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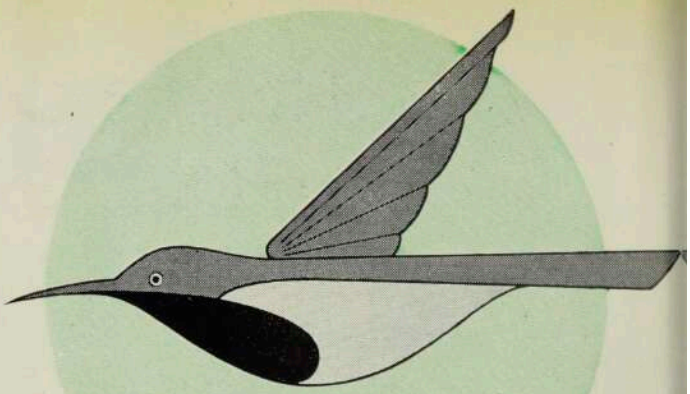
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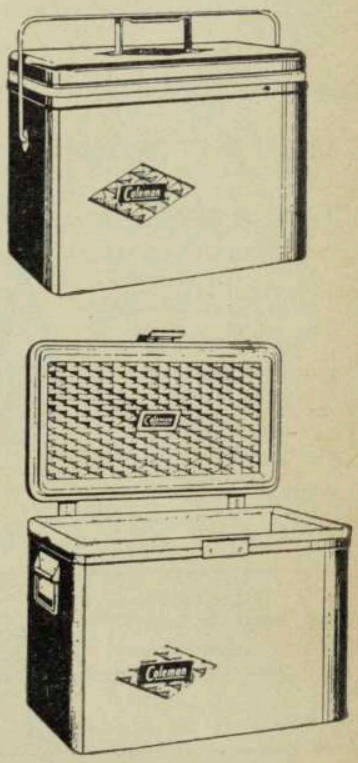
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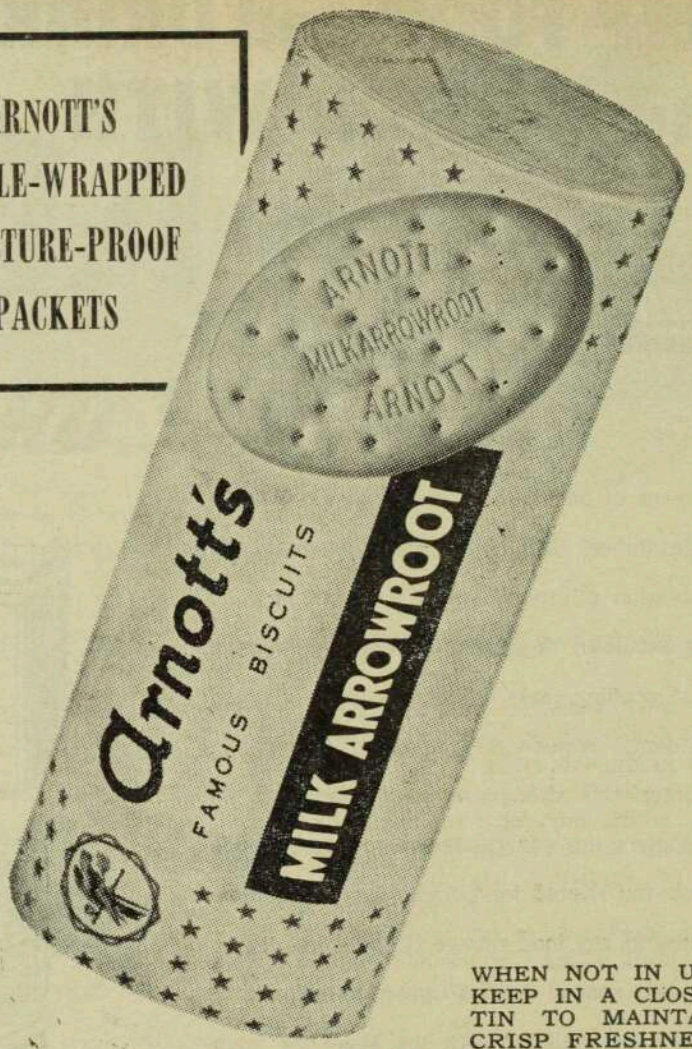
