It is expected that construction of the memorial will start early in 1956.

It will take the form of a navigational light of a distinctive design at Madang, New Guinea. It will be called the Coast Watchers' Light.

The structure will be of reinforced concrete, with an attractive surround and a cruciform plan. It will be floodlighted at night.

† TRANSPAC of Noumea announced in September that its DH 104 aircraft which recently arrived from England has been licensed by aviation authorities and commercial flights should begin in the near future within New Caledonia.

ishment Question

ANING SAID TO BETTER

IAN IMPRISONMENT

YOUNG Papuan or New Guinea offender who was caned or flogged for a misdemeanour would be less than if he were imprisoned, said the Australian Territories Minister (Mr. Paul Hasluck) when replying in Parliament to a question about corporal punishment.

The Minister had been asked if Australia had refused a United Nations request to abolish corporal punishment.

He said that flogging in Papua New Guinea was usually limited to juvenile offenders.

This is not flogging in the barbaric sense, like the cat-o'-nine-tails, but punishment with a cane," he continued.

The imposition of these canings is more appropriate for juveniles than imprisonment or holding them in restraint. The only other method of caning are for certain instances of violence which would be punishable by caning or flogging in Australia.

In recent years the number of punishments by flogging or whipping or caning has decreased." Outside the House, Mr. Hasluck said there had been only 12 cases of corporal punishment in the last five years, and only four of these occurred since 1952.

In ten of the cases, punishment had been six or fewer strokes of cane, in one eight, and in the other 12 strokes.

The annual report of the Territory of Papua states that juveniles sentenced to corporal punishment are flogged with a

Indo-China to Pacific?

DISPLACED EURASIANS MIGHT AID FRENCH POLICY IN NEW HEBRIDES

INSTEAD of trying to settle several thousand Eurasians from Indo-China in New Caledonia—if there is any serious intention of doing so—the French Government should look rather towards the New Hebrides, where at least 300,000 hectares of land are owned by the French Government, say some New Caledonia people.

This opinion has been widely expressed in Noumea's unofficial discussion centres, which have been striving to assimilate a crop of startling ideas.

The suggestion that New Caledonia may be regarded as a potential home for the displaced Eurasians has followed the reported possibility (September PIM, page 17) that 20,000 troops might conceivably be transferred from Indo-China to the Pacific Colony.

So far without Government confirmation or denial, the current widespread report is that the resettlement of the Eurasians was discussed at Noumea during the recent visit of French Parliamentarians.

THE consensus of local opinion is that such a move would be more than unfortunate for New Caledonia, particularly as most of

cane or strap. Women and girls do not have to suffer corporal punishment.

The trend of "modernity" is reflected in the report's list of offences tried in native courts this year.

The most common offences were riotous behaviour (829 convictions), gambling (642), assault (535), drinking liquor (82), escaping from gaol (36) and obscene language (33).

these Eurasians are believed to be without either capital or agricultural or industrial training.

If about 10,000 (the figure commonly mentioned) such people were moved to New Caledonia, there would almost certainly be an abrupt rise in the cost of maintaining the public services, schools and health organisations.

Some Noumea commentators point out that if the Eurasians were taken to the New Hebrides (which are referred to as a natural zone for French expansion in the Pacific), the importance of France in the South Pacific would be increased.

British Commonwealth reactions to such an argument presumably remain a subject for speculation, although the New Hebrides are technically as much British as French.

MISS EVELYN CHEESMAN RETURNS TO LONDON

MISS EVELYN CHEESMAN, the famous 74-years-old British entomologist (September PIM, page 21), said at Sydney in late September that her recent New Hebrides assignment was her last visit to the Pacific Islands.

Nevertheless she has made no plans to retire.

"We drop down, or get run over, but we never retire," she told an interviewer.

Miss Cheesman has now returned to London. In the last 26 years she has worked in places as far removed as French Oceania and New Guinea.



Members of the 39th graduating class of the Eastern Samoan School of Nursing received their diplomas at Pago Pago on August 25. From left to right: Nurses Salumalo Vila, Fa'aulufalega Peai, Katerina Ameperosa, Aiga Maluia and Tu'uloto Lesa, Vaavai Tuinei, Peneveta Galilo, Talaia Fanoga, Vira Leota and Faitupe Liulamaga. A special prize was awarded to Nurse Ameperosa as the outstanding student of the class.—Photo by Pan American Prints.

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OF MOF COPRA CONTRACT

What Is To Follow 1957?

FROM R. W. ROBSON

LONDON, Sept. 4.

HERE is no sign in high officialdom here of any move to create any new official machinery to handle South Pacific copra at Government level when the 9-years' British Ministry of Food copra contract expires at the end of 1957.

Private interests are showing increasing curiosity regarding the conditions likely to rule after 1957. They express the view that some kind of official machinery to take the place of the copra marketing boards in New Guinea, Fiji, etc., is bound to be created. But top officials to whom I have talked this simply say that, so far as can be seen now, copra will revert completely to private handling after the end of 1957.

Sir Edwin McCarthy, Australian Trade Commissioner at Australia House, said he had no doubt that, at request for some kind of preference for British-produced South Pacific copra were made through Governments concerned to the British Government, it would have sympathetic consideration.

He pointed out, however, that it is the deliberate policy of the British Government to leave all such in private hands, and various experiments made in the late 1940s to cover various kinds of Commonwealth products had been allowed to lapse. But owing to special circumstances the system continued in some degree in connection to meat and sugar. By agreement with the British Government, all the British sugar-producing countries now had a quota under which they supplied the British market. Some such might be possible in the field of copra production and supply—no doubt in exploring the possibilities, that were the wish of the South Pacific people concerned.

It is suggested that Unilever might be an important factor in the official outlook over the copra industry after 1957.

Sir Edwin would not discuss the angle. He, like everyone else, is of the opinion that the British Department of Food has been closely associated with the international Lever interests in handling the copra which arrived in Europe since 1948 under the MOF contract; and Levers will have some influential say in any official arrangements after 1957. But it is delicate and, and the wary (and Australia House is wary) will not tread it.

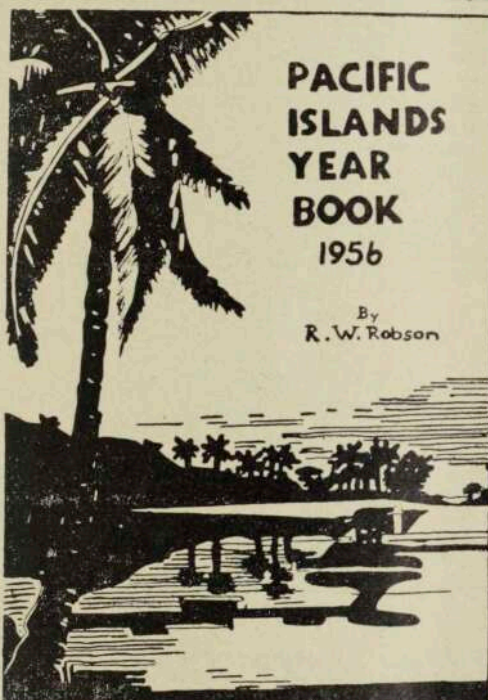
HOWEVER, if there is to be anything done to create machinery for official copra-handling after 1957, the opinions of Australia House will count for much. As I pointed out in a previous article, the Australian Trade Commissioner and his lieutenants are thoroughly conversant with the European copra market and its peculiarities—they were largely responsible for limiting the 1955 MOF contract reduction to 7½ per cent., when practically everyone else was prepared to concede 10 per cent.

If South Pacific copra growers are likely to make an appeal for the continuance of officially-directed marketing, they would be wise to assemble all possible data to show

that there has been substantial new planting in recent years.

I gather that, in official circles, there is an impression that, since the beginning of the highly profitable MOF Contract, planters have been content to reap the rich harvest, and have not ploughed back into their plantations, in new trees, any appreciable part of their income. If that is borne out by statistics, the British Government may not be friendly to any new preference plan.

Mr. George Newman, of Brisbane, is one of the two Government-appointed directors on the board of Commonwealth-New Guinea Timbers, Ltd.



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The Seventh Edition of the P.I. Year Book, the South Seas' most valued reference book, now is being prepared for publication. Copies are expected to be available in December, this year, from all leading Booksellers in Australia and N.Z., the main Pacific Islands stores, or direct from the Publishers.

The 1956 (Seventh) Edition will contain 500 pages and numerous maps. In addition to providing authentic information relating to Administrations, Geography, History, Industries, Trade and Commerce (full statistics), the new Year Book will have a number of Special Sections, such as: Notable Developments in the 1945-55 period; Description of the Airline and Shipping Services in the Pacific; Guide for Tourists; Radio Network in the South Seas; Directory of Pacific Islands Missions; Lists of Public Servants in each Territory; History and Chronology of the Pacific War (1941-45); Detailed Index of Place Names in the South Seas, etc.

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REMOTE TIKOPIA SUFFERS SERIOUS EPIDEMIC

WHEN the Acting High Commissioner for the Western Pacific (Mr. R. J. Minnitt) visited remote little Tikopia on September 1, he found that there had recently been 124 deaths from sickness and that many of the people were still ill.

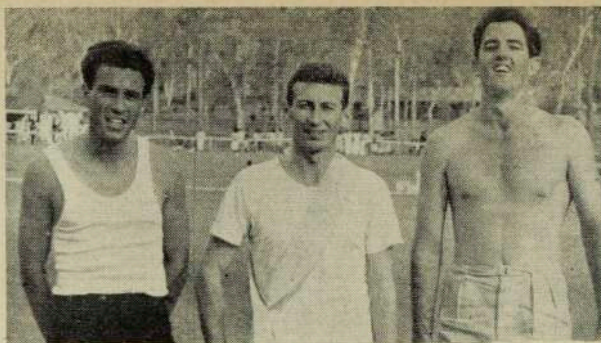
Tikopia, one of Melanesia's "Polynesian islands," is south-east of the Santa Cruz Group. The population in 1952 totalled about 1,750.

The British Solomon Islands Protectorate News Sheet states that during the outbreak the principal chief of Tikopia, Te Arika Kafika, who is believed to have been about 90 years old, had died and been succeeded by his grandson. Another chief who had died had been succeeded by his son.

The News Sheet states that immediate steps were taken by AMP David Dawea, who accompanied the Acting High Commissioner, to treat the casualties, and arrangements were made for the Acting Senior Medical Officer (Dr. R. F. Payne) to go to the island with further medical and relief supplies and assistance.

The outbreak was thought to be either malaria or influenza, but it was stated at Honiara in mid-September that a final diagnosis and full reports from Dr. Payne had not yet been received.

The Acting High Commissioner, who was touring the Eastern District of the British Solomons with the District Commissioner, visited the Tikopia villages and discussed with the chiefs what should be done.



Sogeri Sh Event

B. Fisher (0) winner of the Gift event at the agricultural s P a p u a , with runners - up aft race.

—Photo by Prints.

The resettlement of part of the island's people in order to reduce population pressure was one of the subjects discussed.

Resettlement had been proposed previously, but it was not favoured by the Tikopia people, who are reluctant to leave their remote home permanently, although they gladly go away for short periods.

There are indications, however, that the islanders are gradually becoming used to the idea of starting a new settlement in the Protectorate, and the possibilities are again being studied at Honiara.

Big Profit for Steamships

STEAMSHIPS Trading Co. of Port Moresby increased their net profit by £20,587 in operations last financial year as compared with the previous year.

The annual report, published in October, shows a net profit of £154,727 after charging £41,495 for depreciation.

Ordinary dividend remains unchanged at 12½ per cent., absorbing £86,250. General reserve is increased by £40,000 to £740,000, and now exceeds paid capital by £40,000.

Inter-Village Brawl In Fiji's Lau Group

CRYPTICALLY stop-pressed Sydney Sunday newspaper rioting in a "remote" but specified Fijian island, an village brawl in Vanua Balavu on September 30 resulted in cases of serious injury as well as minor cases which were treated at the local hospital.

Cause of the trouble is believed according to a Suva report received on October 6, to have been set-to between youths of two villages, Mavana and Mualevu. Injuries, however, occurred in a second fight in which older men took part.

An RNZAF flying-boat crew, police and a doctor from Suva arrived on October 1. The injured man, who had a badly fractured skull.

The police found everything as it was at Mavana. Mualevu was deserted except for an old, blind man, villagers having taken to the hills. Later the women and children returned, but not the men involved in the fight.

Meanwhile the District Commissioner (Ratu K. K. T. I.) went to Vanua Balavu with more policemen to make a full investigation.

THE badly injured man, Solomon Tavaqa, aged 40, died at Suva on October 7, and on October 11 Uraia Waqa was charged with murder.

The District Officer Mavani and the police party have returned to Suva after making a full investigation.

A son was born to Mr. and Mrs. John Springford, of Rarotonga, on August 23. Several days later the family left for Auckland. After a short furlough, Mr. Springford is Senior Clerk, Department of Education, Cook Islands, was transferred to Niue to relieve Mr. Jack V. Treasurer of Niue, during the latter's furlough. Mr. McMahon, of Island Territories Department, Wellington, is replacing Mr. Springford at Rarotonga.

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Drunkenness Is One of Fiji's Youth Problems

DRUNKENNESS among young men and youths has become a grave problem in Fiji, as in other South Pacific territories.

Mr. E. Light, Suva Magistrate, said that fines and short terms imprisonment apparently have no or no effect on the increasing amount of drunkenness among Fijians. More effective, he thought, would be the knowledge that those who consistently drunken would be sent back to their villages.

Court action on these lines will be supported by the chief probation officer (the Rev. N. H. Wright) and the Acting Commissioner of Police. Not only will the terms of probation orders be strictly enforced, but check will be kept so that offenders sent away from Suva will be prevented from returning.

ANOTHER aspect of Fiji's youth problem illustrates the need for a Borstal institution or something of the kind to train delinquents.

Frequently stressed by magistrates, probation officers, this point comes up again when a youth of 17 was convicted, at the Suva Court, of breaking and entering for larceny.

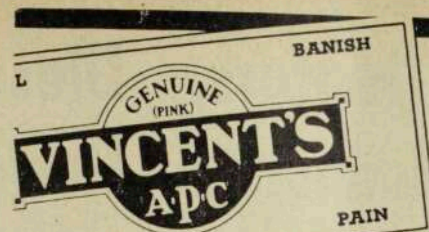
Mr. Wright said that because of lack of parental control, probation would be dangerous.

Mr. Light, who has repeatedly expressed his dislike of sending young men to gaol to associate with hardened criminals, had no alternative but to impose a gaol sentence.

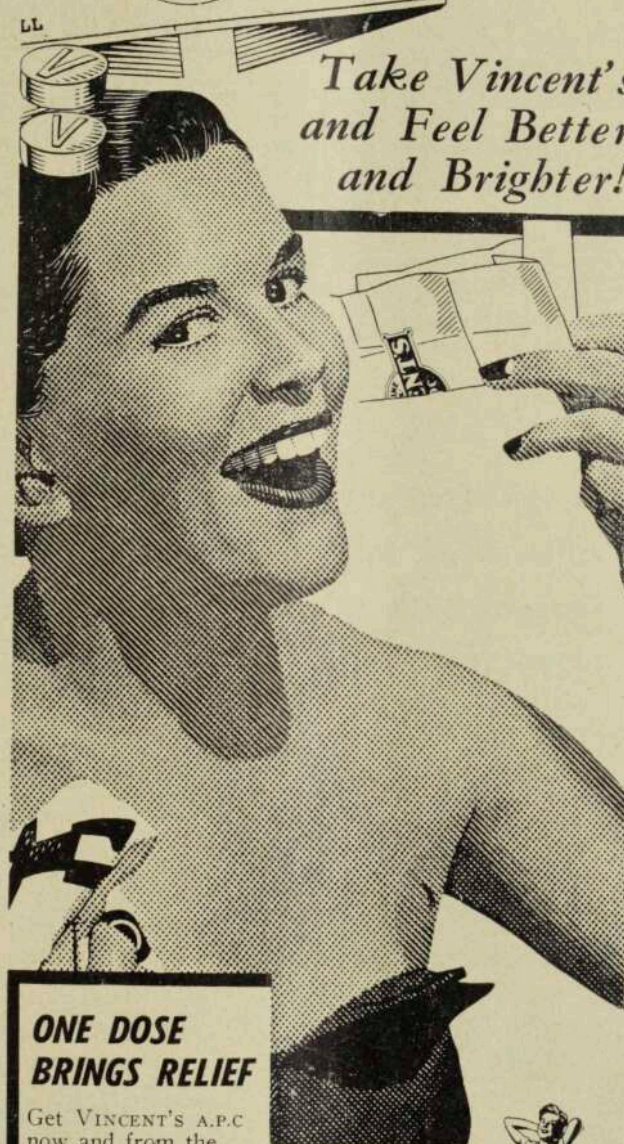
Mr. Light said that at least the youth should have a year's corrective treatment under discipline and should be given a chance of learning a trade. He recommended that the lad, who had an aptitude for mechanical work, might be given what limited opportunities were in the gaol to engage in that work.

Suva has a reformatory school for young boys at Nasinu, but there is nothing to take care of the older, but still young, offenders.

W. C. Dickinson, of Ferrier & Dickinson Pty. Ltd., South Pacific agents for the well-known Gardner diesel motors, left Sydney for Noumea and the New Hebrides and Polynesia early in September. Dickinson planned to meet some of the company's customers, government, commercial and private, especially in the New Hebrides, during a six weeks' stay in the area.



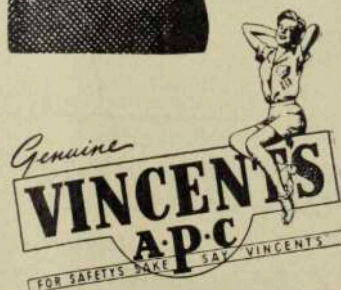
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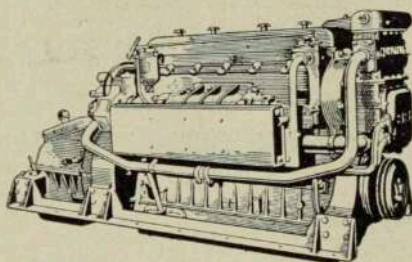
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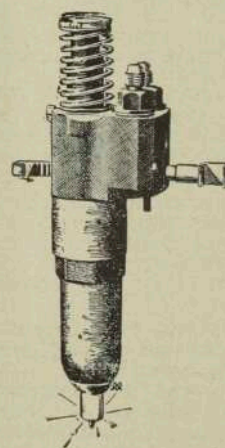


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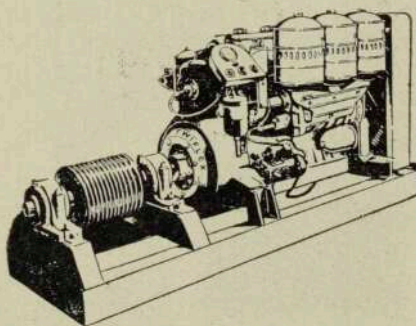
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TERRITORIES TALK-TALK

By Tolala

From TNG to Tonga

The addition of a couple of islands is all that Jock Campbell has for his new address. Word came to hand the other day saying that he is headmaster of the Tonga High School at Nukunono, where he has some 120 pupils of many nationalities. The war Rabaul residents will remember Jock, who was well known in athletic circles and a champion sprinter when not engaged in teaching.

His married Margaret Hay, whose husband met a tragic death when his lighter sank off the coast some years before the war, and Margaret, with their children, appear to be well happy in the Friendly Islands.

Personal Appearance and

Dignity

More than one occasion I have seen reference here to the manner in which the Germans in their time of white prestige in NG, and their personal appearance counted so much, a practice that seems, in days, to have gone into the ground.

This is a fact commented upon by Barrett, MLC, in recent times. The other day I received from a younger, up in Bundaberg but an old Solomons pioneer has been mentioned in the "Keller" argument, some photographs of the old *Siar* were shown to him by Captain Haug (the cove who started

the Keller debate) who was skipper of *Siar* as far back as 1908.

One photograph shows the officers and crew of this old Neu Guinea Kompagnie's vessel and the snappy uniforms, worn by crew members of 47 years ago, give an indication of dress consciousness shown by the Germans to maintain prestige.

Although not approving of the idea of squeezing dark forms into European clothing, I certainly agree with the idea of making ship's crews distinctive—something which our own companies, and often Government ships, seldom worry about.

Incidentally the old *Siar*, which was taken over by the Australian Administration in War I, eventually became a hulk in Rabaul Harbour, and in 1925 was purchased by Captain Jimmy Duncan as a house-boat and was also used as a store ship.

It was sold to WRC later and became a coal hulk, and again later was purchased by Captain Duncan, who beached it alongside the jetty of his Rapopo plantation. *Siar* was often used by him as a sleep-out when he suffered attacks of asthma.

Well dive-bombed during War II by our aircraft, there remains now little of this Islands vessel, once the pride of the NGC fleet.

Native Clothing

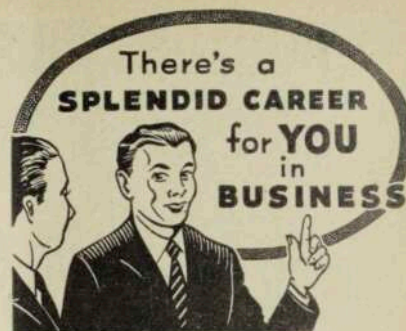
While on this topic of putting natives into European clothing, take a glance at the more advanced non-European races of the world and the pride they show in wearing their own national dress. In their natural state, and often on ceremonial occasions, you will find Asians and Africans appearing proudly in their picturesque costumes, which adds to rather than detracts from a cosmopolitan gathering.

Why then do we give such encouragement to our own charges in P-NG to don trousers, shirts, ties and so forth?

At a meeting of the Legislative Council at Moresby. I was impressed with the dignified appearance and bearing of Simogun, MLC. He wore a white shirt and lavalava. It was also pleasing to note that the Police favour the lavalava as worn by the pre-war Papuan police, and not the khaki shorts adopted by the TNG Constabulary in the '30's.

A Nolle Prosequi

It was a *beau geste* on the part of the Administration to record a *nolle prosequi* in the case where ADO Allen was committed for trial following the Bainings inquiry or,



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Engagement has been announced of Miss Brown, eldest daughter of Mr. and Mrs. H. Brown, Melbourne, and Major Bruce of the PIR, Port Moresby. Miss Brown is present with the Agriculture Department, Moresby.

—Photo by Papuan Prints.

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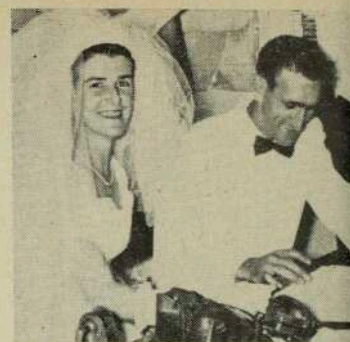
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K48a

Wedding at Rabaul



Miss Dorothy Enid Monahan and Mr. Edward Schellenberger were married Methodist Mission, Rabaul, on September 10.

—Photo by C. H. H.

as some of the Sydney papers. It is a good thing for two reasons.

It will save the washing of soiled linen and it creates precedent that, when a Government official is out on a job to quell a disturbance, his actions do not necessarily place him with one in the boob if he or his party is forced to take direct action.

In the past only too frequent incidents of a somewhat serious nature have resulted in ruining a young man's career for the reason that he was made a scapegoat for the gods of the League of Nations and/or UN Trustees.

Such an attitude, forced on the Administration by higher authority, has created considerable dissension in the ranks of young D.S. officers and, together with the increased power of the Public Service Association, undoubtedly has affected recruitment of new officers.

In these days of organized employees' associations it does require much imagination to visualise a sudden "stop work" or "rolling strike" which seriously affects the functions of the Native Affairs Department throughout the Territory.

The days of class distinction fading and a victimised servant has not the same preface for taking direct action as in the past.

Be Prepared!

The old Boy Scout motto, "Be Prepared," is well worth thoughtful consideration in these days of cold wars, international tensions and aggressiveness in our Near North.

Such thoughts must have impressed Minister Hasluck when at Port Moresby at the opening of the Legislative Council Chambers. He (according to the official *Fact Figures* No. 45) relative to the bombing of Darwin in 1942, .

re were 243 killed and 350
unded: "It is not much use re-
enting history unless we attempt
draw from the account some
ful lessons.

Amongst the lessons of the raid
Darwin was that the situation
ch made the raids so damaging
been created in the months
mediately before the raid took
e. The comparative defenceless-
s of the whole nation, in which
more than 20 years political
ies had argued against each
er as to whether any defence at
was necessary, and every
posal for defence had been
ased. We have had one warning
at what happened on past
ares. What happens next
ends on us all."

ew Guineaites can read
bawl" where "Darwin" is
tioned and they have a true
ure of the set-up in January.

ad what would be the picture
65 if a northern invasion came?

less the Services have their
aces well camouflaged, I would
that the position is worse than
as in 1941.

may be wrong. I hope I am,
one must remember that the
e mind is more complex than
is in pre-war days.

Administration Accounts

Once again the Auditor-General
has a tilt at the apparent slap-
happy system by which the P-NG
Administration controls its account-
ing of public moneys and, despite
scathing criticism in the past by
Auditor-General Brophy, continues
to carry on blithely in the same
carefree manner.

If all Mr. Brophy says is correct—
and he is not a man who goes off
half-cocked where official statements
are concerned—it would seem the
Audit Department itself is due for
some criticism for not forcing a
tighter control and better admini-
stration in P-NG.

Or is it that checkers of public
funds have lost their power and
are slapped down or ignored by
money-drunk officials who defy the
fundamental rules of accountancy?

Criticism of the laxity of Admini-
stration accounting methods has
even been voiced by the Judiciary
in P-NG and for "Treasury
subsidiary accounts" to be so
"incomplete and inaccurate" from
1946 to 1953 "that no reliance
could be placed upon them" is
certainly alarming.

Says the report in part:
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demand for Administrative facilities
have outstripped the potential of
the Administration both in money
and man-power."

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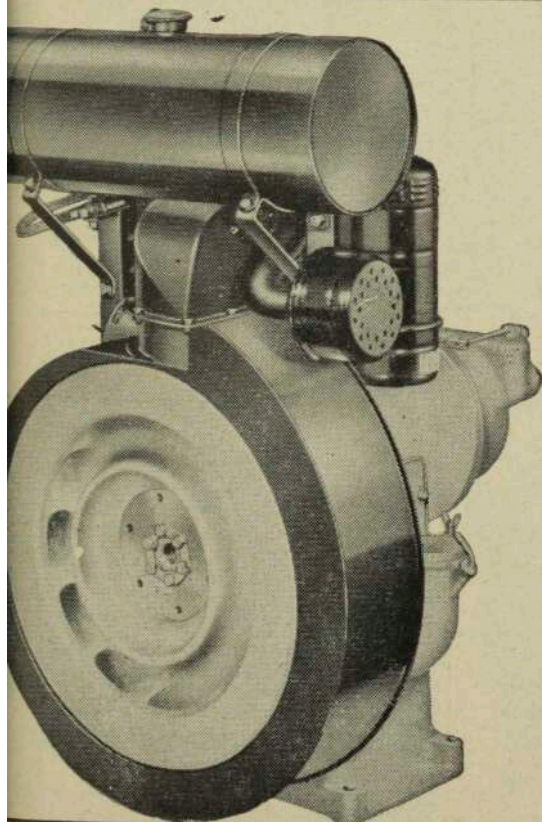
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Government bodies do not take adverse criticism kindly, and despots resent it. Nevertheless we still are officially classed as a democratic country, and as such the people are entitled to a voice in the way in which their money is spent and collected.

During my recent visit to P-NG I heard considerable comment from officials and others on the Administration's extravagant expenditures, and it appeared to me that much of this extravagance was due to the generous grant from Australia, which P-NG did not earn but acquired, for more or less sentimental reasons, to bring enlightenment to an undeveloped people.

This duty appeared to have, at times, a very broad interpretation and in one instance particularly I was somewhat puzzled to appreciate the justification in this category of the construction of an elaborate archway at the gates approaching Government House at Konedobu.

Certainly a Parliamentary Party was due in the near future, but I couldn't help speculating as to what the late Sir Hubert Murray would have thought and said of such a structural extravagance.

Religious Competition

There has been a gathering of the Church of England clans in

Sydney at the General Synod, including a lay representative from New Guinea in the person of Sgt.-Major John Guise, of the Royal Papuan Constabulary, whose presence was well publicised by the newspapers.

Bishop Strong, of Papua, made a plea for the Church to become

"South-east Asia minded" even went so far as to suggest that Australia might become a Trustee under the UN for much-discussed West New Guinea. He envisaged the Muslim influence being introduced there in event of Indonesia taking control. And, of course, that

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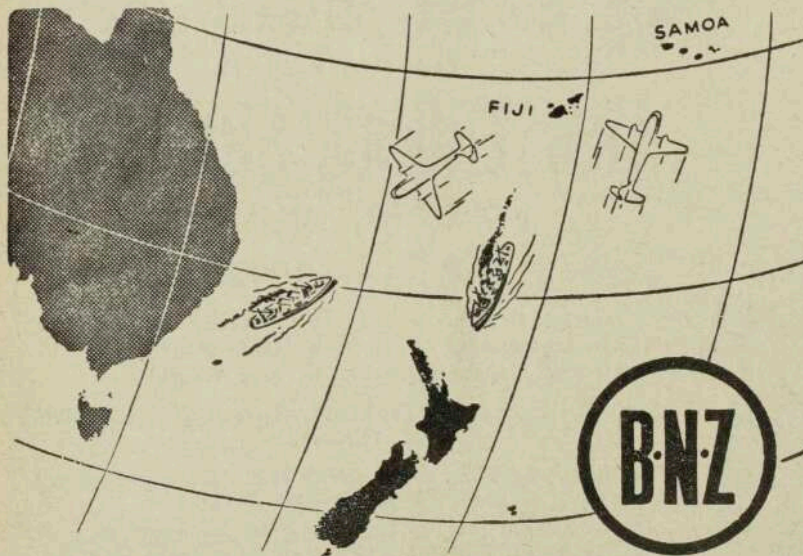
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...st what would happen, as I suggested some time ago. If this did occur, then one could visualise a greater unity, perhaps, amongst the 20-odd Christian communities now vying for the souls of the heathen in P-NG.

Chinatown No. 2

I see that a Rabaul medico is going to market (and quite justifiably, too) over the sub-standard conditions prevailing at Rabaul's Chinatown No. 2, situated in Matupi arm.

Without doubt the buildings and the living conditions are the worst I have seen in the Territory, and they reflect no credit on the authorities for allowing them to remain so.

Any collection of second-hand hovels is an eyesore, but Chinatown No. 2 in South Rabaul reaches all-time low.

What struck me as particularly incongruous in this area was the parking of late American cars beneath rusty and twisted iron sheds, next to so-called dwellings out of which stepped glamorously-gowned these lassies looking as fresh as ducos on the Cadillacs. It would appear that Chinatown No. 2 is a quick passing problem which no government department wants to tackle. But it must be somebody's son.

And talking of ugly clusters of rusted iron huts, Moresby's once-picturesque village of Hanuabada now a sorry-looking collection of shacks with cackling fowls underneath the living quarters.

Tuna Alters East Samoa's Economy

MEASURE of the importance of the new tuna canning industry to Eastern Samoa is given in figures recently given at Apia.

Between July 1 and September 1, 1,000,000 dollars' worth of tuna by-products was exported, compared with \$983,000 for the same period of last year.

At that is only one aspect. As the fishery develops, its import and export requirements are bringing in a good deal of money in business and Government coffers.

In mid-September the American liner *The Cabins* called to discharge 3,250,000 gallons of diesel, 175,000 gallons of petrol, 500 tons of lubricating oil, and 100 tons of aviation fuel. About half the petroleum products were for the use of the 30 Japanese fishing vessels now working on contract. On the same day *Sonoma* cleared with 30,000 cases of tuna and 10 sacks of fishmeal aboard.

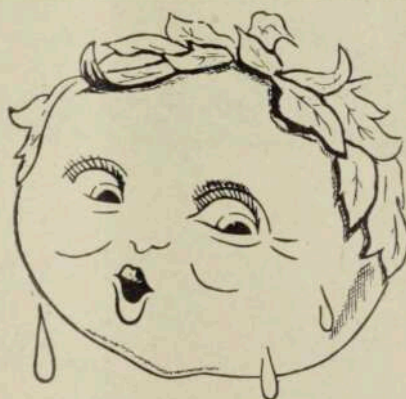


NC Mining Enterprise

New Caledonia's energetic Governor, M. Rene Hoffherr (who has recently been visiting New Zealand) is here discussing prospecting problems with the director of the Mining Bureau at Noumea, M. Saunal (on right). Cobalt deposits in the south of the island were the main subject of discussion on this occasion.

—Photo by Information Service, Noumea.

† Recent shipments of cocoa beans from Western Samoa include 135 tons for the United Kingdom; 115 tons for the USA, with a further October despatch of 100 to 150 tons to the USA expected. Prices have varied from £Stg.245 to £Stg.260 a ton, f.o.b. Apia.



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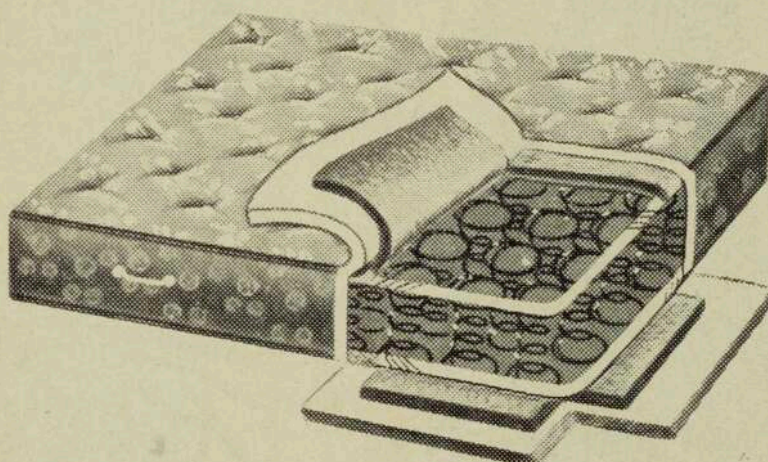
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Developments.

EARLIER HURRICANE WARNINGS ARE NOW POSSIBLE

EARLIER hurricane warnings are possible, says Mr. J. C. Grover, Senior Geologist, BSIP, in a paper read before the July meeting of the British Solomon Islands Society at Niara.

In July, 1952, (p. 95) PIM reviewed the existing meteorological reporting and forecasting organisation in the South Pacific, discussed some of the difficulties, financial and technical, associated with earlier hurricane forecasting, and the details of a system which seemed like becoming of great importance to this region.

This system depended upon "microseisms" or faint shock-waves transmitted through sea and land as the result of the violent disturbances caused by the spiralling hurricanes.

Just as the epicentre of an earthquake can be accurately determined by a group of widely spaced seismic



Mr. A. L. Burrows, director of the Apia observatory, peers into a theodolite as he tracks a balloon to determine upper air movements—one of the operations in present Pacific hurricane forecasting techniques. Expensive radar stations have replaced some theodolites—but inexpensive microseismic stations may supersede radar, as this article explains.

—Photo by Jack Thornton.

stations, so can a hurricane's centre be determined, though by more sensitive equipment.

Those associated with the microseismic hurricane locating system were convinced three years ago that it was the answer to the

problem of a reasonably inexpensive, accurate, tracking system. However, as PIM said in the 1952 article, South Pacific meteorologists were less enthusiastic.

DR. GABITES, head of the Research Section of the New Zealand Meteorological Service, which mans most of the South Pacific "met" stations, said that after making world-wide on-the-spot investigations, he was satisfied that the microseismologists could not do all they claimed.

Some intense storms could be accurately "fixed," but calculations were often far from correct with milder hurricanes or for other unexplained reasons.

Dr. Gabites agreed that the system could be a useful adjunct to existing methods in the South Pacific, but considered it would be disproportionately expensive in equipment, manpower, and maintenance.

Mr. Grover seems to show that what was true three years ago is no longer true.

Much further research has been done, explanations of former inaccuracies discovered, and new techniques worked out which place the microseismic system of early and accurate hurricane location in

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advance of all others with the
sible exception of actual location
aircraft—an extremely expensive
alternative.

All will agree that any system
which can accurately locate
keep constant track of a hurricane
from a point not less than 600
700 miles away is a system worth
seriously examining.

HURRICANES in the Islands
rarely move forward at speeds
greater than 25 knots,
often at about 15 knots.

The direction of movement
hurricane cannot yet be predicted
by any system, but the best
knowledge of a hurricane's existence
at a point 600 miles away will
give 24 to 48 hours' warning of
possible danger.

If the microseismologists can
with complete confidence the
tion of a hurricane at 600 miles
ance—and Dr. Grover implies
they can—it is certainly a good
more than can be done in
South Pacific areas under the
existing techniques.

Though a fair degree of advance
is at present possible in most
habited areas, damage may
result from public lack of confidence
in predictions and failure to
action where action is possible—
as in the fastening down of
preparation of safe refuges
time, etc.

Mr. Grover's paper is too long
cover in detail, but there is a
possibility that it may be published
the South Pacific Commission.

HE suggests that a minimum
five stations might be called
at Townsville, Samarai, Honiara,
Vila, Noumea, and Nadi (and
preferably two more at, say, Apia,
Rarotonga, to cover the whole
area).

The equipment could be installed
at the existing meteorological
stations at these places. Any
meteorological observer could
trained in its operation, but
ordination of reports would call
one central skilled geophysicist
possibly at Nadi weather centre.

The US Navy already has stations
in existence at Guam, Manila and
in Japan.

Mr. Grover suggests a five-
microseismic research project
sponsored by the South Pacific
Commission.

The equipment would cost a
few thousand pounds. Grover
expense in the initial stage would
in calibrating the respective
instruments in the light of passing
hurricane effects. Once calibrated,
stations would be accurate for
time. This task would call for
co-operation of shipping, and
existing meteorological observing
stations, and perhaps a few
observing stations.

In the light of Mr. Grover's
evidence from many quoted sources

onders why the Queensland Government is at present erecting at considerable cost a system of hurricane-predicting radar stations which give a range of only about 150 miles, despite the fact that a very successful experimental micro-seismic station has been in operation at the Queensland University under Dr. Owen Jones for some years. The explanation may be that the radar stations will provide functions of a navigational and military nature additional to hurricane location duties.

A considerable amount of road extension and improvement work has been carried out at Mangaia, Cook Group, in recent months to open up valuable agricultural land. The Island Council's tractor and loader has saved much manual labour.

apeete's popular dine-and-dance establishment, *Au Col Bleu*, resigned and redecorated, was reopened on September 3. It has a restaurant under control of M. Azibert, with meals served throughout the day.

Sharks Abound in Waters Near Samoa



This carpet of shark-fins drying on the dock at Pago Pago, Eastern Samoa, came from one ship after a four weeks' fishing voyage. The fins are shipped to Japan, to be used for shark-fin soup.—Photo by Pan American Prints.



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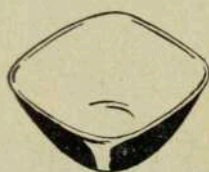


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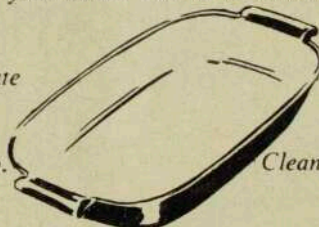


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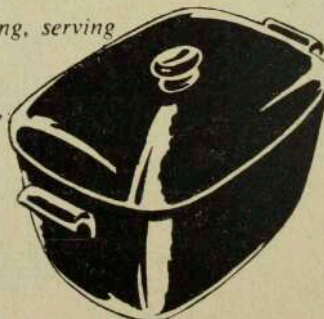
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Current News Items From Our Correspondents In Papua-New Guinea

RIGHTS OF PEOPLE OF MIXED RACE DISCUSSED

The Bougainville District Advisory Council has suggested that people of mixed race ("half-castes") should be given full citizenship rights if they desire them.

Members pointed out that this would give half-castes the educational advantages recently announced, but the council stipulated that it should be made clear to those who accepted full citizenship rights that they would automatically lose various rights of protection under existing Ordinances.

The position of half-castes in Papua-New Guinea remains a vexed question. It seems too often that they are snubbed by many Europeans and natives and merely tolerated by others.

The situation should be sorted up by the authorities as soon as possible.

DR. GUNTHER'S TOUR

The Territory Director of Public Health (Dr. J. Gunther) has gone to represent Australia at a World Health Organisation regional meeting at Singapore.

After the conference Dr. Gunther

will begin a three months' tour of Asia under a World Health Organisation scholarship.

Before leaving, Dr. Gunther said he would pay particular attention to the methods used in Asia to control malaria, yaws and tuberculosis, and at the same time would study maternal and child health.

RABAU TURF CLUB

Rabaul's amateur turf club was re-formed in September, when 62 people attended an inaugural meeting.

The officers are: President, Mr. Matthew Foley; vice-president, Mr. N. Lee; secretary, Mr. Harold Brown; treasurer, Mr. Nicholson; assistant secretary, Mrs. M. Foley.

A financial committee of three and a working committee of seven were formed.

PORT MORESBY'S WATER

The chairman of the Port Moresby Town Advisory Council (Mr. E. James), at a September meeting, charged the P-NG Administration with "gross neglect in failing to provide Port Moresby with an adequate water supply."

Mr. James said the Administration was to be censured for allow-

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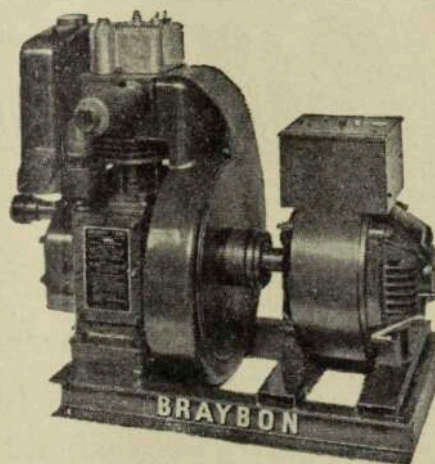
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ing the town's water supply to reach the stage where there was a danger to health. He said the trouble was that the Administration was, and had been for years, trying to make the present supply go round rather than provide more water.

Mr. James added that too often the European population of Port Moresby was blamed for using huge quantities of water. The Administration, he said, seemed to forget that there were 15,000 natives in the town, and they also need and use water.

The Administrator (Brigadier D. M. Cleland) has said that he was upset to learn, on his return to Port Moresby from Manus, that the water situation was still bad. In a statement he outlined measures taken to rectify the matter.

The Advisory Council has recommended that a commission take over the town's water, electricity and sewerage services. Voting was 8 to 2.

LAE'S WATER SUPPLY

At a recent meeting, the Lae Town Advisory Council was told that the provision of an adequate water supply was not only important, but imperative.

A grave fire danger existed, and it was essential that the provision of fire-hydrants should accompany

the provision of an adequate water supply. This was particularly so in the newer business and residential areas of Lae.

Mr. J. Birrell said that at present there was a chance that if one building in the new Town area caught fire, the lot would go up in flames.

NATIVE AFFAIRS OFFICE

A re-shuffle of senior officers in the Department of Native Affairs in P-N-G has been made.

Mr. H. L. Niall is now back as District Commissioner at Lae, on sick leave, and Mr. H. L. Williams, who relieved Mr. Niall, has been posted at Madang as District Commissioner.