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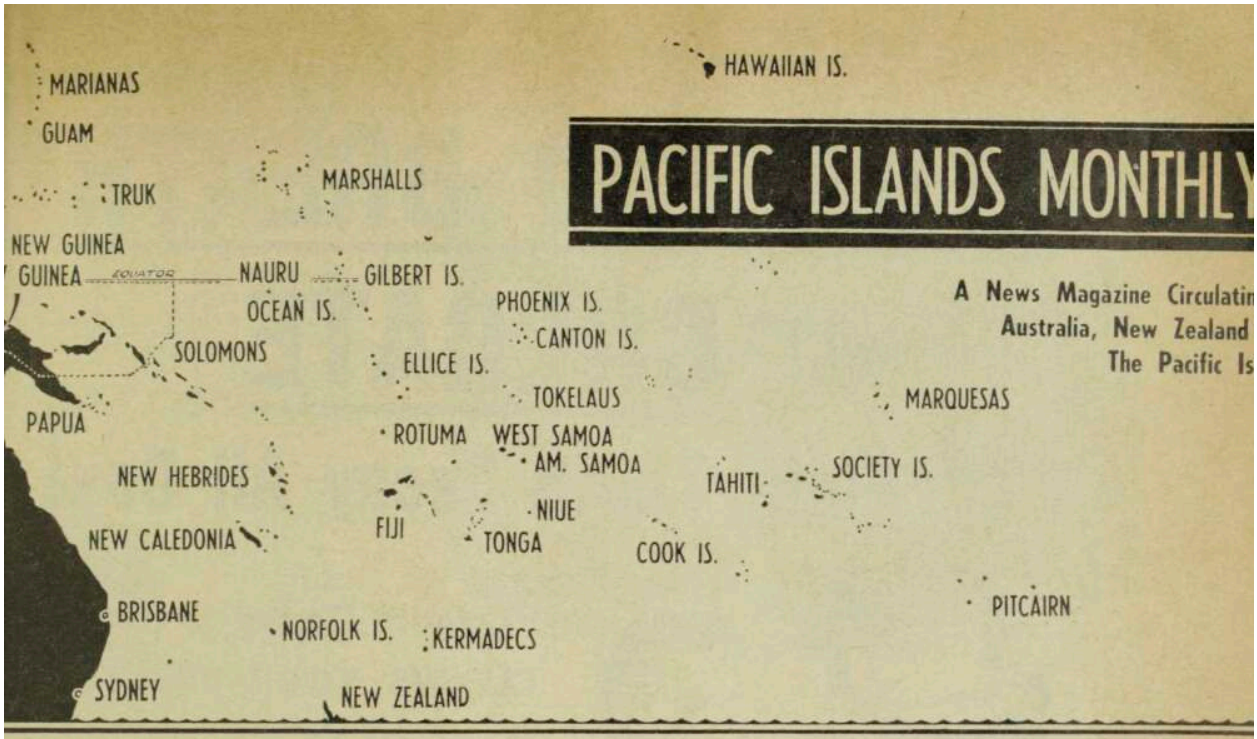
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Shipping and Airways Timetables ..
Commerce and Produce .. ..