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September "Bulolo" Travellers



Passengers leaving Sydney for New Guinea the "Bulolo" in September included, top to bottom: (1) Mr. and Mrs. E. Owen-Turner and got, returning to Samarai. (2) Mrs. G. fifth, visiting Mrs. Chipper, of Rabaul, was off by her youngest daughter, Margaret. Miss M. M. Allman and Miss M. K. Donald, of Melbourne, were visiting their friends in New Guinea.

Commissioner. Mr. Williams took over from Mr. Bensted, who is now at Pendetta as District Commissioner. Mr. J. P. White has been posted Mount Hagen to relieve the Eastern District Commissioner, Mr. Shon, who is to go on leave.

GOSPEL IN PIDGIN

Another translation of the Gospel the British and Foreign Bible Society will soon be distributed in Papua and New Guinea.

The first edition of the Gospel Pidgin English has been printed Sydney, and will make its debut Port Moresby at the opening of the Society's Bible House on October 15.

TERRITORIAL FOREST

A 46,000-acres forest near Port Moresby has been proclaimed the first Territorial forest in Papua and New Guinea. It extends from Mount Little Lawes Divide to the Brown River crossing, about 30 miles from Port Moresby.

The Territory Director of Forests, Mr. McAdam, said it was planned to replant the forest as timber was taken out. At present, two millers were obtaining logs in the area, but until now, no system of reforestation had been undertaken.

Mr. McAdam said a start had been made in felling 30-acres of the forest for trial plantings of various species of tree, including teak.

KINDERGARTEN WORK

A world authority on pre-school centres, Miss Christine Heinig, has been visiting Papua and New Guinea to advise the Administration and parents on the latest developments in kindergarten and pre-school education.

Miss Heinig pioneered the pre-school centre organisation in America and assisted with the initial work on centres in Australia. At present, she holds the position of Associate in Childhood and Secondary Education on the National Headquarters staff of the American Association of University Women.

Miss Heinig's rich and varied experience in childhood education

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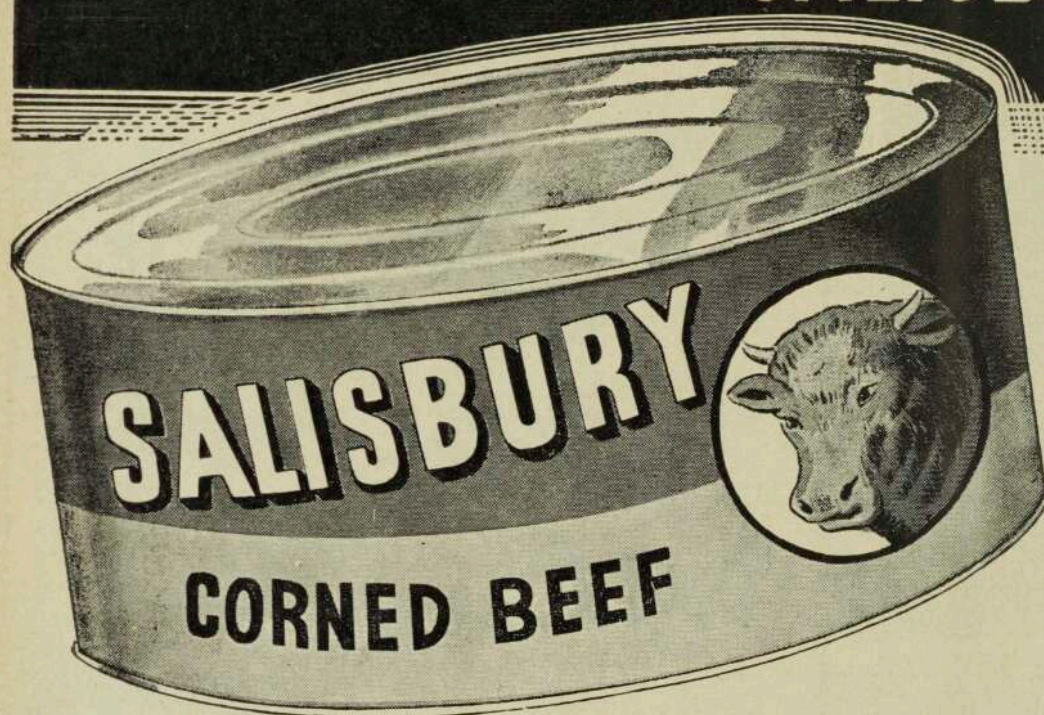
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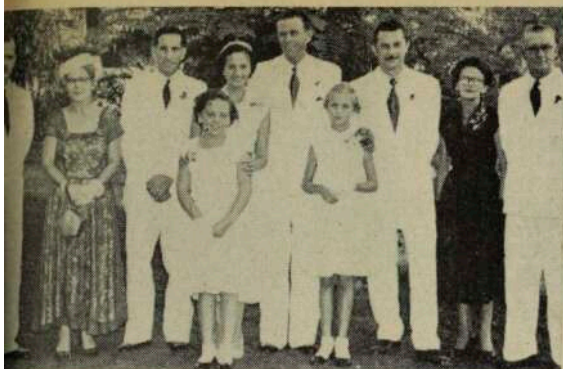
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Wedding at Rabaul

Miss Eva Lillian Mitchell and Mr. Bruno Paganin were married at Rabaul on September 10 with a civil ceremony performed by the Acting Commissioner of New Britain (Mr. J. J. Murphy). The bride and bridegroom are in the middle of this picture, and Mr. and Mrs. Murphy are on the extreme left.

—Photo by C. H. Meen.

udes the establishment of the nursery school in the United es to operate as part of a public ol system.
er work was extended to alicia in 1935, when her services e made available by the umberia University to the dergarten Training College at bourne.

WEWAK HOSPITAL.
upport for the Sepik District sory Council's request for a er hospital for Wewak than the osed eight-bed building has n given by the Wewak Town sory Council.
e District Council suggested

that any new hospital to be built at Wewak should have at least 14 beds, with a babies' nursery and an isolation ward as well.

Mr. S. Rose said that the Town Council considered that the block at present allocated to the Hospital site was suitable for the larger hospital.

The resolution was carried unanimously.

PUBLIC SERVICE CONDITIONS

The Territory Public Service Association in mid-September filed an application with the Registrar of the Arbitration Court to amend its Memorial.

The association asked the Arbitrator fully to implement the recommendations of the Conciliation Committee's report last December, which provided a Territorial allowance in addition to a living allowance.

The President of the Association (Mr. R. Brennan) has explained

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that the association considered that a living wage in the Territory of £1,045 for a family unit of husband and wife, plus the Territorial allowance of £250 a year, represented the minimum salary to be paid to an adult male officer of the P-NG Administration.

Mr. Brennan said this would entail an increase in total salary of £377 a year for all adult male officers, with corresponding increases in female and junior officers' salaries.

Other approaches that would be made to the court concerned the cost of living corresponding to the rise and fall of prices, and a five-day week in the three main centres of the Territory.

The Registrar of the Arbitration Court later served the association's application on the Administrator and the Public Service Commissioner.

It is understood that the Arbitration Court hearing will start soon.

The Arbitrator, Mr. Wood, is now touring the Territory to get first-hand knowledge of conditions under which P-NG public servants work and live.

CURFEW REGULATIONS

The recently amended Curfew

Regulations for P-NG natives have been discussed at meetings of the Milne Bay and Lae Advisory Councils.

At Samarai, members agreed that no abuse had been made of the new curfew hours in that area.

However, a different story told at the Lae meeting. Two members in particular, Mr. G. Whitt and Mrs. Stewart, complained the 11 p.m. curfew was not in the best interests of anyone, native or European.

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Northbound in "Shansi"



passengers bound for New Guinea in the Line's "Shansi" included, top to bottom: Mr. and Mrs. J. G. Sneddon, who returned from Rabaul, where Mr. Sneddon is Senior Clerk, of District Services. (2) Mr. and Mrs. M. Meggitt, bound for Wabag, where Mr. Meggitt, a University anthropologist, will carry out his research work. (3) Mr. R. Lorimer, Health Department, Rabaul, with Mrs. Lorimer and the children, returned from Rabaul.

Mr. Whittaker said he would like to see the curfew revert to 9 p.m. Mrs. Stewart claimed that many of the people were not getting enough sleep. Therefore they were doing more than their usual amount of sleeping in the daytime. The Lae Council, however, did not pass any specific resolution on the matter.

There seems to have been little change of the 11 p.m. curfew at Port Moresby, according to a PIM correspondent.

HYDROGRAPHIC DIVISION

The Minister for Territories (Mr. Hasluck) told the Federal Parliament in September that a Hydrographic Division was to be

established soon within the P-NG Administration. It would be under the control of the Public Service Commissioner.

Mr. Hasluck was replying to Mr. Osborne (Liberal, NSW) who drew attention to the need for plotting uncharted waters and marking channels in the Territory.

Earlier, Mr. Osborne had said at Sydney that the Territory was still in the pioneering stage and a big factor holding up development was

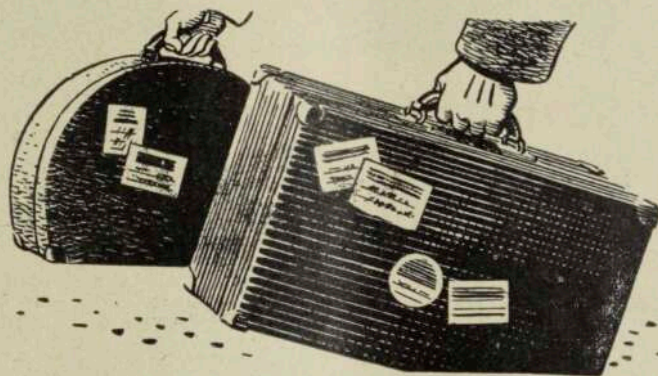
that the waters of many parts of the Territory still remained uncharted.

ESCAPEES RECAPTURED

Four Gailala natives who escaped from Bomana Gaol, near Port Moresby, were recaptured after a fortnight's freedom.

They had led searchers a merry chase over the Owen Stanley Range, but walked into a patrol in the

(Continued on Page 46)



Going places?

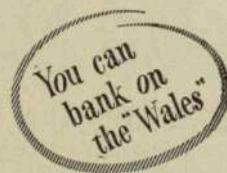
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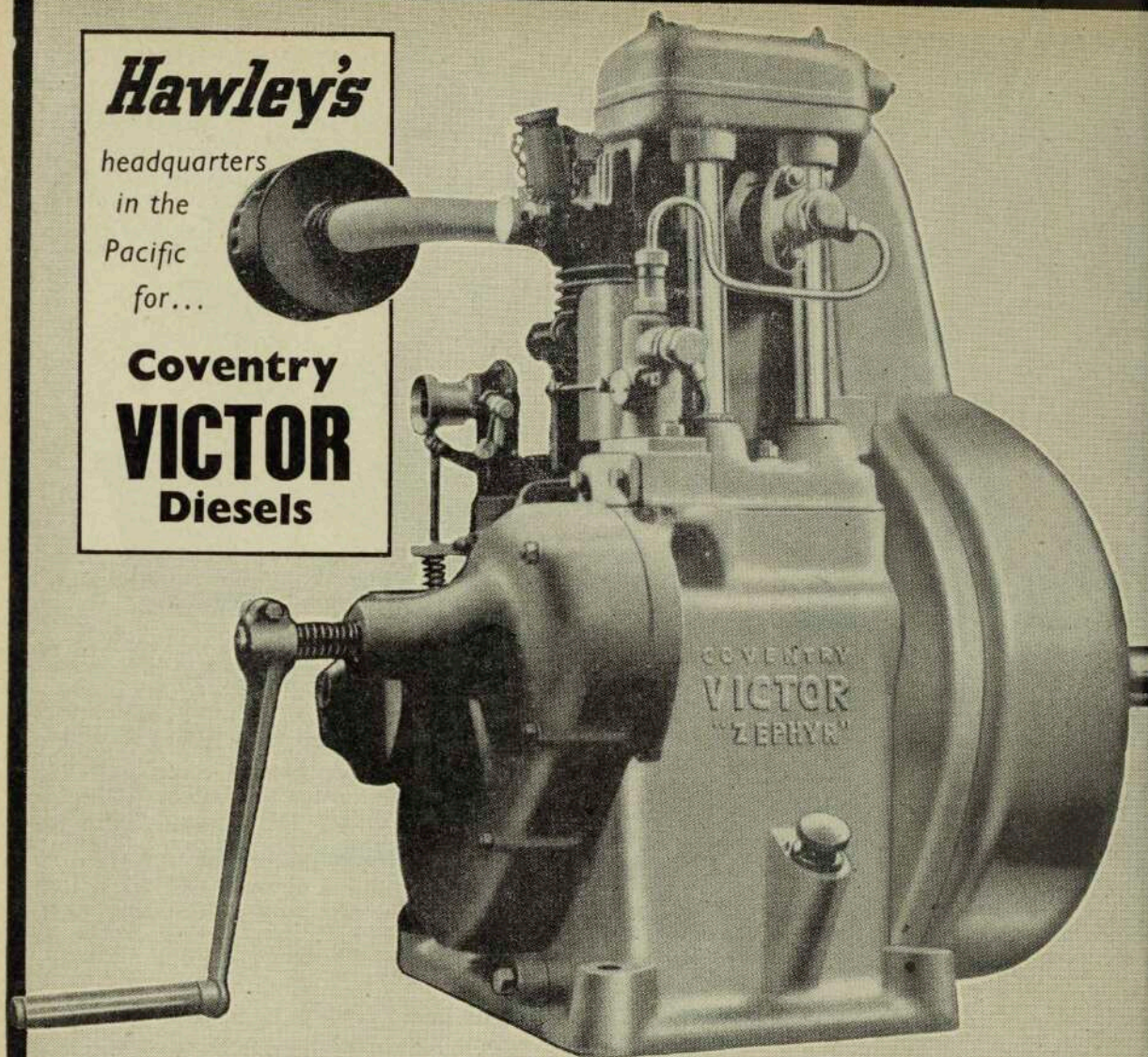
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Silver Cup for Koki Hospital's 1,000th Papuan Baby



Noi Dika, daughter of Dika Maiago and Igua Boge, of Hanuabada, born in August, was the 1,000th baby to arrive at the St. Marie Therese Maternity Hospital at Koki, Papua. The mother, here with the baby and two Sisters, was presented with a silver cup by Mrs. D. M. Cleland, of the Administrator of Papua-New Guinea.
—Photo by Papuan Prints.



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Current News Notes from Papua-New Guinea

(Continued from Page 43)

Kairuku Sub-district led by PO Sharp.

They were serving life sentences for murder at the time of their escape.

COSTLY CELEBRATION

The landing of an RAAF Dakota at Finintegu instead of Goroka on a cloudy morning in 1952 indirectly cost two men £15 at Goroka.

To celebrate the third anniversary of the landing, the two men climbed to the top of the Goroka hangar and painted the word Finintegu across the roof.

The joke rebounded, however, when they were fined £15 to cover the cost of erasing the lettering.

The 1952 incident made headline news in Australia as the plane was carrying a Federal Cabinet Minister, Mr. Kent Hughes. It was three months before Air Force personnel could get the Dakota out of Finintegu. Soon after landing, it had sunk into deep mud.

MARKHAM VALLEY ROADS

Since March a considerable amount of road work has been done

by native communities in the Markham Valley along the 60 miles stretch from the Erap River to the boundaries of the Morobe and Eastern Highlands Districts.

In the Kaiapit area village communities, under the supervision of

Patrol Officer D. G. Calder, worked on the section from the west bank of the Leron River to the Eastern Highlands boundary, a distance of 45 miles.

In addition to work on the road the local population has

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Returning to the Islands



and for New Guinea in the "Bulolo" in
ber were, top to bottom: (1) Pastor and
H. A. Dickens, with Lynnette and Don,
of Fiji and Western Samoa, to join the
staff of the Bismarck-Solomons Union
Seventh Day Adventist Mission. (2) Mrs.
Richards and Mrs. C. B. Greaves, visit-
Mrs. Richards' son, Mr. Ron Richards of
Port Moresby. (3) Mr. K. M. Chambers,
nt Chief Collector of Customs, P-NG, and
Chambers, and Mr. H. A. Triggs, Engineer
or, Customs Department, were returning
furlough in Sydney.

oximately 100 miles of sub-
ry roads in the Kaiapit area.
other portion of the Markham
y road has been constructed by
ge groups on a voluntary basis
the section from the new Erap
to the Irumu River.

road team of 450 started work
his section on July 25, and com-
d the task by August 5.

CO-OPERATIVE BUILDING
tive co-operative groups along
coastal region east of Abau have
leted erection of a new store
ing at the island of Lopomu.

It was officially opened by the
Acting Director of Native Affairs,
Mr. J. K. McCarthy, on behalf of
the Administrator. The ceremony
was attended by the District Com-
missioner for the Central District,
Mr. A. T. Timperley.

The ceremonies were also associ-
ated with celebrations to mark the
delivery of the new co-operative
vessel, the *Magi*, which was built to
the specifications of the Abau
Native Societies Association in
Australia at a cost of £8,500.

This particular area of the Central
District is marketing about £15,000
worth of native copra a year, and
has a total retail store turnover of
about £22,000 a year.

The guests at the celebrations in-

cluded the mother of Mr. F. G.
Driver, who lived in the Territory
for about 50 years before making
her home in Australia. She was
on a visit to her son.

¶ Dr. Dorothy Shaw, of Sydney,
left for New Guinea in mid-October
to run a plant pathology laboratory
for the Department of Territories.

† When the Secretary of the Lepers'
Trust Board of New Zealand recently
appealed for a sewing machine for
a boy patient at Makogai Leprosy
Hospital, Fiji, he received 25
machines from people in Christ-
church, NZ, alone, and had to re-
fuse further offers due to freight
difficulties.

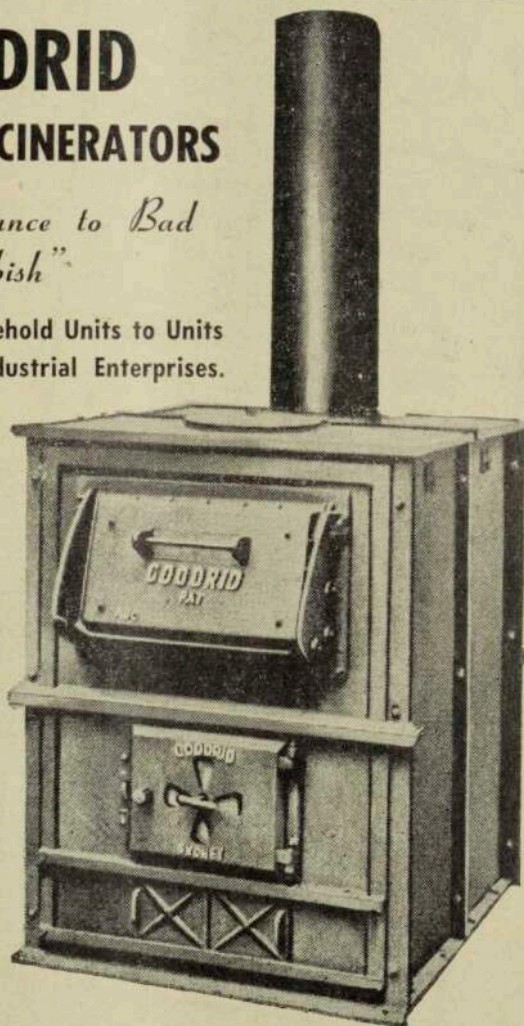
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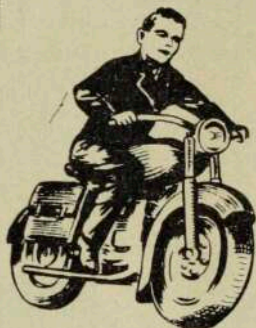
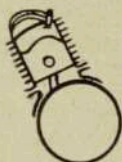
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Drama of "Solace"

WRECKED YACHT RESTORED AT PALMERSTON

FROM about March to June each year a fleet of little ships slips by one through the Panama Canal to head south and west. Some complete the voyage; some do not, and some have temporary setbacks. "Solace" was one of the latter.

The movements of these craft are governed by the seasons.

Commander Victor Clark, RN, (ret.), and his West Indies companion, Stanley Mathurin, were running a little late last year.

The Cook Islands, with their lack of sheltered harbours, are an unhealthy place for yachtsmen from November to early April. Failing actual hurricanes, there are many northerly gales—and such a one caught the 30 ft ketch lying off Palmerston Island on November 14, swinging her on to the encircling reef. Palmerston is a bad place for a wreck—yet it is a good place for finding helpers and skilled carpenters.

The task of hauling the badly damaged yacht across the



"Solace" at Palmerston

Commander Victor Clark (on right) surveying "Solace", with repairs almost completed, as she sat in her shelter on Palmerston's lagoon beach in August. With him is Mr. Ned Marsters, head man of Palmerston, who was in charge of the brilliant repair work on the yacht.

—Photo by Gordon W. Brereton.

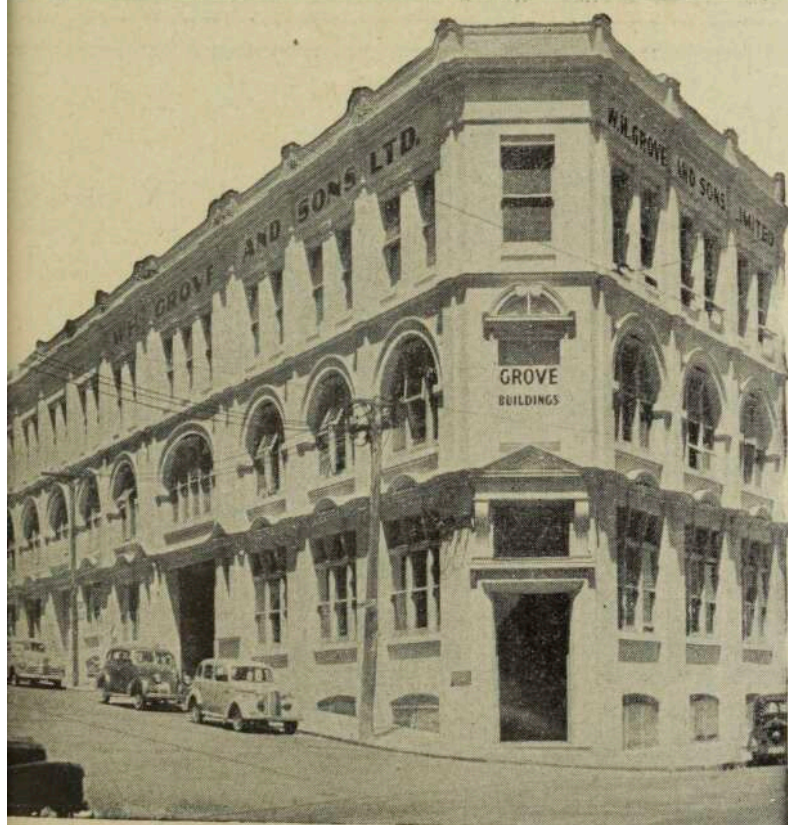
broad, shallow reef waters to the inner lagoon beach, with the aid of log rollers and oil drums, was a considerable undertaking, but it was achieved by early December, "Solace" finally being chocked up on an even keel and a shelter built over her.

Then the major surgery began.

The original stranding and the

subsequent hauling across the reef resulted in almost all timbers and ribs on the starboard side having to be replaced. But this was nothing to the Palmerston men, headed by Ned Marsters.

Two huge tamanu trees were felled, pit-sawn by hand, and all ribs actually cut to shape, as there was no means of steaming and



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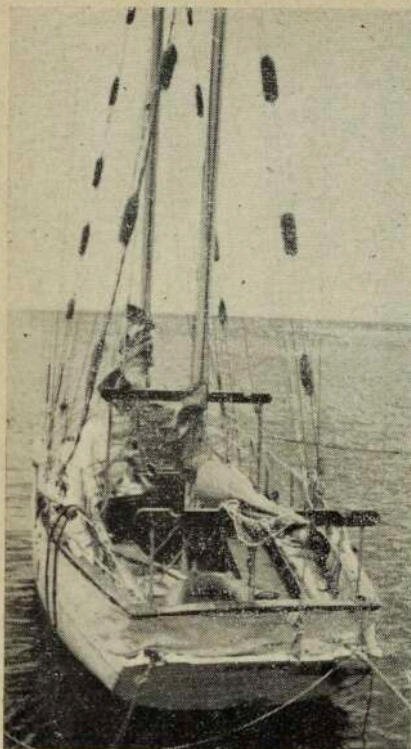
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"Solace" moored off the end of Avarua jetty, Rarotonga, a few days before she was stranded at Palmerston Island last November.

—Photo by W. H. Percival.

bending in the ordinary way.

Then there was the question of fastenings—rivets, bolts, etc.

No ship was expected to call at Palmerston for many months, but there was valuable co-operation from another source.

The Cook Islands Administration found that it would be necessary to

drop medical supplies from the M Zealand Civil Aviation Department DC3, which passes over the atoll on its routine quarterly flight between Faleolo (Western Samoa) and Aitutaki. The fastenings were ordered from Rarotonga by message of the Palmerston radio, and on March 25, thanks to official

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operation, a successful air-drop was made.

When the Cook Islands trading vessel *Charlotte Donald* paid the atoll a visit on August 25, the job was nearing completion. Planking was finished and caulking was well under way.

NOW there is the delicate task of relaunching, and of working the little ship through the intricate, shallow reef passage, with the aid of flotation drums.

All hands will be working against time, with another hurricane season just ahead (and Palmerston is often the target of the most destructive blows in this area), but if all goes well the ketch will be rebuilt, relaunched, and heading towards a safe haven by late October.

GRIMBLE FILM IS UNDER WAY

FILMING of Sir Arthur Grimbles' *A Pattern of Islands*, which started in Western Samoa in September, is expected to take about three months, reports PIM's Apia correspondent.

Lawrie Productions, the British company concerned, has engaged many people in Samoa as extras and local advisers.

Most of the overseas players, including Michael Hordern, Gordon Jackson, Denholm Elliott and Susan Stephen, had arrived at Apia by the end of September, and the famous Maori singer, Inia Te Wiata, was expected to arrive from London in the middle of October.

WHY MM LINERS CANNOT MAKE OLYMPIAD VOYAGE

NOUMEA report indicated in August that Compagnie des Messageries Maritimes Ltd. had somewhat summarily rejected a suggestion that one of its two new Pacific passenger liners might be used to take New Caledonia people to the Olympic Games at Melbourne next year.

The reason given in the report was that sailing schedules would not permit such rearrangement.

At Sydney the company had another explanation.

The suggestion was that the ship could remain at Melbourne as a floating hotel. The cost of operating a big liner is very considerable and the fee that would have to be charged to cover costs would be out of all proportion to the number of persons who could be accommodated aboard.

The proposal had been given thorough examination. Had it been practicable, the company would certainly have accepted the suggestion.

Tongan Rugby Winners

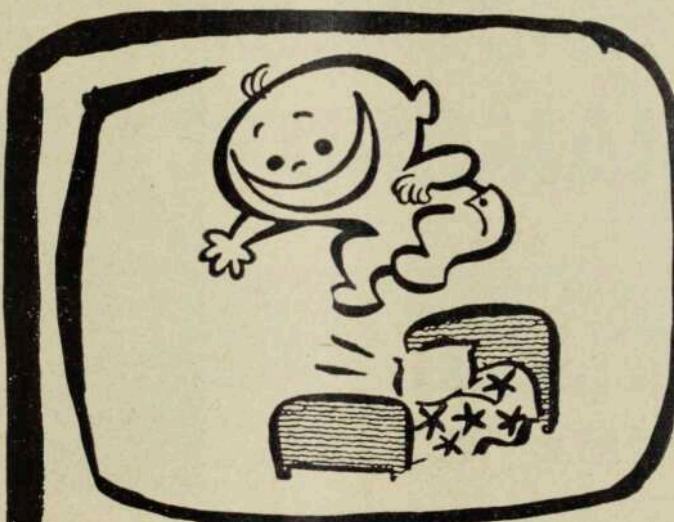
The Hihifo Rugby team, Tonga, played 20 matches this season, won 19 and drew one. The team has won the Hellaby Shield for the third time and the annual cup trophy for the second time. In this group are (left to right): Back row, S. Kaifilo, E. Lupina, Pou Ma'afu, T. Pani, Pauli Ma'afu, M. Valu, M. Huni, Sitaram Marmarav (manager and coach); middle row, K. Fine, L. Moala, S. Latu Kefu, S. Motu (vice-captain), M. Fakauho (captain), F. Moala, S. Pani, L. Mo'unga; front row, M. Sione Manu, N. Pau'u.



—Photo by Hettig.

† "Granny," in *Sydney Morning Herald* on September 28, had an observation on a timber man well known in the Solomons and New Guinea—Mr. Norman K. Wallis. Under the heading *One Track Mind?* "Granny" observed: "His

home . . . is *Trees*, his caretaker's house . . . is *Saplings*, his Great Dane's kennel is *Twigs*, whilst Chum, the cattle dog, lives in a kennel with the nameplate *Seedlings*. A new dog kennel . . . will be named *Bark*."



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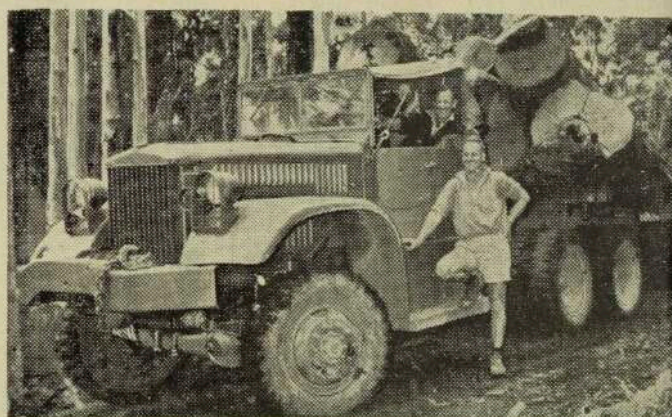
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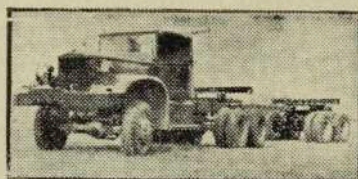
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OPES OF THE WARIA SYNDICATE

ossible Plan to Develop arge Area in N. Guinea

FROM R. W. ROBSON

LONDON, Sept. 4.
O long as Heinrich Rudolphe Wahlen retains his extraordinary energy—and it shows no sign of diminution, although he is 82—the up of German, Swedish and American financial men with which is connected will push on with Waria Syndicate's claim to certain privileges in a large area of mainland of what formerly was German New Guinea.
He spent a half-day with Mr. Wahlen, in Hamburg, last week, and told me the history of the syndicate, and showed me the maps which delineate the area granted Wahlen and his associates by an agreement signed by the German Government in Berlin only four weeks before World War I broke out on August 4, 1914. You draw a line from the coast of Huon Gulf just southwards of Samarua, and follow roughly the Huon river line right through the New Guinea-Papua border

(on top of the Owen Stanley Range) but keeping definitely southwards of the Wau and Edie Creek districts, you will have a large area of triangular shape. It has the coast on one side, the Papua-New Guinea border on the second side, and the line described above on the third side.

That is the area that was granted to the Waria Syndicate in 1914.

The Waria River runs through the middle of it. There is some good coastal plain; a lot of rough valleys leading up into higher and rougher country; and many high, precipitous mountains. There are one or two good harbours—notably, Morobe port.

But this area, south and south-east of the Morobe goldfield, has enjoyed less development than almost any other part of the Territory. Gold fossickers went through the valleys in the Twenties, and found some appreciable gold—but soon were attracted by the richer finds over in the Bulolo Valley; and two or three plantations have been established near the coast; but generally the whole of this corner of the Trust Territory is untouched, and as it was in 1914.

THAT is what makes the plans of the Waria Syndicate interesting. Although its claim over this area has been knocked back by the Titles Court of New Guinea, it has

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been taking the highest legal advice, and it proposes now to proceed by way of an appeal to the High Court of Australia, and probably with a simultaneous approach to Australia, at Government level.

I gathered that the Syndicate has high hopes of the latter move. Australia wants to see New Guinea developed; the German, Swedish and American financiers behind the Syndicate, if given some recognition by Australia, would be prepared to engage in mining and agricultural activities in that Waria area on a large scale. They might even be prepared to work in some kind of partnership with the Australian Government.

As this area presumably has been well examined by Australian mining and other interests since World War I, and ignored, I was curious to know why the Waria Syndicate is so eager to revive its rights there; but I did not get far. I gathered, however, that some of these people are confident that (a) certain valleys, while of no use to small men, could be profitably worked by big-scale gold dredging or sluicing; (b) there are interesting deposits of uranium somewhere in the area; (c) the coastal areas are capable of agricultural development.

I was told something of the legal argument which convinces the Waria Syndicate that it still has rights in New Guinea, despite all the expropriation laws and

machinery of the Post-World War I period; but I could not understand it.

But I can see something more promising, perhaps, in the Syndicate's belief that it might be

encouraged and assisted by Australian Government to and profitably develop a large which now is practically untou and likely under present cond to remain so.

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RASTIC ACTION TO EET SUVA'S OUSING SHORTAGE

VA'S worsening housing situation came before the Legislative Council in September, when, on motion of an elected member, J. N. Falvey, the setting up of Housing Authority to survey the question of housing wage-ers and low-income groups in an areas was unanimously moved.

Government support for the e was expressed by the Acting nial Secretary (Mr. H. W. dson).

hen the new Housing ority produces a plan, it will, e terms of Mr. Falvey's motion, mpowered to acquire land comorily for the purposes of the me, to borrow capital for land ase and housebuilding, to e houses available on either a e tenancy or a rental purchase s, and to relax, in appropriate s, requirements of the Subon of Land Ordinance and a Planning Ordinance except in ers relating to public health.

Falvey told the Council that problem had been acute for s and was steadily growing e. The great increase of sient population at Suva and City Council's unavoidable olition programme (which the ic at large rightly supported) avated the situation.

E 1954 Fair Rents Ordinance included a provision which enabled a houseowner to secure ession for his own occupation 'giving the tenant six months' e to quit, and, said Mr. Falvey, ain classes of the community r endowed with money than s" had been buying Suva es and promptly giving the nts notice to get out.

pointed out that in the next ears, 995 Suva buildings, hous- 8,032 persons, are scheduled demolition. The city health orities estimated that another persons were living in overded conditions.

w officers of the Papua and Guinea Division of the Red s Society were elected at the ion's annual meeting at Port sby in September. They are: dents, Dr. J. Gunther and Mr. W. Watkins; chairman, Mr. C. noyle; deputy chairmen, Mrs. ox and Mr. Stubbs; Treasurer, R. J. Henning.

J. Sparks has been appointed al manager for Levers Pacific ations Pty. Ltd. in the British mons.

More Helicopters for Islands Work

THE advantages of the helicopter for specific duties in rugged terrain has been demonstrated in Papua, where helicopters have been in use for several years.

In September there were reports that more helicopters will soon be employed in Netherlands New Guinea and New Caledonia.

Royal Dutch Shell has been using Bell-47 helicopters for oil-search work in Netherlands New Guinea for several years, and now plans to bring in two large machines to transport a complete oil drilling rig

to the interior of Salawati Island.

In New Caledonia, the Nickel Company intends to import a Bell for the transport of personnel between coastal road and the Yate River hydro-electric scheme, where the big new dam is being erected. A pilot and engineer are reported to have been engaged in France.

† If the number of violent hurricanes in the Northern Hemisphere during the season now ending is any indication of what might be expected in the Southern Hemisphere in the season ahead—and some meteorologists believe that there is a relationship—the South Pacific may be in for a breezy time.

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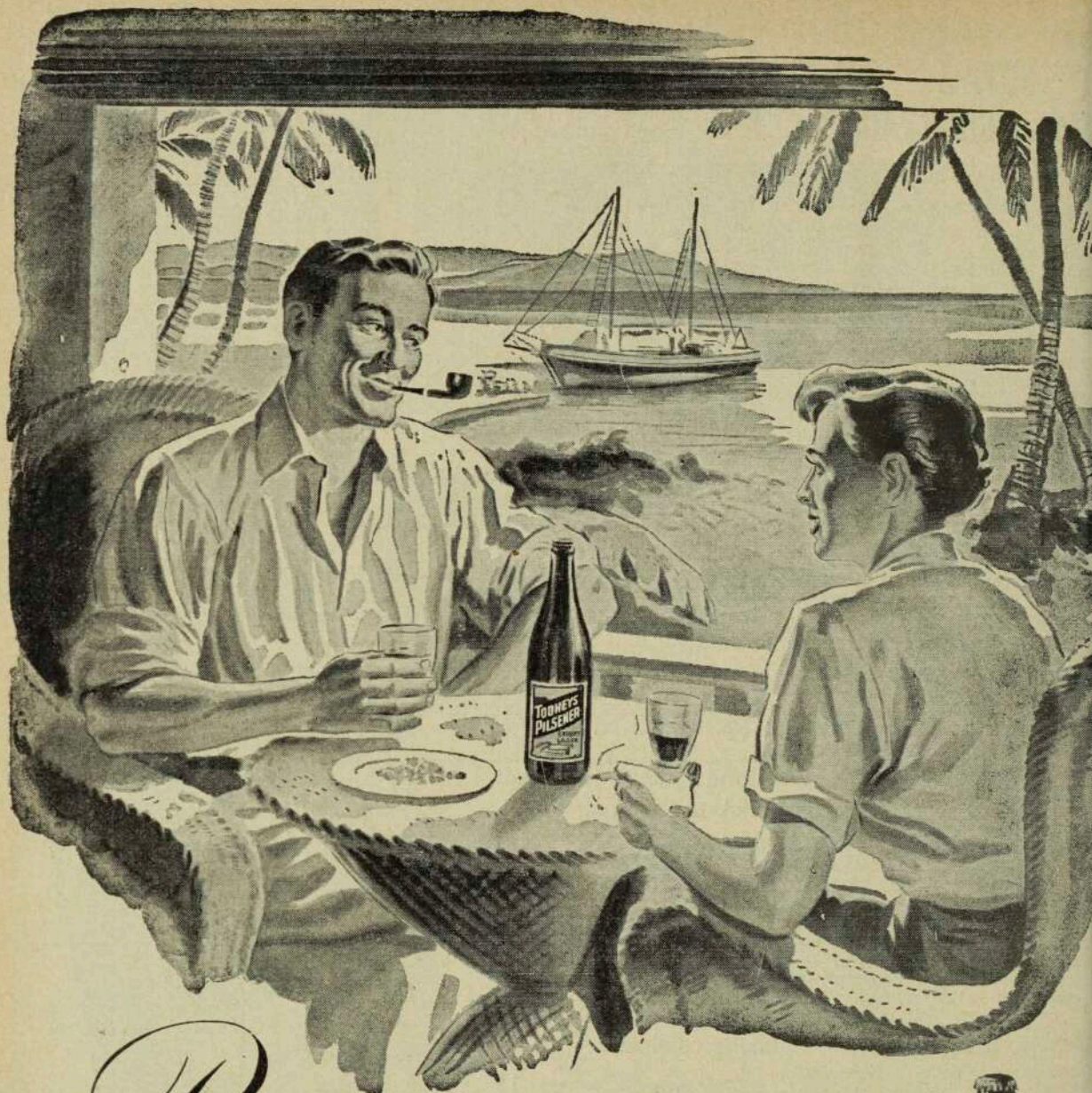
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TRAWS IN THE WIND?

New Tolai Cocoa Enterprise Quoted as Example for NG

THE Tolai people of New Britain have set an example for their compatriots throughout Papua-New Guinea with their remarkable agricultural schemes in the area near Rabaul, said Dr. John Andrews, of the University, in a paper read at the recent Science Congress at Melbourne.

Dr. Andrews said that the commercial growing of cocoa by the indigenous people on their own lands holds out new hope that this rich fertile country can be developed to the benefit of a world hungry for its many products, and at the same time secure independence and a high standard of living for its inhabitants.

Various factors tend to inhibit the large-scale expansion of old-style, European-managed plantations, said Dr. Andrews, pointing out that the apparent prosperity of the Territory was largely due to such reliable causes as the high price of copra, the large sums (from Australian taxation) which the Government is spending, and heavy aid from the wages of Euro-

pean employees of the oil and other companies (September PIM, page 54).

ON the other hand, he said, the Tolai people have demonstrated in a most positive and concrete fashion that the indigenous people of New Guinea have the ability to develop and exploit their own country on a sound economic basis.

They have shown that, given the chance, native intelligence is equal to the task of coping with the problems of the modern world which only recently impinged on them.

These people have already planted about 1,500,000 cocoa trees in the Gazelle Peninsula, this total representing nearly half the total planting in the area.

Dr. Andrews said that although the planters had had encouragement and assistance from the Administration, a second remarkable fact was that the control and management of the scheme was in the hands of the village councils, a new political instrumentality set up since the war.

These councils administer revenues

of up to £6,000 per annum, and from these funds they have set up medical aid posts and other facilities, as well as schools which have trained



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clerks and artisans to run the ventures.

Investment of capital has been necessary on a substantial scale to construct the fermentaries and other plant required for processing the cacao pods before marketing.

DR. ANDREWS pointed out that about £80,000 will be needed for 20 new fermentaries to cope with the produce of the hundreds of thousands of trees which have not yet come to bearing.

Referring to special factors involved in the Gazelle Peninsula enterprise, Dr. Andrew said that the soil near Rabaul was fabulously productive, and in no other part of the world do cocoa trees bear so heavily.

Further, the Tolai are the most sophisticated of the New Guinea people, and have the longest history of association with Europeans.

He suggested that the Government should undertake the testing of various areas to find their suitability for various crops and enterprises.

It should also provide European managers and technical people to start such schemes and train selected natives to extend and develop the projects.

Such a scheme would not be a charge on the Australian taxpayer; the managerial staff salaries would be paid out of profits on a strictly commercial basis.

SDA CONFERENCE AT RAROTONGA

SEVENTH Day Adventist leaders arrived from Aitutaki by local schooner on September 17 to attend the biennial conference held at the SDA Training School, Titikaveka, Rarotonga.

Among the arrivals were Senior Pastor G. Branster, president of the Central Pacific Union Mission, based in Fiji.

Pastor Aveling also traced from Fiji and was accompanied by Dr. G. G. McDowell, educational secretary for the Australian Mission. The conference lasted all night.

† The Titikaveka Co-operative Society, Rarotonga, established recently, had a membership of September 1. Following the appointment of a Co-operative's Secretary, co-operatives are encouraged in the Cook Islands.

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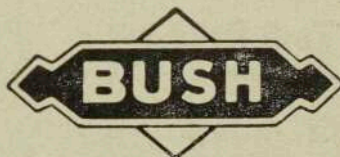
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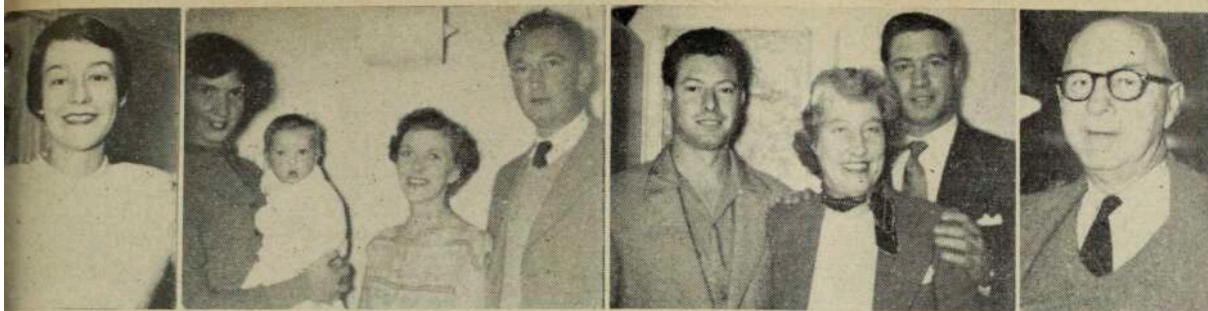
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Bound for the Islands per "Tulagi" from Sydney in September were, left to right: (1) Miss E. Richardson of Western Australia, visiting Mr. and Mrs. R. Angeloni, of Tanna Island. (2) Mr. and Mrs. A. G. Mitchell, accompanied by Nurse M. C. Miller (with baby June Mitchell), bound for Honiara where Mr. Mitchell takes up an appointment with the BSIP Government. (3) Mr. G. O'Brien, returning to Vila, was farewelled in Sydney by sons Lyall and Noel. (4) Mr. J. A. Tayler, returning to Norfolk Island after a Sydney visit.

ess Trochus, But gher eturns for Fiji

OUGH exports of trochus from Fiji last year fell by 115 tons to a total of 267 tons, the value by £14,564 to a post-war peak of £52,763.

In 1953, the average export value of Fiji trochus was £100 a ton. In 1949 the average was up to £110/-.

Although actual production fell last year, it did not fall as much as figures suggest, as a quantity of shell went to the local button industry and was exported as finished buttons, no exact details of which appear in the latest Trade Report. Surprisingly, France was the country's best trochus customer last year, taking over £20,000 worth. The United States took the smallest order of £745 worth.

Although Japan took only £6,000 worth, it is believed that much of the industry's present prosperity may be attributed to high Japanese prices.

erfeit of Tuna In South Pacific

THE 1955 winter seems to have been extraordinarily prolific for tuna fishermen in the South Pacific—at least in the waters east of Fiji.

The Pago Pago tuna fleet has been going in big hauls from these waters, and almost every island in the Cooks, from Penrhyn and Puka in the north to Mangaia in the south, has reported huge catches of tuna, some of them of record size.

There have been long periods of clear weather in this area, and two events are probably related.

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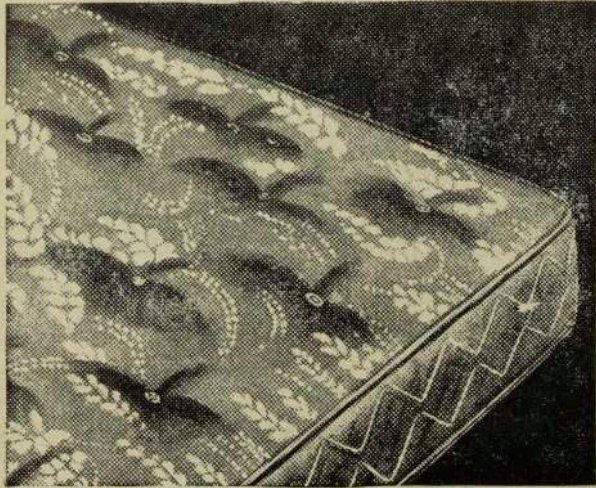
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OCTOBER, 1955—PACIFIC ISLANDS MONTHLY

Back of Ships Causes Tomato Crisis in Cook Is.

WITH the regular 1,200-ton supply vessel *Maui Pomare* laid up at Auckland, New Zealand's Department of Island Territories was faced with a first-class headache when the small stand-in, *Viti*, suffered a serious engine breakdown July, at the beginning of the Cooks' tomato season.

This crop is valuable and increasingly important to the Southern Group islands, and the problem of getting the ripening fruit to the New Zealand market had to be overcome.

In addition to the regular Union Steam Ship Co. trans-Pacific liners, two Matson-Oceanic Line liners were called to lift deck cargo on their southbound runs.

The problem was to find vessels which would be passing Rarotonga at suitable intervals as the fruit continued to ripen, and every possible vessel was investigated. The Matson vessels saved the

situation in August, though some fruit was lost at Atiu.

Early in September it was possible to arrange a call by a brand-new coaster, the *Maunganui*, on her maiden voyage from Holland to New Zealand. The small ship had called at Papeete en route from Panama. From there she was diverted and loaded a deck cargo of over 8,000 cases at a critical time.

In mid-September, after investigating possible calls by *Otaki*, *Lossiebank*, and *Waitomo* without success, a shipment of 6,000 cases could not be cleared from Rarotonga before it ripened.

It was hoped that *Viti* would be despatched from Auckland early in September, but repairs took longer and it was not until September 24 that she finally sailed for Niue and Rarotonga.

Fortunately the *Meadowbank* saved the situation by loading a cargo on September 22. *Viti* was to follow her, then *Matua* early November, on a special trip, should see the season ended.

† A small whirlwind damaged two houses in Kimiangatau village, Mauke, Cook Group, early in September.

Wallis and Futuna Seeking Air Links

VISITORS to Wallis and Futuna Islands have reported that upwards of 3,000 local men were engaged at each island in reconditioning the wartime airstrips.

The people are apparently hopeful that New Caledonia's TRANSPAC air company, recently formed, may operate flights to the islands if the airfields are put into order.

Sydney Pacific Islands Society

THE guest speaker at the September gathering of the Sydney Pacific Islands Society was Major Basil Croft, RL.

Major Croft gave a talk entitled "A Ramble Through Japan".

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Wedding at Rabaul



Mr. Paul Seeto and Miss Alice Seeto were married by the Rev. John Su at the Rabaul Methodist Church. In this group are (left to right): Mr. Dennis Seeto, the Rev. J. Su, bridegroom and bride, Mr. Dick Seeto (behind bride), Miss Jane Wong and (in front) Seeto Lin-oi.
—Photo by C. H. Meen.

† In the first half of 1955, New Caledonia registered 857 new motor-cars, of which 575 came from France and the remainder from Britain, Germany and the United States. Also registered were 55 new motor-cycles and 137 motor-scooters.

‡ Mr. C. D. Brownhill has been appointed to the Board of Directors of W. R. Carpenter & Co., Sydney in succession to the late Sir Henry Braddon. Mr. Brownhill's father was a director of the company in its early days.

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Mr. and Mrs. R. S. Carne and their children were on holiday in Fiji in September. Mr. Carne, who is District Agricultural Officer at Suva, New Guinea, is a son of the Rev. T. C. Carne and Mrs. Carne, of Suva.

Mr. Glassie Strickland, who for most ten years has been the Suva manager for Jagger and Harvey, Ltd., Auckland, resigned on August 31. Mr. Strickland joined the firm in 1918, and during his years' service has been salesman, traveller, bookkeeper, and manager.

New Guinea-bound in ANG Line's Vessels

Passengers bound north from Sydney in A.N.G. Line Ships in September included (top to bottom):

(1) Assistant District Officer D. J. Parrish, with Mrs. Parrish, Craig, and Chris, returned to New Guinea after a course at the School of Pacific Administration.

(2) Farewelling Mr. Parrish (second from left) were Patrol Officers Ron Beville, Neil Desailly, and Brian McBride of New Guinea, all at present at the School of Pacific Administration in Sydney.

(3) Mrs. E. Harper was seen off by her husband when she left Sydney to visit her son, Lieutenant Brian Harper, stationed at Vanimo.

(4) The Rev. Canon H. M. Arrowsmith, General Secretary of the British and Foreign Bible Society at Sydney, farewelled Miss E. P. Matthews, the society's secretary at Port Moresby, when she returned from leave.

Conduct of Islanders in NZ Reviewed in Report

GENERAL conduct of the 5,000-odd Pacific Island migrants living in New Zealand is good, although lack of familiarity with New Zealand customs regarding alcohol and gambling causes occa-

sional problems, states the annual report of the Department of Island Territories, Wellington.

The report points out that there is some reluctance to give accommodation to Islanders. Lack of knowledge of European standards and their traditional hospitality, which often results in overcrowded conditions, aggravate the problem.

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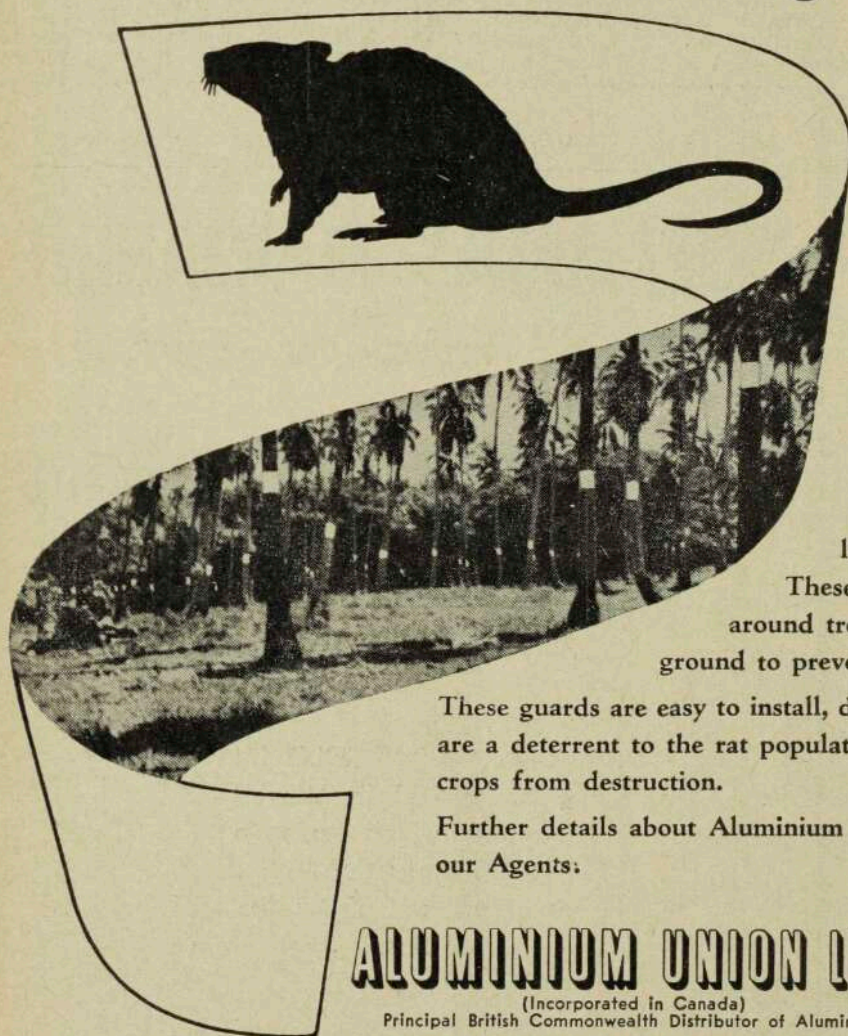
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Papua-New Guinea people and their friends caught by the camera at Sydney in September (left) Mr. Philip Pring, director of Koitaki Para Rubber Estates, Ltd., and Eriama Estates (ings), Ltd., and Mrs. Winsome Tansey, who were seeing friends off for New Guinea aboard "Shansi".

Middle: Mr. Charles Julius, Government anthropologist, returned to Port Moresby in "Shansi" furlough in England.

Right: Miss E. S. Bourke and Miss R. Freeman, of the Port Moresby Post Office staff, also sailed north in "Shansi" from Sydney.

TEAL is reported to be considering the new Douglas DC7C Seven as a replacement for their present DC6's. It of the type will be delivered PAA and is capable of direct flights from Sydney to Honolulu with a pay-load. Cost is \$2,217,000. TEAL'S only alternative is

said to be the English *Bristol Britannia*.

A 60-year-old Baptist minister, the Rev. Victor J. White, of Sydney, plans to leave in November with five other missionaries to open Baptist mission stations in Netherlands New Guinea.

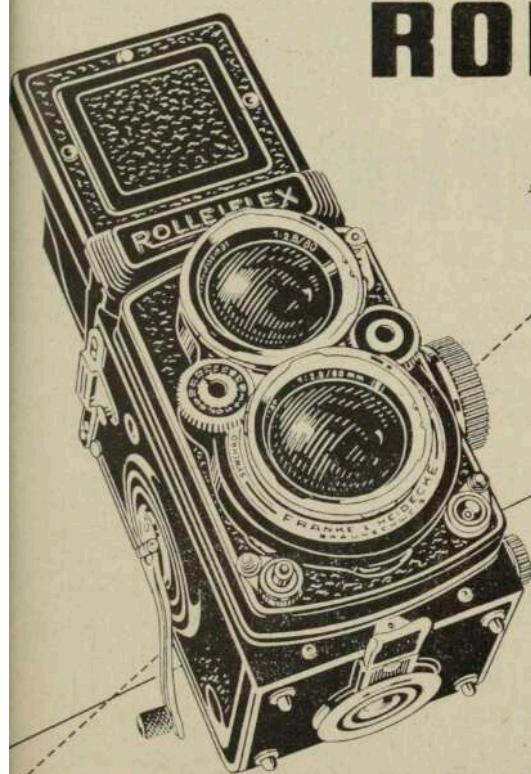
PACIFIC ISLANDS AIR PHOTOGRAPHS

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Tonga-New Zealand Educational Scheme

AFTER negotiations which have lasted for three years, the Governments of New Zealand and Tonga have completed an educational scheme of co-operation.

The agreement, long overdue, is designed to facilitate the appointment of New Zealand teachers for service in Tonga. It outlines the machinery for their recruitment, terms of service, salaries and allowances, housing, transport to and from Tonga, superannuation payments, medical attention, and inspection of schools.

The agreement was signed by Mr. C. E. Beeby, Director of Education in New Zealand, and Prince Tungi, OBE, Premier and Minister of Education in Tonga.

GAMMA RAYS USED TO HELP SUGAR INDUSTRY

GAMMA rays, a product of atomic fission, are being used as an aid to the Hawaiian sugar industry, according to the report of an American scientist, speaking before an international gathering of atomic scientists.

A gamma ray beam, directed

through a stream of falling sugar, registers the weight of sugar flowing past. Like ordinary light rays passing through water, the gamma ray beam is deflected according to the density of the sugar stream. A machine registers the deflection in pounds weight a minute.

† BOAC plans to open a new Pacific round-the-world air route soon. The route would be London via Canada to the Aleutians and Japan, thence via the existing India-Pakistan-Middle East-Southern Europe route. The present trans-Pacific route will also be maintained.

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NEW HEBRIDES QUERY

Santo Airfields Present Thorny Problem

MANY people in Espiritu Santo, in the New Hebrides, are at a loss to understand why Qantas cannot immediately operate DC4 air service to that island, using the existing wartime airfields. Their appraisal of the situation is set out in a letter from Mr. L. Wright, President du Grouperement Economique et Social des Nouvelles Hebrides, an organisation apparently equivalent to a Chamber of Commerce.

Mr. Wright says, *inter alia*:

"Santo has already a perfectly serviceable aerodrome with a tarmac-airstrip in operational condition. Known as Bomber-III, it was used three years ago by Air France DC4's and could be used again by Cymasters and Constellations.

"It is true that the lateral bands are not up to the required standard,

and that extensions would cost a lot of money. But, as they are, safety looks pretty good.

"It has also been stated that the meteorological conditions over this 'drome are sometimes bad. Yet it was closed only once when used by the USAF, and in the last three years the longest meteorological close-down observed was over in less than half an hour. A radio beacon is available.

"An Australian Civil Aviation expert has recommended on these grounds to develop Pallicolo, another aerodrome quite remote from the town (of Luganville), where it will cost big money to lay a tarmac-airstrip.

"Lately, the British pilot who ferried a DH Rapide aircraft from London to Noumea said that Bomber-III was one of the best Pacific airstrips he had used." (He used Port Moresby, Lae, Kukum (Honiara), en route).

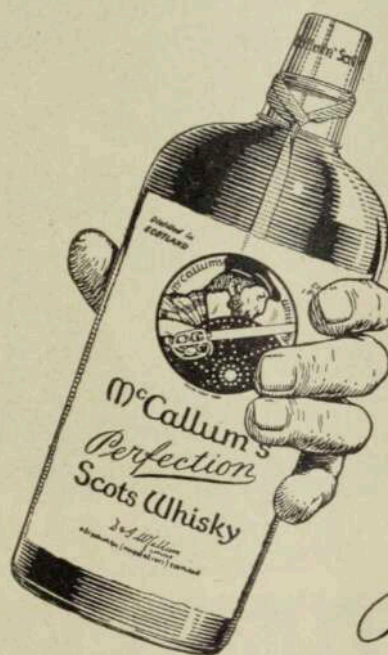
"It is thought here that if Qantas had been willing to do so, air services by land planes could have been resumed at once (when the flying-boat service was halted), at least while awaiting Pallicolo. This would have seemed fair to the air-minded Santo people, who have already paid Qantas a good deal in £ Australian."

ON the basis of this letter from Mr. Wright, PIM made inquiries

"Soochow" Travellers



bound for New Guinea from Sydney in September aboard "Soochow" were (upper picture) Mr. and Mrs. J. C. Cox, Ross and Loris, returning to Port Moresby after six months' absence. Mr. Cox is with the Department of Education. In the lower picture are Mrs. Gilmore and David, en route to join Mr. Gilmore, who is with E. S. Clementson Pty., building the new Port Moresby hospital.



but for
closest
friends
and
special
occasions -
only

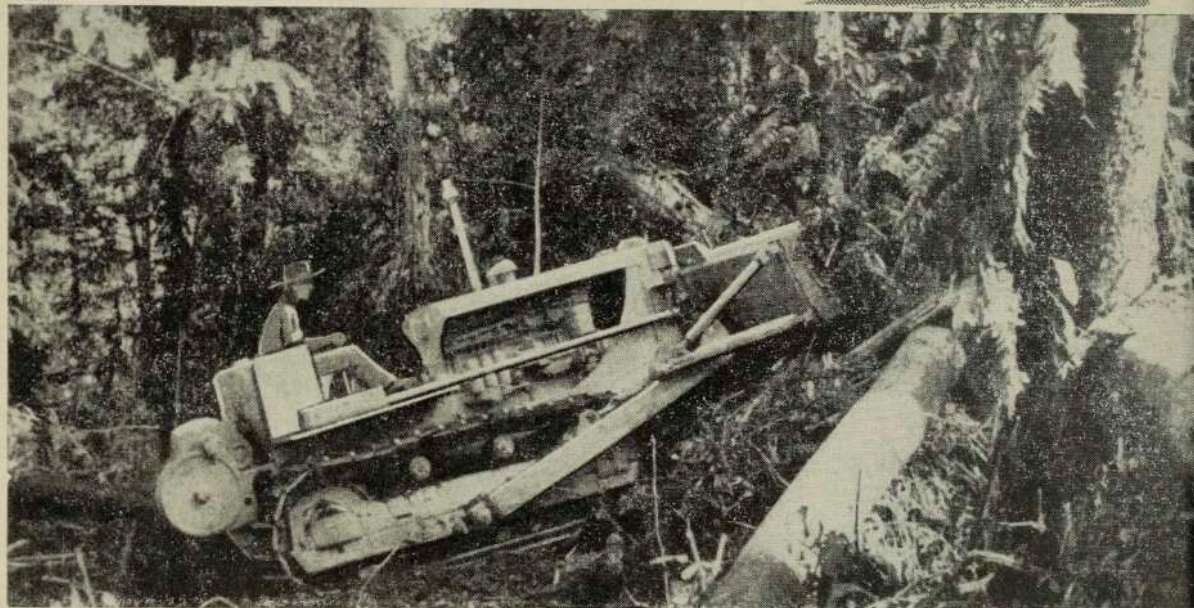
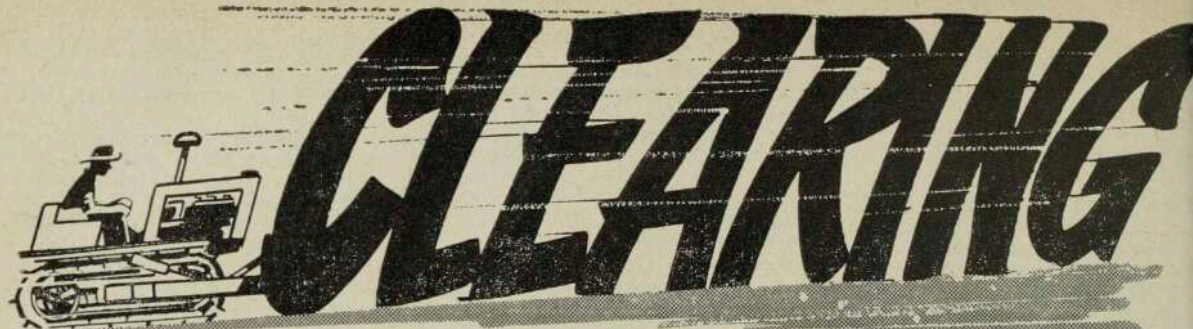
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several quarters and obtained the following replies:

In 1946, Mr. Fricker, of the Australian Department of Civil Aviation, inspected the potential civil airfields at Santo and decided that those worthy of consideration for development were Pallicolo and Luganville.

Between June 15 and June 23, 1954, the airfields were again inspected by Mr. D. V. Davies, Senior Airport Engineer of the department of Civil Aviation, with the assistance of Captain J. L. Grey, of Qantas.

Neither airstrip, at the present time, meets the recommended minimum standards laid down by the International Civil Aviation Organisation for use by DC4 aircraft.

Mr. Davies, in his report, said he considered it essential that in rehabilitating either of the airfields, they should be raised to minimum ICAO standards for DC4 aircraft before commencing scheduled operations and his estimate of the cost of developing Pallicolo to this standard was approximately £15,000 less than developing Luganville to similar standard.

Furthermore, Pallicolo was favoured because it is at sea level as opposed to Luganville, which is situated at approximately 500 feet, and the meteorological records, which were examined at the Spiritu Santo Meteorological Office,

showed that Pallicolo would enjoy approximately 25 per cent. more days per annum of weather suitable for DC4 operations than Luganville.

WHILE both airstrips were suitable for wartime operations and are still suitable for charter operators or non-scheduled carriers, the Department of Civil Aviation subscribes strictly to the standards laid down by the International Civil Aviation Organisation and as neither of these airfields meets the minimum standards set by this international body, they are not prepared to authorise their use by a scheduled Australian carrier until certain rehabilitation work is carried out.

Operations from Bomber-III might be uneventful, but if by any chance an accident did occur, the accusing finger would certainly be pointed at Qantas and the Australian Civil Aviation authorities for

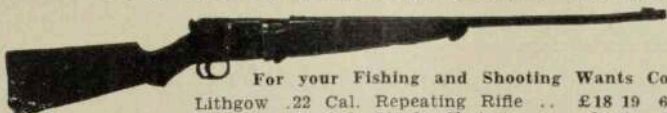
permitting flights into an airport which did not meet the minimum safety standards laid down by the ICAO on the basis of world-wide experience.

In the face of this, it seems that there is nothing for it but for the Santo airfield rejuvenators to get busy.

† Reputed to be the world's largest and most beautiful butterfly, a Victoria Regina, collected in the Solomon Islands by Mr. R. G. Bartlett, retired Queensland school teacher, was displayed at a Too-womba festival in September.

† Twenty-three students from New Zealand's Island Territories were attending the Central Medical School, Suva, last financial year. Of these 10 were medical students, five dental, five public health, two X-ray, and one laboratory.

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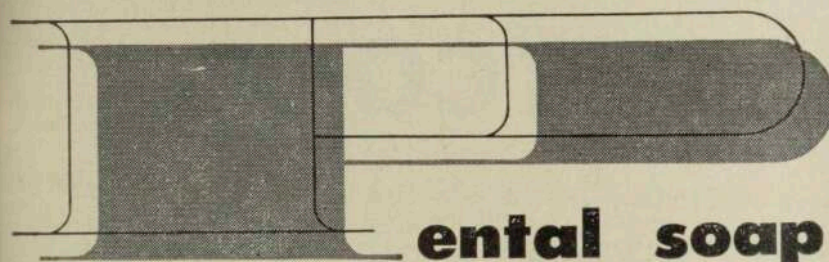


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Puka Puka is Still Out of this World

PUKA PUKA is still one of the most isolated inhabited islands in Polynesia.

When the Cook Islands trader *Charlotte Donald* arrived there on August 23 she was the first outside connection since December 3.

Some days were spent loading the island's copra and a party of copra-makers and their families was taken aboard to relieve those stationed at Nassau Island. The latter group had been on the island for over a year.

Nassau belongs to the Puka Puka people, but, rather than settle there permanently, they prefer to go in parties of 80 to 100, including families, for about a year, and then "change the guard."

About 75 tons of copra was cleared from the two islands by the *Charlotte Donald*, 26½ tons of it from Nassau.

† The Port Moresby Provisional Committee of the Australian Association of the United Nations is vigorously pressing its campaign on behalf of the UN appeal fund for children. The Administrator of Papua-New Guinea has asked for the support of all Territory people.

¶ After visiting the Fijian troops in Malaya, the Secretary of State for the Colonies (Mr. A. Lennox-Boyd) wrote to the commanding officer: "Your Fijians have won all hearts in this country, and they have certainly won mine. . . I congratulate you most warmly on a splendid battalion who have shown themselves, whether in the jungle or on

the playing-field, to be second none."

¶ Professor Kenneth B. Curran, in charge of an Auckland University geographical economic survey of Western Samoa, has taken up residence in a Savaii village to gain a first-hand knowledge of the country.

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From Hongkong to Vila



Mr. Fung Kuei, trader and photographer of New Hebrides, and his bride, Lueng, left Vila on September 16 in the "Polynésie". They were married recently at Hongkong, where the bridegroom was spending an extended holiday.

American Yacht on Reef at Erromango

THE American yacht *Korrigan* was wrecked at Elizabeth Bay, west coast of Erromango, New Hebrides, on June 6. Owner Bob Grant landed safely and was at Santo on 15th in October.

Mr. Grant had been a member of the crew of the American yacht *Andalay*, which was sold in the New Hebrides late last year. He returned to Papeete and purchased *Korrigan* from a retired French naval officer there.

With an Australian companion, Grant cleared Papeete with the 32-ster last February 21. A call was made at Suwarrow and then at Pago Pago, where the Australian left the yacht.

The disaster occurred through over-fatigue.

Increased NZ Bonus for Ex-Prisoners

ISLANDS people who became Japanese prisoners of war while serving with any New Zealand military force are to have a further 10 bonus.

This was announced by the NZ Minister of Defence in September. In June, 1954, a grant of £25 was announced. There was considerable protest at that time due to the comparatively small sum allocated. The bonus now becomes £75—as compared with £46 received by United Kingdom servicemen.

Big Clothing Factory Planned at Suva

(From Our Own Correspondent)

SOON after the opening of the new cigarette factory at Walu Bay, Suva, the Indian firm of G. B. Hari and Co. announced plans for a clothing factory in the same industrial area.

The three-storeyed building will have a total floor space of 12,250 square feet, and the factory will employ 135 operatives, apart from administrative and warehouse staff. It is hoped that the building will

be completed in August.

The clothing output will be for local consumption and for export to other Island groups.

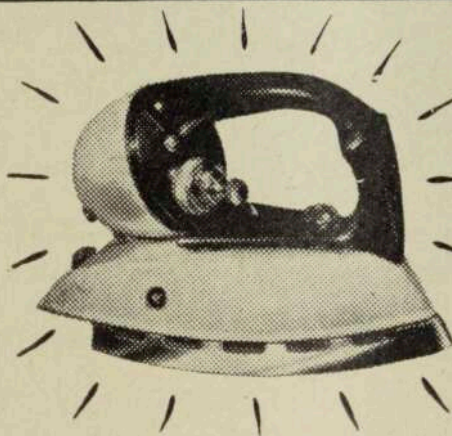
¶ Mr. T. A. Handford, formerly Assistant Superintendent of Police, Gold Coast, is now Superintendent of Police and Prisons, British Solomons, in succession to Mr. E. J. H. Colchester-Wemyss, who has been transferred to the Bahamas.

¶ Mr. D'Arcy Ryan, working under the auspices of Sydney University, has returned to Mendi, Central Highlands of New Guinea, for a further year of research.

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Wewak Grows

A recent aerial view of the growing settlement of Wewak on New Guinea's north coast. Situated on a peninsula plateau, Wewak's only land connection with the mainland is by the narrow roadway at upper right, leading across the mangrove swamps. Wewak is the administrative headquarters of the Sepik district.

—Photo by W. Barker.



QUESTION AHEAD OF CITRUS INDUSTRY

WHEING the increase of Cook Islands citrus exports to New Zealand with some concern, a Dominion grower has suggested that the Government should establish a cannery in the Cooks to "help obtain overseas markets for orange juice."

But, as Fiji's Agriculture Department has already reported, there is a lot more to it than merely finding a juice market overseas.

It may be that the two kinds of oranges grown in the Cooks are quite unsuited to canning, and the possibility of a lucrative market,

even given suitable juice, appears to be poor in the face of competition from South Africa, the West Indies, and elsewhere.

Probably no one is more aware of this than the New Zealand growers, who are concentrated mainly round Tauranga, Bay of Plenty.

† After 43 hours in a rubber dinghy, two survivors of a crew of five of a four-motored American aircraft which made a forced landing in the sea 1,000 miles west of Honolulu, were picked up by a ship late in September. The aircraft was carrying a military cargo to Japan via Wake Island, when three motors failed.

† Mr. Karlo Andersen, manager of the privately owned Manuae Island coconut plantation in the Cook Islands, reported at the end of August that no rain had fallen at the island for three months. Good drinking water, however, is available from a well.

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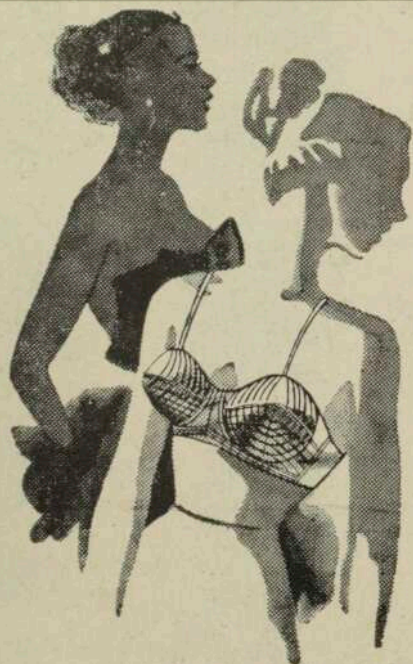
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TROCHUS QUESTION

Reef-Denudation At Vanikoro Briskly Denied

THERE is no danger of denudation of the reefs of Vanikoro, British Solomons, by trochus-divers of any description, writes Mr. H. Chaperlin, of Vanikoro, commenting on a correspondent's views on the subject (June PIM, page 153).

Last April, says Mr. Chaperlin, a court of inquiry was held concerning the ownership of certain reef areas round Vanikoro, and the District Commissioner apportioned some of these areas to natives who produced reasonable evidence of ownership. Other areas were left open to anybody who cared to use them.

During the inquiry a witness said that in the course of his 30 years' residence at Vanikoro nobody had ever objected to his working the reefs for shell.

MOST of the indigenous people live at Buma, in the adjacent island of Tevai, which is also enclosed in the Vanikoro reefs and

is presided over by the hereditary chief. There are not more than four nominal villages at Vanikoro, none of which is permanently inhabited by more than three or four people.

"The labour employed at Vanikoro in timber-getting is recruited solely from the Santa Cruz Group," Mr. Chaperlin continues. "These people are almost as much at home in the

water as out of it; consequently is not surprising that some of them find recreation at the week-ends by taking their canoes out to the reefs for fishing and diving. Their employers do not permit the use of launches for this purpose."

Any possessor of a store or trading licence (issued annually by the Government for a fee, at the discretion of the District Commis-

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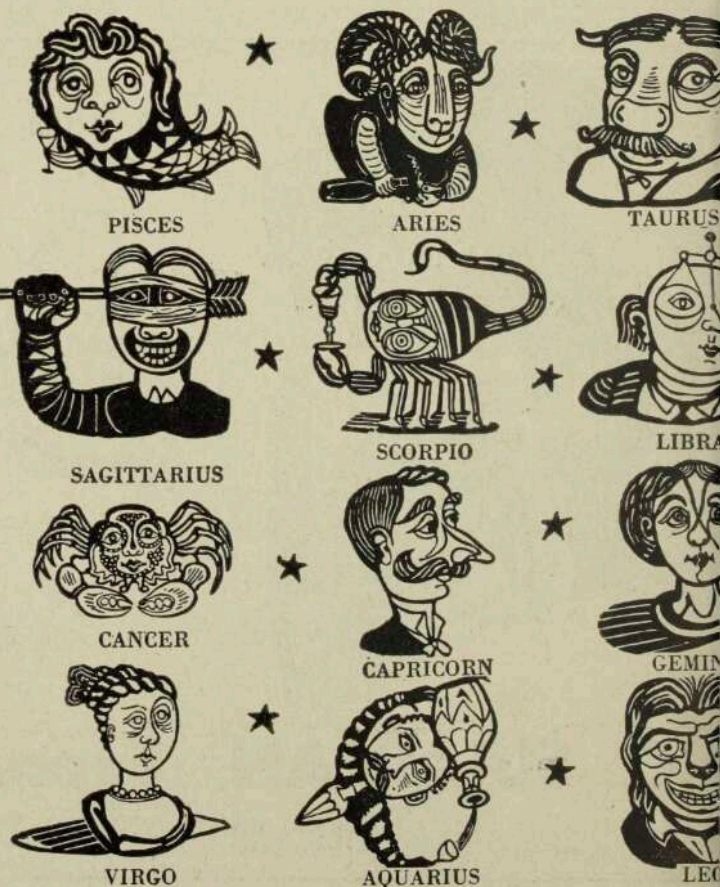
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1230

owner) is entitled to trade for shell any other island product which may be brought to him, and is not in any way interfering with native interests when doing so, says Mr. Napierlin, adding that he has no financial or personal interest in the matter other than as a lover of fair play.

"Things are the other way about," continues. "With the present high prices for shell, the native, whether employee or local resident, is receiving more than twice the price he received a year ago, as the result of competition."

THE timber-getting concessionaries certainly did subscribe to the policy of not working the reefs for shell or searching the forests for gum, but that means that they need not to employ labour specifically for either purpose, and this policy has been strictly adhered to, says the writer.

The suggestion that trading in the Santa Cruz Group generally has no bearing on the original agreement is, of course, absurd.

The bulk of the islands of this group lie within a radius of 150 miles or so west and north-east of Vanikoro. Since it is necessary to make six or seven trips a year to these islands in search of labour, it would be foolish not to take advantage of trading opportunities.

The BSIP Government enjoys a considerable revenue from the export of shell, the rate of export duty varying with the upward and downward movement of the market. It also issues licences to export kauri gum.

So far as the denudation of the reefs is concerned, the limited amount of diving done either by the native labour or the local native residents is totally insufficient to bring about this condition. Vanikoro has a coastline of some 35 miles and is entirely surrounded by reefs which, in places, are three to five miles offshore.

Diving time is limited by tides and weather, and the inclination, lack of it, of the not-too-energetic native."

Suva Land Secured by Government

From Our Own Correspondent

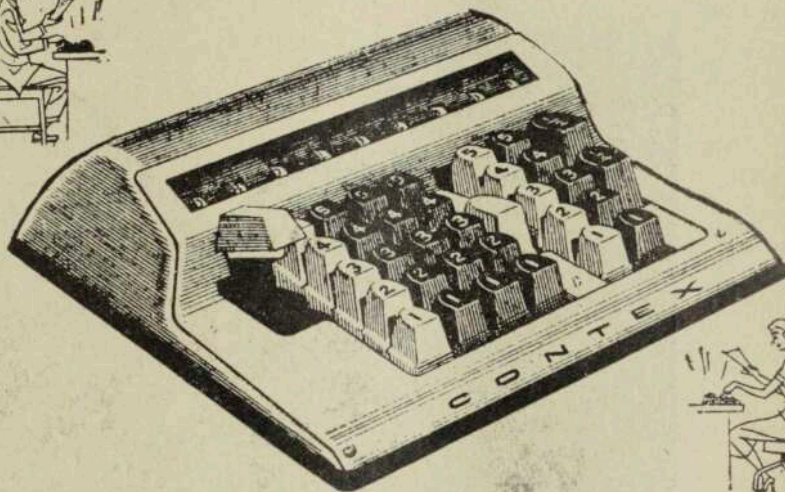
THE Government of Fiji has bought Brighton Park, a block of 126 acres at Suva Point, for £1,000.

The land, which has a long frontage to the harbourside Queen Elizabeth Drive, was sold by the trustees of the estate of the late Lady Parker.

What will be done with the land has not yet been announced, beyond a statement that it will be used for public purposes."

The block is within two miles of Suva Post Office.

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OCTOBER, 1955 — PACIFIC ISLANDS MONTHLY

MAGAZINE SECTION

Tropicalities

SNAIL LICKS SNAIL

SNAILS are locked in mortal combat at Saipan, according to a recent United Nations report on the United States Trust Territory of Micronesia.

Mr. Elias P. Sablan, reporting on agricultural developments, says he believes that an answer has been found to the problem of the destructive giant snails which were introduced to the Territory—and, during World War II, to other South Pacific territories—by the Japanese. The answer? Another snail, smaller, tougher, and a lover of ant-snail meat.

Tests carried out at a small islet near Saipan have resulted in almost all the giants falling victims to the warfs.

The dwarfs will now be introduced progressively to other islands.

SPECIAL CORRESPONDENCE

MOST people who move to chillier parts of the globe after years in the Islands are bound to contract homesickness sooner or later, and a Sydney contributor says that he suffers acutely with the arrival of Fijian or Polynesian letters.

On the other hand, the same commentator points out that Islands correspondence can sometimes become a trifle one-sided unless precautions are taken. A useful step is to bring away from the Islands a supply of stamped aerogrammes which, addressed by the exile to himself, are duly sent in otherwise empty envelopes to defaulters.

In Fijian cases, this system of logging of consciences is reported to be 99 per cent effective. In fact, if the returned aerogramme (filled to the last quarter-inch) is not answered promptly, there comes a tersely-worded further communication indicating that the boot is now on the other foot.

The system has minor complications, of course. For instance, a Fijian soldier (territorial) wrote: Just before parade was dismissed somebody passed the word to me that there was a letter at the adjutant's office. My sergeant was a little annoyed when I showed signs of leaving ahead of the word. He was muttering where did I think I was going and I was muttering that my inside was upset and I must leave very urgently. . . . When I opened the letter and found the mail form with nothing on any

side whatever I asked the corporal: Has the date of April Fool been changed? He said he didn't think it had, and so I realised that I must fill the form without more excuse. Here it is."

The 1 per cent failure, it appears, had every reason for being so. A relative reported that the cause of silence was an addition to the family arriving simultaneously with the contracting of chicken-pox by the proud father.

MALDEN WINDJAMMERS

MANY old windjammers ended their days on the shores of the now abandoned guano island of Malden, in the central Pacific.

It is doubtful, however, whether any of them were as curious as the "windjammers" which actually sailed across Malden's sun-parched surface—and still sit rusting there to-day.

Perhaps unique in Malden's hey-day was the system of transporting the dug guano from the rich eastern end of the island to the ship loading-point eight miles away on the leeward side.

The empty tramway trucks were manhandled across to the excava-

tion area by the Cook Islands labourers, but when loaded, sails were hoisted and the trucks, quickly gaining speed under pressure of the fresh trade wind, were soon speeding westward at up to 20 miles an hour.

Men riding the trucks were occasionally hurt when the "skipper" failed to give the order to take in sail in time, and the loaded trucks left the rails at the western terminus.

According to a Tahiti schooner skipper who called at Malden during World War II, en route from Christmas Island, the old railway trucks were still standing there at that time. Few calls are made at Malden now.

PAPUANS AS DIVERS

WITH training, Papuan divers could rival the famous divers of the Torres Strait region and Papuan trochus would become a potential goldmine for the Territory, says Mr. Noel Maloney, a Port Moresby trader.

Suggesting that Papuan divers should be sent to Torres Strait for training, Mr. Maloney said that there were excellent divers in the Papuan coastal villages, but they recovered only the shells lying on the reefs.

It was essential, he added, that the industry should be fully organised among the Papuans. At present, divers who made a good haul often stopped diving until the money they received for the shell had been spent.

Mr. Maloney said that Papuan trochus was gaining a high reputation overseas, and he had had in-



Unchanging Island Type

A charming Gilbert Islands girl with a contemplative air illustrates how the sturdy Gilbertese atoll-dwellers remain fundamentally unchanged despite the impact of the 20th century. In the Gilberts the years of misery under Japanese occupation in the Pacific War are now a fading memory, but post-war economic conditions and modern communications have brought many changes. War-scarred Tarawa has become "mechanised", and much of the Group south of Tarawa is "more European" than it was in 1939.

—Photo by Nancy Phelan.

Two Names Sound Like One Word



CHARLIE BIRD of the Solomons, where his name is generally pronounced as one word, was born in London in 1893. He has done so many jobs in the Islands that his life story would fill a book. Although he looks like an ascetic old monk, the impression is quite wrong.

After four years in the First War, at Gallipoli and in France, Charlie-Bird reached the Pacific Islands in January, 1921, and took a job at Toimanapu Plantation, Bougainville. A year later he was in the British Solomons, at Lihina Plantation on the Marovo Lagoon. In 1927 he was serving in Carpenters' old "Duranbah", and then he went off prospecting with Dick Laycock.

In 1932 he was back with Carpenters, this time in the "Balus", where he spent five years. Then came two years at Gold Ridge, where the main lode has recently been discovered, and back to the "Balus" because war had broken out.

When the Japs arrived, Charlie-Bird and his "Balus" helped evacuate the RAAF from Gavutu, and took them to Vila.

It was a coincidence that "balus" is a New Guinea word for a bird, though it is mainly used in Pidgin for an aircraft or pigeon. In 1945 the progress of the war took the "Balus" and her birdlike captain back to the Solomons.

After a spell at Maru Plantation in San Cristobal, Charlie joined the Government Trade Scheme as skipper of the "Biliki". Later he became their stevedore, and is now the merchandise manager at Honiara.

Not even Charlie knows what he may do next, and he may even retire some day, in spite of his restless activity, and settle down on his Guadalcanal property.—BRET HILDER.

quiries from as far afield as Italy, Japan, Hongkong and Holland.

SCIENTIFIC NEW LOOK

MANY hands were figuratively raised in horror when a Sydney University lecturer in anthropology (Dr. Ronald M. Berndt) told the British Association for the Advancement of Science, at Bristol, in

September, that, in his opinion, cannibalism was "a nourishing and hygienic means of disposing of the dead."

The subject is unlikely to cause any noticeable commotion in those parts of the Island world where the custom has long been eliminated.

Incidentally, in *Anatomy of Paradise*, J. C. Furnas points out with dispassionate calm that although "Polynesianophiles" imply that cannibalism was "missing all over Polynesia" when Europeans arrived, it was extremely lively in New Zealand and the Marquesas, known in the Tuamotu, and sporadic in Tonga and Samoa.

After emphasising that Fiji probably excelled any other island group in technical progress, he adds: "Cannibalism in so advanced a setting is a striking example of the strange things that people insist on doing. It was specially striking in the Fijian, who is one of the toughest and most intelligent of Islanders, and certainly the most likeable as well."