THE COVER: The pattern of a new Samoa can be seen in some of the new set of 10 stamps to be issued by Western Samoa in January to mark her independence. Philatelists will certainly want them. The full set portrays the airport, a map of the Samoan islands, the new flag, R. L. Stevenson's old home of Vailima, a fine mat, an orator, the Nelson Memorial Library, the Fono House at Mulinuu, the coat-of-arms, and the Samoa college.

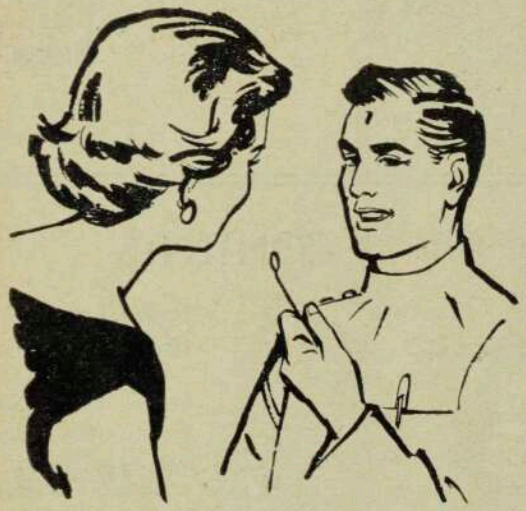
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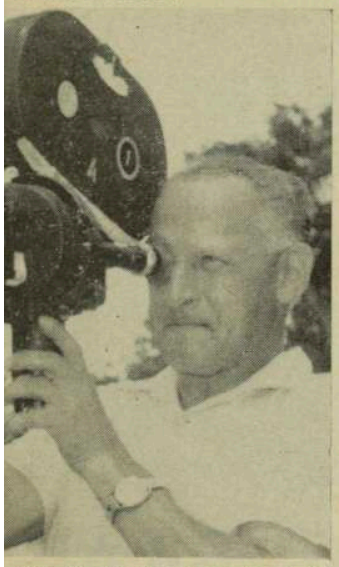
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PEOPLE

r some long discussions and longer delays, including some ng from Parliament, the Aus- Army Minister, Mr. J. O. r, on December 1, announced overnment had finally agreed P-NG's native-manned Pacific Regiment should get native . Selected men will be trained mmissions at the Officer Cadet , Portsea, beginning at the end t year. The PIR has European at the moment.



with his free-lance camera at the is Carl Kayser, helping to make a the Australian Department of the He was seen there earlier when he Walk into Paradise" for an independent and when he made a TV film in the ith Lowell Thomas. Next he is headed for the Philippines.
Photo: C. H. Meen

iano Koilonga, an eleven- -old boy from the Guadalcanal tole the hearts of the nurses ttended him during his five stay in the Royal Alexandra l, Sydney, where he had plas- ery for the double cleft palate are lip he was born with. o went home again in Novem- ow normal and putting on but because he has never nything except milk and hospi- ls he will be kept in hospital time being while he gets used new village diet.

oung Andriano headed back to a a chartered TAA plane was Mr. R. Pascall, a technical of the British Phosphate Com- to Melbourne for treatment multiple head injuries he suf- a crane accident on Nauru.



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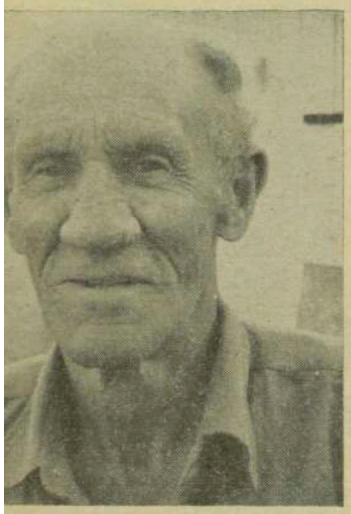
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se of the nature of his injuries, Pascall had to sit up with his supported by pillows during the of the trip. He had been taken Nauru to Honiara by ship.

l as if two mercy flights in that veren't enough for one month, Bernard Lambert, an American pologist who has been on Island in the Gilberts for two was flown out of Tarawa to lein by a US Grumman Alba- mphibious aircraft after he had ill on Makin. A ship took him rawa. Mr. Lambert was later to Honolulu.



Fiji identity is Mr. Ted Langman, who Fiji after World War I and remained. ed in the British Navy during that Since 1952 he had been employed at the Nadi Airport.

s Korolevu Air Transport, operates a Cessna to connect vu beach hotel with Suva and is building a runway at Nata- Beach, sixteen miles north of ka, to open up the area to s. One of the proprietors, Mr. French, says he also plans air- for Raki Raki, Ba, and Vatu-

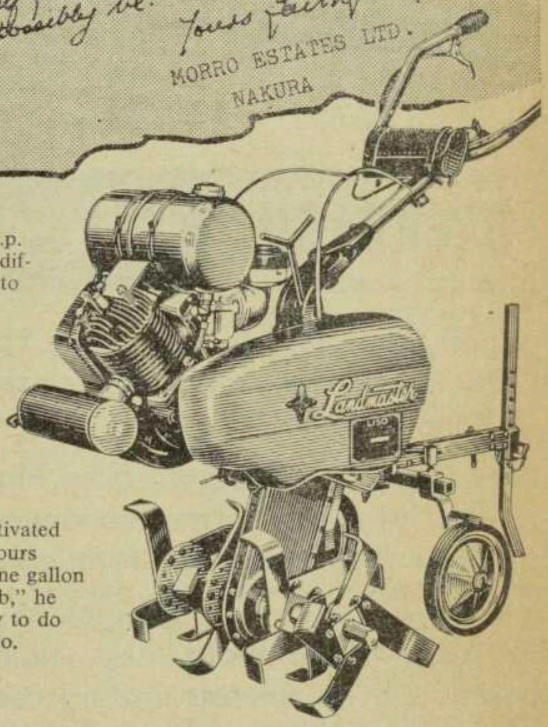
* * *

success in Brisbane of Mr. Charan Akhil's horse *Raajpoot*, won both the Queensland and the Queensland Cup (the orse in 29 years to win the) has awakened interest in in Fiji. Mr. Akhil is a member Nadi Racing Club, which has down in disputes with the Department over land leases, still without a course. Mr. who is a prominent mining ad hoped to import one or two and later breed them in Fiji.

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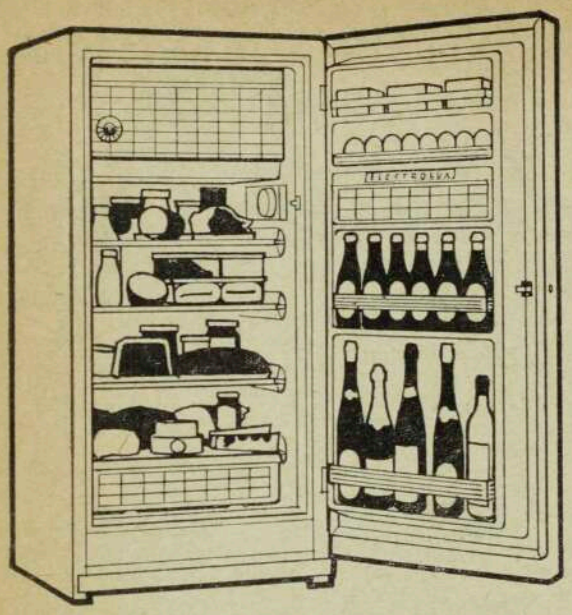
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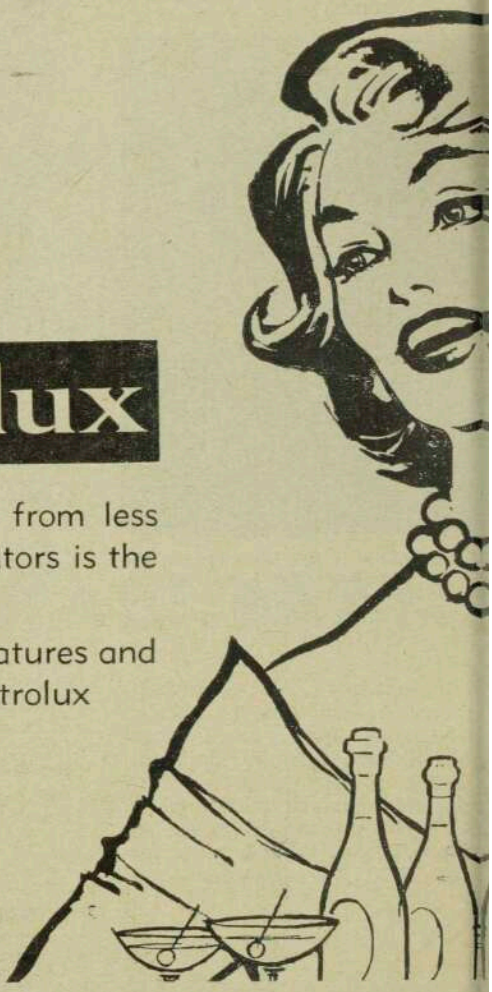
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old Territorian, anthropologist P. Chinnery, told a Melbourne ng that he could not understand ressure was being put on Aus- to give New Guinea indepen- while a lot of the country was nexplored and many natives still s.