To-day, says Furnas, cannibalism sometimes sounds comic to people reared on jokes about boiled missionary, and to others it is shocking. But in its own time and place it was neither, being "merely a pressure-releasing institution as intimately bound up with the community as saloons were with old-time Sierra mining camps."

THE TEKA GAME

THE throwing of the teka javelin is an ancient Island game known throughout Melanesia and Polynesia, but it has died in recent years in the Cook Islands.

The teka is a type of reed that grows in some islands, and there is a Mangaian ute, or song of praise which tells of a champion teka thrower named Turi, who is supposed to have thrown a teka a distance of half a mile.

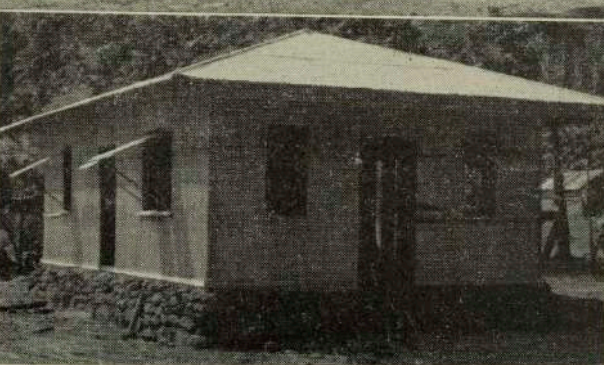
The teka javelins were fitted with round hardwood heads, and were from 2½ ft to 8 ft long. They were thrown underarm, either single handed, double-handed, or with sennit cord attachment which increased the power of the throw. A champion had to be adept at three types of throw.

By 1926 the teka had died out in Rarotonga and the imported game of cricket, football and basketball had taken a firm hold.

In Mangaia the game was banned as the children used to play it on the roads, sometimes with disastrous results to pedestrians or the windows of nearby houses.

In Mangaia to-day the teka reed is used as a material for making the low-crowned, broad-brimmed hats that the women wear to church. The reeds are cut and the pith is moved. They are then dried for three days and a further three days of fine, painstaking plaiting produces a hat that is light, cheap, and very attractive.

Fijian Houses: Tradition Meets Utility



Economic pressures threatening the Fijian villagers' traditional style of housebuilding because housebuilding and repairing is a communal task—is a problem faced by Government and other authorities to require too much time when Fijian economic survival is bound up with increased agricultural output.

The upper picture illustrates the type of traditional house seen in Nadroga, on the southern coast of Viti Levu. (In many new houses there are large windows and more doors.)

Below is an example of how the utility of the modern may displace the picturesque by way of "permanent" material. This cottage at Welas Taveuni, has the typical Fijian stone foundation and the reed wall shutters and frames are more or less conventional. The roof, however, is of galvanised iron and the framework of the building is "modern" sawn timber.

—Photos by Public Relations Office, Suva

STUDY IN CONTRASTS

Tongans Were 'Ruled' by The Surprising Mr. Baker

By GLENN MACGREGOR

It was not likely, when the Rev. Shirley Baker set out in the late eventies, under a Wesleyan appointment to the Tongan Islands, that the little man had any ambition to rule a kingdom for its own good and his special benefit. But give such a man the opportunity—and then watch him.

BAKER was a commonplace little man in his fifties, florid, confident and alert, but he soon had the king of the coconut islands twisted round his little finger.

When King George, Queen Salote's great-grandfather, became king in 1845, his people were in the white heat of conversion to Christianity.

Tonga had long been a cockpit for religious factions—first Catholic against Wesleyan; then Wesleyan against Wesleyan, actually Wesleyan against the Free Church of Tonga.

The early missionaries had taught the people to read and write and to pass a simple code of law. They also had imbued them with envy of the dignity of civilised States.

Law courts, police, uniforms, and on, all the trappings of authority that appealed so greatly to the Polynesian mind, were all to be had only they knew where to begin.

For years there was no one to direct their nascent aspirations, but at last, with the necessity, came the man.



Mrs. Shirley Baker.

Baker was a genius in his way. None was so jealous of the honour and independence of Tonga, warning her when any of the great Powers cast envious eyes on her emerald shores. He designed the national ensign, and the royal standard with three club knives, and a dove carrying a branch in its beak, and the Great Seal, and many other things that make a nation respected.

THE meaning of these foreign things was quite unknown to the Tongans, but they were the emblems of civilisation.

Baker it was who persuaded a German Consul-General to come to Tonga in a man-of-war to make a treaty, so that Tonga was recognised as a nation. For this honour a small island in the group was given to Germany as a coaling station, and, as was only right and proper, Mr. Shirley Waldemar Baker was awarded the order of the Red Eagle of Prussia.

Baker ordered timber for large churches, royal palaces and public buildings, all of which cost a great deal of money. He had invented a method of his own for collecting money. By playing on vanity, he raised his congregations to a frenzy of enthusiasm by inviting them to throw their contributions into a basin—for in Tonga, the left hand is always intended to know what the right hand doeth.

Few of the people had enough coin to ring in the basin, so Baker opened a money-lending office in the vestry, and as fast as the basin filled with florins, he returned the coins to the donors against a note of hand, in order that they might re-enact their public charity.

When the Tongans were sold up to recover their debts, the abuse became so flagrant that at last the Australian Conference sent out a committee to inquire into the whole thing.

It reported that Mr. Baker should be removed.

AT this time, Unga, the Premier and the King's son, died at Auckland, and Baker, out of his love for the King, arranged with



The Rev. Shirley Baker.

the Germans to bring the body back to Tonga in a man-of-war, and to land it with full naval honours.

All this so affected the King that he offered Baker the vacant post of Prime Minister.

Now Shirley Baker was in a position to snap his fingers at the Methodist Conference.

The King also had a grievance: he did not approve of funds donated by the Tongans being diverted to other missions; he wanted Tonga to be made a separate conference with control over its own funds.

That suited Baker. He prevailed on the King to establish an independent Wesleyan Church of Tonga, to be known as the Free Church.

Watkins, a fellow minister, joined him; and within a few weeks a majority of the Tongans had joined. Only a minority of about 200, headed by the King's daughter, remained true to the old faith.

Baker, now in the zenith of his power, treasurer, auditor, and controller of the law courts, became—as men of his stamp always do—a petty tyrant, without the tact or the temper to control the disaffection he created.

In 1887, some escaped prisoners lay in wait for him as he drove home in the dusk with his son and daughter. They fired an old shotgun. The bullet missed Baker but wounded his son and daughter, and the horse bolted home with the Prime Minister, leaving his children on the ground.

To the end of their days, the Baker family referred to that incident as "the assassination."

(Continued on Page 93)

When Ships and Planes are Few . . .

COOK ISLANDS' NERVE CENTRE TO-DAY IS RADIO RAROTONGA

By J. EDWARD BROWN

RAROTONGA is ill-served at present by shipping and aircraft, and so mail deliveries are few and far between. Radio provides the only regular communications link with New Zealand and with the scattered outer islands of the Cook Group.

"Nerve centre" of the Cook Islands communication network is the radio receiving station a mile and a half from the main village, Avarua.

Under the control of a European superintendent, Mr. Cunliffe—who is also a well-known amateur radio operator, a supervisor, and with a dozen Rarotongian operators, this station is the channel through which all telegrams to and from the Cook Islands circulate.

Want to know the correct time on the island? Ring the radio station. Want to know the weather forecast? Ring the radio station. The radio station can answer almost any query along the lines of what's happening outside the orbit of the 22-miles-round island.

THE radio station was opened on September 25, 1918, but it was not possible to keep in contact with New Zealand direct in those far-off days, so traffic for New Zealand was relayed via Apia, in Samoa, which had a more powerful transmitter.

Now Rarotonga is in contact with New Zealand almost continuously throughout the day and evening seven days a week. Specially sited aerials for transmitting and receiving are beamed on Wellington, where the New Zealand circuit terminates.

Approximately 500 messages a month are exchanged each way between Rarotonga and New Zealand, and before the departure of a ship for Rarotonga the volume of traffic

for Wellington steps up as firms and people order goods for shipment.

Regular contact is maintained with Suva, Niue and Apia, and the civil aviation station at Nadi, Fiji, to which weather reports are sent every three hours.

Many of the 12 outer islands of the Cook Group which have radio installations prepare weather reports every three hours, and these are received in coded form at Rarotonga, and transmitted to Nadi, together with reports from any ships in the area.

RADIO stations in the Pacific are fairly few and far between, and Rarotonga is not very far off the New Zealand and Australia to Panama shipping lanes, so Raro-



The Rarotonga receiving station, near aerodrome, is the control centre of all Islands communications. The modern station has been erected since the war. The masts, controlled from here, are about a mile away.

tonga Radio receives a number of these reports from ships.

Rarotonga Radio is the station in regular contact with Pitcairn Island, the lonely speck of land some 1800 miles to the south-east of Rarotonga—and a tenuous contact it is too.

(Continued on Page 97)

PIM CROSSQUIZ NO. 68

Solution
Page

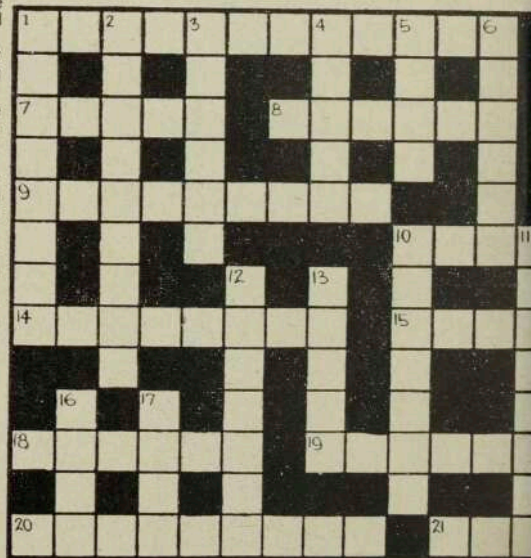
ACROSS

- 1.—Who was the missionary who took charge of the lepers' colony at the island of Molokai and eventually died of the disease?
- 7.—Where did Stanley find Livingstone?
- 8.—What was the surname of the famous financier who established the American Steel Corporation and Atlantic Shipping Trust?
- 9.—What conflict was brought about by the abduction of Helen of Troy by Paris?
- 10.—What was the surname of the actor who starred in "The Secret Life of Walter Mitty"?
- 14.—What was the name of Captain Nemo's submarine in "Forty Thousand Leagues Under the Sea"?
- 15.—What is the term for stiff earth or clay rammed down to form walls or floors?
- 18.—What is the surname of the leading American tennis player who won the Australian Women's Singles in 1950?
- 19.—What sign of the zodiac is represented by a crab?
- 20.—What is the term for the condition in which the subject screams or resorts to fits of violent weeping or laughing?
- 21.—In Greek mythology, who is the protector of goats and herds?

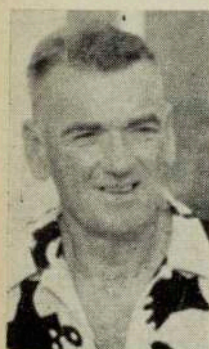
DOWN

- 1.—How many feet does the Leaning Tower of Pisa vary from the perpendicular?
- 2.—What is the name of the flag of the French Republic?
- 3.—Which Jewish prophet "went up like a whirlwind into heaven"?
- 4.—How would you say farewell in Hawaii?
- 5.—Who persuaded Othello of Desdemona's unfaithfulness?

- 6.—How many degrees in a right angle?
- 10.—Who wrote the famous poem "Rasselas"?
- 11.—What is the name for one of the particles that revolve round the nucleus of an atom?
- 12.—Which Prussian general allied



- Wellington at the Battle of Waterloo gave a name to a strong leather half-boot?
- 13.—What is the name of the echo-sounder instrument used for detecting submarines under water?
- 16.—Who is famous for his "Elegy Written in a Country Churchyard"?
- 17.—Who was the leader of the 1953 British Mount Everest Expedition?



Mr. Douglas Cunliffe, who is in charge of the Cook Islands communications system, with headquarters at Rarotonga Radio.

CHARLEY STORY

Saram's Kill-or-Cure Hair Restorer Did Neither

By BILL GILL

THE sun slid one eye over the horizon and sent a beam straight through the wonderful straits which separates the two peering islands. Round the head-land, at that moment, swept the tall steamer "Trepang," to go slopping and bucking along the golden beam. By the time the sun had hauled himself clear of the water she was standing off Sebulu Peninsula, which juts boldly from the northern island half-way across the Passage.

On the bridge of the Trepang stood Captain Ohlsson with a hand on the engineroom telegraph. Behind him stood the boy at the wheel. At the starboard end Charley stood, his elbows resting on the rail, as dodger.

"Aren't you going in to the wharf, Charley?" asked Charley.

"Not me," replied Captain Ohlsson, "I'm going to see the copra by special order—besides, he's too hard to get away from." The Old Man chuckled mischievously.

"In that case," said Charley, "I'll hang my swag aboard the dinghy and go ashore. Morrison would cut my throat if I passed without calling on him. He's waiting at the ding now."

REACHED, with his luggage, atop a stack of yams from Kitava, which left the dinghy with but an inch and a half of freeboard, Charley was rowed ashore and greeted by Ernie Morrison. They were old cronies, these two, and shared countless happy memories.

"What's wrong with that old fellow back that he didn't step off and see me for a minute?" demanded Morrison indignantly as they walked through the coconuts towards his house.

"Well, you know the reputation our parties have, Ernie," answered Charley, "and the Old Man has to get his ship back to port sometime this week."

Morrison snorted wrathfully, but did not pursue the subject. Soon the couple were swapping yarns over a glass of beer and waxing hilarious.

Suddenly the houseboy appeared, nibada and new Taubada 'e came along Mission launch," he announced and, even as he spoke, a man's voice hailed them from beneath the front verandah.

"Come in, come in!" cried Morri-

son hospitably, springing to his feet.

"I've brought you a visitor," said the young lady, entering the huge lounge. "I'm afraid he's finding our Mission rather dull. I've got to cross the Passage, but I'll call in for him on my way back. Mr. Morrison, meet Mr. Kane."

Kane bowed. Then, "If Mr. Morrison will have me for a day or two I won't trouble you to call in for me," he said, heavily.

"Why, surely, stay as long as you like," said Morrison.

Sebula was well known throughout the Group as "open house," and so it was arranged.

As soon as the men were alone, Morrison turned to introduce Kane to Charley but the latter forestalled him. "Kane and I are old shipmates, aren't we?" he said, meeting Kane's hostile glower with a sardonic grin.

"In that case," said their host,

reaching for another bottle, "let's waste no more time."

SOME hours (and bottles of beer) later, the tension had eased. Kane, the unaccustomed, was approaching the maudlin stage; the others showed no ill-effects and listened to him indulgently.

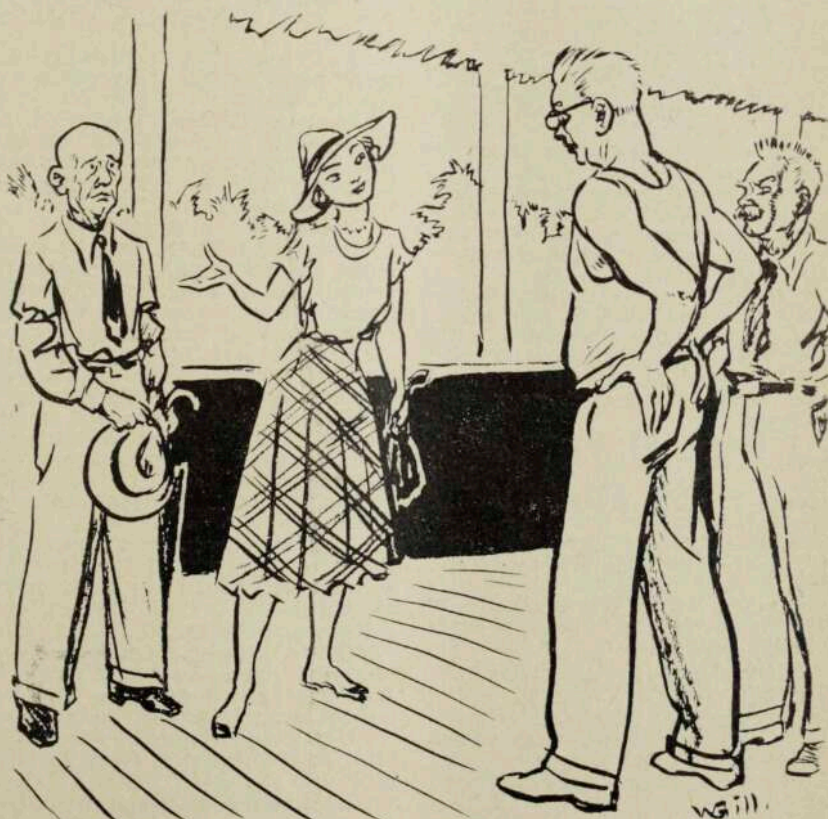
"All my adult life," Kane said, "I've been cursed with this infernal baldness." He passed his hand ruefully over his white, naked head.

"Tush!" said Morrison, "Baldness is nothing—nearly everybody's bald to some extent—men, anyhow. Why, plenty fellows like being bald! Listen to this—"

He crossed to his desk and, after rummaging, produced a large scrapbook. Opening it, he quoted: "For the third year in succession, Shunji Kida, a bean-curd seller, won the prize for the most handsome, naked and shining bald head at the ancient competition conducted during the honourable plum-blossom season at the Johoji Temple."

"He beat an impressive field of 40 billiard-ball-headed contestants."

"The modest Kida-san attributes his success to the polishing properties of bean curd with which he regularly anoints and massages his glistening scalp.—You see?" concluded Morrison. (Over)



"I've brought you a visitor . . ."

"Some Kida all right!" Charley commented.

Kane glanced up sharply, but decided to let it pass.

"I'd gladly go to Japan and bury my head in a bucket of bean curd, whatever that is, for a month if it would make my head hairy, but only a fool would want to polish his head," he said, and added: "I've noticed that the natives hereabouts don't seem to go bald, and both you fellows are well thatched. I've been wondering if there's any native remedy for the disease?"

"Can't say I ever heard of any," said Morrison, looking hard at Charley, "but I'll ask my old cook. He had a bit of a reputation as a witch-doctor before he took to concocting lethal brews in my kitchen. I'll go ask him if you like."

"Would you?" said Kane eagerly. "I'd be no end obliged if you would—I'll pay him well."

MORRISON went to the kitchen. Returning, he said: "Yes, old Saram says he'll try a magic brew when he goes home to his village to-night. The old fellow says he uses it himself and claims it will grow hair on a bird's egg. He'll bring it in the morning."

Dawn found the three men sipping tea on the verandah. Kane, despite a severe hangover, was impatiently awaiting the arrival of the old cook-boy.

"I wouldn't bank too much on this remedy," cautioned Morrison, feeling, perhaps, some twinge of remorse. "Most of these native concoctions are worse than useless."

"I'll try anything once," said Kane, "anything."

But even he blanched when he saw the noisome mess that the grinning houseboy presently brought in a large wooden bowl. It was a black, oleaginous, treacle-like mixture from which a foetid, shimmering vapour arose.

"Is that the remedy?" he faltered, while Charley guffawed heartlessly.

Morrison spoke rapidly in the local dialect to the houseboy, who nodded, smiled and answered at some length and with great enthusiasm.

"That's it," said Morrison finally. "Saram claims it is the stuff he uses on himself on his off-duty days. It takes from sun-up till sundown to work."

"All right," said Kane, "I'll give it a go! How does one apply the stuff?"

"You've heard the old song?" Charley interjected, and in a rusty bass he carolled:

"*Oh, the elephant is a peculiar bird,
Buries his beak in the sand —*"

He completed the bright little ditty. Then: "That's what you've got to do: plunge your head into the bowl and keep it there till sundown."

"Very well," said Kane after some hesitation, "I'll do it if it kills me."

He took hold of the basin rim, bent over it and was about to dip his shining skull in the revolting mixture when a thought occurred to him.

"By the way," he said, "where is this cookboy? Let's have a look at him."

"Certainly," said Morrison briskly. Then, raising his voice, "Saram," he called, "come in here."

SARAM must have been awaiting the summons, for he appeared in the doorway as if by magic, a smile splitting his head in two.

Kane glanced up and his eyes seemed to start from his head. With a shout of fury he sprang to his feet and hurled the bowl, remedy and all, at the cook's head—but Saram wasn't there.

Saram was as bald as a condor—the only bald native in the Passage!

It took the best part of the day and a lot more beer to restore some semblance of tranquility to the scene but at last this was accomplished and the three white men sat watching the sunset over a whisky and water.

"It comes to me," said Charley presently "that last time I was in Sydney, I heard a man describe an infallible cure for baldness."

Kane eyed him suspiciously but said nothing.

"I remember the fellah called it 'the salt remedy,'" continued Charley.

"Ah!" said Kane, interested despite himself, "the only remedy I haven't tried."

"It seems that all you've got to do is grab a handful of common salt and rub that into the hairless scalp for half an hour before retiring at night."

"You've got to persevere, of course, and rub the salt in every night for three weeks during which you are on no account to wash the head or let any moisture near it."

Kane was all ears now.

"At the end of three weeks," Charley resumed, "you take a dish of clean, cold water. Bend over it, hold your head as close to it as you can without actually touching it. You must not dip your head in—just wait—"

"Wait?" said Kane; "wait for what?"

"Wait for the hairs to come out for a drink," replied Charles, "on account of they'll be thirsty after all that salt."

Kane sat rigid.

"That's right," supplemented Morrison, "but you forgot to mention that he must have a mate handy so that, as each hair creeps out for a sip, the mate can tie a knot in it to keep it from ducking back into the skull."

Like a man possessed, Kane leaped across the room, plucked a leg from the dining table and turned to slay



Saram wasn't there.

his tormentors, but they, agility truly amazing in men their age and girth, were disappearing among the coconuts.

Tamata Caught 46 Flying-Fish

AT Manihiki atoll, in the North Cooks, where flying-fish are bigger news than atom bombs, the annual flying-fish netting championships were held in September.

The 'go' signal was given 7 pm, and for the next hour and half the contestants plied racquet-shaped hand nets canoes off the reef.

Sharp on 9.30 p.m. fishing ceased and the judges took tally as canoes were beached.

Winner was Tamata, with 46 fish—believed to be an all-record for the island. Runner was Faireka, with 256 fish.

All hands then adjourned for a feast which the catch provided.

† International Civil Aviation Organisation (ICAO) will meet in Manila on October 27 to discuss improved meteorological services, radio navigational aids, and improved airports in the member countries.

THIS MONTH'S NEW READING

HEN NEW SOUTH WALES
AS VERY YOUNG

OGRAPHY of the richest kind, as full of plums as the best of English Christmas puddings, lies between the covers of M. H. Ellis's *John Macarthur*, the story of a man who was, among other things, the "founder of Australian commercial enterprise and of Australian political agitation."

One hundred and fifty years ago this year, John Macarthur convinced the Privy Council in London that the destiny of New South Wales was tied up with wool, and in the year he brought the first pure merinos to Australia.

Two years earlier he had written: "One of the most eminent manufacturers of woollen cloth in England saw by accident some specimens of wool I had raised in New South Wales. . . so fine that it induced them to find me out and make particular inquiries how and in what manner it was raised."

And from 1803 this astonishing man persisted in growing his sheep "Spanish wool" while others were theirs for mutton.

At the story starts long before that, because "at some distant period there lived in Argyllshire the side of Loch Awe a clan known as Clann Artair, whose members modestly claimed to derive from Smeivic Mhor, a son of King Macur of the Round Table. . ."

And this as background, John Macarthur was born in 1767.

In 1790, with a delicate wife and a baby son, he sailed from England for Port Jackson with the *Endeavour*, in what was to be an eight months' voyage of almost unbroken horror.

Mr. Ellis gives a living picture of the first two decades of Sydney's life while launching the main part of the book, which is in effect a biography of Macarthur against detractors.

But it all comes, including, of course, the Rum Rebellion and the rise of Governor (ex-Bounty) Macquarie in 1808.

The arrest of Macarthur on the order sparked off the rebellion, and Mr. Ellis emphasises Macarthur "is held up by a section of historians as the antithesis of the virtuous man . . . as having caused the withdrawal of every Governor between Macquarie and Macquarie." This attitude, declares the biographer, is monstrously untrue.

Macarthur is accounted the rum trader of the early days of New South Wales, but there is evidence of his commerce in more than that of any prominent man of his time. . .

There is no doubt earned him little

credit with his fellows that in a loose age his was the first stable home in Australia; that the roof of Elizabeth Farm sheltered a wife legally wedded and a family living the life of an ordinary English domestic menage in the midst of a community in which nearly the whole of the rest of the ruling class, civil and military, lived squalidly with concubines."

At all events, when Macarthur died in 1834 at the age of 67, no tribute was paid to him in the Colony whose prosperity he had virtually founded.

But if he has waited long for a defender, he has it now in a biographer who has assembled the facts, both prosaic and stormy, and has woven them into a gorgeous tapestry.

(Published by Angus and Robertson, Sydney. Australian price, 50/-.)

THE GENTLE ART OF
LOOKING BACK

PRECISELY how much of Ruth Park's *Pink Flannel* is autobiographical is not made clear in the book, but, one way and another, it is obvious that if Jenny Hood was the early edition of Ruth Park she must have been a handful for four young and charming maiden aunts to adopt.

In the opening stages of the story, Jenny shows an alarming tendency to be very whimsical indeed, but by the time Aunt Louisa reprehensibly falls in love with the Pig Man (an enterprising young farmer), things have settled down to an entertaining and wistfully reminiscent level.

The setting is a New Zealand country town called "Te Kano" (obviously Te Kuiti), in the King Country. The time is the 1920's, when skirts were above the knees, waists were round the hips and bosoms were practically non-existent.

Miss Park makes no pretence of writing a really great novel of New Zealand life (nobody has yet achieved that feat), but she presents a diverting picture of the conventions, antics and snobberies of a little colonial community living on what was once a Maori frontier.

Perhaps the strongest feature of the book is its remarkably fair and true handling of Maori characters. The author takes a strong tilt at the too-common New Zealand delusion that there is no fundamental race-discrimination in the Dominion, and once or twice, with every justification, she lets herself go on the stupid and perhaps unintentional cruelty that rises from ignorant prejudice.

The most moving episode in the book occurs when pretty, poised Aunt Ailie, aged only 17, and a 20-

years-old educated Maori, Donald Hana, decide on marriage.

Aunt Barbara, the eldest of the four sisters, appeals to the boy's cultured father, who says: "I am as concerned as you are about this unfortunate happening. . . You know as well as I do the consequence of a marriage between Maori and pakeha. . . Your sister would be out-cast by her own people, and not accepted by mine without hurtful comment. My son, for whom I have planned so much, would be ruined."

Ruined? The word gives Aunt Barbara something to think about as she sits, shy and distressed, before the stately figure of the man whose son comes under the ban of "colour" or "caste" or something.

Ailie and Donald elope, get married and fade tantalisingly out of the story. The author gives no inkling about the outcome of the "mixed" marriage. It could have been a triumph (that does happen sometimes) or a disaster.

The title of the book comes from a pink flannel petticoat inflicted on the small Jenny at the start, which she outgrows at the end.

Admirable illustrations are contributed by Phil Taylor.

(Published by Angus and Robertson, Sydney. Australian price, 16/-.)

D'ARCY NILAND'S FIRST
PUBLISHED NOVEL

IN the same month as Ruth Park's *Pink Flannel*, her husband's first published novel, *The Shiralee*, appears, thereby illustrating what has been termed "an astonishing example of married genius."

The shiralee (defined as a swagman's bundle) in this case is Buster, the four-years-old daughter of the central character, the itinerant Macauley.

A consummate stylist, Mr. Niland has produced the best story about Australians that has come to light for many years. His character-drawing is superb, and his craftsmanship takes some of his prose close to the borderline of poetry. What is more, in an age of slovenly writing, D'Arcy Niland provides an object lesson in the choice and correct use of words.

Of Macauley and Buster it is said: "They'll tell you that he took that child from the city when it was only three and a half, and went into the backblocks, and carried it on his shoulder, under his arm in a sugar-bag." The story of the two is told with subtle conciseness against a background of small towns and their inhabitants—storekeepers, stock and station agents, publicans, butchers and so on—stations, shearing-sheds, work-camps, gaols and endless, dusty roads.

Such a theme and such a background might slither with fatal ease into sentimentality and bathos, but

at no point does the author's grip relax.

The Shiralee is an example of what happens when a brilliant writer deals with subjects he understands intensively.

(Published by Angus and Robertson, Sydney. Australian price, 16/-.)

INSIDE VIEW OF THE PALACE

TWENTY years ago, in the reign of King George V, Queen Mary often went on what might be called rummaging tours of London shops. At once stately, gracious and reserved, the Queen was revered as a symbol of all that was best in the vanished Victorian age, yet she moved among the people of Britain with an astonishing lack of pomp-and-circumstance.

To-day Queen Elizabeth II can do nothing of the kind. Nor can the Queen Mother or Princess Margaret. The artificial barriers between the Royal Family and the people have all but disappeared, which is a good thing; but at the same time a feverish public interest in every act, every expression and every gesture of Royalty has become an overwhelming obsession which, at times, must be rather a terrible thing for Royalty.

This is one of the incidental implications made by Phyl Hopkins in *Village Royal*, a charmingly written survey of her 30 years in the Buckingham Palace "community."

Mrs. Hopkins starts her record in 1920, when she was a pig-tailed schoolgirl. She became the wife of Major George Hopkins, CBE, MVO, MC, who, for 24 years, was Superintendent of the Royal Mews. Major Hopkins retired recently, after achieving his greatest professional triumph by his stern attention to the countless details essential to the unrivalled pageantry of the Coronation on June 2, 1953.

Mrs. Hopkins uses no fairy-tale devices. Her sense of humour prevents her from falling into the traps that beset most writers concerned with living Royalty. She is no fulsome flatterer, and she does not write about Royal children with coy fatuity.

The climax of her record comes towards the end, when she tells how, for a solid hour, while virtually the whole world was looking to London on Coronation morning, the fabulous procession moved literally within inches of disaster.

Twenty minutes before the Gold Coach was due at the Palace to receive the Queen and her husband, it was discovered that two large harness buckles had come back from the cleaners fastened to the leather back to front. And through those buckles passed the trace which linked all the eight horses.

Only a handful of men knew of

the crisis, and to them the Abbey seemed a thousand miles away. At any moment the worst could have happened. Even if the horses had started prancing when the continuous roar of cheering rose to deafening peaks of sound, it might have caused the gorgeous Gold Coach to come to a standstill.

But the buckles held. Everything was put right during the Coronation ceremony, and if Major Hopkins's sigh of relief wasn't broadcast and televised it should have been.

(Published by Angus and Robertson, Sydney. Australian price, 17/6.)

THE FISHERMAN'S STORY

POET, novelist, dramatist and lawyer, Dr. Kurt Frieberger has achieved the feat of telling the story of Simon Peter, the fisherman who became a key figure in the drama of the early years of the Christian faith, as a narrative in the form of a novel.

The book was first published at Vienna last year with the distinction of being the first novel ever dedicated by permission to a Pope.

There is little basis for a comparison with romances which have touched on the same subject in one form or another, notably *Quo Vadis?* (the Sienkiewicz novel, not the Hollywood travesty). Where other tales have been built largely on a glittering reconstruction—of varying degrees of accuracy—of the spectacle of pagan Rome under the first impact of Christian beliefs and teachings, *Simon Peter the Fisherman* holds rigidly to a lofty ideal of presentation.

For all that, the book has ample colour and movement to attract the interest of more than the scholarly and the strictly devout.

(Published by William Heinemann, London. Australian price, 18/9.)

Solution to Crossquiz From Page 80

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MICRONESIAN INSECTS

TO quote from the foreword of Alexander Spoehr, Director, Bishop Museum, Honolulu: "The publication of *Insects of Micronesia* is the culmination of one of the most ambitious projects yet undertaken in the zoology of the Pacific area. The project involves the cooperation of many specialists, and the operation of numerous institutions and agencies, both private and governmental."

We have received the first volumes of this work. Clearly it will run to a good many volumes before the time it is completed. The project includes the American Samoa Territory, Guam, the Bonin Islands, Volcano, Marcus, Wake, and the Gilbert Islands, and has been covered by many different investigators, whose reports will be published as received.

Volume I is an introduction by J. Linsley Gressitt which includes a 257-page up-to-date reference book on the area. It contains detailed maps, photographs, and a discussion of the geology, climate, flora, and fauna.

There is a useful gazetteer of islands and places, giving alternative names and spellings, the spellings which are now standardised in new maps of the area, with exact geographical coordinates of every place listed, in latitude and longitude. There is a good general bibliography of published works on these islands.

Volume 2 is simply a bibliography of technical data dealing with the area, and is not of general interest. Subsequent volumes will probably be of scientific interest in the main, but Volume I is a reference work for every Pacific bookshelf.

No price is shown. The Bishop Museum, Honolulu, is the publisher.

† The Norwegian expedition to Easter Island sailed from Oslo on September 15. The leader, (Kon-Tiki) Heyerdahl, was to make the expedition at Panama making arrangements in Chile.

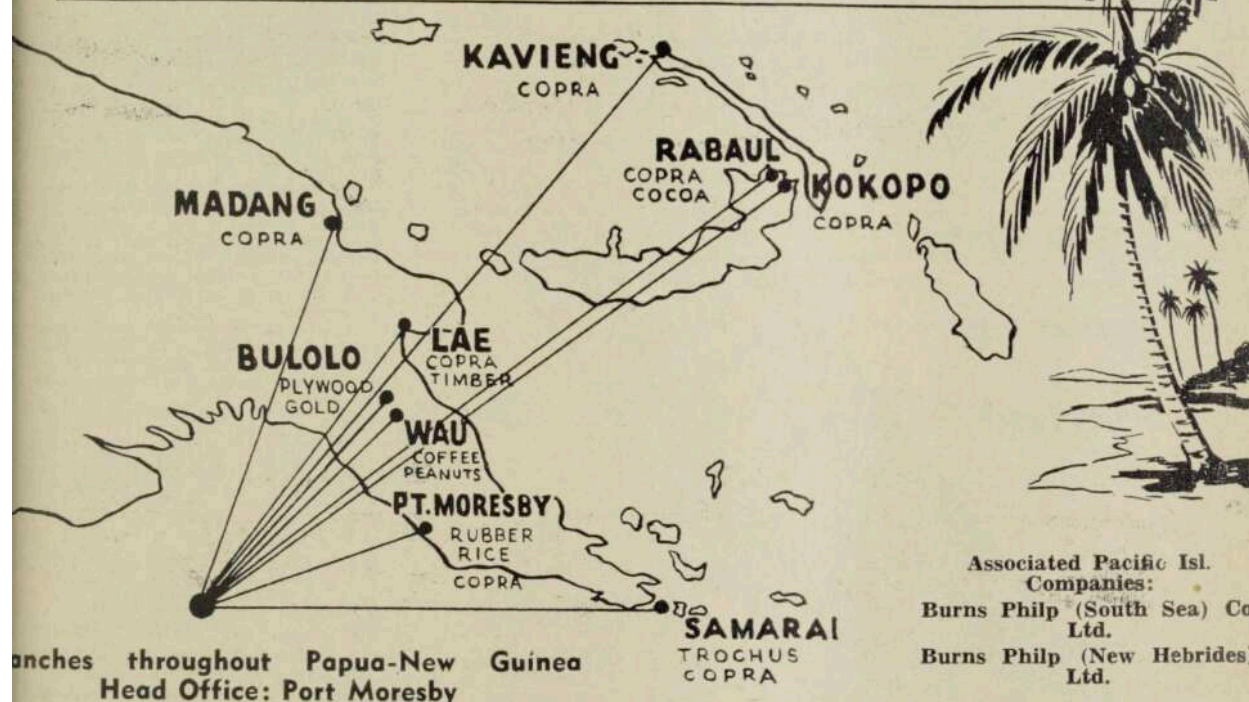
† A Hawaiian "village," complete with "Polynesian flavour" and swimming pools, was opened at Waikiki Beach in late September with accommodation for 180 guests. One of the swimming pools covered with transparent floor for dancing.

† Tenders for the Suva and Lautoka wharf schemes will be called in March, and the combined project should be completed in four years from the placing of the contract. A Fiji Government statement on September 20.

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Mau Headquarters Still Stands Near Apia



Thirty years after the Mau unrest in Western Samoa, this trading store in Vaimoso village near Apia, still serves as a reminder of the movement.

The Nelson and Tamasese families have been linked by marriage, and the present Tamasese is one of the two "fa'itua"—Chiefs with authority recognised by the Government—recommended by the Constitutional Convention to be Joint Heads of State of Western Samoa eventually achieves government.

Formerly the headquarters of the Mau movement, this building still bears the rallying-cry "Samoa mo Samoa" (Samoa for the Samoans) on the freshly-painted sign above the door.

—Photo by Jack Thomson

FRENCH-SAMOAN TRADITION FIRMLY UPHELD

EVERY year a French naval vessel on the South Pacific station makes a pilgrimage to the scene of the massacre of the men of the 1787 La Perouse expedition at Asu (or Massacre) Bay, the north coast of Tutuila, Eastern Samoa.

This year an interesting tradition was brought to light when Commandant Servent and men of the sloop *Tiare* made the visit in September.

The massacre was due to a misunderstanding, and ever since the people of Asu village have carefully tended the graves and monuments erected there. This time, in accordance with a tradition that the French Navy shall find him in European clothing, the chief of Asu made a request that his tattered French naval officer's coat and cap be replaced.

Commandant Servent gave assurance that this would be arranged.

NEW SET-UP FOR COPRA IN AMERICAN MICRONESIA

THE San Francisco firm of Atkins, Kroll and Co., which has for years handled the marketing of eastern Samoan copra, has been chosen to perform the same function in the American Trust Territory of Micronesia, according to the *Micronesian Monthly*, Guam.

Until the end of 1954, a Government organisation similar to the MIC Trade Scheme, and known as the American Trust Territory of Micronesia and Trading Co., provided all shipping and marketing facilities. Their assets—shipping and stores—were apparently taken over by local co-operative societies in the islands and groups of Micronesia, and Atkins, Kroll and Co. was selected from five United States firms which were ordered to provide copra marketing facilities.

The company has been in business in Guam since the early 1900's. *Micronesian Monthly* says that the Copra Stabilisation Fund will perform the same functions as in the past. Atkins, Kroll and Co. will receive a percentage of the gross proceeds. The amount left after deducting the selling expenses will be retained in the Stabilisation Fund.

Mariposa and Monterey Back Again

MATSON-OCEANIC Lines of San Francisco has announced that its two new trans-Pacific liners, expected to be in service by late 1956, will take the names of the pre-war liners, *Mariposa* and *Monterey*.

Like the post-war British Orient Line vessels, they will be fitted with retractable stabilising fins to reduce rolling.

† Due to heavy accumulations of airmail and passengers on the route, Air France is increasing its Paris-Brisbane-Noumea service to two flights a month from October.

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POULTRY IN THE ISLANDS

Special Problems of Poultry-Raising in Tropical Climate

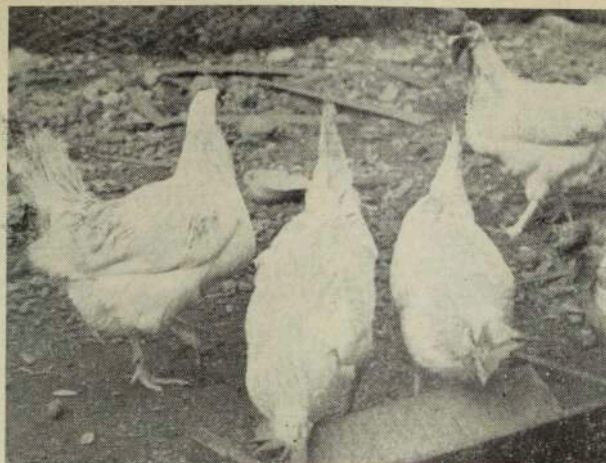
By R. F. RANKIN

For anyone interested in poultry could be hard to find a more satisfying or profitable hobby than breeding one's own stock. If a poultry-keeper in the tropics is to avoid the annual expense of importing chickens it is essential that he should understand enough of the principles of breeding to ensure that the chickens he raises will be of the standard he desires.

It is much easier to ruin a strain than to improve it, and if the would-be breeder relaxes and allows nature to work unguided he invites disaster.

Nature has no place for the high-bred, pure-bred hen, and after a few generations of haphazard breeding, the once well-formed producer will more nearly resemble her scraggy ancestors from the jungles of Malaya.

There are two sets of influences which counteract the law that like produces like and which cause differences to appear in each succeeding generation.



☆
Bedraggled appearance does not detract from a hen's value as a breeder. It must have a good shape and be vigorous and healthy.

—Photo by R. F. Rankin.



The first of these is atavism, or throwing back. Offspring sometimes show characteristics which appear in neither of the parents but which perhaps reflect back to remote ancestors. The only thing to do to prevent a recurrence of this is never to use birds for breeding if they show any undesirable traits which are alien to that breed as it is today.

THE second factor counteracting like-produces-like is "prepotency." Some fowls have the power of transmitting to their off-

spring in a marked degree certain of their own qualities. This power is known as prepotency and it is only consistently found after long years of careful breeding.

It is this sustaining and passing on of desirable traits that makes the pure-bred bird so superior. For in the pure-bred fowl offspring will more nearly resemble parents if mated with care.

It is obvious that the quality of prepotency is especially important in the male, for he can pass it on through ten or a dozen breeding



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hens in the one pen. But apart from his sexual vigour a more fundamental reason makes the rooster more important than the hen in matters of breeding.

Differences in egg laying ability are inherited. However, whereas a high producing hen will not necessarily have high producing daughters, mediocre and poor laying ability will be passed on. High production is passed on from a hen through her sons. In other words, if you wish to breed for high production you must use a rooster bred from a high producing hen.

ONE more factor affects the hen between chicken and laying stage and that is environment.

You may have chickens of the best possible strain and yet they may turn out to be profitless layers.

This sad state of affairs might be solely the result of mismanagement—improper care, housing and feeding.

A jungle fowl in a few generations of good management and feeding will show a remarkable increase in egg production. A pure-bred fowl will degenerate just as remarkably if not given the right treatment.

The first necessity in breeding is to establish a standard. Decide upon what breed you will concentrate and determine what qualities you will aim for.

Hens are divided into light and

heavy breeds. The heavy breeds such as Orpingtons, Australorps and Rhode Island Reds are generally dual purpose—they are reasonably good layers and make good eating.

The light breeds such as leghorns are kept mainly for their high egg production. Naturally they are just

as edible, but there is not so much of them.

Personally, I favour white horns but in the tropics they to have a breeding drawback which I shall mention later.

Having decided on the breed study it thoroughly so that you



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fect all the good qualities and
alts in any bird of that breed.

HERE is one drawback as re-
gards breeding which hens,
especially leghorns, seem to
fer from in the tropics.