in Port Moresby, Mr. J. K. rthy, P-NG Director of Native , said: "Natives would resume warfare if international pres- orced Australia to leave P-NG on. The cry of the natives here always has been 'Don't leave e are not ready'."



recently at the Catholic Church, Rabaul, S. Daly, of the Nonga Hospital and Dowling, of the Education Department, The parents of both visited Rabaul om Australia for the wedding.
Photo: C. H. Meen

y Cleland, wife of the P-NG istrator, told the Sydney Press visit in November that she and onald liked the Territory so that they had bought land in Moresby and intend to build a there when Sir Donald retires. sons are both up there and randchildren were born there," Cleland said.

* * *

ther book by a former Gover- Fiji, Sir Harry Luke, KCMG, e published by Messrs. Harrap n 1962. It is called *The Islands South Pacific*, and it probably ntain more of the reminiscences pointed observations of Fiji's g Governor. Sir Harry has a number of successful books the South Pacific—including *and the South Seas*, *From a Seas Diary* and *Queen Salote*.



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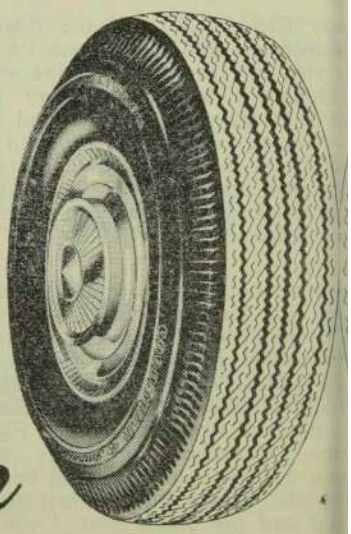
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ner of Niue, has reached the
g age, and will leave the Terri-
n January, on nine months' ac-
ated leave. He is very well
and highly regarded in Niue
Cook Islands, where he has
lengthy service. He plans to
the long years of his retirement
still is a comparatively young
-in New Zealand.



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lease, and settled down to
t production. Last April, he
ndergoing treatment in Vavau
al when the hurricane struck
rea; and when he got back to
Island there was little left of
ntation. His lease is expiring,
wants a renewal before under-
the heavy cost of rehabilitating
antation. Tonga, officially, is
the renewal of European
But Tonga needs more and
coconuts, and a large propor-
of European-held plantations
one back to jungle since leases
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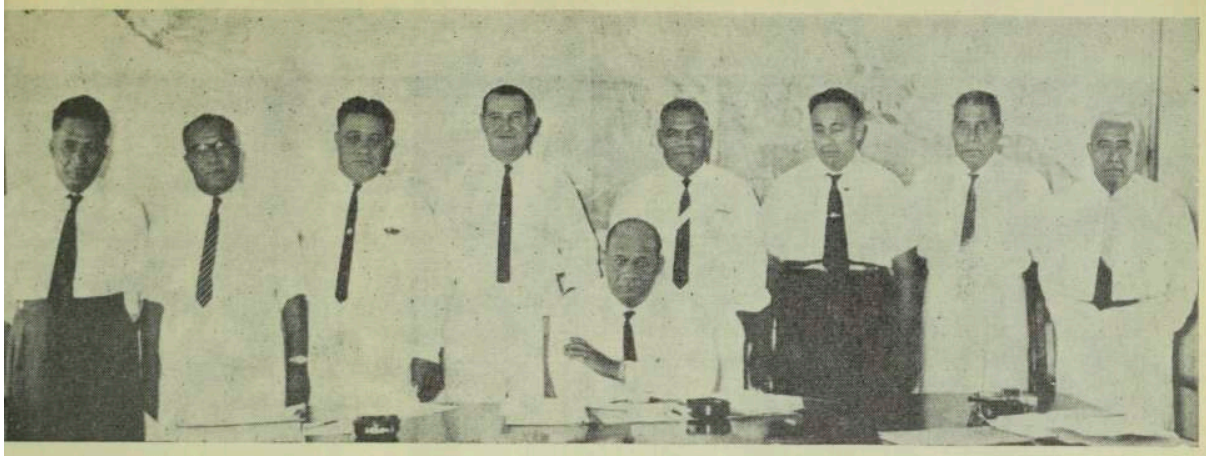
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The Men At The Helm Of The New State Of Samoa