In colder climates most hens have
annual summer moult, when they
e old feathers and have a spell
m laying. This spell enables
em to build up their constitution
next season's laying. Without
s spell egg size and shape is in-
ed to deteriorate.

t has been my experience, mainly
h leghorns, that in the tropics
as keep on laying without rest.
an acquaintance of mine had
newhat the same experience with
s in the tropics.

t is essential that breeding eggs
of a good uniform size and
pe.

f egg quality has deteriorated be-
se of this sustained laying, the
ious solution is to get eggs for
eding before deterioration sets in
e., in the first season of laying.
you start breeding at 12 months
approximate weights of white
horn pullets should be 4 lb. and
sters 5 lb. Australorps and Rhode
and Reds should be a pound or
 heavier.

here are three methods of breed-
pure-bred fowls. They are
own as in-breeding, line-breeding
out-crossing.

-BREEDING means the mating
of birds that are closely related
over a number of generations.
e objects or in-breeding are to
re the best qualities and
formity as quickly as possible.
must not be carried too far or it
result in loss of vigour and
eral deterioration. However, if
wish to perfect a strain of your
you must start with in-breed-
and then proceed with line-
eding.

ine-breeding is also the mating
birds of close relationship, but
y are mated with the definite
of emphasising the qualities of
ancestor.

you have a particularly good
ster, you will mate sire and
ghter to increase the proportion
the rooster's blood or qualities
the subsequent generation.
ilarly, you can mate mother and
or any other mixture calculated
ncrease the blood of a particular
estor.

he longer line-breeding is carried
and the greater the proportion
the blood of the original
estor in the flock, then the
nger will be the tendency to
duce the ancestor's qualities.
onsistent line-breeding brings us
er to "like produces like," and
vided we have established good
lities this achieves the aim of
breeder of pure-bred poultry.
ut-crossing means mating your

hens with a rooster of the same
breed but no relation whatever. The
addition of outside blood often
greatly improves the flock but, of
course, there is always the posi-
sibility of the reverse happening.
The new rooster should be tried out
on a few hens to see that his
progeny are what you desire. If
so he should be kept as long as he
is useful.

THERE remain only two more
terms with which the breeder
or purchaser of poultry may
come into contact. They are single
mating and double mating.

Single mating is the ordinary
mating of a pen of hens and roosters
in an effort to produce chickens
with the most desirable qualities.
Both hens and roosters are selected
with the utmost care, the weak-
nesses of one being counterbalanced

by the strong points of the other.

Double mating consists of mat-
ing one pen to produce desired male
qualities and another to produce de-
sired female qualities. This will
not attract the backyard farmer, but
it provides an absorbing hobby for
those who have the time and money
to explore the intricacies of breed-
ing.

The main idea behind double
mating is to achieve standards de-
manded of show birds. It is un-
fortunately true that even in poultry
beauty and utility do not go always
hand in hand.

Mr. A. M. Wilkie, Assistant
Financial Secretary, Kenya, who has
been seconded as Development
Secretary, Western Pacific High
Commission, assumed duty at
Honiara in September.

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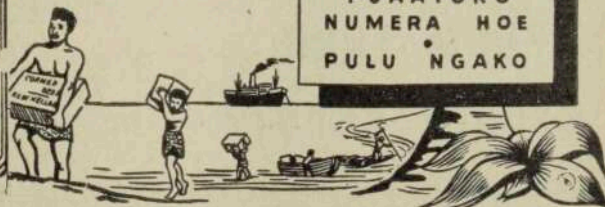
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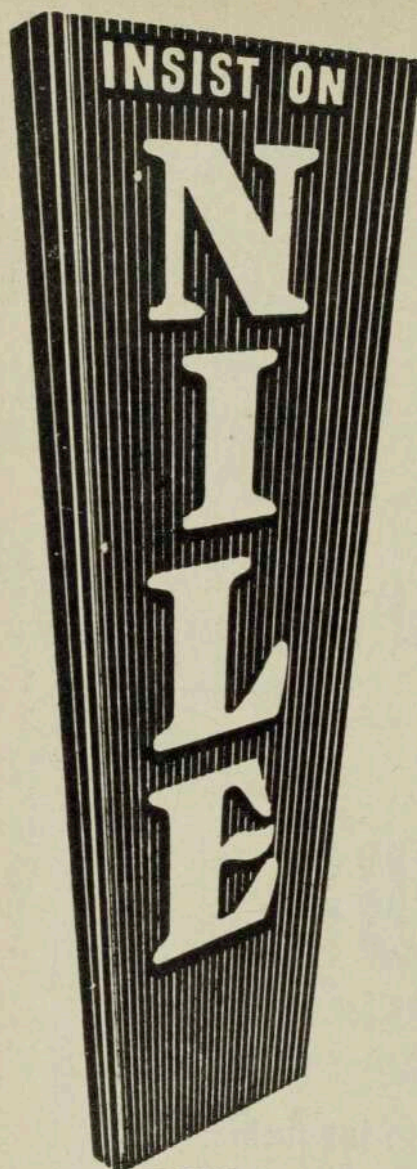
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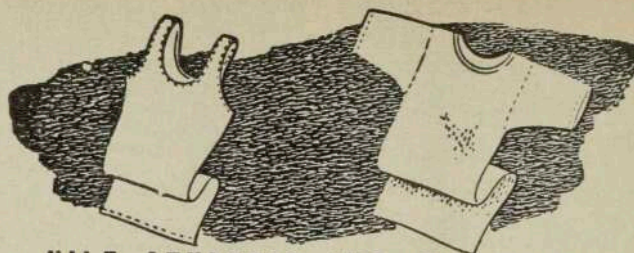
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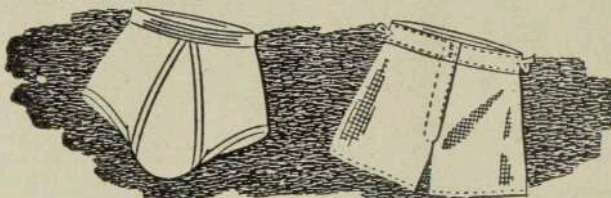


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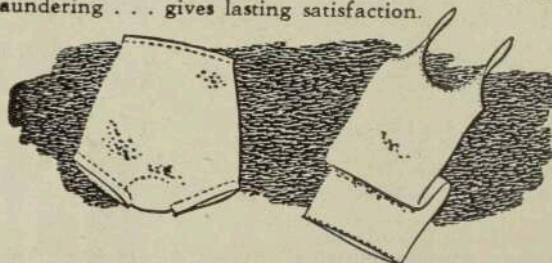
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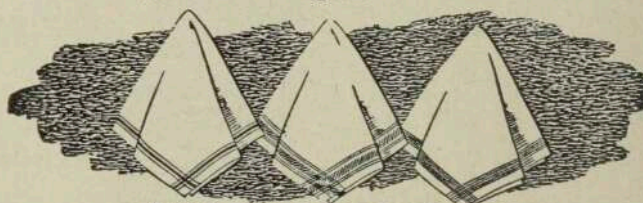
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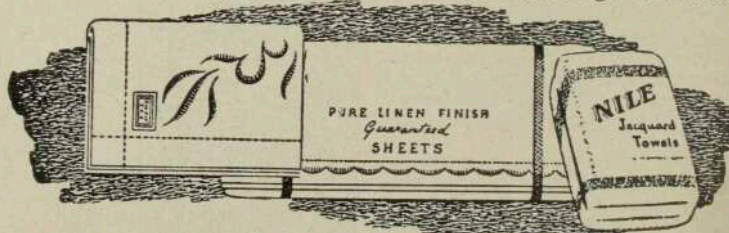
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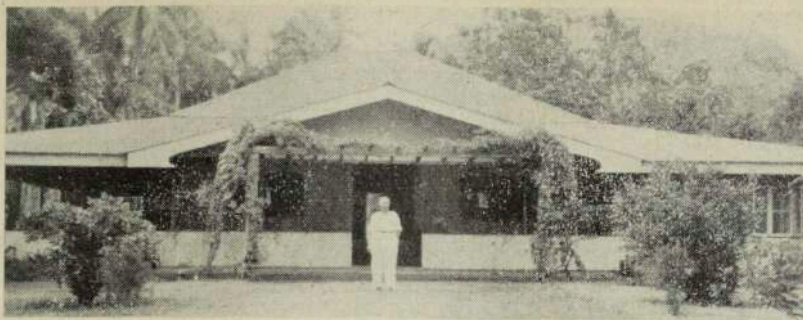
The Surprising Mr. Baker "Ruled" Tonga

(Continued from Page 79)

THE immediate result was wholesale arrests, and several men were summarily shot. Others would have followed had not the Europeans intervened and cautioned Baker personally. When Baker lost his head and admonished the men of Haapai and Bau to come and restore order, as they did by plundering the possessions of the Wesleyans and bringing all who refused to join the Church, while a remnant who had huddled aboard two boats and shipped off to Fiji. Their sudden arrival brought the High Commissioner (Sir Charles Bell) on board HMS *Diamond* to visit Tonga.

The exhaustive judicial inquiry finished ample grounds for the removal of Baker, under the Order in Council which empowers the High Commissioner to remove any subject who is dangerous to the peace and good order of the island in which he is living. It is since Baker constituted himself the Government of Tonga, it was not clear that his removal would not be followed by anarchy. The King's undertaking to stop the persecution of Wesleyans, and to adopt certain

New Country Hotel for Tahiti



"Taverne Oceanic" is the name of a country hotel which Mr. Oscar Nordman, of Papeete, is preparing at Mataiea. It is expected to be open for business next year. Mr. Nordman recently disposed of his town house, "Sonoma", which is well known to visitors to Papeete.

other reforms, the High Commissioner sailed for Fiji, the ship of war taking with her the rest of the prisoners under sentence of death.

Then Baker recovered—and the devil a saint was he! As long as he restrained himself within certain limits, he might continue his former policy without let or hindrance, making the King his scapegoat to bear the whole blame for breaking promises made to Sir Charles Mitchell.

(Over)

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After the showdown, he lived mostly at Auckland, making flying visits to Tonga at the King's expense.

THINGS political apparently settled down, but in 1890 the High Commissioner had again to return and (by Order dated July 17, 1890) expel Baker from the island, and institute a British Protectorate over Tonga, if only to save the kingdom from annexation by Germany.

The Premier's office was found to be in a state of the greatest confusion, and one of the Customs clerks was endeavouring to set the papers in order when Baker arrived, anxious to remove some of his account books. They passed through the outer office to Baker's elegantly furnished sanctum.

Behind this was a "holy of holies" into which no Tongan had ever penetrated. The Customs clerk had succeeded in opening it, and there the mystery lay disclosed.

"There were empty cases, and cases yet unemptied, and a terrible array of 'dead marines', square-shouldered, round-shouldered, and sloping-shouldered, shocked the eye as they lay in unblushing and uncompromising evidence in every corner. The cases were marked 'T.G.', which stood for Tongan Government."

"But they're my private property:

I paid for them," said Baker angrily.

"In that case," said the clerk, "they must have evaded customs duty—private goods imported as Government property."

The Europeans living in Tonga were preparing to make Baker run the gauntlet of a shower of rotten

eggs as he went along the to embark, but the High missioner put a stop to that the sake of European prestige announcing that the order prohibition would not be served Baker until he embarked, and any European insulted him would not be served at all.

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in the Tongans were disappointed. Ten years later, Baker was back. He was now a broken-down cleric.

King George I died in 1894, and the Free Church pursued its erratic way through the reign of the next King, and into the reign of Queen Salote. Religion and politics remained the same thing, and other missions arrived to confuse the Tongan mind, until it was a commonplace to see such an amalgam as Catholic, Free Church, Wesleyan, Mormon, and Seventh Adventist all in the same day.

A very conflicting road to Heaven headed by a full-blast brass band and Sunday observance was tried to ridiculous extremes.

The Free Church Tongan members, fantastic in formal black adcloth, walking barefoot to church, were at the mercy of crupulous traders. They left a financial record.

It was a relief when at last, in Queen Salote wound up the hodgepodge administration and amalgamated the conflicting churches, and the Free Church was no longer Tonga's official church.

The Queen has her private chapel, her personal chaplain, and her whole happy little kingdom is predominantly Methodist in name, under the jurisdiction of the Methodist Conference directed from Australia.

Southern Cross VIII" on Way Soon

MELANESIA'S "Sailor Bishop" (the Rt. Rev. A. T. Hill) arrived at Sydney from London in September with plans to tenders for the construction of 100-tons *Southern Cross VIII*.

The bishop's visit to Britain was mainly to raise funds for the ship, which, complete with the century-old Anglican Mission name, will replace *Southern Cross VII*, at Sydney and at the end of days.

A 15-tons schooner will also be sent to carry schoolchildren between islands and to transport goods.

Bishop Hill told newspaper interviewers that between 30,000 and 40,000 of Melanesia's 100,000 people are Anglicans, and their church is being raised towards independence. Anglicans now occupy many important positions in the Church as well as in other walks of life.

The Melanesian Mission has always been strongly linked with the Anglican Church of New Zealand.

† New British-made luxury buses are appearing in the Suva streets. Two of the newcomers are used mainly for tourist transport round Viti Levu. Two others—not quite so luxurious—are on Suva suburban runs.

† The Fiji Agriculture Department, in co-operation with Cadbury of England, is striving to produce the type of cocoa most suitable for milk

chocolate. With samples of chocolate made from Fiji-grown cocoa, Cadburys send to Suva reports on flavour qualities.

¶ Mr. R. H. Lester has retired from the Government service in Fiji after 27 years. An authority on the Fijian language and customs, Mr. Lester held many posts and at the time of his retirement was secretary to the Public Works Department.

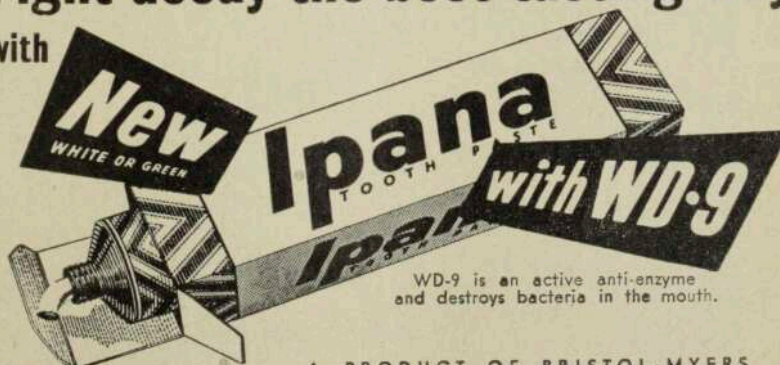
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Radio "Nerve Centre" of Cook Islands

(Continued from Page 80)

Pitcairn Island uses a low-powered battery-operated transmitter and signals from there are extremely weak and at times impossible to copy.

Pitcairn Island has extreme difficulty in copying Rarotonga's signals, too. Sometimes contact is made for days, but the daily search for the whisper of Pitcairn's transmitter never ceases.

The cost of sending a telegram to Pitcairn Island from New Zealand is about 1/6 a word, and it is cheap by the price.

It might take half an hour or more to send a ten-word telegram to Pitcairn station, as each word is repeated many times and the message is sent over and over again until the Pitcairn operator says exultantly that he's got it.

Other island stations are manned by Cook Islands operators, who under the circumstances do a remarkably good job, as they have technical knowledge of radio, but they know how to switch the sets on and off, and how to manipulate the Morse key.

Each island has two complete

transmitting and receiving sets so that if one breaks down they have a spare. Repairs are carried out at Rarotonga by European technicians, faulty sets being sent back when shipping offers.

Cook Islanders make good Morse operators, but at times they suffer from an inability to think for themselves. They carry out unvarying routine duties, but if anything out of the usual routine occurs they usually have to be told what to do.

Naturally enough, they lack a perfect command of written English (like many English-speakers), and when receiving telegrams in English, some queer combinations of letters get written down as static or bad reception breaks up the Morse and the operators guess the letters or words.

Until May there were three European radio operators on the staff, one on each of the three shifts.

In May, two European operators completed their contracts to the Cook Islands Administration and they were not replaced. As an experiment, two Rarotongans were promoted to senior operator duties formerly done by the Europeans. They will have to think for themselves in carrying out the work of the station when no Europeans are present.

It is the policy of the Government to endeavour to let the Rarotongans run things for themselves, but whether the Rarotongans are sufficiently educated to do so remains to be seen, and the experiment in the radio station will be closely watched.

ALTHOUGH Rarotonga is part of New Zealand, it might well be a far overseas country.

News from New Zealand is very sketchy. Every evening a morsesd

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news bulletin, broadcast from Wellington, is copied by the radio station, but it is of necessity very brief. A copy is posted on the board at the post office daily, and copies are distributed through the administration offices.

People in the outer islands receive even less news. Rarotonga Radio sends out a morse broadcast to the outer islands every morning, giving shipping news and items of local interest and a few paragraphs of the New Zealand news copied the night before.

On a Wednesday, at 6 pm, the store room at the radio station becomes a broadcasting studio when Radio Rarotonga, under the call-sign ZKIZA, takes the air, broadcasting a programme of music with an occasional talk on some useful subject, such as agriculture or health. The programme only lasts about 30 minutes, and concludes with information on shipping movements within the group and a few news items.

The programmes are compiled by the Further Education Office, a set-up which, among other things, keeps the older people interested in their community affairs.

The music is locally recorded by local people on the Further Education Department's tape recorder. The whole programme is completely taped and then brought to the station for broadcasting.

† The price of cocoa beans should not fluctuate greatly in coming months, in the opinion of Mr. Raymond Moore, chairman of James Stedman Henderson's Sweets Ltd., Sydney. Mr. Moore gave this opinion at the company's annual meeting on September 22.

† A new LMS meeting known as the Rua-Au-Nui house, was opened at A Rarotonga, early in September opening was attended by Resident Commissioner, Mr. and Mrs. Nevill. Mrs. Nevill formed the official opening.



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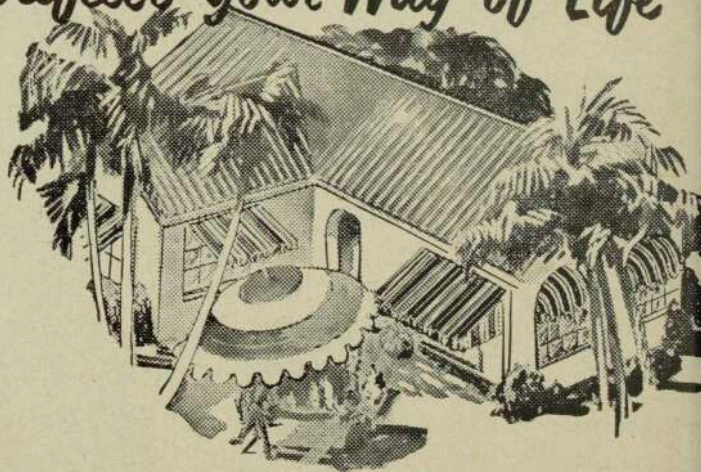
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Bound for Islands from Sydney in September



Island-bound travellers from Sydney in September included: (1) Mr. and Mrs. J. Raphard, who were married at Sydney, and re-joined the "Polynésie". (2) Mme. H. Harbulot, after holidaying with friends at Sydney, returned to Noumea. (3) Mr. and Mrs. L. Wright passed through Sydney to the BPC vessel at Melbourne, bound for Nauru where he was to take up an appointment as Officer in Charge, Nauru Radio.

Beche-de-Mer Still Offers Possibilities

The current value of beche-de-mer (sea-slugs) is often the subject of inquiry by Islands

merchants at Sydney say there are many varieties and much depends on correct curing. Some varieties, well cured, bring good money. No prices are suggested unless samples are seen.

Indication, however, the latest Trade Report shows that 322 lb of beche-de-mer were exported during 1954, at an average ex-factory value of 2/0½ per lb. Price in previous year was 2/2½ per lb. Beche-de-mer may be an item for investigation by the salesmen of trade schemes and co-ops, but best results could be obtained only by submitting samples of different varieties, in cured condition, to a reliable Chinese agent.

Copra Weeks Boost Funds for Schools

THE MICRONESIA Trust Territory of the Pacific Islands seems to have hit on a sound idea towards the raising of meagre Education Department funds.

According to *Micronesia Monthly*, the first of Copra Weeks has been held.

Immediate School boys in the District made copra to the value of \$443 in the first field-week. Similar drives at intervals of a few months will provide funds for school building extensions.

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NEWS OF THE SMALL-SHIPS

WHAT HAPPENED IN THIS MONTH:
October, 1804, ushered in the tragic incident of the first recorded sandalwood expedition ever to sail from Australia.

The brig *Union*, Captain Pendle-arrived off Tongatabu on September 30 from Sydney, having picked up eleven sandalwood cutters from Norfolk Island. Next morning, October 1, a man described as a Malay came off to the ship in a canoe. From him the captain learned that there was plenty of sandalwood on the island, so Captain Pendle, supercargo, and six men landed. Large numbers of Tongans came out to the ship displaying friendliness and seeking to board but the mate, Mr. Daniel Wright, left in charge, was cautious. He was dangerous days in the islands. He would not permit the Malays to board. His suspicions were heightened when the shore party failed to return at night-

Next morning the Malay again came with a verbal message from the captain to send a large party ashore to join him. As the message was verbal the mate would not accept it. That afternoon, to the astonishment of all, a European woman was

brought out in a canoe. She, too, from a distance, urged the crew to come ashore, but refused to answer questions in regard to herself and the wherefore of her being on the island. Again the following day the woman was brought out by a party of Tongans, but this time it was clear that she was acting under duress, and the worst fears were confirmed when she suddenly screamed that the shore party had all been murdered, as she plunged from the canoe. To prevent her recapture the crew opened fire on the Tongan canoes, which withdrew.

The woman proved to be Elizabeth Morey, who with a negro servant had been spared in an attack on the *Duke of Portland* two years earlier. She had since lived as the "guest" of a Tongan chief.

The *Union* sailed immediately for Sydney, arriving back with the tragic news on October 25. Little then did all hands realise that the ill-luck which October had ushered in, was to be something far worse before the end of November.

The brig sailed again a week or so later, in late November she was wrecked on Koro Island, Fiji, and every man aboard was slaughtered by the local people. So ended the first tragic sandalwood expedition.

SMALLER FLEET: Fiji's Trade Report for 1954, recently published, shows a slight decline in the total number and tonnage of vessels registered with the Fiji Marine Board last year. The number fell from 96 to 91 vessels, and the tonnage from 3,712 to 3,382. The fleet was made up of 49 motor vessels, 28 auxiliaries, 9 barges, 3 sailing craft, and 2 steamers. Of these, 49 were owned by European organisations, 13 by the Fiji Government, 7 by Fijians, and 22 by others—mainly Indians. Largest vessel was Burns Philp & Co.'s *MV Yanawai*, 434-GT. The foregoing refers only to vessels trading within the Fijis. There are other vessels registered in Suva, such as the 3,875-GT *Suva* operating on the trans-Pacific service for Pacific Shipowners Ltd. (subsidiary of W. R. Carpenter & Co.).

FOR EASTERN SAMOA:—Mr. "Bill" Steffany, owner of the well-known small vessel *Samoa*, which has operated a cargo and passenger

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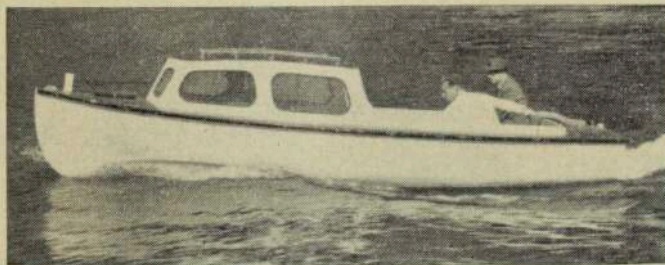
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service between Pago Pago and Apia for many years, is adding to his fleet. He has purchased a converted US Army APC fishing vessel named *Isobel Rose*, in California.

Captain Bob Payes and engineer Jim Sword, of the E. Samoa Government vessel *Manu'a Tele* were to fly north in September to deliver the ship. It is understood that *Isobel Rose* will take over the Pago Pago-Apia service, after she has been prepared for the passenger trade, and *Samoa* will operate on the Pago Pago-Manu'a Islands run.

WRECK SOLD:—The 300-tonner *Rannah*, high and almost dry on the shore reef off Avarua, Rarotonga, since last November 16, has been sold to Wells Brothers, of Pelorus Sound, New Zealand. It was intended that a salvage party would leave for Rarotonga in September, but arrangements for the salvage launch failed and Mr. F. A. Wells was expected by air. It is not known whether the purchasers hope to refloat the vessel or will dismantle her. *Rannah*, built in Tasmania in 1944, is a wooden, standard type vessel similar to a number in the New Guinea trade. She has a refrigerated hold. She was purchased from New Zealand owners by Mr. D. C. Brown, of Rarotonga, in mid-1953, and registered in Suva. Following the wreck she became the property of the insurance company, who advertised her for sale on the reef early this year.

REDEPLOYMENT:—Three vessels on the Fiji Register were transferred elsewhere in September, one

towing the others. The towing craft was BP's 126-GT wooden auxiliary single-screw ketch *Moala*, built by Whippys, of Suva, in 1947. Measuring 83½ ft x 22 ft x 7½ ft and powered by a 120-hp Crossley diesel, she was one of a number of almost identical craft built by Whippys at about that time. *Moala* and *Adi Gaetane*, 11-GT auxiliary cutter, were being transferred to BP's New Hebrides Branch, *Moala* no doubt being freed by the recent purchase

of *Vasu* for the Fiji trade. *Gaetane* was built by Sakhu Levuka, in 1948, measures 36½ ft x 12 ft x 3.7 ft and has a Sim petrol motor.

Also in the tow was the Vau Oil Co.'s powered oil lighter *Fraser*, 102-GT. This barge shipped to Suva from Sydney several pieces in mid-1953. With together there she entered service as the *F-16*, operating between the new Vunda Pt. oil terminal

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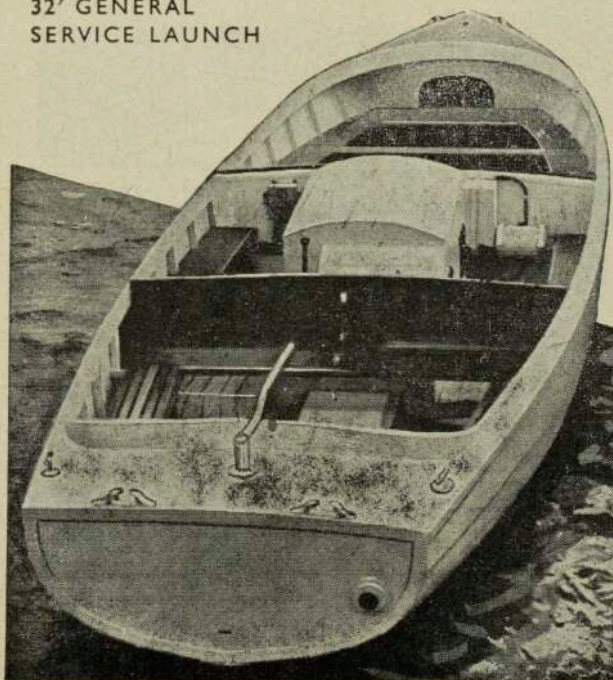
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Left: "Henriette", Le Dinh Cao's 48-ton coaster, lost on a New Caledonia reef in August. (Photo by Robert Laubreaux). Right: "Rannah", as she lies on the reef off Avarua, Rarotonga. (Photo by Ronald Powell).

di Airport. She measures 68 ft 5 ft x 10 ft, has a capacity of 100 gallons in four tanks, and is powered with a pair of 118-hp Hercules petrol motors. She is now serving on the New Caledonia coast as the result of expanding business here. A land pipeline has taken over her Fiji duties.

Moala, partly aided by the engines of the lighter, completed the delivery to Noumea in 8½ days. *Adi* dropped out of the convoy in the New Hebrides 5 days out of Suva.

ONIU IN TROUBLE:—With a cargo of copra from Niuafoou for Nukualofa aboard, Tonga Copra Co.'s ketch *A'oni* turned up at Suva in early October, ten days from "Can Island".

Engine bearings had seized, and the vessel was setting sail for Nukualofa, but contrary winds forced Captain Teveta to lay a new course—for a repair shop.

ALVAGE:—*Henriette*, New Caledonia coaster mentioned last month as wrecked, has yielded up a small percentage of her cargo of petroleum products, though the vessel is unlikely to be salvaged, according to a Noumea correspondent.

JUVENATED:—*Havannah*, 205-ton Noumea vessel which has been on survey for some time, cleared there again for her regular port on September 9. She carries cargo for Norfolk Island en route.

DR LORD HOWE:—Mr. Cessford, of Auckland, lately skipper of the Lord Howe vessel *Flying Fish*, is reported to have purchased a Sydney fishing vessel *Kingfish* through the agency of Captain Kennedy for use in Lord Howe waters, mainly by tourists visiting the popular resort.

THE BELL:—It is not often that a ship's bell falls to Davy Jones' locker without the ship, and even more common for it to be recovered. In this case it was only the bell. It appears that at about one bell in the forenoon recently, as the NZGS *Mau* was at its major refit proceeded at the Viaduct wharf, Auckland,

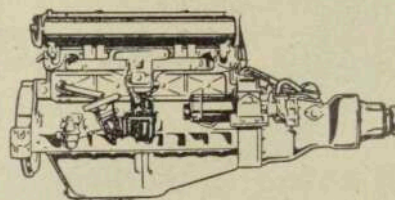
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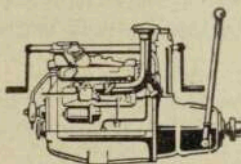
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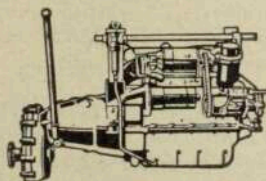
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Left: Captain J. C. Radley, Marine Superintendent for the Seventh Day Adventist's fleet of all craft stationed in the Western Pacific, on leave in Sydney in August. Right: The men who delivered Mr. Oscar Newman's "Lakeleo" from Sydney to the New Hebrides late in August. From right is Captain Max Stanton, in command.

ship's bell, being passed ashore for reasons unknown, slipped from the skipper's hands and plunged to the bottom. But not for long. The Auckland frogman, Mr. Subritzky (of an old NZ family, incidentally) was sent to the scene and located the ship in quick time, thus ending yet another interesting chapter in *Pomare's* chequered history.

DELIVERED:—The handsome sturdy two-masted schooner *Line*, 66 ft x 15½ ft x 8½ ft., was delivered to Mr. Jack Stanton, of Rabaul, in September. *Line* was built in 1936 by W. L.

Holmes & Co., of Sydney. She is planked with 2-inch Kauri and powered with a 120-hp Atlas diesel. The sale was arranged by Sydney ship-broker Captain Kennedy.

UNKNOWN VISITORS:—Referring to a call made by the German raider *Atlantis* at Vanavana atoll, Tuamotus, during World War II, as mentioned last month, Captain Nicholas, owner of the atoll, has comment. The local natives, he says, told him that they had seen a lifeboat pulling back to a ship but had not made contact with the Germans. The people were making copra on another islet across the lagoon at the time of the raider's

visit, and it was not known that the ship had been a German raider.

NOUMEA SLIPWAY:—The new Public Works Department slipway at Ile Nou, Noumea, is now nearing completion and will be in service before the end of the year. It will accommodate vessels of up to 1,000

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48 ft. Fishing Vessel, built 1947, separate fore-castle, engine room, cabin, 40 H.P. Southern Cross Diesel and Refrigeration Plant (6,000 lb.) capacity. Could be easily converted for use in Island trading.

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Tom drained his glass slowly and appreciatively. "Nice drop of rum. What is it?"

"Valiant."

"H'm. Plenty of character I'd say . . . Don't mind if I do have another!"

* * *

To say that "Valiant" Rum has "character" is a pretty good way to describe this unusual rum.

Character, as you know, is the result of a combination of distinctive qualities. In this instance, it is the happy blending of smoothness, richness and mellowness which causes so many discriminating men to say: "Valiant" is a rum with character!

If you have not enjoyed "Valiant" Rum as yet, the best time may be your next opportunity. You'll find that "Valiant" makes a very pleasant first impression indeed and improves on further acquaintance.



"Valiant" PURE RUM
Fully matured in the wood

tons deadweight and will be a valuable addition to that port's facilities.

NAUTICAL SCHOOL:—In the matter of nautical training for local boys, Netherlands New Guinea is apparently ahead of most Pacific Territories. A nautical school at Hollandia is operating courses in navigation, nautical knowledge, and engineering and turning out boys at the rate of 60 per annum. Practical instruction is given aboard an old pilot vessel.

MISSION FLEET:—Recently on leave in Sydney was Captain J. C. Radley, of Rugen Harbour (Put Put), New Britain. Captain Radley is in charge of the Seventh Day Adventist Mission's Western Pacific fleet of small craft. This fleet now consists of 45-ft launches stationed at Kavieng, Madang, Wewak, Buka, Kolombangara and Honiara, and 28-footers at Rugen Harbour, Manus, Malaita and Marovo Lagoon. Captain Radley was very well known as skipper of *Ambon* (since sold) at the time of the Japanese invasion of New Guinea.

HONIARA PORT:—Following recommendations made by two experts last year, the British Secretary of State has now given approval to the development of new port facilities at Honiara, British Solomons. The work will be in three

stages. This first stage includes building a 270-ft wharf on the east side of Point Cruz to accommodate local craft and lighters. Depths alongside will slope from 10 ft up to 4 ft at the inner end. Steel-sheet piles will be used. At the NE end a stub-jetty 25 ft wide will be extended to the 5-fathom line

to provide some shelter in the season. There will be a landing stage for passenger Customs and cargo sheds will be erected just off the wharf. Equipment to be provided will include some 30 ft x 9 ft lighters, 80-hp towing launch, two m/cranes, two tow-motors with

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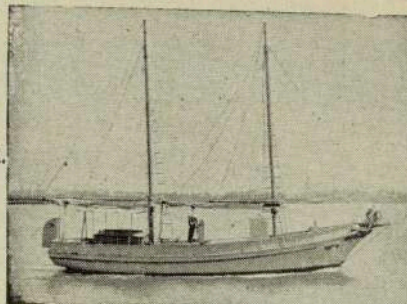
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ers. Stage-2 of the plan, not approved, will include moorings for large vessels. Stage-3 depends on how important the mineral discoveries on Guadalcanal prove to be as a major port development would be called for if the field proves rich. The first stage is estimated at £158,000 and will be financed by the Protectorate's share of Japanese war assets. Work will start by mid-1956.

NG SLIPWAY:—The Netherlands New Guinea Government has commenced construction of a marine slipway at Manokwari. Vessels of up to 2,500 registered tons will be accommodated.

THE KING GEORGE VI MEMORIAL LIGHT:—A valuable new navigational aid came into operation in the British Solomons in August. Financed by public collection, as a memorial to the late King George VI, the light is located near Cape Warrance at the western end of Guadalcanal. Mounted on a 30-ft concrete tower it has a visibility of 15 miles at sea level. Characteristics are three one-second white flashes, followed by one second between flashes, followed by 15 seconds eclipse—the light thus completed three times in one minute.

DANGER TO NAVIGATION:—Mr. R. Dethbridge, of the British Solomons, was chugging in his 40-ft launch *Kusima* between the islands of Bougainville and Vella Lavella, six miles off the coast, when two whales suddenly surfaced 25 ft away. A head-on collision was narrowly avoided as the whales laid a north-westerly course at about 10 knots, throwing substantial bow-plates as they "steamed" away on the surface.

HURRICANE WARNINGS:—In this appears another hurricane season will be in the offing. A summary of the existing radio broadcasting service voice broadcasts will be topical.

Nadi Aeradio provides the most comprehensive service. Normally, the station makes only one voice broadcast per day, at 0915 GMT on 1120 kc/s, but once a hurricane has been reported in the area from the Solomons east to the Cooks, and from the equator south to Norfolk Island and shows signs of moving towards any island group, Nadi comes into service with the latest information by GMT (e.g. 0030/0130 GMT). This station is best heard in the Fiji Group, there being no area of skip, especially at night. The Fiji Group is threatened by a broadcast station on 840/930/- kc/s gives bulletins on each hour until the danger has passed. Suva Post Office on 4445 kc/s also gives bulletins to the local area, and will provide the latest information on request. Ships call 073.9 kc/s.

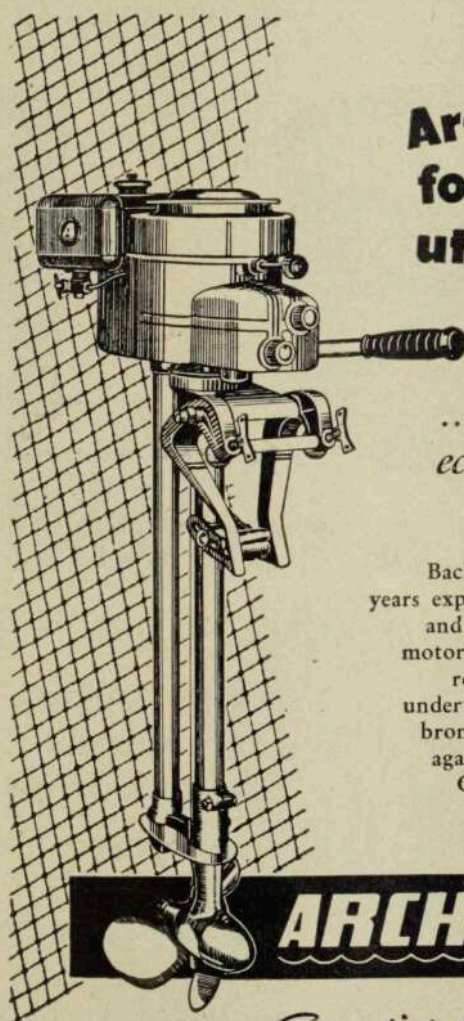
For the New Hebrides area Vila gives routine broadcasts at 2115 GMT on 3450 kc/s, but when danger threatens, hourly bulletins are given on the hour or half-hour.

In the Cook Islands there are no routine weather broadcasts, but when a hurricane has formed local craft are kept advised at the regular shipping communications times of 0030, 1930, and if necessary 0730 GMT on 2012 kc/s. Ships calling an 2182 kc/s can obtain information on request. This year the Rarotonga broadcasting station on 5050 kc/s is also likely to be used for hourly bulletins when danger threatens. Nandi on 7530 kc/s is

usually readable in this area also.

Samoa is rarely troubled by hurricanes. There is no routine voice shipping service from Apia, but the broadcasting station on 1420 kc/s gives a weather broadcast during the local news session at 0600 GMT and would, no doubt, be used for warning if required. Pago Pago keeps ship watch on 2182 kc/s, replying to calls on 2845 kc/s. Weather available on request in hurricane conditions. Local low-powered broadcasting station on 1120 kc/s would, no doubt, be used for local warnings if required.

Tonga is occasionally hit by hurricanes. There is no broadcast-



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ation. Nandi serves this area on 7530 kc/s and Nukualofa gains ship watch on 2182 kc/s 1740-0940 GMT, with weather information on request, answering the same frequency.

The Solomons the broadcasting on 1030 kc/s gives routine broadcasts at 0745 GMT, no doubt more frequently when it threatens. On the shipping frequency of 5826 kc/s there are broadcasts at 0400/2300 Monday to Friday, 2300 GMT Saturday. Hurricane warnings given on every GMT hour during an alert. Ships calling on 6280 kc/s weekdays 2100-0300-0530 GMT (Sat. 100, Sun. 2100-2330 GMT) obtain weather on request—Radio on 5286 kc/s. Nadi 10 kc/s also serves this area.

NG THE ROUNDS:—The naval patrol vessel *Tiare* returned to Noumea from a mile Island cruise. As naval vessel based on Noumea for years past, *Tiare*, an ex-*Yard Minesweeper* is now well known in most Pacific Island ports east of here. The present cruise began when Governor Hoffherr taken on an official visit to Suva, from the Governor flew back to

Noumea. *Tiare* had her annual survey at the Suva PWD Yard, then departed again for Futuna and Wallis and from there to Apia where a stay of four days was made. Next port was Pago Pago from whence the annual pilgrimage to the tomb of the La Perouse Expedition victims in Massacre Bay, Tutuila, took place. The ship again touched at Suva on the run back to Noumea, where she arrived on September 4.

ELSIE-B LOSS:—After three weeks' investigations into the loss of the Port Moresby vessel *Elsie-B*, a marine court found that the probable cause of her foundering in the Gulf of Papua was through the vessel having been overwhelmed by following seas in heavy weather, due to excessive loading by the stern. It also found that three of the five native crew were lacking in experience. The court censured a radio operator who had intercepted the first distress call but had taken no action until a second distress call was made 16 minutes later.

The court found that the master was a competent seaman and that there was no proof of overloading. Captain James I. Carlton and his crew of five natives were lost with the ship.

VITI RESUMES:—MV *Viti*, which suffered a major engine breakdown

in July, at the height of the Cook Islands tomato season when she was most needed in transporting the fruit to the New Zealand market, cleared Auckland again on September 24 to resume her stand-in duties until *Maui Pomare* is recommissioned.

FRENCH VISITORS:—The 3,000-ton French sloop *Francis Garnier*, formerly of the Italian Navy, was a visitor to Noumea in September. With 9 officers and 160 men aboard the sloop arrived from Indo China on September 17, and was to leave with Governor Hoffherr on an official visit to New Zealand later in the month. From there she would sail for Papeete for further orders.

Also expected in South Pacific waters later this year is the 9,000-ton training cruiser *Jeanne d'Arc*, accompanied by the sloop *Grandiere*. Both have previously visited Island ports some years ago. *Jeanne d'Arc* has a complement of 27 officers and 550 men and can accommodate 120 student officers.

PERSONAL:—Captain A. R. Peckham, recently in command of the new GEIC *Te Matapula*, has resigned. In September, he brought the *Tuvalu* south from Tarawa to Suva for refit. Also aboard was Captain G. Douglas, skipper of

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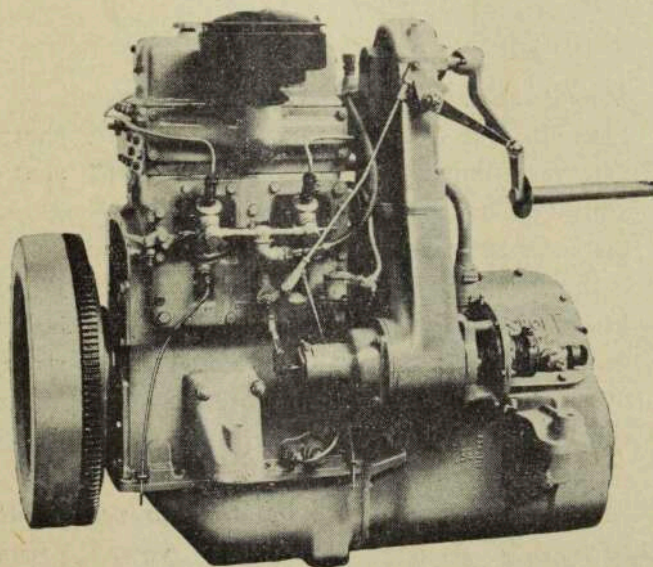
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Maureen prior to his recent furlough, who will assume command of *Tuvalu*.

STATION COMMISSIONED:—Fiji Royal Naval Volunteers Reserve's new station at Bay of Islands, Suva, was to be officially commissioned on October 21. On October 13, a 72-ft SDML was to leave Auckland manned by some of the reservists. North of Auckland she was to rendezvous with HMNZS *Kanieri*, which will sail from Bluff and escort the launch on the 1,140-mile, 6-day passage to Suva. The SDML will be the flagship of the Unit, on loan from the RNZN. The name to be given to the Suva station was not known early October, but the commissioning would be attended by the NZ Chief of Naval Staff, Rear-Admiral J. E. H. McBeath, DSO, DSC, RN.

NEAR MISSES:—French Oceania reports two recent near disasters. On August 24 the 205-ton schooner *Tagua*, under Captain Salmon, was anchored and loading at Takoto atoll, Tuamotu, when a sudden squall caused her to drag, smashing her steering gear and stern post. She made Papeete under jury rig. On September 15 the new 83-ton *Vaitaporo*, manoeuvring while she loaded at Takapoto, Tuamotu, went onto the reef when her engine-room telegraph failed to respond through mechanical trouble. The

false keel was lost and a hole punched in the hull below the engine-room before a radioed SOS brought the 52-ton *Suzanne* to drag her clear. Captain Henri Vernaudon was cleared of blame at a marine inquiry later. Temporary repairs permitted *Vaitaporo* to reach Papeete slipway.

News of Cruising Yachts

● *GLORIA MARIS* heads the roll this month. This staysail schooner, 21 ft. x 12 ft., registered in Palau, has just completed a scientific collection in Micronesia and is now refitting in Palau Islands, in readiness for expedition to Netherlands New Guinea. In an advertisement elsewhere in

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NEW.—50 ft. x 16 ft. 6 in. x 4 ft. 6 in. cargo hull, accommodation aft, derrick, etc., ready for installation of engine. £6,500, or builders will to finish to clients' requirements.

NEW WORKBOAT.—50 ft. x 15 ft. x 5 ft., 4 cyl. G.M. Marine diesel, 9 knots. Launched ready delivery. £9,500.

WORKBOAT.—About 38 ft. x 11 ft. 6 in., Gardner 5LW Marine engine, reduction, engine aft, copper sheathed, in first class condition, good boat. £3,500.

WORKBOAT.—30 ft. x 11 ft., 30 H.P. Lister diesel, 2/1 reduction, professionally built 1953. £2,550.

WORKBOAT.—26 ft. x 9 ft. 6 in. x 3 ft. 6 in., 60 H.P. diesel, 4½/1 reduction, professionally built 1953. £1,850.

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are being sought. Our information indicate who the actual owners of the vessel now are, but she was acquired at Newport Beach, Cal., and fitted for her present duties by the well-known Ernest Chamberlain and Bill Crealock chartered in February this year by the Natural Science Foundation of Philadelphia, with a special winch for deep-sea dredging sailed for Micronesia on Cruise No. 1. A passage was made to Honolulu, and a passage from there on to Koror, with the collection of marine molluscs. This work was directed by Mr. Ernest Chamberlain and Bill Crealock, curator of molluscs at the University of Pennsylvania, and Mr. A. J. Ostheimer 3rd, president of the Natural Science Foundation of Philadelphia. Collection proved fruitful, some species being obtained. On expeditions the schooner is available for any special charter work offering. Ernest Chamberlain and Bill Crealock, formerly, were foundation members of the Ocean Cruising Club.

PALOMA, on the reef at Maiao Island, Tahiti, was sold by owner William in September to M. Henri Lambert for a reported sum of 30,000 Pacific (EA214 approx.). Details appeared last

the French yacht **MOANA** and the **NORDLYS** both cleared Papeete westward in mid-September. **MOANA** in continuation of a world under-sea-photography cruise. Intended calling at Rarotonga, a port, Pago Pago, Apia, Suva, thence Papeete by February.

JOENIX, the husky Japanese-built 50-tonner, which Dr. Earle Reynolds, his wife and children, and a crew of three Japanese, is using the world, cleared Rarotonga for Samoa, Fiji, and New Zealand. Dr. Reynolds is an American anthropologist. Japanese crewmen are university students of Hiroshima. A stay of a week at Rarotonga and the yacht arrived on September 8.

MAKAYA, originally heading for the US, has changed plans. Owner Hayes cleared Suva in mid-August for La Levuka. He then planned to head for the New Hebrides and make Cairns his hurricane season. Hayes had two common clearing Suva.

LITTLE BEAR, with "Buzz" and June of San Francisco, called at Pago Pago August, and entered Suva mid-September. Next port would be Auckland, which no definite plans had been made.

TAHITI, "Tahiti"-type ketch, with Lorrin and Phillip Schroeder of Honolulu, was at Pago September 5-23, then clearing and Suva.

PPY RETURN, converted ocean lifeboat, for New Zealand, reached Cristobal 7 and cleared the canal a few days. Skipper Tom Acland hopes to reach by early December.

IRL ISOBEL, 50 ft. fishing launch, was at Kilkeel, Ireland, for Russell, NZ, via in September. Owner George McDonnell, hopes to complete the cruise in this.

CHARD & JOHN, another fishing boat, by a New Zealander, L. J. Highan, cleared Newlyn, Cornwall, in for New Zealand, touched Bermuda, September, and was to call at Kingston, Tahiti, Suva. With skipper Highan and other New Zealanders, three Aussies and a Dane.

und for New Zealand, a 40 ft. cutter, unknown, turned turtle in Tangier some time ago. The yacht had cleared the port in May. With 64-year-old skipper, of New Zealand, was an Englishman and two girls. In August they were trying to hitch-hike back to England by first opportunity.

● **BISSY GIRL**, which cruised the Pacific in the mid-1930's, cleared Sydney August 23 under new ownership, bound Barrier Reef, New Caledonia, and thence Auckland next year in time for the planned Auckland-Suva yacht race.

● **HORIZON**, 40 ft. double-ender ketch of Sydney, sailed early August for Barrier Reef waters. Owners Merv. and Barbara Cannon plan to head for New Zealand and probably the islands from there early next year.

● **DAYDREAM**, another Sydney cruising yacht, is preparing to sail for New Zealand and perhaps further afield soon.

● **MARCO POLO**, owned by New Zealander Tony Armit, now on a world cruise, was reported recently at Rodriguez, Indian Ocean.

● **SARONG**, Auckland-built ketch which sailed the Tasman some years ago, recently changed hands in Sydney and returned to Auckland. The new owners may head her islandwards at the end of the hurricane season.

● A 40 ft. ketch, name unknown as yet, cleared the Hamble River, England, in July for Buenos Aires, Cape Town, Perth, Auckland, San Francisco and Panama. Aboard are Englishmen Harry Erskine, Dick Denning, and Alex. MacKay. She will no doubt show up in the Islands in due course, if all goes well.

● Yachtsman-writer Edward Allcard, on his present world cruise, will sail via the Horn to New Zealand, Australia, and the Cape—so apparently will not be seen in the Islands.

† The Cook Islands export of mother-of-pearl shell, almost all from Manihiki atoll, fell considerably in the last financial year. The quantity was 244 tons, compared with 309, 301, 459, 313, and 288 tons in the respective preceding years.

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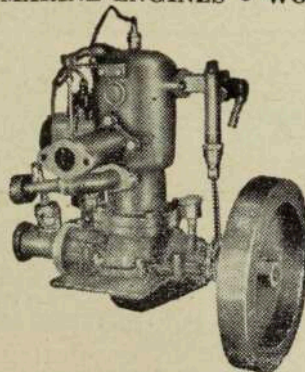
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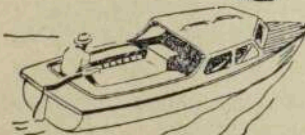
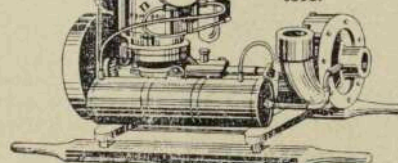
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French Sloop "Francis Garnier" in South Pacific



The 3,000-ton French sloop "Francis Garnier" is at present in South Pacific waters. The was formerly a unit of the Italian navy.

—Photo by Information Service, Noumea.

Useful New Book On Cocoa Culture

VALUABLE reference book on cocoa culture, written by Mr. D. Urquhart, has been published Longmans Green and Co. (price 10s. 6d. sterling.)

The 230-page book deals with any, climate, soils, establishment maintenance of plantations, native propagation, planting and care, preparation of the crop marketing, pests and diseases, and grading, cocoa research, and production and consumption.

It contains ten colour and 97 black and white plates.

Mr. Urquhart has made cocoa and coffee surveys of South Pacific areas under the auspices of the South Pacific Commission in recent years. Reports on these surveys have been published by the Commission.

† A new Mormon chapel is being built at Avatiu, Rarotonga. Members of the LMS have helped to erect the building, in return for assistance received last year from the Mormon community when the LMS restored their meeting house at Muri.

† Miss Nancy Kemp, of Sydney, has gone to Port Moresby to take up her appointment as first Australian Girl Guides' trainer to Papua-New Guinea.

† Mr. C. B. Mead, Agricultural Officer, BSIP, after leave in New Zealand, will attend a course at the Imperial College of Tropical Agriculture in Trinidad before returning to Honiara.

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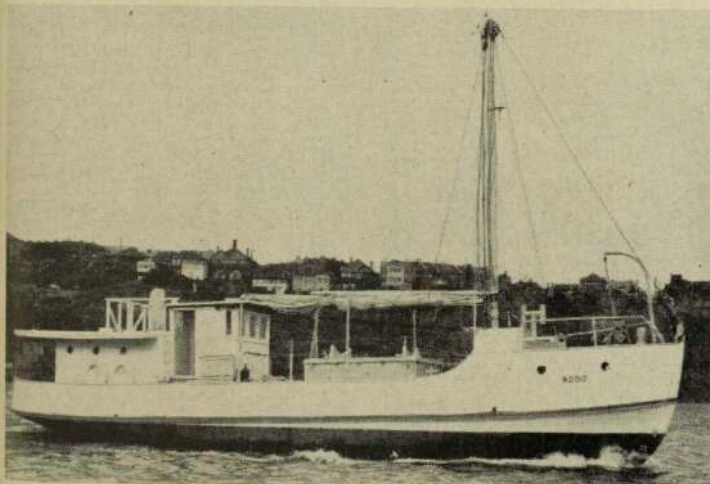


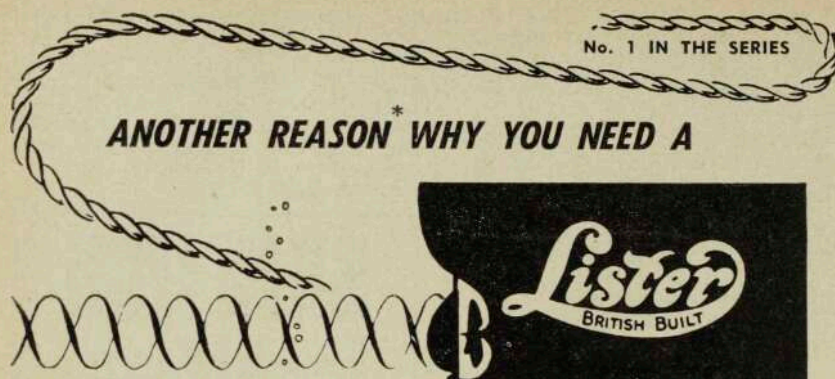
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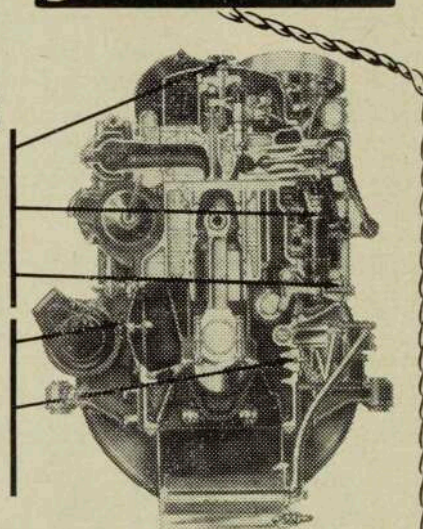
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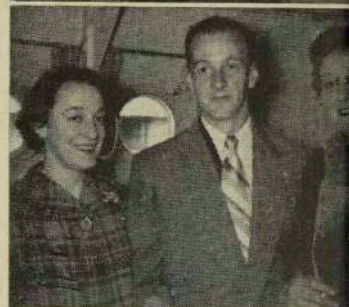
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September Travellers to New Guinea



Among the passengers travelling to New Guinea by ANG Line vessel "Shansi" in September were, top to bottom: (1) Mrs. M. of Lae, farewelled by daughters Derrie and Shirley in Sydney. (2) Mr. J. William Kairuku, farewelled by his mother (right) Miss Jacqueline Young. (3) Miss M. McGilchrist of the Administration staff, Port Moresby, farewelled by Miss J. Nichols.

Filaria Question Niue Island

A MEDICAL team from New Zealand which visited Niue found that although not uncommon, filaria "does not at present appear to constitute a problem of medical or economic importance."

The team was led by Dr. D. McCarthy, permanent Tropical Research Officer for the South-Pacific Territories, and included M. J. Marples and Mr. D. Bao.

The wording of the report seems to suggest that it is possible quite to eradicate this disease from the island—or, alternatively, that a medical team anticipates that it may soon become so.

ok at Fiji!"

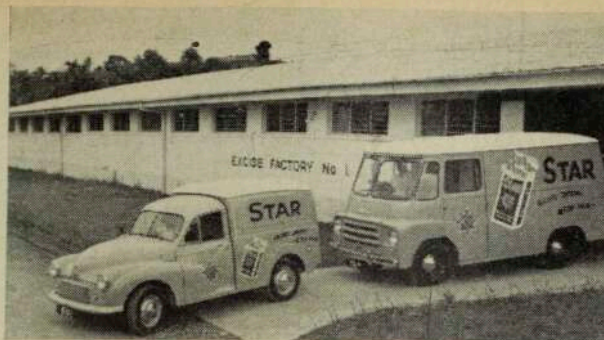
NEW CALEDONIA HAS THOUGHTS OF DAIRYING INDUSTRY

PEOPLE in New Caledonia who believe that the French Colony, with its extensive cattle industry, should have a flourishing dairying industry as well, say, represents a Noumea correspondent: "Look at Fiji".

It is pointed out that "if Fiji can produce butter not only for inter-consumption, but also for export, surely New Caledonia can do the same".

This argument is hardly valid. In the immediate post-war years butter was commonly unobtainable in many would-be buyers in Fiji. The local product was reinforced by substantial imports from New Zealand, but the Dominion imposed a strict quota allocation because of more urgent claims of butter from Britain.

This shortage, plus high prices for local and imported butter, was the reason why the appearance of quality Suva-manufactured margarine was welcomed by people of all races in 1950.



Suva Tobacco Factory

The Fiji Tobacco Company's new factory at Walu Bay, Suva, was opened by the Acting Governor of Fiji (Mr. A. F. R. Stoddart) in September. At present only imported leaf is used for cigarettes, but the company hopes in the future to use locally-grown leaf.

—Photo by Stinsons Studio.

TODAY it is common knowledge that many people in Fiji, tourists and permanent residents alike, often eat local margarine when they think they are eating butter.

The dairying industry carries on profitably however, with good market for what it produces—including ghee for Indian consumption.

But it is a long time since Fiji had anything that could be called a solid export trade in butter.

In 1954, Fiji shipped away only 14,318 lb, of which 12,880 lb went to New Caledonia, 1,028 lb to the Gilbert and Ellice Islands and 410 lb in ship stores. The total value was only £2,701.

PIM's Noumea correspondent

points out that New Caledonia has never produced much in the way of dairy products, and a Government-subsidised cheese factory has closed down.

In 1952 New Caledonia imported 474 tons of milk (condensed, powdered and evaporated). In 1954 the total was 826 tons, in addition of course, to imports of butter and cheese. This cost more than 23,000,000 francs (about £160,000).

New Caledonia is a good customer for Australian butter and cheese. In 1954 some 79 tons were imported (46 tons also came from France). In 1954 imports of butter totalled 196 tons, representing £84,000.

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German Sailors Who Were Interned at Papeete in 1914



Members of the crew of the German freighter "Walkure" (captured by the French and then sunk by the German cruisers during the Papeete bombardment in 1914) were interned at Motu Ufa, an islet on the Papeete Harbour reef, where this photograph was taken. The two whiskery gentlemen, minus shirts, in the front row, resemble somewhat the Nature Men, rugged individualists who lurked in the interior of Tahiti in pre-World War I days.

R DRAMA IN TAHITI

RENCH GAVE ERMANS AIR WARNING

Further sidelights on the story of the German bombardment of Papeete in 1914 (told in September PIM) are contained in newspaper cuttings and a letter from a French American captain. They mainly relate to the German freighter "Walkure," which had been captured at Makatea by the French boat "Zelee" and was anchored in Papeete Harbour at the time of the September bombardment.

Two days before the Papeete bombardment the *Maitai* had arrived at San Francisco with the German Consul and his family in Tahiti, under safe conduct immunity; and two days before the bombardment the brigantine *SN Castle* had arrived at Honolulu with a party of German business men and some of the crew of the *Walkure*.

They had, very sportingly, been allowed to get away by the Governor of French Oceania, who, on unusual receipt of word that war had broken out, advised them to depart on the opportunity then offering, before official advice of the outbreak of war was received. Some of the German business men had left their wives or Tahitian wives at Tahiti, in use of the limited accommodation in the *SN Castle*.

Captain Fred. K. Klebingat, of San Pedro, California, writing to a friend in Tahiti, has added a footnote to the story.

As already stated, some of the Germans in Tahiti had departed for Honolulu as passengers in the brigantine *SN Castle* a few days earlier. In command of the brigantine was Captain von Dahler.

It was he who bought the wrecks of the *Trenton* and *Vandalia* after

the great Apia hurricane," writes Captain Klebingat. "He also transported the coffins of all the dead to San Francisco in the brigantine *Sea Waif*, of which he was then (1888) part-owner."

Captain Klebingat, now associated with the San Francisco Maritime Museum, was Second Mate in the *SN Castle*.

Captain von Dahler undertook to deliver the German merchants and seamen to a neutral port at a fare of \$200 each, but the fares were later refunded by the shipowners.

"We had Algoewer, Rambke,

Kurka, Gustav Meule, Sanders, and several minor clerks of the SCO—all of whom will be remembered by Tahiti old-timers.

"Then there was Captain Westphal, two mates, and three engineers, and the cook of the captured *Walkure*, and a man named Seefeldt, who had been down in Papeete installing the engine in the schooner *Moana*.

"I never saw any of them again after we landed them at Honolulu, but in 1940 I met one of Algoewer's sons, who was in the fur business in Post Street, San Francisco."

German Admiral Count von

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Spee's task force defeated British Admiral Craddock's small force at the Battle of Coronel, eight days after leaving Tahiti, but the end came for the Germans on December 8 in the great Battle of the Falkland Islands.

Vice-Admiral Sir Frederick Sturdee's squadron sent von Spee's flagship *Scharnhorst* to the bottom with all hands, and also sank the *Gneisenau*, *Nurnberg*, and *Leipzig*. Another, *Dresden*, escaped, but was scuttled when intercepted off Juan Fernandez Island in March.

Thus was the bombardment of Papeete, the loss of HMS *Monmouth* and HMS *Good Hope* at Coronel, and the attack on Fanning Island cable station, avenged by the Royal Navy.

Papeete still wears at least one scar. If the host of the old Yacht Club Restaurant (as it now is) is asked, he will lift a framed picture on the wall to show where an unexploded shell passed right through the building, felling a coconut palm on its way out.

† British interest in the development of New Guinea has been stressed by Mr. G. R. B. Patterson, senior Australian Government Trade Commissioner in London, who is making a three months' visit to Australia and New Guinea to discuss marketing of goods in Britain.

† *Wealth from the Coconut*, a valuable little book on the selection and handling of seed coconuts, written by Mr. W. V. D. Pieris, has just been published by the South Pacific Commission and is available from the SPC Literature Bureau, GPO Box 5254, Sydney, for 2/6 Sterling (3/2 Aust.). The book is available in

English, French, Malayan, P. Rarotongan, Fijian, and Tong

† Te Karibanang, a Gilbert Is assistant administrative officer supervised the arrangements for the first party of Gilbertese settlers to Gizo, British Solomons, in tember.

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Fiji's Manganese Exports Increase

FIGURES recently published in Fiji show a steady development of manganese mining. Manganese exported in each of the years 1950-54 and approximate export values a ton, have been as follows: 1950, 240 (£121); 1951, 631 (£153); 1952, 2,010 (£180); 1953, 5,707 (£138). Figures show that in August, 209 permits were issued for prospecting rights. Some of them were issued to Indians who have been making expeditions some time in the hinterland of the main islands of the Fiji group. Most mining applications have come from Lautoka and the northern district of Viti Levu.

Behind Canton's Barren Aspect

For the air traveller between Fiji and Hawaii, Canton atoll gives the impression of being as barren and inhospitable an island as any on this earth.

Behind that unimpressive mask, however, life is not so dull.

The company, air company, and aviation men who return to "isolation" from time to time are from unhappy at the "rock."

In last report there were three clubs—the Tower Club on the north side, the Canton Island Club, and the Civil Aeronautics Administration bachelors, and the Clipper Club for (mainly) Pan American Airways' employees. Here bottles of New Zealand beer at the same price as the small American cans—20 cents.

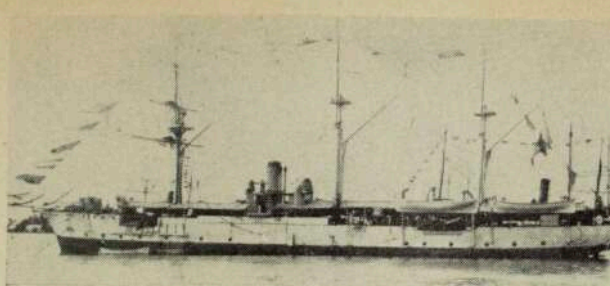
ANTI-TETANUS SERUM FLOWN TO CHRISTMAS

For the second time in a year aerial assistance was called to the aid of the Line Islands in September.

On the earlier occasion it was to Christmas Island. This time it was to Christmas Island, 150 miles to the south-east.

Anti-tetanus serum, secured from Honolulu, was flown to Canton Island by regular Qantas airliner. It was picked up by RNZAF land flying-boat from Fiji and flown 900 miles to Christmas.

Details are available as to what was ill. The population of Christmas consists of a European District Officer, several Gilbertese government servants, and a party of Gilbertese plantation copra-planters employed by the Western Pacific High Commission.



Gunboat Sunk By Shellfire

The little French gunboat "Zelee" was sunk by the German cruisers "Scharnhorst" and "Gneisenau" during the bombardment of virtually defenceless Papeete in September, 1914. Further details of the story told in September PIM are given on page 117.

¶ Miss Edith Gold, of Mangaia, was married to Mr. Ta Vainerere, of Atiu, at the LMS Church, Nikao, Rarotonga, on August 13. A reception was held at the home of Mr. Charlie Carlson.

† A new house for the Puka Puka medical practitioner is being built on land known as Rongorongo, in Yato village. The site was donated to the Administration by Patia Arumaki and family.

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 NESTLÉ'S MILK CHOCOLATE A favourite with everyone, everywhere—rich milk choco- late as only Nestlé's can make it.	 RICORY Nestlé's quick Coffee-and- Chicory drink—delicious and economical.	 LACTOGEN Next best to natural feeding for baby.	 SUNSHINE POWDERED MILK Rich country milk with only the moisture extracted—a tin in your pantry means a con- stant supply of fresh milk.	 NESTLÉ'S CHICKEN NOODLE SOUP Delicious chicken noodle soup with that "home-cooked" flavour . . . ready in minutes.

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Fee Round the World

THE ARABS HAD A WORD FOR IT

NEW GUINEA now has followed other Pacific Islands into the ranks of coffee-growers. But many Islanders know the interesting history of coffee?

Arabica coffee is a native of Abyssinia, and from there spread to Arabia, where it was called "qahwah." It is interesting to note that while it flourished abroad, its cultivation languished at home, and in the last few years, coffee has been imported by Abyssinia from Brazil, and new plantations set in its original home land.

Robusta, a stronger, coarser coffee, is a native of the Congo.

Caldi, an Arabian goat herdsman of the 9th century, is credited with having discovered its use as a beverage. Others claim that a Jewish man named Hadji Omer, driven from Mocha in 1285 AD, lived for some time by eating berries from a coffee tree, and that he was the first to put hot water in which he had steeped some of these berries after browning them over his fire.

The credit for popularising coffee as a beverage belongs to Arabia as a Mohammedan priest who introduced the custom of coffee drinking to his countrymen. Its popularity, however, did not continue without opposition, and because of its exhilarating effect it became the object of religious disapproval. Nevertheless, coffee drinking spread throughout Syria and Persia and by 1554 AD it had become so popular in Constantinople that Turkish coffee houses flourished and mosques were deserted. Again antagonism of the Mohammedan priests followed and they brought the pleasures of coffee drinking under the ban of the Koran.

From the City of the Sultan the coffee trade swept westward as Italian, French, Dutch and German merchants and scholars brought back to the East strange tales of the delightful new beverage made from the berries of the coffee tree. By 1615 the people of Venice, and by 1644 the people in Marseilles, were drinking it; and, Holland and Germany followed.

As its popularity spread it was natural that the cultivation of the coffee trees should also spread to the tropical colonies of the countries which had come to regard this delicious beverage as a part of their daily lives. By 1696 the coffee culture had spread from India to Java. Ten years later specimens of some trees were taken to the Botanical Gardens at Amsterdam.

In 1714, the gift of some of these trees from the Amsterdam Botanical Gardens by the Magistrate of that city to Louis XIV of France—in-



The berries that started it all . . . Coffee originated in Africa before being developed in Arabia. —South Pacific Commission Photo.

auspicious as it was at the time—was to become significant later. For in 1720 Louis XIV directed his friend, Captain des Clieux, to take a seedling across the Atlantic to

Martinique, one of the French possessions in the West Indies. How des Clieux was forced to share his own reduced ration of drinking-water with his much-beloved plant



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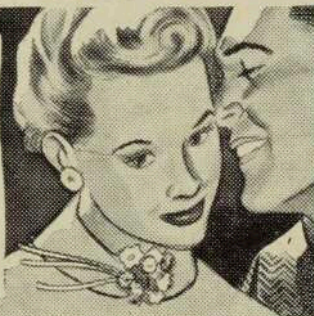
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is told as the outstanding incident of that long voyage. And so in 1720 the map of the coffee-growing world began to witness a change that in the future we see the New World countries supplying practically all the coffee requirements.

In 1784 the Spaniards introduced the coffee plant to their possessions on the mainland of South America. To-day both Colombia and Brazil, as well as most other countries in Latin America, produce coffee. These, Brazil is the largest producer; Colombia ranks second. There are many schools of thought as to how coffee should be brewed—and as many gadgets for brewing it.

Britishers—who are traditionally coffee drinkers—are reputed to be among the greatest despoilers of coffee in recent years, probably as a result of American influence, which has improved somewhat.

Many Japs Still in Hiding

THE United States Government has information that at least a few Japanese soldiers are still in New Guinea, Guam and the Philippines.

Thirty-two other stragglers have emerged from island jungles in the last few years.

Late last year a group of 100 naval ratings was captured in Hollandia, Netherlands New Guinea. A much larger group of Japanese known still to be in hiding on a small island in the Philippines.

Latest evidence comes from the Palau Group of Micronesia, where a Korean, Keiki Tukugawa, was recently captured by the local police while he was uprooting tobacco plants.

The American authorities believe that Tukugawa had been one of a party of labourers brought to the Japs to work at the Anguar phosphate diggings in 1942. He was recruited into a military labour battalion and taken to Peleliu.

When the American Forces advanced, he escaped and fled to the hills with nine others, none of whom has been seen again after losing contact with them.

Warned by the Japs that the Americans would cut off his hands, feet, and ears if they captured him, he had decided to avoid capture at all costs, and for ten years had survived by raiding native gardens, growing wild yams, taro, and coconut.

† The Tonga TB Control Committee, A. M. P. Ma'afu Tupou, has recently been carrying out a tuberculosis and preparatory work BCG vaccination programme on the outlying island of Keppel (Nukunabutu).

Pacific Produce Markets Are in Generally Satisfactory Condition

SURVEY of Pacific produce markets in early October shows a generally satisfactory situation for British Pacific producers. **COFFEE:** This commodity seemed to have taken at least a temporary lull for the better by early September. London free-market prices fell down to about £Stg.63/10/- for Java and \$168 for Philippines in early in September. One reason given was increasing pineapples production since late September. In comparison with the current MOF price of £Stg.65 f.o.b. Pacific ports, South Pacific producers have been "sitting pretty" for many months now.

COCA: This product continued to decline, partly for seasonal reasons and probably partly because of estimates of a substantial Gold Coast crop and a satisfactory outlook for the coming Bahia main

and Coast and Nigeria exporters

arranged a sale of 30,000 tons to British manufacturers in August, for October-December shipment at £Stg.250 a ton, c.i.f. A further 30,000 tons in smaller lots had been sold by mid-September.

The Bank of New Zealand reported in mid-September that there had been little recent Western Samoa business, and that sales were being complicated by a question of shipping charges where buyers designate ports of discharge other than destination of the copra

cargoes which are exported by the same vessels.

COFFEE: The question of possible exchange reform in Brazil, principal world producer, and the effect that it will have on coffee export prices, appears to be the dominating factor with this commodity. American buyers were operating on a day-to-day basis in the hope that a possible readjustment might operate in their favour.

London's "Public Ledger" reports that as a result of last year's high American retail prices, the consumer market there has suffered some damage. In 1953 coffee consumption a head of population was 16.7 lb. In 1954 it fell to 14.7, and this year it is expected to be about

Visiting Tahiti



Pauline Scott and Miss Jean Macdonald, Tonga, snapped on a recent visit to

—Photo by Oscar Nordman.



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lb, according to a US Department of Agriculture survey.

TROCHUS: Keen and apparently offers are being made for trochus at the present time, to a world shortage. June to October is said to be the off-season for trochus fishing in some Pacific islands, but undoubtedly anyone able to offer prompt delivery to Sydney at the present time can command a good price as has been available some years. This high price is to stimulate fishing, improve supply position—and, of course, it is a price decline eventually. When snail and other shells are in large demand.

RUBBER: After reaching 43½d a pound on the London market September 22, quotations for 1 ribbed smoked sheet slowly declined to October 5, though most buyers do not anticipate any serious decline this year. Available quantities of natural rubber are expected barely to meet demand. Bank of New Zealand considers that the outlook for prospects is good.

VANILLA: Following a recent crop of 590 cases of processed vanilla to France and New York, a Sydney buyer reported early in October that there now appeared to be a shortage of Tahiti vanilla—prices at the prices offering as

compared with Paris-New York prices. Sydney offers for White and Yellow Label grades were down to 32/- a pound, with Green Label 2/- lower—a decline of 4/- all round on the previous month.

Brisbane-Noumea Trade Increasing

MESSAGERIES Maritimes has established a new monthly link between Noumea and Brisbane, mainly as the result of the increasing export trade in primary produce which Queensland exporters have developed.

The service will be maintained by five new freighters which the company is putting on the Europe-Australia-Noumea services. The first vessel, *Iraouaddy* called at Brisbane in September.

These modern, comfortable ships cater for a limited number of passengers.

† For the first time a Papuan has represented his people at a General Synod of the Church of England in Australia. This occurred in October at Sydney, the representative being Lawrence Modulla, who for 18 years has been personal attendant to Bishop P. N. Strong, of New Guinea.

All A-quiver?

PARTS of the Papua-New Guinea-Manus-Solomons area appear to have been in a more or less constant state of minor earth tremors, judging by the monthly reports of the official Vulcanologist.

In August the minor shakes were centred on Eastern Papua's islands and the Sepik area.

In September they were centred on Bougainville, 12 small shakes being recorded by the seismograph at Rabaul during the second week of the month.

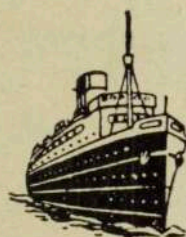
Heavier tremors were felt at Rabaul and Kokopo on October 10. Slight damage was done and there was a small seismic wave at Rabaul.

Wallis Islanders Will

Go to New Caledonia

IT is reported at Noumea that Governor Rene Hoffherr, during his recent official visit to Wallis Island, negotiated a labour agreement whereby further groups of Wallis Islanders would go to work in New Caledonia on stipulated terms and conditions.

Under the new agreement a party of 200 labourers was expected to leave for Noumea in late September, many of them with their families.



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Timber Trade Pioneers

MEMORIES OF VANIKORO'S SPACIOUS DAYS

By BILL BAVERSTOCK

MR. Frederick Ashby's memories of men and ships in timber-pioneering days at Vanikoro (June PIM) bring many recollections of days of adventure, hardship, comedy and drama.

There were only two European boats that reached Vanikoro the wreck of the *Mascot*, in 1911. Walter Buckley, the old schooner skipper, was one and I was the other.

The boat's crew were four of the *Mascot's* hands and Ashby certainly will remember them, Kakana, a big, Malaita-man with only two toes on his right foot.

The previous night, Kakana neatly lifted a £5 bundle of shilling pieces from a canvas bag as he held the *Mascot's* boat to while the weary crew slept comfortably. The money belonged to the Vanikoro Camp and was signed to the storekeeper, Sid.

When Kakana was discovered buying up big in the timber store, Wilson, the DO, produced his collar and the last of the *Mascot's* men saw of Kakana as he began a two-year stretch in Wilson's calaboose.

WALTER BUCKLEY later sailed to Graciosa Bay as trader since then has been based in the Sydney pilot steamer *Cook*. He is now living in retirement in the Blue Mountains frequently calls on me at my home at the Sydney Sun for a reminiscence beer.

Other *Mascot* men who saw the queer old ship's death at Vanikoro are going strong.

The mate, Dave Lazarus, now on the North Coast of NSW, after his return to Tulagi, Lazarus sailed over the famous H. A. Markham trading station at Leueneu on Ontong Java.

Bill Russell, the lanky supercargo, went to the New Guinea gold fields and, I heard, died there.

Sim, the *Mascot's* engineer, returned to Sydney and worked on the *Duranbah*, the ship Carpentier acquired to replace *Mascot*. He has stayed in the Solomons since none of the old hands has been back of him for 20 years.

A previous *Mascot* skipper, Gerrard, who took the ship to

omons, returned to Sydney, where he became Chief Shipping Inspector. He recently retired.

BEFORE Gerrard, the well-known Solomons identity, Martin Nielsen, skippered *Mascot*. He stayed in the Solomons and had incredible adventures during the Japanese invasion. He worked for the US Navy and, on return to Sydney, met with a serious accident which resulted in the loss of one of his legs. Nielsen is still a patient at the State Hospital, Lidcombe, Sydney. He'd be glad to hear of any of his old Island pals. The *Houtu* will be still remembered by old-timers. I could take you to the spot in the anchorage where she burned and sank, where you would probably find her remains and other gear on the bottom to-day.

There was a New Zealand scow, one-rigged and so shallow in the water that the funnel of the steam boiler she was taking to Vanikoro stuck up high above her. At first sight we all thought she had an auxiliary steam engine. It was evidently the boiler in the hull which was published in the June PIM. It was immediately named "Houtu."

Just before *Houtu* was burned at Vanikoro, her engineer came aboard *Mascot* and asked Sim and me for assistance in repairing his ramshackle Scandias. We were horrified at his engine room, which made the *Mascot's* machinery department look like a palace—and that was a great shakes. We will never forget the amazement of the Vanikoro men as they came out in their old ketch *Isis* to take the *Mascot's* boat to the wharf at Vanikoro.

We had had a tough time in that boat and evidently showed it. Leaving the wreck at daylight, we rowed across from Utupua to Vanikoro in a flat calm—and was surprised! The oily sea reflected the sun, so we got it coming and going. Even the Malaita-men were asked out and sat dejectedly waiting for a breeze.

The wind came when we didn't expect it—about midnight, when we reached Vanikoro's outer reef with the surf pounding on it. As the scow boat would not work toward, we squared away and lay to the lee of the island until daylight. Next day we had to pull the boat in the teeth of a fresh wind and the timber camp which we had set at dusk.

The day after our arrival the Vanikoro men voted a holiday. We received their mails, the first they had for months. They fed us well and their doctor took charge of me, as I was under the weather with

After a few days later we started back to our own camp on the beach near

the wrecked *Mascot* at Utupua. Our boat was towed by *Isis*, and again we struck dirty weather, taking more than 24 hours for the voyage.

Then Ito (not Eto) arrived in his old shell boat, *Arethusa*, and *Mascot's* party immediately commandeered her. Ito was a Korean, not a Jap, and was one of the best underwater swimmers I have ever seen. A sailor, too, he packed Sim, Lazarus, himself, some *Mascot's* crew and his own boys into his tiny vessel, loaded with shell, and set sail for Tulagi.

They had a nightmare voyage, but got there safely while the rest of *Mascot's* party camped under her awning on the Utupuan beach to

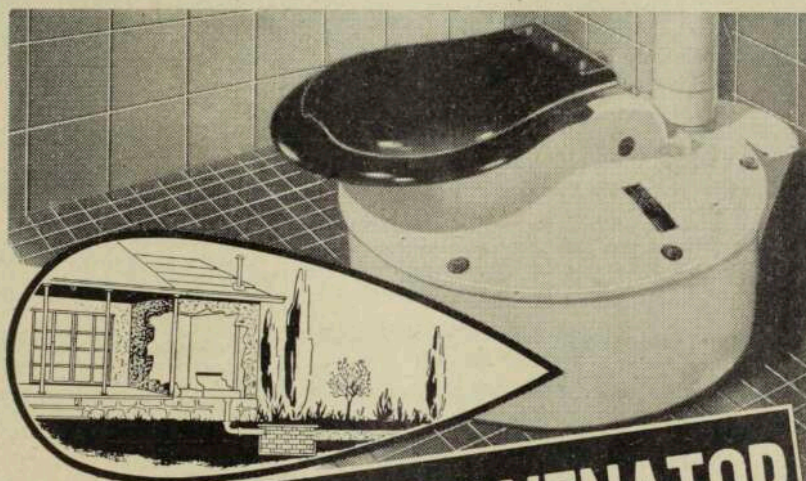
wait for whatever would turn up.

EVERY day for weeks we scanned the offing for sight of smoke or a sail—no dice. We had taken on the look of hopeless castaways when two vessels arrived within half an hour of each other—almost a miracle in those days, as Santa Cruz was visited only once yearly by the Government vessel and once by the London Mission schooner.

Lever's old steamer *Kobiloko*, loaded to the gunwales with recruits, let go off the beach and the Tulagi Government yacht, *Tanna*, followed suit.

Leaping from a canoe we piled aboard *Tanna*, the nearest, to be

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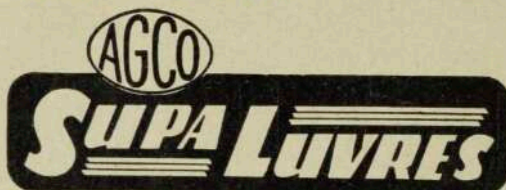
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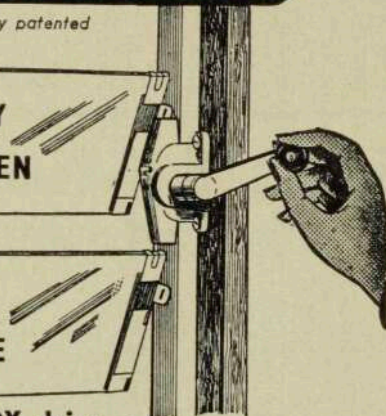
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greeted by Deputy Commissioner Broadhurst Hill. It was good to get outside a civilised meal and did beer ever taste more magnificent?

Then on to Kobiloko, skipper, Dreever, offered us passage back to Gavutu. We sailed that day at dawn with even more coconuts and Mascot's boat's crew about 150 of us packed into a little steamer about 90 tons.

The old days had their bad but they were fun. Now my contact with the Islands is through Buck looks in or I occasionally fishing with a mate whose boat is planked with Vanikoro kauri.

Thanks, Mr. Ashby, for the memory!

New Caledonia Wants NZ Link

SUBSTANCE was given ear to the October rumours that Air France was seeking to extend its services to Auckland.

The NZ Herald reported that Governor Rene Hoffherr, of New Caledonia, visiting New Zealand on the invitation of Prime Minister Sydney Holland, said that he would discuss a direct air link between the two countries.

According to the Herald, Governor Hoffherr said: "I would like to see tourists from New Zealand in New Caledonia, and I would also like to arrange for an exchange of school children."

The Governor said that the New Caledonia was lacking in tourist hotels, increasing numbers of tourists were arriving from Australia.

Speaking of the island's economic development, the Governor said that he would like to see more agricultural development, and he felt that this could be learned from New Zealand in this respect. An air link between the two countries could have a very good result in several directions.

Bulolo Gold Return

BULOLO GOLD DREDGING, LTD., Bulolo, reports that for the quarter ended on August 31 3,249,500 yds. of material were dredged for a return of 6,754 oz. of gold worth 236,390 US dollars. In the corresponding period last year 11,540 oz. of gold were recovered from 3,478,750 yds.

The report states that the low return for the quarter was expected, but improved results are expected for the remainder of the fiscal year. Plywood operations continued normally and satisfactory results were made.

† Rabaul had only 68 inches of rain in September—the lowest for eight years. Average rainfall this year has been about 18 in. below normal.

French Oceania's Finances Unhappy

GOVERNOR Jean Francois Toby of French Oceania arrived at Papeete from Paris late in September. According to a Paris despatch the Governor, in his consultations with the French Government, stated the economic situation of French Oceania is "extremely gloomy" as a result of the declining price of copra in recent months. To counteract this loss of revenue, Governor Toby urged the engagement of a tourist industry, the speedy establishment of an international airport at Papeete to attract the great airlines. The Governor said that such an airport would cost at least 1,000,000 metropolitan francs, and he said that funds be made available for the project, which would also provide employment in Tahiti.

Marelle, Inspector-General of Customs in the French Empire, has been on an inspection tour in New Caledonia for the Colonial Department at Paris.



At Ducos Hospital, NC

"Maison de la Nouvelle Zelande" (New Zealand House), where these young patients are to undergo electro-therapy treatment, is at Ducos Leper Hospital, New Caledonia. The activity of the NZ Lepers Trust Board, generously supported by the public in the Dominion, extends throughout the tropical South Pacific.

—Photo by F. Dunn.

American Capital For A Suva Hotel Mooted

AMERICAN capital would be interested in investing in a large modern hotel in Fiji, and several Suva sites were admirably suited to the purpose, said a San Francisco businessman, Mr. Albert A. Rhine, in an interview with the Governor of Fiji (Sir Ronald Garvey).

The Governor replied that outside capital would be welcomed.

Mr. Rhine, who is sales representative of the Leros Travel Service, has been touring the South Pacific and Far East. He said that if the hotel project should materialise, it would add 100 rooms to Suva's accommodation capacity.

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RAISING FLOUR, 2 lb. Cartons,
 18/6 doz. 4 lb Cartons, 36/- doz.
 25 lb Bags, 17/6 each. 25 lb. Tins 17/6 ea.
 (Tins Extra, 7/6 ea.)
BEST BEEF DRIPPING, 1 lb.
 tins, 23/6 doz. Case lots of 4 doz. 22/6 doz.