On January 1, 1962, Western Samoa, a central South Seas archipelago comprising 1,090 uare miles and 113,000 people, becomes an independent self-governing State.

Of the 16 separately-governed Territories in the South and Central Pacific Islands, Western Samoa is he first to have achieved that status after having passed through a period of colonial rule. Tonga is independent; but Tonga—while under the protection of Britain—was never a colony.

/ESTERN SAMOA'S emergence into nationhood, under aegis of the United Nations, l be celebrated in Western noa in ceremonies beginning in evening of December 31, and ending over five days.

The country then will settle vn to working out quite a num- of matters that have yet to be ided—important matters of exnal relations such as whether noa will become a member of British Commonwealth; ether she will join the United tions; and many questions of rnal security and trade.

The men upon whom much of early responsibility will fall the Prime Minister and his binet of eight Ministers. The otograph of the full Cabinet on page was specially posed in Cabinet room for this Indedence Eve edition of the *Pacific Islands Monthly*.

eated is Prime Minister Fiame taafa Faumuina Mulinu'u II, E, who was appointed West noa's first Prime Minister in ober, 1959, when Cabinet Govment was first instituted. The gislative Assembly again apnted him to the post following general elections of last February. The Government is elected for a three-year term. Standing, from left, are:

Toomata Tua (Minister of Lands); Tuatagaloa Leutele Te'o (Minister of Education); F. C. F. Nelson (Minister of Works); G. F. D. Betham (Minister of Finance); Asiata Lagolago (Minister of Agriculture); Tufuga Fatu (Minister of Health); Faalavaau Galu (Minister of Post and Telegraph), and Anapu Solofa (Minister of Justice).

West Samoa has come a long way in a short time:

● 1780-1820: Archipelago discovered by European navigators; charted; named the Navigator Islands.

● 1820-1860: Bitter struggles for kingship between branches of the royal family (Malietoa, Tamasese, Mataafa and Tuimaleali'ifano) cause series of native wars. European settlement increases.

● 1860-1900: Periods of political turmoil involving kingship wars and international rivalry among Britain, Germany, United States, all of whom want to colonise. Settlement between the Powers in 1900 gives the greatest part of the Samoa group, Western Samoa, to Germany; Eastern Samoa, including the first-class harbour of Pago Pago, to the US. Britain withdraws her claims.

● 1900-1919: The period of German rule ended in 1914 when NZ troops occupied West Samoa at the outbreak of World War I. Samoa became a mandate under the League of Nations, administered by NZ.