"I.X.L." BEST ASSORTED JAMS,
 8 oz. tins, Cartons of 4 doz.; 14/3
 doz. 24 oz. tins, Cartons of 3 doz. 29/- doz.
"Meadowlea" TABLE MARGARINE,
 2 lb tins .. 71/6 doz.
 McIlrath's "Rosa" Brand **PURE**
HOUSEHOLD SOAP, 24 oz bars,
 22/6 doz. Cartons of 3 doz. .. 21/6 doz.
"Crown" Brand MIXED SOAP, Cases
 each 50 x 2 lb. bars per case, 95/-
 5 Case lots .. 92/6 Case
"Laurel" LIGHTING KEROSENE,
 4 Gal. Drums, 16/3 per Drum. 44
 Gal Drum .. 2/6 per Gal.
 (Drum Extra, 40/- each)
AUSTRALIAN WHITE POLISHED
RICE, 56 lb. Bags .. £73/10/- per ton
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- 12-oz. Steak and Onions.



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- 30-oz. Pears.
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- 30-oz. Raspberries.
- 16-oz. Loganberries.
- 30-oz. Loganberries.
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- 30-oz. Gooseberries.
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COLD MEATS

- 12-oz. Trim (Pork and Beef).

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- 12-oz. Hampe.
- 12-oz. Camp Pie.
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- 6-lb. Taper Corned Beef.
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MI GALOA, NOTED IAN BOXER, S AFTER BOUT

BEST boxing news of the month in the Islands concerns the death of Semi, contender for the Fijian heavyweight title, on October 4.

In the previous night Semi, an extremely popular boxer, was knocked out in the seventh round of a bout with the champion, Tom Hini, at Suva.

Semi was leading on points when Hini landed a solid left to his solar plexus, knocking it with a heavy blow to the chest. Semi's hands dropped and he fell. He did not regain consciousness. The force of the impact badly damaged his hand.

Semi Galoa was one of the few boxers who have floored Kitlone Lave. In a Suva bout he had Lave down for a count of

another tack, a Sydney reader writes: "In my opinion Islands boxers do well to concentrate on the New Zealand field rather than on Australia. There is a lesson for everybody concerned in the deplorable state of professional boxing in some parts of Australia and this is heavily underlined by the persistent scream for the setting up of a NSW Government of a proper commission in this State."

Meanwhile New Zealand boxing folk are over the signing of the brilliant heavyweight Joveci Bau to meet the champion light-heavyweight champion, Keith, in a 12-round bout at Hastings on October 27.

He decisively beating Ken Brady, ex-Ian champion (September PIM). Bau established himself as the best as heavyweight to appear in New Zealand for many years.

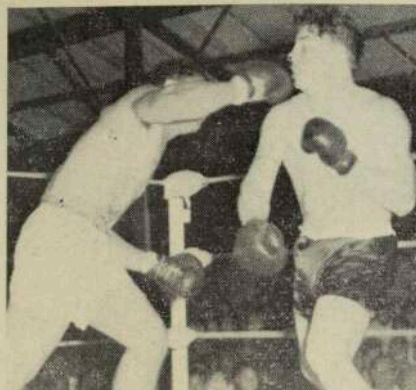
Tongan Johnny Halafahi will be among stars in an international boxing series held at Auckland.

Halafahi has started training for a bout with Bruce Farthing, Australian light-heavyweight, at Auckland in November. He won when the pair met at Stratford last summer.



Boxers who recently returned to Samoa from Australia: Johnny Ripley (lightweight) and Fosi Schmidt (heavyweight).—Photo by D. E. Ross.

Fosi Schmidt Knocks Out Jenkin Amendments Made To Tongan Laws



Fosi Schmidt (Western Samoa) knocked out Ross Jenkin (Australia) in the sixth round of a bout at Apia. Here Schmidt misses with a right-hander.

—Photo by D. E. Ross.

† The New Zealand Civil Aviation Department's radio calibration DC3 aircraft, on a routine flight along the Coral Route, made four passenger flights between Rarotonga and Aitutaki under charter to TEAL in September. The aircraft, in its two-or-three monthly calls, provides Rarotonga with its only air connection. In the intervals the airfield reverts to a golf links.

IMPORTANT amendments to Tongan laws were enacted at the August session of the Legislative Council at Nukualofa. They came into effect on September 1.

Some of the more important are: Imposition of a 6d surcharge on all telegrams for despatch within the Kingdom.

Increases in the maximum rates payable to casual labourers.

An increase in passport fees, vehicle registration (including bicycles), duty on liquor and certain other luxury imports.

An export duty of 10 per cent. in the value of coconuts exported (does not effect copra).

Jury and witness fees increased, in certain cases, from the previous 8/- a day.

A Land Act Amendment permitting the Minister to grant a tax allotment of less than 8½ acres, and varying lease rates, paid by religious bodies, charitable institutions and boards, on land held by them.

Increase of maximum payment that a magistrate may order for maintenance of an illegitimate child from 10/- to £2 a week.

An increase in the quantity of furniture exempt from import duty that may be brought in by a married seconded officer from overseas—and a decrease in the case of an unmarried officer.

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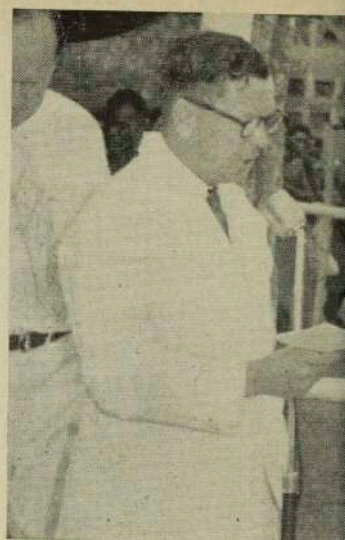
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Sogeri's Annual Show



The Assistant Administrator of P.N.W. (Wilson) opened the Sogeri (Papua) show on September 15. More than 100 people attended the show and record were received. (Papuan Prints).

WEST NEW GUINEA AGAIN GOES BEFORE UN

THE United Nations General Assembly decided on October 2, 1963, to put the dispute over New Guinea on its agenda. The 31-18 vote was a rebuff to the Netherlands, whose delegate maintained that any debate would be "unwarranted interference".

Britain and Australia, against the motion, Sir Spender (Australia) saying that Assembly debate could only contribute to the spreading of discord and unnecessary friction.

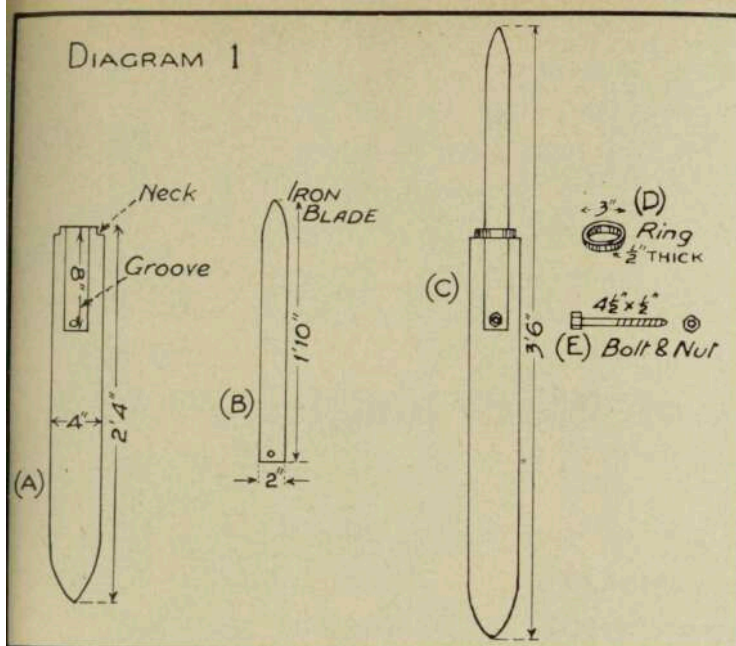
The United States abstained from voting. American "neutrality" in the quarrel has drawn bitter criticism from the Dutch.

AT Sydney on October 2, 1963, Bishop of New Guinea (the Rev. P. N. Strong), speaking at St. Andrew's Cathedral, suggested that the United Nations make New Guinea a trustee territory.

"There is to-day a growing sympathy and understanding between the Dutch and Australian administrations in New Guinea," the Bishop continued. "It might be hoped that this co-operation will lead ultimately to unifying the island as a whole. Such hopes would be dashed if the Indonesian claims were recognised."

"Perhaps the solution might be to make West New Guinea like a part of New Guinea—a trustee territory, ultimately under Australian control."

Efficient Ceylon Coconut-Husking Implement



of a fully efficient husking implement of the reasons why Islands copra-making is better than in Ceylon, says Mr. W. V. D. in "The Manufacture of Copra in the Islands" (South Pacific Commission). Diagram of the Ceylon implement is reproduced by permission of the Commission. Details are: (A) 2 ft. 4 in. by 4 in. hard-stock, with groove 2 in. broad, 1/2 in. and 8 in. long at top to engage husking. A hole, through which a bolt passes, is drilled 1 in. above the lower end of this

groove. A 3/4 in. neck is provided at upper end of wooden stock for fitting 1/2 in. iron ring. Sides of stock should be rounded off. (B) Iron blade 1 ft. 10 in. by 2 in. by 1/2 in. thick with hole drilled 1 in. above base through which bolt passes. Point of blade is tapered to a semi-sharp chisel edge. (C) Complete husking implement. (D) 1/2 in. thick iron ring to fasten blade to neck of stock. (E) 1/2 in. iron bolt 4 1/2 in. long, with nut, to attach lower end of blade to stock.

ss Eleanor Manning, Australian Central Commissioner of the Girl Scouts' Association, is scheduled to go to Port Moresby on October 10 for a fortnight's inspection of the organization in Papua-New Guinea.

† Despite shipping difficulties, 64,000 20-lb cases of tomatoes had been exported from the Cook Islands to early October. A few thousand more might be cleared before the season ends in November.

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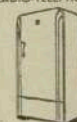
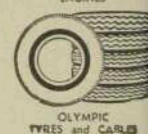
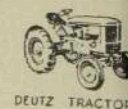
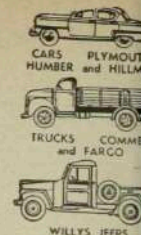
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DENTAL SOAP

DEATHS OF ISLANDS PEOPLE

MISS PAULINE HOEFT

A German-Samoan by birth and Tongan by adoption, Miss Pauline Hoelt died recently at Auckland at the age of 51.

Miss Hoelt, a noted swimmer 30 years ago, narrowly missed New Zealand selection for the 1920 Olympic Games at Antwerp. She won many Dominion championships.

While living at Niuafo'ou Island (in Can"), Tonga, in her teens, she sometimes handled the famous mail.

MRS. E. ST. AUBYN

A resident of Levuka, Fiji, since 1896, Mrs. Elizabeth St. Aubyn died September at the age of 81.

Mrs. St. Aubyn was the widow of Rev. Ernest Lyons St. Aubyn, Royal Navy chaplain and a member of a family whose ancestral home is St. Michael's Mount, Cornwall. Her maiden name was Garbell, and her grandfather was Sir Edwin Garbell, Attorney-General in Australia.

Mrs. St. Aubyn bought a house in Levuka and a plantation at Rewa Bay, Vanua Levu. Her children are living in Fiji—Messrs. Roger (Levuka) and Anthony (Natewa Bay) St. Aubyn and Mesdames Stevens and Bull. There are 15 grandchildren.

BISHOP T. J. FEENEY, S.J.

Archbishop Thomas J. Feeney, S.J., Mar-Apostolic of the Caroline and Marshall Islands since May, 1951, died recently in Massachusetts, U.S.A.

Bishop Feeney had been in these islands since 1947, and was editor of a Marshallese grammar and four other books on the Marshallese language, of which he made a particular study. He had earlier lived in the Philippines.

MR. A. R. TARTE

One of the Fiji's best-known planters, Mr. A. R. Tarte, died at his Estate, Taveuni, on September 19 and was buried in the family burial ground.

Mr. Tarte was the younger son of the late James Valentine Tarte, who came to Australia from England in 1870 to engage in gold-mining operations at Ballarat. From there he moved to Fiji during the cotton boom and took up land in Taveuni.

After cotton failed and he turned to coconuts and cattle, the massive stone walls surrounding many of his paddocks were built, miles of which still remain.

His two sons—the late Mr. H. Valentine Tarte and Mr. "Rood" Tarte—helped on the estate and after his death took over. Both were noted athletes and horse-riding enthusiasts.

During the 1914-18 War, Mr.

Tarte went to England and joined the Royal Flying Corps.

He married Miss Edyth Carr, daughter of the late Mr. and Mrs. Fred Carr, of Suva, who survives him. Two of their children, a daughter, Talei, and a son, Adrian, live at Taveuni and another son, Spencer, is serving with the Fiji Military Forces in Malaya.

MR. W. A. DOUGLAS

Widely known in the Wewak district, New Guinea, Mr. W. A. Douglas died at Wewak in September.

Manager of Muschu Plantation, Mr. Douglas had lived in the Territory for 25 years.

MR. W. H. HALFORD-THOMPSON

Mr. W. H. Halford-Thompson, a retired Resident Magistrate of Papua, died earlier this year in England.

In Papua before the First World War, he did important patrol work as PO assisting the late Henry Joseph Ryan, R.M.

After the outbreak of war in 1914, he travelled to Britain to rejoin his regiment and served with distinction in the campaign against the German Cameroons in West Africa.

After an unsuccessful flower-farming venture in England, Mr. Halford-Thompson returned to Papua for a long programme of patrolling.

In the Second War he served in ANGAU at Yule Island.

MRS. M. E. CLEARY

The death of Mrs. Mary Elizabeth Cleary, widow of James Cleary, a Suva businessman, occurred at Suva on September 17.

Mrs. Cleary was born at Suva 75 years ago, the third daughter of Mr. and Mrs. Hugh Hall Ragg. Her father was one of Suva's earliest settlers, having arrived in 1869.

Mr. Cleary was a sister of Mr. A. A. Ragg and Sir Hugh Ragg. She is survived by five children. Patrick lives at Suva, James is in New Zealand and John, who entered the Roman Catholic priesthood, is now living at Christchurch, New Zealand. One boy, Leo, was killed in a motor accident. Of her two daughters, Sylvia entered the order of St. Joseph de Cluny and is at Darjeeling, India, and Bridie lives at Suva. An adopted daughter, Jean, lives at Singleton, New South Wales.

Mrs. Cleary took a very active part in the wartime soldiers' club and canteen established at the Sacred Heart Cathedral and during her years as a maternity nurse was closely associated with many of the old Suva families. The burial took place at Suva Cemetery after a short service at the Cathedral.

MR. F. E. WOOD

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Nadi, Fiji, died at Brisbane in May after a short illness.

Born in England in 1890, Mr. Wood joined the CSR Company in 1912 and was attached to the Lautoka Mill. In the First World War he served continuously on the Western Front for 2½ years, took part in many famous battles and was severely wounded during the final Allied advance.

After the war he returned to Fiji and was stationed first at Lomawai, Sigatoka, and then at Nadi, where he and Mrs. Wood lived until Mr. Wood's retirement in 1949.

In recent years they lived at Burleigh Heads, Queensland.

MRS. MYRA HARRINGTON

The death of Mrs. Myra Harrington occurred at the Rarotonga Hospital on September 26.

Mrs. Harrington was the wife of a well-known Aitutaki trader. She had been ill for a considerable period and had spent the last four months at Rarotonga.

MR. G. STOOCKICHT

Mr. G. Stoockicht, an old resident of Apia, died on September 9. He was in his 82nd year.

He went to Samoa from Germany in 1905 to join his brother, who was Chief of Police in the German Administration. He engaged in trading for various concerns, and at the time of his death was trading at Tulaole for Burns, Philp.

He is survived by his wife, a son in Germany and two married daughters in New Zealand.

MR. R. F. WARREN

Mr. R. F. Warren, who had been an engineer in the Government service in Western Samoa for many years, died on September 11 at the age of 84.

MRS. SOPHIE TUCKER

Mrs. Sophie Tucker, who died at Suva on September 4, was in her 96th year.

A daughter of the late Joseph Storck, she married William Tucker, a Rewa planter, who died about 50

years ago. Their three children died before their mother, who, being part of her widowhood, with a nephew, Mr. Charles Tu at Sigatoka and Vatukoula.

CANON JAMES BENSON

Canon James Benson, who was in New Guinea for many years, died in London on October 1918, and on October 5 a special memorial service was conducted at Andrew's Cathedral, Sydney, by the Primate of Australia, Archbishop Mowll, the Bishop of New Guinea (the Rt. Rev. P. N. Strong) presiding the sermon.

Canon Benson's adventures during the Japanese invasion and occupation are part of the history of war in New Guinea. For a time he was hidden from the enemy by native villagers. Later he was presumed to be dead, but ultimately emerged from a prisoner-of-war camp at Rabaul.

NEW LMS CHURCH IN MANU'A GROUP

A NEW London Missionary Society church was opened on Olosega Island in the Manu'a Group of Eastern Samoa on September 15. Nearly 2,000 people were present, including visitors from Western Samoa and Tutuila.

The church, which cost \$20,000, measures 400 ft. by 150 ft. and can accommodate 500 persons. It is under the control of Pastor Tulia.

Note: Olosega, in the Manu'a Islands, should not be confused with Olosega Island, more generally known as Swains.

Sandy Creek Gold

SANDY CREEK GOLD SLUICING reports that in April-August approximately 100 oz of gold was recovered from approximately 6,500 cub. yds. of material treated.

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ALUMINIUM PLAN INVESTIGATED IN NEW GUINEA

THE Australian Government hopes to develop a big hydro-electric smelter plant in New Guinea, and the Aluminium Resources Development Co., formed by Britain and Australia, is making investigations.

This news was given at Canberra by the Minister of Supply, Mr. Beale, on September 22.

Mr. Beale said that the company, which began operations in 1950 with £1,000 capital, was studying two New Guinea river systems. It intended to find a river system that would support a smelter generating 100 megawatts.

The Government wanted the plant to smelt bauxite from northern Australia and so produce raw material for aluminium industries, particularly in Australia.

When preliminary investigations of the volume and flow of rivers are completed, the investigation of specific power projects will begin.

See also Travel Notes, page 18.)

WESTERN SAMOA'S REPORT GIVEN TO ASSEMBLY

THE Commission of Inquiry into Public Works Department activities in Western Samoa completed its report at Apia in September, and the New Zealand members of the commission had returned to the Dominion by the end of the month.

Mr. Apia correspondent reports that the commission's voluminous report is based on two large volumes of evidence heard during the three weeks' stay of the New Zealand members.

The main the report attributes lack of efficiency in the department to insufficient numbers of supervisory staff and to the inadequacy of the control methods systems used.

It blames a number of Government officers for the over-expenditure on the Mafa Pass road.

Reorganisation of the Stores Department from the Public Works Department, improvements in the administrative and clerical methods of the PWD, and the employment of nine senior technical officials, engineers, assistants and overseers are recommended.

The report will be submitted to the Legislative Assembly during the November session.

Australian Margarine Production Increased

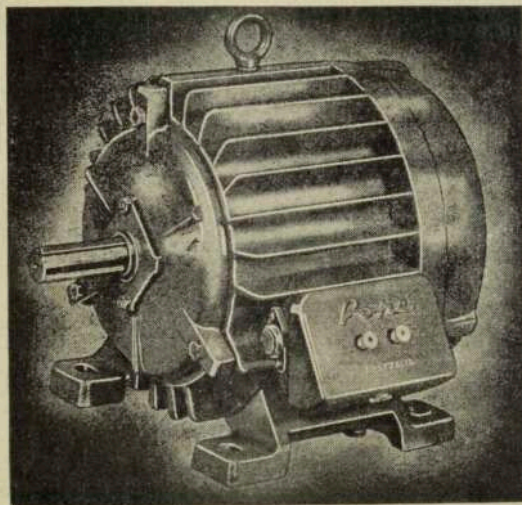
THE Australian output of margarine for consumption within Australia, which is on a strict Government-controlled quota system, will be increased by 2,500 tons to 11,000 tons per annum. Authorisation for this was granted in October.

The quota system does not affect export quantities, and only a percentage of Australian margarine consists of coconut oil—but every little helps.

The ratio of coconut oil to other vegetable oils, and to animal oils, varies with current comparative

market prices, and more particularly it is governed by the market destination of the margarine. The ratio of vegetable to animal fats is varied to suit the climate, so that the product will remain firm in hot climates, and not too firm in cooler climates. It is understood that a rather low percentage of coconut oil is used in Australia's main margarine production — although Australian dairy farmers employ the "cheap, sweated-labour coconut oil" argument when opposing increased margarine production.

Mr. George Hill, Treasurer in the Condominium Government of the New Hebrides, arrived at Sydney early in October on six months' leave, with Mrs. Hill.



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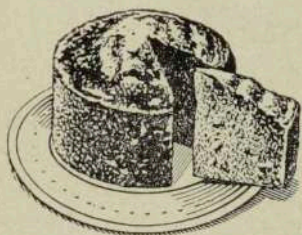
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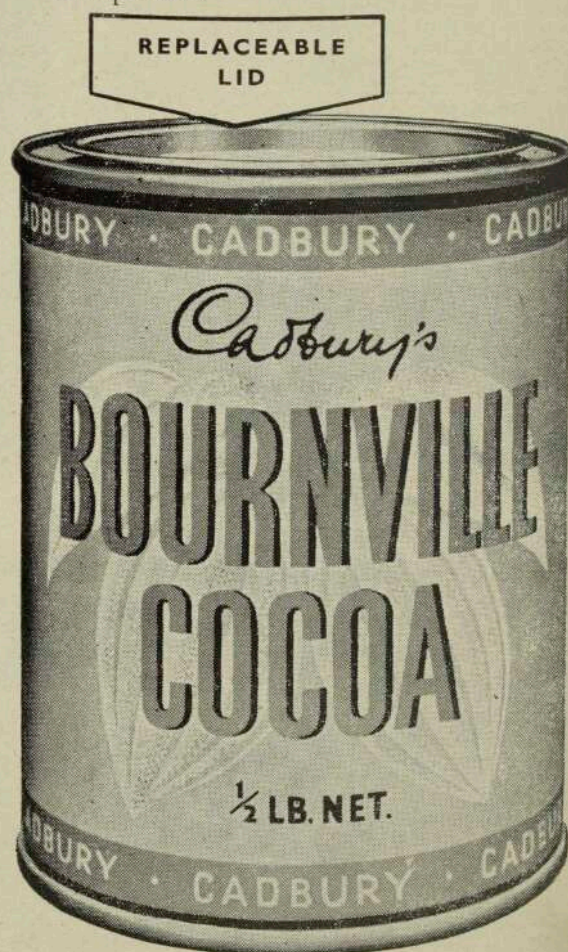
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Complications of Tongan System for Copra

THE official Tonga daily news-sheet referred recently to an impending settlement of deferred payments to copra producers, and, in response to an inquiry, the manager of the Tonga Copra Board, Mr. S. B. Brown, has explained how the commodity is handled.

The Tonga Copra Board is unique in the south-western Pacific, as it operates quite independently of any outside interests.

Each year when the price is fixed under the British MOF contract has been negotiated, the price to be paid to producers is fixed after making allowance for management, Salaries and Wages, Insurance, Storage, Transport, Inter-island Freights, Bagging, Appropriations for Price Stabilisation Fund and other Reserve Funds, Export Duty, Wharfage, Shrinkage Allowance of 5 per

cent. It has also been the practice to leave a margin of surplus of approximately £1 a ton to meet contingent liabilities which arise during the year.

The board does not retain the surplus, this being paid out to producers at the end of each financial year, based on the actual quantities sold to the board.

Although the estimated surplus is the actual surplus each year is usually greater when interest on investments has been added, with shrinkage usually below 1 per cent.

The recent price adjustment to producers was occasioned through the prolonged negotiations with the British MOF this year, a price not being fixed until March. During this period the board continued to pay out at year's rates. Later an adjustment was made, together with the deferred payment.

It is probable that all Pacific boards operate in a similar manner regarding the initial price.

In Fiji, to get of any surplus, the price paid to producers is fixed for a certain period to eliminate the surplus. This method was introduced to Tonga in 1948, but had a short life as the result of strong representations from producers.

The Tonga system of deferred payments involves a considerable amount of clerical work, as a record of each producer is kept.



Included in this international group recently snapped at Papeete are centre, Mayor Alfred Poroi, with Mme. Poroi further to the right. On the left is a Rarotonga businessman, Mr. Johnny Webb, with Mrs. Webb. Between the Mayor and Mme. Poroi is Dr. Bridgeman, of New Zealand. On the Mayor's other side is a Suva Indian businessman, Mr. Shankar Pratap, and second from the right end is a Japanese visitor, Mr. Yasoda.

Island Girl Stowaways Cause Excitement

SYDNEY'S daily press gave considerable space in September to a couple of Island girls who arrived from Wellington as stowaways aboard the Dutch freighter *Zonnewijk*.

Perhaps because Tahitians are thought to be more "glamorous," the girls, both named Williams but unrelated, were described as Tahitians until later proceedings disclosed otherwise. The girls were from Samoa.

One girl, Anita, alias Sarah, aged 17, was said to have left a Dutchman waiting in the church at Wellington, when they were to have been married some days before her stowing away. She had meanwhile teamed up with another Dutch

seaman in the *Zonnewijk* who arranged the stowing-away of both girls.

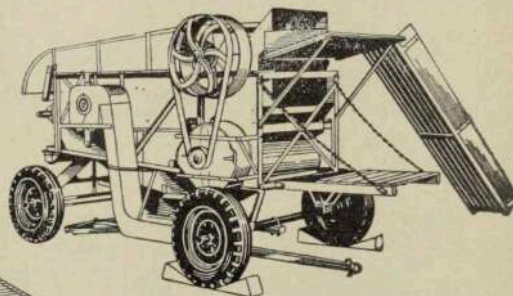
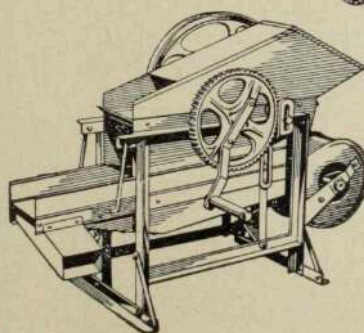
On arrival at Sydney, the girls were locked in a ship's cabin pending deportation. At night they escaped. One girl, Lili, also aged 17, was recaptured hiding elsewhere in the ship—and packed off to New Zealand aboard another ship. Dutchman No. 2 and Anita were picked up some days later.

Meanwhile Dutchman No. 1 arrived on the scene as steward in another Dutch ship and, according to the Press, tried to re-establish relations with Anita without success.

Some days later Anita was shipped back to Auckland and the remainder of the sordid story was told in a court there. The girl had gone to New Zealand on a visitor's permit in September, 1954.

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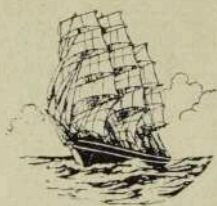
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Eastern Samoa's Tafuna Airport Has 'Non-Scheduled' Service

PAN AMERICAN AIRWAYS made its first regular "scheduled" flight to Eastern Samoa's Tafuna Airport southbound and northbound, in October.

Some survey flights were made several months ago, but no airport facilities had to be installed before the American Aeronautics Administration sanctioned Tafuna for a "scheduled" service.

It is expected that PAA will make approximately monthly calls. The aircraft was booked out for Tafuna for the first northbound flight.

To the man in the street, it is never quite clear how an airport can be classed as suitable for occasional "non-scheduled" flights, yet not be approved for regular scheduled services.

In the case of Tafuna much money has to be spent on the airport before it will be classified as suitable for this purpose—and the same situation applies with respect to Santo, New Hebrides, airfields.

The position was clarified by the Australian Civil Aviation officer.

THE state and dimensions of actual airstrips are only one aspect. An airfield must be quite suitable for the operation of a certain type of aircraft and suitable weather conditions, but must also comply with International Aviation Organisation standards. For a fully approved international airport, it must have all the various facilities—radio, special lighting, etc.—to permit landings under weather conditions and so maintain the published schedule.

For "non-scheduled" operations the aircraft may have to delay its flight until the approved weather conditions exist, and approval for such flights may be conditioned upon extra fuel (and passengers) being carried to permit continuing on to another alternate airport in the event of weather conditions preventing landing on arrival.

Oil Search Shares Up

OIL SEARCH shares jumped 1/6 in Sydney in late September.

The company has a 10 per cent. interest in oil drilling in Papua with H. Petroleum (formerly Anglo-Iranian). Vacuum Oil jointly holding the 90 per cent.

The latest report, on September 12, that deepening had ceased at the A-1 No. 1 hole. Basement was reached at 100 feet and a series of formation tests were being carried out.

Survey Criticises Islanders' Care of Infants

MISS SHEILA MALCOLM'S survey of *Diet and Nutrition in the Trust Territory of the Pacific Islands* (meaning the American Trust Territory of Micronesia) enters a few more fond South Sea islands.

The survey has just been published by the South Pacific Commission as *Technical Paper No. 83* (2/- Stg.).

Miss Malcolm made this SPC survey between June and October, 1954, to investigate the diet, nutrition, eating habits, and growth and development of Micronesian children from birth to 10 years of age. She examined 1,007 children over a wide area of this territory, which consists of 1,460 islands and reefs, of them permanently settled, and a total population of about 100,000.

For those who think of parts of Micronesia as probably some of the most "unspoiled" areas in the Pacific, one of Miss Malcolm's most surprising findings is in regard to infant feeding.

The survey reports that only 24 per cent of babies in the Marshall Islands are breast fed, in Yap 40 per cent, in the Palaus 49 per cent, in Ponape 58 per cent, and in Truk 67 per cent.

The survey says that "early decrease in breast milk secretion, availability of canned milk, and changing habits are probably the main causes."

There is practically no fresh milk available in the Territory.

Where breast feeding is still in vogue, Miss Malcolm reports that it is almost invariably on the "demand" system, and not by clock time.

Except near the main centres, where hygiene education is more advanced there is little hygiene regard to bottle feeding.

Nevertheless, though intestinal diseases are common, the children do not seem to be much the worse.

The survey says that about 20 per cent of children seen were above, equivalent to, Australian standards as to weight, height, and mental development. Approximately 10 per cent, though weighing less than age than Australians, showed no signs of retarded health. But 30 per cent were far below Australian standards.

Progress seems to be retarded between the eighth and 14th months, when weaning takes place or milk is replaced by other foods.

Miss Malcolm's recommendations are that breast feeding be encouraged, and that efforts be made

to improve the availability of local foods by better means of distribution, local food markets, etc., and that programmes of education on diet, nutrition, and hygiene be extended.

† Heavy weather at Norfolk Island in September caused BP's new *Tulagi*, on her first visit, to depart without discharging any of the freezer cargo—but after landing a "colossal amount" of beer, a correspondent reports.

† Bulolo Gold Dredging Limited has been awarded a £205,000 contract for the erection of 33 houses for the Administration at Port Moresby.

Samoan Legislators' Tour Ended

GENUINE friendship had been shown them in New Zealand, said the five Western Samoan legislators who returned to Apia on September 29 after a fortnight's visit to the Dominion as guests of the Government.

The party spent a week observing parliamentary procedure at Wellington and later inspected land development work.

† To the beginning of September New Caledonia had this year exported mineral products worth £A5,600,000.

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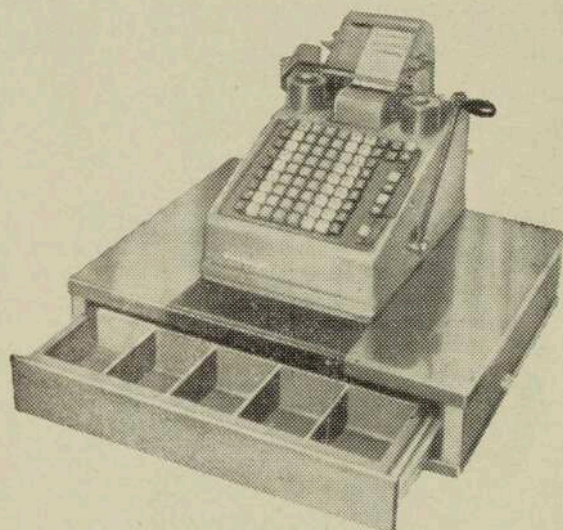
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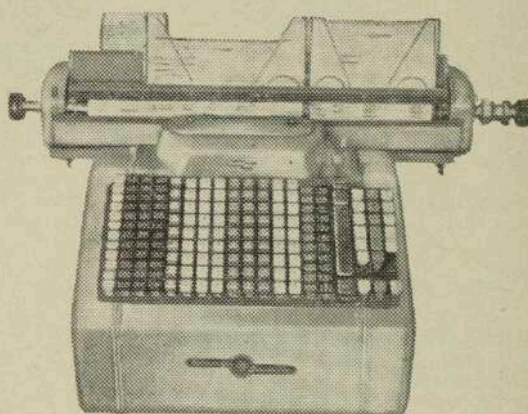
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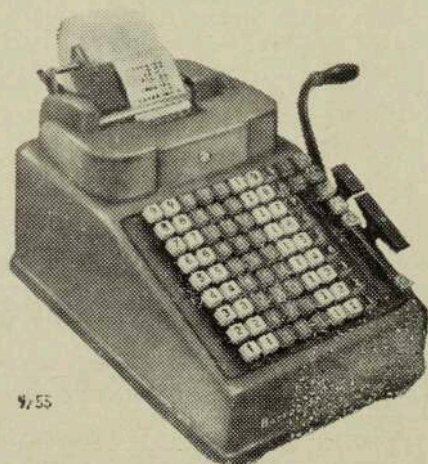
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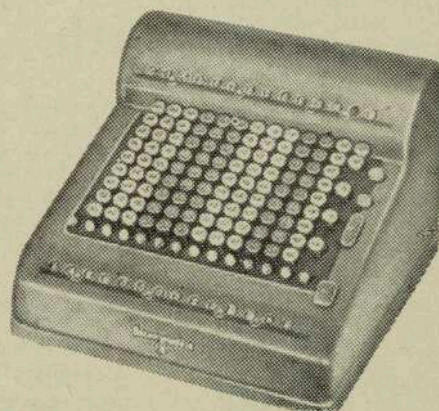


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EARLIEST ISLAND STAMPS ARE VALUABLE TO-DAY

By K. NORMAN.

AMONG us who collect or display an interest in stamps emanating from countries of the Pacific, find it difficult to secure all of stamps issued over the

especially is this so, if we are "average philatelists," and cannot afford to purchase the higher-nomination issues.

However, there are many who, some, and a number of collectors who would give a lot, to see the original issues brought when particular Pacific Governments put their countries for the time on the philatelic map.

First stamps, for example, of New Guinea in 1897 were overprinted German issues, bearing inscription: "Deutsch-Neuguinea," and it was not until 1925, Australian Mandate, that the definite series made their appearance.

These ranged in value from 1d to 2/6 stamps in all, and gave a view of a typical street in a village in the territory.

Papuan stamps went under title of "British New Guinea" they first went on issue in the peculiar lakatoi, familiar to philatelists the world over, was pictured, passing by the village of Nuabada. Values ranged from 1d to 2/6.

In 1952 did stamps under the name of Papua and New Guinea appear on the philatelic map. Still current, the fifteen stamps, from 1d to £1 gave interesting aspects of New Guinea life and ties.

ELVE stamps, all possessing the common design of Ball Bay, with its "Whispering Pines" background, was the motif the stamps first provided for Cook Island during 1947.

One of the longest-running stamp series was that in use on the "perpetual" stamps from Nauru, first issued in 1924. This was of a phosphorescent steamer offshore. From 1916 to 1920 the stamps of Nauru overprinted "Nauru" issued at Nauru.

A very primitive drawing of George III (1803-1873) figured on the first stamps circulated by New Zealand in 1860. The value was 1d.

The first issues made by New Zealand were the "Fiji" issues overprinted, appearing in 1911. The same "definitive" labels were discarded, being printed and issued by the English stamp-printing firm of de la Rue and Co.

The centrepiece for the designs showed an array of weapons, native implements and idols, with the French Coat of Arms at the left and the British at the right.

PITCAIRN ISLANDS came on issue in 1940, and the designs related to personalities of the armed vessel *Bounty*. Portrayed were Lieutenant Bligh and the mutineers Fletcher Christian and John Adams.

There were eight denominations in the series, priced from 1d to 2/6. Clusters of oranges, and pictures of the *Bounty* were also featured.

France circulated stamps for use in its Oceanic Settlements, the scattered French-owned islands of the Pacific. Although overprinted issues appeared in 1892, the first permanent stamps of 1913 pictured a woman, a group of men and a view of the Valley of Fautaua, in Tahiti.

Fijian stamps were employed by the postal authorities in the Gilbert and Ellice Islands in 1911. Stamps under Gilbert and Ellice Islands control were printed the same year, and were four in number, 1d, 1d, 2d and 2½d, when a fine pandanus was the illustrated topic.

The British Solomon Islands released its first stamps in 1907, and on that occasion the designs in use featured a huge, fully-manned war canoe. There were seven stamps in the series.

THE first stamps of Western Samoa were lithographed by S. T. Leigh and Co., of Sydney, in 1877, and were in value 1d, 3d and 6d. The design included the words "Samoa Express" with the value below.

King George Tupou I graced the original stamps of Tonga in 1886,

which were printed at the Stamp Printing Office, Wellington, New Zealand.

Similarly, in 1892, the first Cook Islands stamps were printed at Wellington. They included 1d, 1½d, 2½d and 10d values. The words, "Cook Islands Federation," with the value below, was the subject of the design.

Niue, until 1920, used New Zealand stamps overprinted, on the latter occasion using Cook Island issues specially titled, "Niue."

Tokelau, the former Union Islands, did not enter the stamp world until 1948, when three stamps characterised maps and the villages of Nukunono, Atafu and Fakaofo.

The Netherlands East Indies (now Indonesia) first circulated stamps in 1864, and these portrayed King William III of Orange.

THE Hawaiian Islands had their own stamps before using those of the United States. The first issue appeared in 1851, and was printed locally in three values. The

The Pacific Islands Society (Founded 1937)

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

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design included an ornate flourish, the value and the "Hawaiian Postage."

These stamps were known as "Missionaries," since they were mostly used on letters sent home by missionaries. To-day a copy fetches good money.

The first stamps from Fiji were printed at the office of the *Fiji Times*, Levuka, and comprised stamps for 1d, 3d, 6d and 1/-; the newspaper established its own private post.

The design was a square with the words: "Fiji" and "Express" on the sides and the values in the centre. A copy to-day is worth over £20.

Resignation of District Commissioner Ian Do

AT the Eastern Highlands District Advisory Council (New Guinea) meeting on September 10, in reply to a question, District Commissioner Ian F. G. Downs said that he had tendered his resignation to the Administration.

He added, however, that he would not leave Goroka.

Mr. G. Greathead, one of the Goroka members of the council, said he thought the time was opportune to warn the administering authorities of the turn the Public Service was taking.

"The service is losing far too many experienced officers for too many good reasons," Greathead said.

Mr. Downs has had a long career with District Services.

A good deal of it is accounted for graphically by Colin Simpson's *Adam in Plumes*.

A Scot with a Naval Commission and education, Mr. Downs was appointed District Commissioner in the Eastern Highlands in 1952, after 10 years' service with District Services.

Auckland Footballers Visit Fiji

THE Auckland Suburbs Football team returned to New Zealand at the end of September after a successful visit to Fiji, having played four matches during the tour.

The team beat Northern District Europeans, 18-8, and Fiji Europeans, 17-8. It lost 6-8 to Lomaiviti (largely Fijian team), and 8-1 to Suva Europeans.

† The following are now the members of the Cook Islands District Advisory Committee as a result of the recent elections: European growers, Mr. Ralph J. A. Ingram, Mr. Tita Anautoa and Mr. Teariki Tuavera. A third Maori vacancy was not filled.

NORFOLK ISLAND'S AIR LINK TO RETURN

ASMAN Empire Airways will start a fortnightly Auckland-Norfolk Island air passenger and freight service on November according to an announcement early October.

The service will, for the present, be operated under charter by Antas Empire Airways in conjunction with the existing Sydney-Norfolk service with Skymaster aircraft.

From November 6, aircraft will leave Norfolk on alternate Sundays at 7.30 a.m., arrive Auckland 11.15 p.m., depart at 1.15 p.m., and arrive back at Norfolk at 4.15 p.m.

Passenger fares will be £NZ19/15/- single, and £NZ35/11/- return. The aircraft can handle 40 first class passengers and a ton of cargo. Freight rates are 2/3NZ per kilo, with lower rates for special commodities. Tourist passenger rates will not at present apply on this route.

To fit in with this new service, Antas has altered its Sydney-Norfolk flights. Aircraft will now leave Sydney fortnightly at 11.30 p.m. Saturday, arrive Norfolk 6.15 p.m. Sunday, make the Auckland return as above, then leave Norfolk 6.30 p.m. Sunday, arriving back Sydney at 9.30 p.m. The former weekly Thursday return flights are cancelled.

WITH the announcement of a new and better passenger air service between Auckland and Norfolk Island, the Norfolk Islanders, according to a correspondent, are planning an all-out effort to encourage a lucrative tourist traffic from New Zealand.

The correspondent says that all agreed that a licensed hotel is needed, and that the Administration and residents will do all they can to help the establishment of a hotel.

Presumably a decision on licensing would rest with Canberra.

Successful Rugby Tour by Tongan Schoolboys

THE Tongan Schools Rugby team, during their visit to Fiji, were downed by Fijian teams representing Queen Victoria School, Memorial School and Compton Fijian Schools. But the Tongan boys scored good wins over Kadavulevu School, Navuso Cultural School and Vatukoula School.

In Apia the tourists beat a local team.

CAPUCHIN MONKS FOR NEW GUINEA

TO establish a new Catholic mission station in the Southern Highlands of New Guinea, six Capuchin monks arrived in Sydney from Pittsburgh, USA, early in October and were to proceed to New Guinea later in the month.

The next mission, which will be under the jurisdiction of Bishop Sorin, MSC, Vicar Apostolic of Port Moresby, is headed by the Rev. Father Otmar Gallagher, OFM Cap.

Of the remaining priests, Father Berard Tommasetti served with the US Marine Corps before his

ordination, and Father Henry Kusnerik was, some time ago, attached for a period to Leichhardt parish, Sydney.

† The house of Mr. B. Iorss, well-known Tahiti resident, was destroyed by fire, with all contents, in September.

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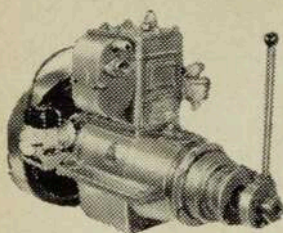
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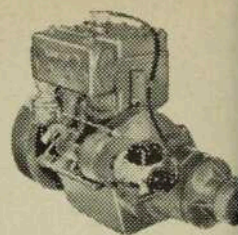
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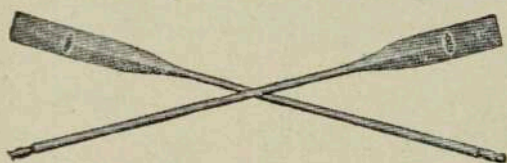
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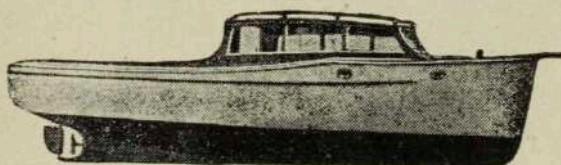
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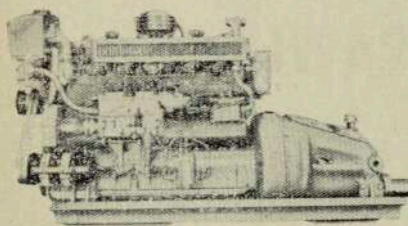
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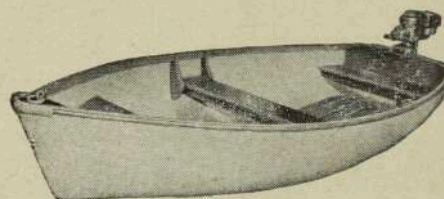
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AIRCRAFT SAVED AT TOKELAU BUT APIA SHIP NOW MISSING

COMMUNICATIONS between Western Samoa and New Zealand's Tokelau atolls to the north, always a problem, have caused extra worry in recent months.

First came a mishap to a RNZAF Sunderland flying-boat on August 11. The hull was holed before taking off at Nukunono atoll, and in a last-ditch beaching to prevent sinking in the lagoon, further serious damage occurred. (September PIM, page 145).

First reports said that salvage seemed unlikely, as no facilities existed at the atoll for even elementary repairs.

However, the RNZAF flew in equipment and men from Laucala Bay, Fiji, and as the result of some hard work, and co-operation by the local people, the damaged aircraft was patched up, refloated, and flew to Suva on September 11.

The aircraft had been making a routine quarterly flight with administrative officials from Western Samoa when the accident occurred.

EXT incident was reported early in October. Captain T. F. Miller's 70 ton, 75 ft. tuna

clipper *Joyita* (photo August PIM, page 117) registered at Honolulu but lying idle at Apia for some time, was chartered to carry Trade Scheme officials and deck passengers to the Tokelaus, and to bring back a copra cargo.

The vessel failed to arrive at Fakaofo, the southernmost atoll, 280 miles from Apia.

The RNZAF was again called in, and was still searching two weeks later, on October 17.

Joyita was well-found and has voyaged extensively on long Pacific passages in recent years.

Best guess was that the vessel was drifting with engine trouble, though that did not seem to explain the silence from her powerful radio, powered from independent auxiliary.

Joyita had 24 persons aboard, including nine passengers. Europeans mentioned included Mr. R. Pearless, who was appointed last March to the newly created post of Tokelau Officer, and Mr. H. T. Hodgkinson, a pharmacist of the Western Samoa Health Department.

Japan Aids NC Nickel Industry

LARGELY because Japan is prepared to take large quantities of low grade nickel ore—a grade which is unsaleable elsewhere nickel mining is flourishing in New Caledonia. A great many small mines, formerly unprofitable, have reopened, and new mines are appearing.

PIM's Noumea correspondent says that this not only permits the local mines to operate, but it also opens the richer ore for New Caledonia's reserves, and, most importantly, helps the local smelters, by providing a richer ore, to compete on the world market with Japanese smelters.

One of the most important of the low-grade mines, at Kouaou, has 50 ten-ton trucks constantly transporting the ore to the coast.

ANOTHER important mining report states that the French Government has granted a foreign company "personal authorisation" for the first time to mine in New Caledonia.

The company is the huge Falconbridge Nickel Co. of Ontario, Canada. It plans to investigate magnetite, laterite, and limonite-serpentine mixtures, as the result of

an important processing discovery made recently by the company.

Falconbridge is reported to have solved the problem of processing low-grade complex ores by a roasting and leaching process. Operations are planned in the Plateau of Lakes area.

It is not yet known whether the company will establish a smelting plant locally or ship the ore to Canada.

COOK ISLANDS SHIP TO RESUME SOON

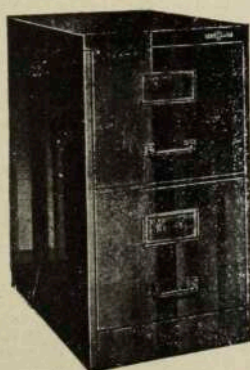
SINCE the New Zealand Department of Island Territories decided to carry out major repairs on the Cook Islands supply vessel *Maui Pomare*, work has proceeded apace at Auckland, and it is hoped that the vessel will resume the service in mid-December.

Captain Hare, for many years chief officer of the vessel, will be in command following the retirement of Captain Boulton.

† Qantas Empire Airways carried 118,495 passengers last year, compared with 106,595 in 1953.

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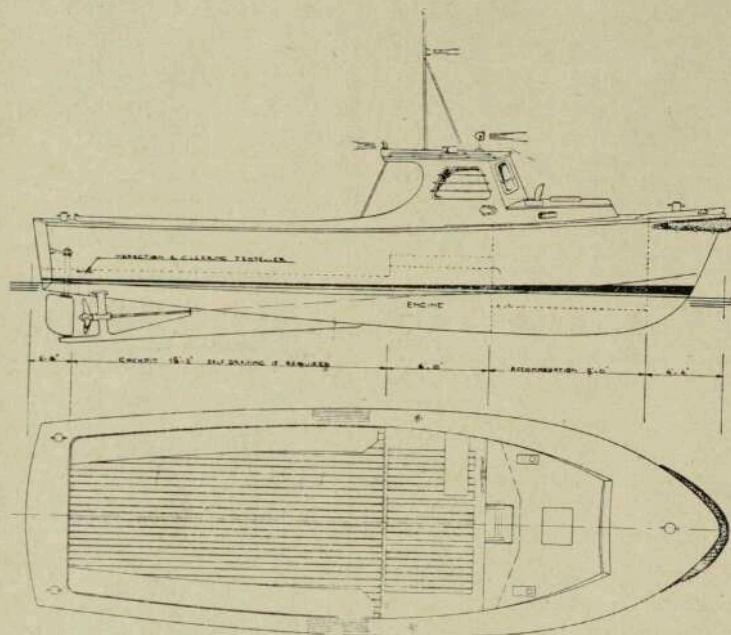
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Mystery in Papua

HOPE ABANDONED FOR NEW ZEALANDER MISSING IN JUNGLE

BY early October the Moresby police had virtually abandoned hope of finding alive the young New Zealander Peter Millar, who became lost in the Brown River jungle on August 21 (September PIM, page 157).

At one stage of the strange search more than 500 Papuans and Europeans, plus a Queensland trapper, were scouring the area for Millar. By the first week in October ten Papuans were still searching.

Millar became separated from the shooting party. As the search developed, it became apparent he was evading rescue.

He was seen by two natives, talked with them, about ten days after the search started, but then again disappeared into the bush.

It is estimated that Papua's extensive search has cost at least £10,000.

Millar's father, who travelled from New Zealand to Port Moresby in September, said on October 4 that he believed his son was dead.

Mr. Millar expressed the utmost gratitude to the civil and military authorities and to the Papuan and European volunteer searchers.

The P-N-G Administrator (Brigadier D. M. Cleland) has said that those who took part in the search deserved the highest praise and expressed his personal thanks.

† To late September, 104,000 tons of nickel ore had been exported from New Caledonia to Japan in 1955.

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Miss Heinig at Rabaul



Miss Christine Heinig, an American expert in child-education speaking at the opening of the Rabaul Pre-School Centre on September 21. She described the centre as worthy of comparison with any she had seen in her travels round the world.

—Photo by C. H. Meen.

Peete Coconut Radio Off-Beam

HERE is never a lack of Island old-timers able to cite cases of the working of the mysterious coconut radio.

So-and-so's aunt died at Hiva and Cousin Tere knew all about it Mangareva ten seconds later,

It is less frequent, however, that cases are cited where the receiving station has clearly been off frequency—such as a case in Tahiti September.

Says before the 78-ton schooner *aita* was due from the Tuamotu, Peete was abuzz with a coconut radio news-flash that there were lots of gold aboard—loot from Peru, which tradition states, buried at a Tuamotu atoll.

Then the schooner was sighted, work on the waterfront came to halt, and a large crowd assembled the little ship came alongside—much to the bewilderment of super Charles Palmer, Jr. and crew.

Treasure? A full cargo of copra mother-of-pearl shell worth a lot of money, certainly, but loot in Lima—unfortunately, no.

At least, so the skipper insists. The man with the off-tune coconut radio, if he could be found, would undoubtedly maintain that his liver was in order whatever body said to the contrary.

Move to Maintain Standard of Fijian Ceremonial

CONCERN over a deterioration in the standard of Fijian ceremonial, and particularly ceremonies of welcome, has produced a Government move to encourage the proper observance of these ceremonies.

Some Fijian and other minds have been exercised on this subject for years, and at times there has been bitter criticism of what has been termed the debasing of Fijian ceremonial for the purposes of tourist shows of one kind or another.

Another point of criticism has been the increasing habit of according *tabua* presentations to what a critic once called "every Tom, Dick and Harry—more or less."

The main argument of the critics has been that Fijian ceremonies, fundamentally of high significance, are too often trotted out for the entertainment of stray people who regard them merely as "quaint Island (or 'native') customs," and it would be difficult to prove that any form of ceremonial does not lose both dignity and significance when it is in effect relegated to the status of a sideshow, or something to flatter persons who have not a claim in the world to any mark of special Fijian regard.

THE Fiji Public Relations Office stated on September 21 that the District Officer Maritime has been asked to record fully the correct ceremonial procedure of welcome in Lau so that it can be published as a guide, and District Commissioners have been asked for records of proper ceremonial in other areas.

It is believed that unless there are guides, and unless constructive criticism is made by responsible officers, mistakes will be made, performers will become careless, and the ceremonies will deteriorate.

Traditional ceremonies vary from place to place in Fiji, but it is thought feasible to standardise them within certain areas.

† New Caledonia's nickel ore production for the first half of 1955 exceeded 400,000 tons. Total tonnage for 1954 was 500,000.

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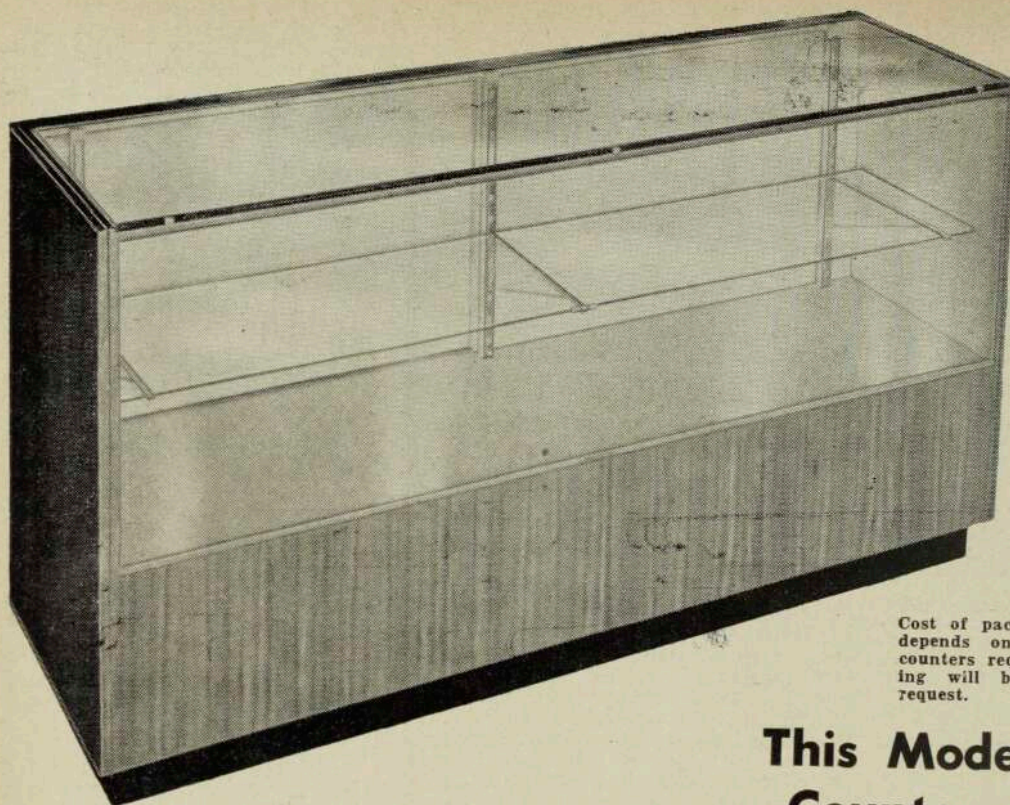
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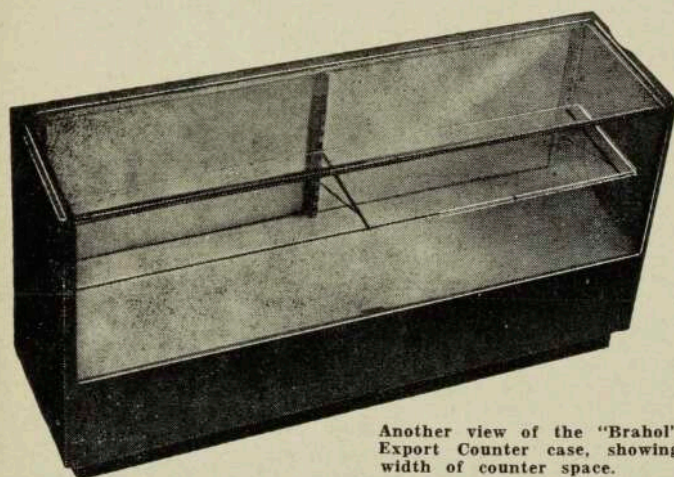
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Another view of the "Brahol" Export Counter case, showing width of counter space.

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Film-Player Moira Macdonald Married at Apia



Miss Moira Maria Macdonald, known to innumerable filmgoers for her part in the Gary Cooper "Return to Paradise", was married at Apia on September 14 to Mr. John Spencer Walker, of Ashburton, New Zealand. Mrs. John Walker, who is the second daughter of Mr. and Mrs. Alec Macdonald, of Vaiala, Apia, will take part in the British film "A Pattern of Islands", now under production in Western Samoa. In this picture are (left to right): the bridegroom; Mr. E. E. Paul, who officiated; the bride away; the bride; Mrs. Alec Macdonald and Miss Vini Macdonald (bridesmaid).

—Photo by G. Edwards.

Earlars May Move To Trobriands

RUSH of pearling vessels from Thursday Island and elsewhere to the Trobriand Group is regarded as a possibility as a result of the repeal of the 1910 proclamation excluding non-native pearling vessels from the Trobriands.

The grounds are reported to be rich in pearl shell and trochus. The proclamation was made 45 years ago to protect a native sea and to give the local people a chance to cash in on a valuable industry. Apparently they have failed to do so.

Territory businessman, who is to have played an important part in the preliminaries to the repeal of the proclamation, is expected to have a boat and a European diver working in the Trobriands very shortly.

Papuan Police Included In New Streamline Plan

The Papuan Police are included in an Australian Government proposal to bring all Australian police and investigation forces under a single streamlined organisation.

The Federal Cabinet has been unable to reach a decision on the proposal so far because of conflict between some of the organisations involved.

The Territories Minister (Mr. Hasluck) is reported to have agreed to the transfer of the Papuan police force.

Book of Remembrance for Rabaul

THE secretary of the New Guinea Women's Association (Miss Valda Youlden, 21 Clarke Street, Prahran, Victoria) asks any PIM reader to send her a list of names of civilians lost in New Guinea during the war. The names are wanted for a Book of Remembrance at Rabaul.

Mr. A. G. Kemp, formerly Director of Education in the Gilbert and Ellice Islands Colony, has been appointed Director of Education in Tonga. With Mrs. Kemp and two children, he arrived at Nukualofa in mid-October.

† Radio Omroep, Netherlands New Guinea's broadcast station at Hollandia, will move to Biak Island, and will have a 5-kilowatt transmitter in operation there on October 1. This station should be received well in the New Guinea-Solomons area. Three frequencies are used, one in daylight hours, and two together at night, as follows: Monday to Friday, 0030-0130 GMT, 7126 kc/s; 0900-1200 GMT, 3345/5045 kc/s. Saturday, 0300-0530 GMT, 7126 kc/s; Sunday, 2330-0430 GMT, 7126 kc/s.

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Ex-Magistrate's View

AUSTRALIA "MUST
MAKE UP
MIND" ABOUT N

YOUNG men wanting to "make their luck" in New Guinea might be well advised to wait until the political uncertainty in the Territory has sorted itself out, says veteran magistrate W. E. Sansom before he left Australia for Britain in late September.

Mr. Sansom, who has gone to visit his family in England, has retired from the Papua-New Guinea Administration after nearly 10 years' service.

"Australia has not yet really made up its mind about what it wants to do with New Guinea," he said.

"We are doing a fine job for the native people, and before long the numbers will start to increase rapidly, but if we are to maintain control of the country that is not enough. We must provide the means to improve the standard of living and fit themselves into a modern world."

MR. SANSOM said that, as far as he could see, this could not be afforded, and done, only by European leadership and private enterprise. Somehow or other, private enterprise must be encouraged in New Guinea by liberalising the conditions under which Europeans can obtain and hold land.

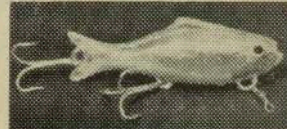
Meanwhile, he added, young men trying to make a success of tropical agriculture or planting were going to encounter some "heartbreaking difficulties".

Mr. Sansom said that among the New Guinea people, as among Europeans, there were the good and the bad, the honest and the dishonest.

They would be valuable allies if Australia ever had trouble with them—provided Australia could understand, control and help them in a realistic as well as an idealistic way.

¶ Taine Dai, a New Guinea student at Ipswich Grammar School, Queensland, broke his left leg while competing in a schools' athletics contest at Brisbane on September 17.

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MORE "SORCERY" IN TWO LAND REGIONS

NEW CALEDONIA and Papua continue to produce evidence of active "sorcery" of one kind or other.

Noumea report tells of a tribe on the north-west coast of New Caledonia which, not long ago, was tormented by a "sorcerer" who exercised a virtual dictatorship over the people and was cordially hated by all.

Towards the end of 1954 this sorcerer, to the relief of the public, was taken out of circulation. His skeleton was found months later.

After a laborious inquiry by the authorities, three men have come under suspicion of possible murder. They are alleged to have said that the witch-doctor was destroyed to avenge the many people who had perished at his hands.

The annual report of the Territory of Papua, released on September 27, states that 18 persons were convicted in 1953-54 for practising sorcery.

Of a total of 20 convictions, 12 were for possessing sorcerer's elements, eight for threatening to practise sorcery and two for procuring a person to practise sorcery.

16 Natives Were Cramped to Aircraft

THE Administration should appoint its own officers to recruit labour in New Guinea, said J. E. Fitzgerald in the Australian Federal Parliament on October 10.

Mr. Fitzgerald, who gave details of the treatment of natives by native recruiting officers, described some of these officers as "worse than skinflints".

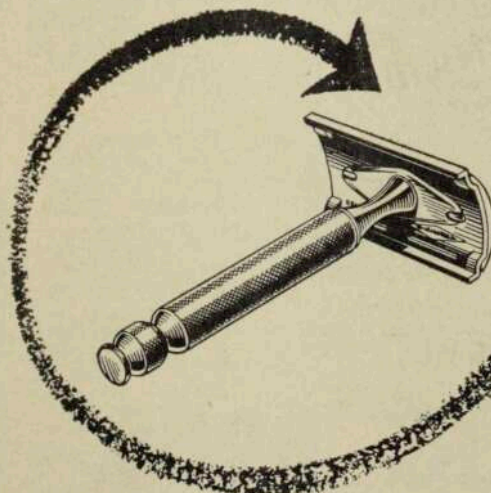
He also described a nine-hour flight for which, he said, natives had been herded into a plane like sheep and given nothing to eat or drink. He had seen 20 natives crammed with baggage and freight into an aircraft which also carried Europeans, including himself.

Mr. Fitzgerald said that when he protested against the "inhumane treatment" of the natives, he was told he could "get out of the plane" if he wanted to make more room for them.

Mr. Fitzgerald's complaint regarding the treatment of native passengers in planes was substantiated by a *Sydney Morning Herald* correspondent on October 10.



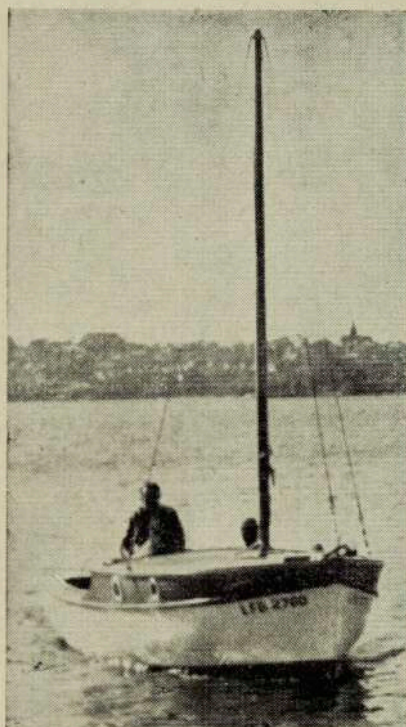
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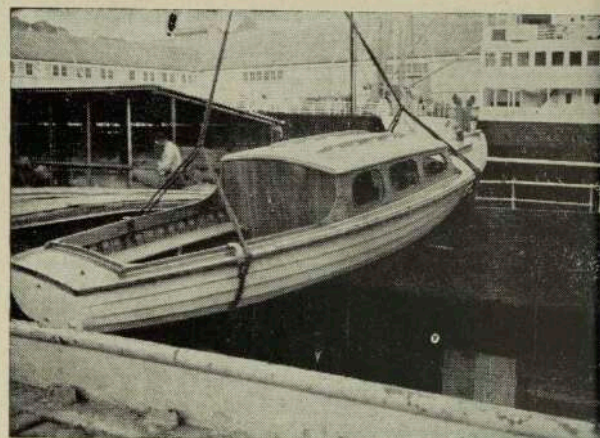
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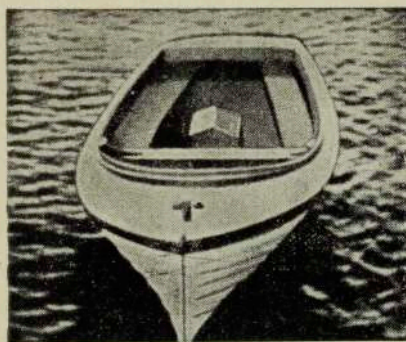
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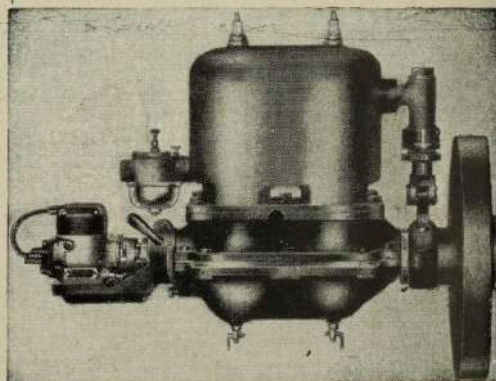
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NEW ISLANDS "EAR" CLOSE TO SYDNEY

Event of interest to the south-west Pacific took place on October 10 when Australia's Master-General officially opened Bringelly Radio Receiving Station, 30 miles from Sydney. For years all radio messages coming in from the Islands and other overseas points have been received at La Perouse on the coast of Sydney, but as industry has advanced in that direction electrical interference has increased. Bringelly is the result, though La Perouse will continue to make contact with shipping for the present. At least three of the 13 men attached to the station have been stationed in the Islands. Mr. G. G. G. G., second-in-charge, commanded a term at Port Moresby a year ago, Mr. W. Day is also ex New Guinea, and Mr. H. Waugh was formerly at Suva.

The station building is in a 544-acre rolling, stump-studded grassy "paddock", surrounded by a network of 104 tall wooden poles supporting 32 diamond-shaped rhombic aerial systems pointing towards the various Island and other overseas stations from which signals are received, two for each, spaced a mile or so apart. These pairs include Port Moresby, Suva, Vila, and Suva, with another pair serving both Honiara and Suva, which happen to be on the same great-circle bearing from Bringelly. Signals are landlined to OTC's King Street office at Sydney—and the GPO in the case of radio-phone services. Bringelly's manager is Mr. W. J. M.I.R.E.

NEW CALEDONIA OIL SEARCH DISCUSSION

GENERAL meeting of shareholders of the oil prospecting company at Noumea was to be held early in October to decide on continuance or abandonment of the company, Societe de Recherche et Exploitation du Petrole en Nouvelle Calédonie, formed last year. It had a capital of 10,000,000 francs, much of which has been expended on drilling opera-

tions. Shares are held 65 per cent. by the Government Bureau de Recherches du Petrole de Paris, 15 per cent. by the New Caledonia Government, and the remaining 20 per cent. by New Caledonia individuals and companies.

NORFOLK ISLAND FIRE CAUSES HEAVY LOSS

NORFOLK Island's Bowling Club pavilion was burnt to the ground, with severe loss to members, in mid-September.

The fire was followed by the generous donation of two old houses to the club by Mr. and Mrs. Taylor. These will be dismantled by voluntary labour and a new clubhouse erected with the timber.

The club plans to invite overseas bowling teams to the island during the centenary celebrations next June.

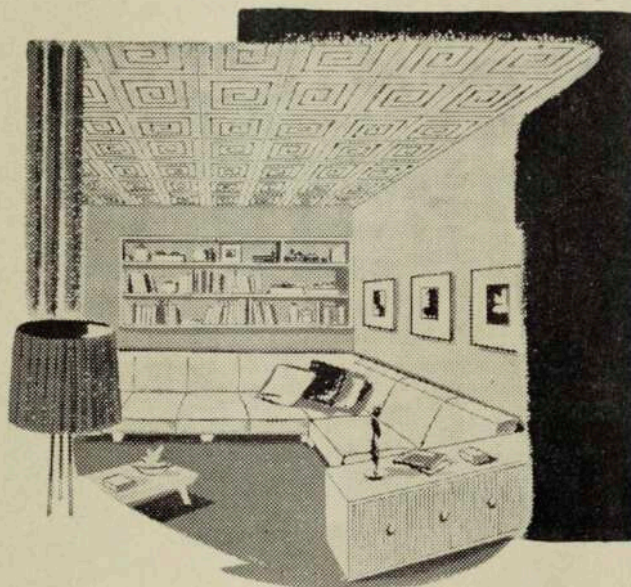
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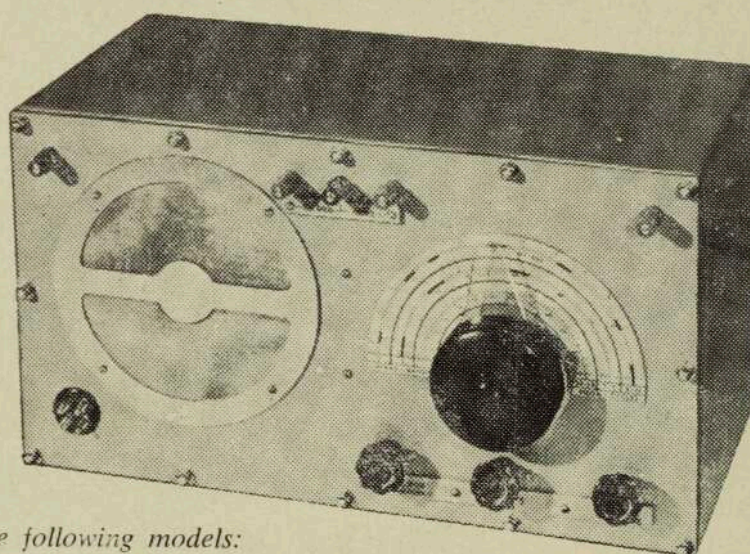


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WITH the appointment of Mr. Les Wright, ex ZL-1-TZ, as Officer in Charge, Nauru, there's a possibility that another morsel of DX may show up.

Bob Roberts, G2RO, operated briefly from QTH last year in the course of an official Office inspection tour. He used the VL-0-RO, so presumably any hamming activity from the phosphate isle will be under VL-0 prefix.

This island was previously in the news in 1952. It was then reported that ex-DJ, employed in an official capacity, came under the call VR7AB and caused some DX element for a while. A dispute then recently developed with another official on island on the subject of jurisdiction in licensing and call-signs. Shortly thereafter VR7AB went off the air permanently—W Hams were complaining that their QSL were arriving back from the Nauru post marked "Addressee unknown".

ZL-1-TZ, Mr. Wright was never very active, he dismantled his station some time ago. Recent years he has been radio officer in "Angi" and other Union Steam Ship Co. cargo vessels, and lately in the freighter "Waihi" on the trans-Tasman run. He is known in Fiji.

Not already arrived, a new arrival is expected for Fiji—G. B. Gregory, ex VP-1-GG British Honduras. We've not heard yet whether Andrew Boa, ex ZD-8-B of Ascension Island, who arrived in Fiji some time ago to Cable & Wireless Ltd.'s Suva staff, has put a VR2 call.

Y, 1955, "QST" reports VR4SWL as active from Honiara — address P.O. Box 47. Testing, if not a mis-print.

It appears there's been an illicit VR6AC on the air during the first half of this year. Floyd, the genuine one, plans to show up 10/15/20 metres according to openings now on.

ST reports ZK2AD as active from Niue—ZL-1-DA handling QSL's. No other is.

It seems that VR31's term on Fanning is about ended—so you'd better send QSL's to the home address: Ray Baty, Sealaba Road, South Caulfield, S.E.8, Vic., Australia.

Speaking of QSL's, for those who fancy anything unorthodox it's worth remembering special cheap postage rates only apply to cards measuring not less than 4 x 2½ inches, not more than 5-9/16ths x 3-9/16ths inches. In December we reported the impending departure of a rare DX call—FW8AB—departing from the Island for Paris. It appears that Adrien is back on the job again. Bari, VR2BZ at Niue is running scheds with him at 2200Z every morning, on 14,040 kc/s. Now stand gentlemen, there's a queue.

Bill Palmer, VR3C, will probably return to Niue in December, possibly via Fiji, after a tour in Australia. He was at Brisbane in October when PIM made a Sydney search for him.

THERE'S no further news from nearby Christmas Island. Work is understood to be proceeding on the airbase to be used there by South Pacific Airlines on the Honolulu-Sydney flying-boat service. A recent inquiry about the reply that there would be an improvement of interest in the near future. The guess is that the service—and the possible opening—will start about next April when the Tahiti tourist season opens.

Those who work the increasing group of Pacific Islands Hams will have noted that the 40-metre band is not the same as on the mainland. The KC6 band is 7,000-7,150 kc/s, the phone portion 7,100-7,150 kc/s. The KC6 boys are now numerous enough to have got themselves space for some notes

in the official "Micronesian Monthly" (currently appearing bi-monthly).

On the subject of space, we're still offering space in this column for photos of groups or individual Island Hams. Elsewhere in this issue, with photos of travellers, is a photo of Les Wright who MAY be the next VL-0.

Flash! Danny Weil, English yacht "Yasme" (July PIM), cleared Panama Oct. 9 bound for Marquesas, Papeete, Canton, Nauru, Port Moresby, etc., on rare-prefix-making expedition. Gear supplied by Westinghouse Elec. Co., installed at St. Thomas by "CQ" editor Dick Spensley. Will seek local call-signs. Yacht's commercial call is GMTY, Ham call unknown.

NG Moves Against TB and Yaws

THE 1,600 people of the Siwai district of Bougainville are reported to be co-operating enthusiastically in a large-scale medical campaign which includes simultaneous tests for tuberculosis and penicillin injections for yaws for the entire population.

People showing a negative reaction to TB within three days will receive a TB resistance injection. Those showing a positive reaction will be X-rayed later in Buin.

The Medical Officer at Buin (Dr. F. T. Tuza) is supervising the tests. Experiments at Nissan, off the coast of New Ireland, indicate that

penicillin has almost freed the island of yaws.

† The Japanese pearling fleet operating in the Arafura Sea under agreement with Australia was expected to end the season in October short of the agreed 1,000-ton quota. Total MOP shell taken to October I was about 700 tons. Total last year was 957 tons.

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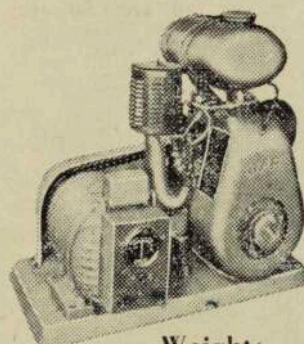
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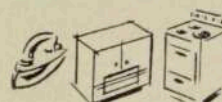
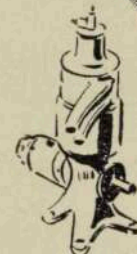
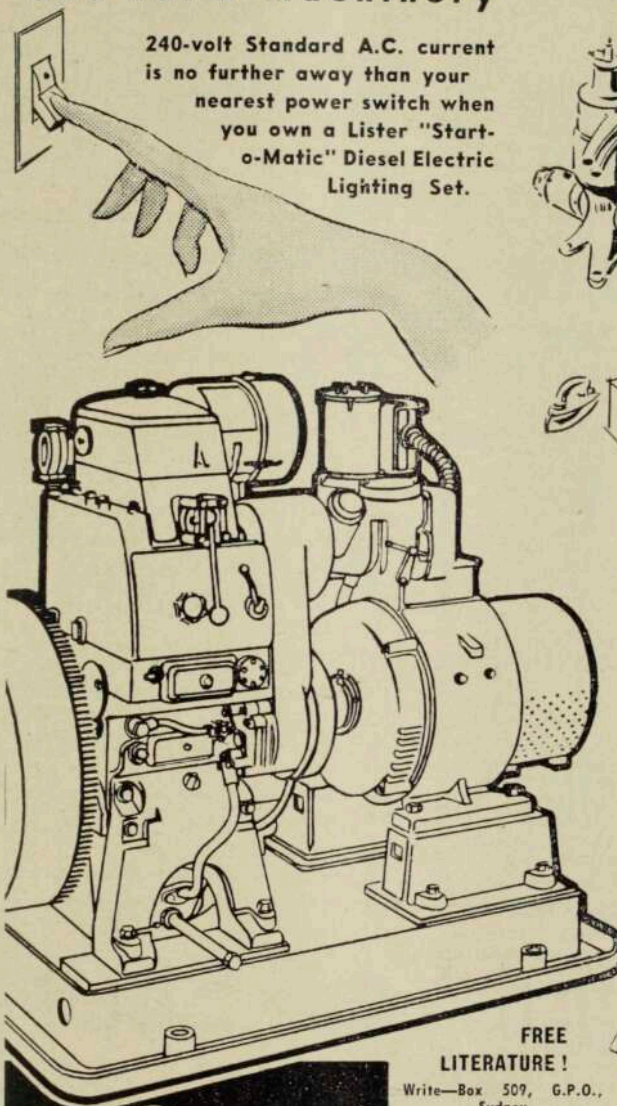
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COPRA

Price negotiated between British Ministry of Food and British South Pacific Territories for 1955 is £Stg.65, FOB main ports—a reduction of 7.14% on the 1954 price. Stabilisation funds and other charges reduce the actual prices to producers to those given below, per ton:

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PAPUA - NEW GUINEA:—Hot Air £69/15/-; FM (Sun) £69; Smoked £66/15/-.

FIJI:—Plantation £F63/5/6; FM £F63; moister grades to £F59/15/- minimum.

W. SAMOA:—£S42/6/-, £S41/18/-, and £S41/12/- for the three gradings in use.

E. SAMOA:—Adjusted with free-market fluctuations. Currently \$89.60 (£A40 approx.) per long ton. Periodic bonus if average proceeds exceed Government buying price.

SOLOMONS:—Honiara/Gizo: Hot Air £A68/10/-; Mixed HA/FM £A64; FM £A59/10/-; Yandina: 5/- higher.

NEW HEBRIDES:—Aug. 31: Merchants paying 6,150 Pac. francs (£A43/1/-) delivered Vila/Santo.

FRENCH OCEANIA:—Latest quotation 7.00 Pac. francs per kilo (£A49/5/- approx., per long ton) delivered in bulk, Papeete, for top grade.

TONGA:—£A59 and £A53 per ton for the two gradings in use.

COOK IS.—Growers receive £Stg.37/3/- to £Stg.30/6/- depending on quality and freight rates from particular island to Rarotonga.

COCOA:—Islands prices are based on the rate for Accra cocoa which, on Oct. 4, was £Stg.255 f.o.b.

P.-N.G.: £A310, delivered Sydney.

W. SAMOA: Oct. 4: £Stg.260, f.o.b. Apia.

COFFEE:—P.-N.G.: Top grades 5/2 lb.

PEANUTS:—P.-N.G.: Market only for Virginia Bunch, in shell, large, well cleaned, 1/4 per lb. delivered Sydney.

RUBBER:—P.-N.G. price is based on Singapore, which quoted Oct. 4, No. 1 RSS, spot 135¼ cents (48d Aust.).

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, quoted Oct. 5: Buying price, c.i.f. Sydney, Tahiti White and Yellow label, processed, standard packs, 32/-, Green, 30/-.

RICE (Australian):—Price adjusted May 1 each year. P.-N.G.: Dry brown and dressed £65 per ton, f.o.b. To other Territories £78 per ton, f.o.b.

PEARL SHELL.—Prices fixed between

Torres Strait producers and Otto Geo Co. (USA) for 1955: Sound grades, £A D, £A390; E, £A300; EE, £A225, f.o.b. Australian port. Manihiki: £Stg. long ton, f.o.b. Rarotonga; Tuam £A725, long ton, on beach, or £A f.o.b. Papeete.

TROCHUS:—Oct. 5, in store Syc subject to rejects. P.-N.G. to £460.

New Caledonia: 52,000 Pac. francs metric ton (£A370 approx.) in Noumea.

GREEN SNAIL:—P.-N.G., in Sydney, to £410, subject to rejects.

LONDON AND U.S. PRICES

Copra:—London, Oct. 4: Straits, £Stg.66/15/-, Philippines \$US185, weights, Cont. Ports: N. Hebrides, at Sept. 16, 68,000 Metro. francs per long (£A88).

Cocoa:—London, Sept. 16: Gold C Dec. delivery, c.i.f. U.K., £Stg.260, per long ton; New York Futures: 1 30.80; Mar. 1956, 31.40 cents lb.

Coffee:—London, Sept. 16: Uganda robusta, unwashed, f.a.q., prompt deli £Stg.269; Oct.-Nov. £Stg.261/10/-.

Trochus:—London, Sept. 20: Singapore early delivery, £Stg.495; Singapore Macassar, £Stg.465 c.i.f.

Greensnail: Singapore £Stg.360 c.i.f.

Rubber:—London, Oct. 3: Spot, bu 38½d Stg.; Jan.-Mar. 36½d; Oct. 38 c.i.f.

ISLANDS MINING SHARE

	Aug., 1939	July, '54	Oct.,
Emperor . . .	b9/11	b17/9	s11/
Loloma . . .	s25/8	b27/-	s25/

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Bulolo . . .	b124/-	s60/-	s488
N.G.G. Ltd. . .	b1/10	b1/11½	s2/
Oil Search . .	s3/11	b32/-	s8/
Ent. of N.G. . .			s3/
Oriomo Oil . .	b5/-	s15/6	s4/
Papuan Apia. .	b4/11	b7/2	s2/
Placer Dev. . .	b68/6	b260/-	s32/
Sandy Creek . .	b1/5	s6d	s4d

EXCHANGE RATES

FIJI.—Through BANK OF NSW, BANK and BANK OF NZ. Australia on basis £100 Fiji: Buying, £A111/2/6; Sell £A113. Fiji-London, basis £100 Lond B. £110/12/6; S. £112. NZ-Fiji, basis £ NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through BANK OF NZ. A tralia on Samoa, basis £100 Sam B. £A123/12/6; S. £A124/10/9. Sam London, basis £100 London: B. £100/ S. £101/10/-. Samoa-NZ, basis £100 B. £100; S. £100/10/-. Samoa-Fiji, £100 Samoa: B. £111; S. £110.

PAPUA - NG.—COMMONWEALTH BA (Port Moresby, Lae, Rabaul, Kavli Madang), BANK OF NSW (branches: Moresby, Lae, Bulolo, Rabaul, Mad Samarai, Goroka; agencies: Wau, Bom Kokopo) and ANZ BANK (Port Mores quote exchange rate Australia-Papua— 10/- per £100.

BSI.—COMMONWEALTH BANK (bra at Honiara) quotes exchange rate A tralia-BSI: 10/- per £100.

FR. PACIFIC COLONIES.—Pacific fraa most valuable of the three franc gro in French Union, are used in New C donia, New Hebrides, and Fr. Oceania. **FRENCH BANK** (Comptoir Natl D'Escompte de Paris) in Sydney quot Selling 140 Pac. fr. to £Aust. 180 fr. to £Stg.; 63 Pac. fr. to US \$.

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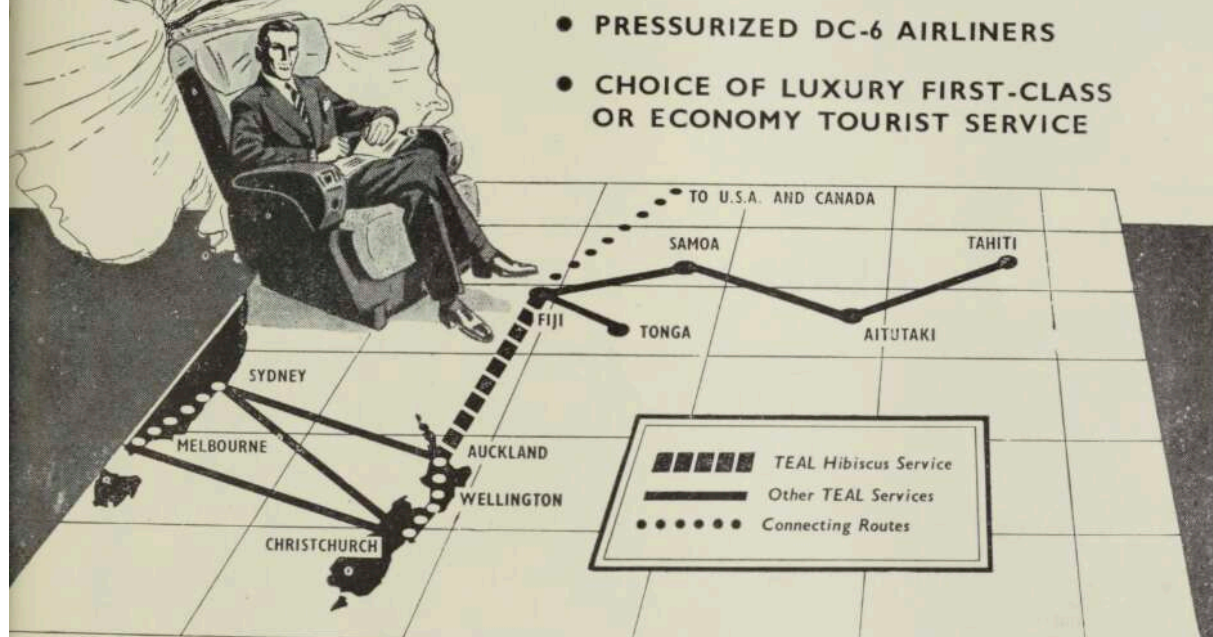
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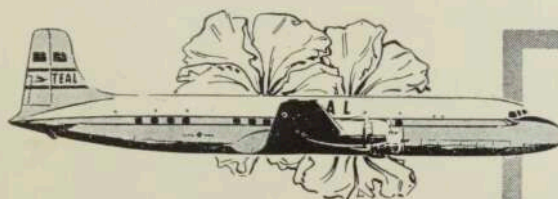


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