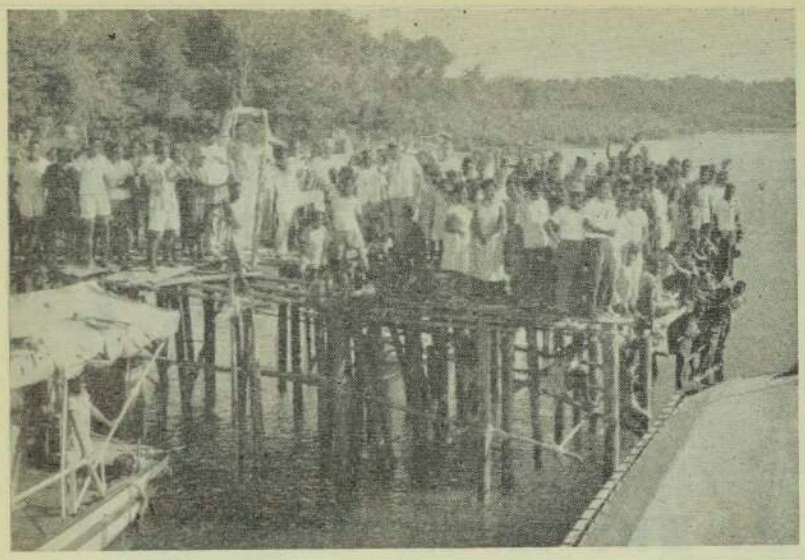
● 1919-1961: No change in status, except that after World War II the League of Nations Mandate was replaced by the United Nations Trusteeship.

(Continued on p. 136)

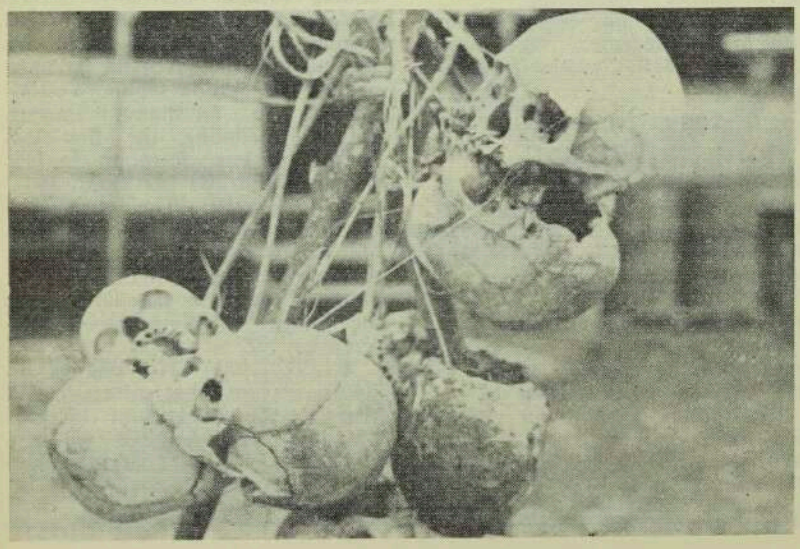
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THE ROCKEFELLER SEARCH

The locals crowd on a rickety wharf at A
from where Rockefeller set off. Canoes
those in the centre picture helped scou
area for the missing man, who was in
part of NNG to collect skulls and c
"bis" poles for an American mu
"Bis" poles are much sought after.
Governor Rockefeller at Merauke Ai
discusses a point in the search with
Captain Ivan Podger, in charge of the
group.

Photos: KVR, Lillian Schoedler, Frank R



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Gigantic NNG Search For Michael Rockefeller

From a Correspondent

HOLLANDIA

Not even the lengthy international political spotlighting tactics of Indonesia over this country has won for NNG more world headlines than the November search for 23-year-old Michael Rockefeller, son of of the world's richest men.

much was written on so many ngles by so many visiting nen that at times most news- readers would have had to d themselves firmly that buried th all the wordage, the radio flashes and the TV treatment was still a simple, basic, tragedy disappearance of a young man, he hastening of a fond and g father to the scene in an to help in some way.

hael Rockefeller, Harvard ate and a trustee of the New Museum of Primitive Art, was founded by his father, York's Governor Nelson feller, first came to NNG early ear as a sound recorder with merican Gardner expedition into aliem Valley. The expedition d its work in September and up (*PIM*, Sept, p. 137).

er a quick trip home to see his ts, Michael returned for a two- s' tour of the swampy Asmat of south-west NNG, 250 miles of Merauke, to collect logical objects for the Museum imitive Art.

was especially interested in poles—fine carvings meant for t outside the men's houses, and s executed without women present—and in skulls (not ken heads, as reported, because hasn't got any).

paid for all these in axes and o, and some people complained his prices were too high and he was giving the natives a idea of the value of trade— g it more difficult for the istration to convert the people ash economy.

Saturday, November 18, feller and a companion, Dutch ogist Dr. Rene Wassink, 34, Office of Population Affairs, f from Agats in a catamaran an outboard on a trip down ast to see a friend of Michael's, University anthropologist David 30, who had been living with 600 head-hunters. Agats, the t town in that region, is the istrative centre for the Asmat but contains not much more than a couple of missions, a hospital and Government station. The area is probably one of the least touched in a diminishing world.

Near the Eilanden River the canoe was swamped, and drifted. Two natives aboard immediately swam for the shore to get help from Agats, and were eventually successful. A small boat put to sea that evening and a Dutch naval aircraft went out on Sunday afternoon from Biak and sighted the catamaran drifting about 20 miles out to sea with only Wassink aboard. Patrol boats could not reach him immediately because of lack of fuel, and he was eventually

(Continued on p. 135)

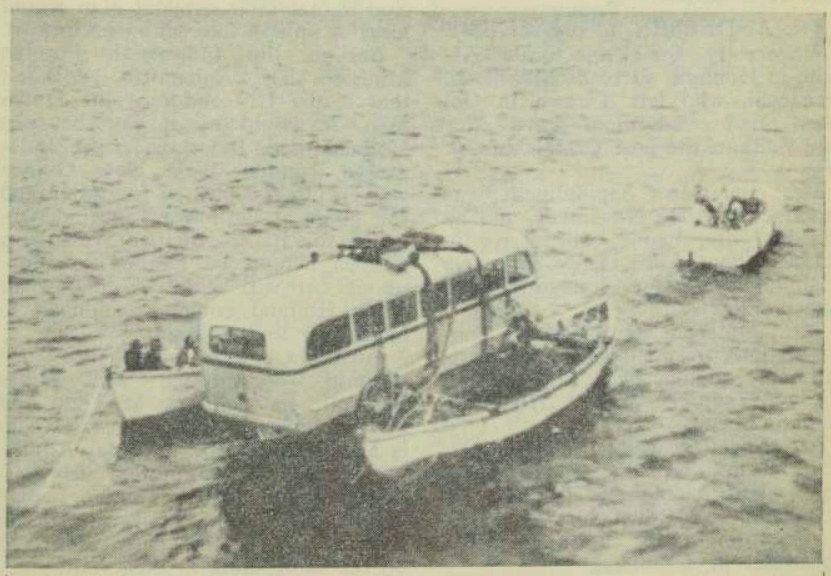
Flag Goes Up In NNG

Netherlands New Guinea on December 1 officially hoisted a brand new territorial flag.

It was a public holiday, with flag-raising ceremonies everywhere and much singing of the new national anthem. The flag (one third red, on the left, with a white star in the centre of the red, with the remaining two thirds of the flag divided into blue and white horizontal stripes) will fly in future alongside the Netherlands tri-colour.

The Government placed a rush-order in Holland for 500 flags for the ceremonies and a local sailmaker was kept busy in Hollandia.

The new change follows proposals made by a NNG political party in November (PIM, Nov. p. 21). However, NNG has not yet officially changed it name to "West Papua".



The Owl and the Pussy-cat Went to Sea in a Beautiful Pea-green Bus!

A beautiful pea-green, 30-seater bus it was, making a fine—although somewhat disturbing—spectacle of itself in November as it headed for Norfolk Island's Kingston pier, shortly after being unloaded from the "Tulagi". Paradise Hotel proprietor T. Hamilton ordered it from Sydney—thus getting himself the only bus on the island. "Tulagi's" master, Captain Frank Sadler, who took this picture from the bridge, had to wait three days before the weather was settled enough to unload the bus.

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New Zealander Is GEIC Top Man

From a Correspondent

The new Resident Commissioner for the Gilbert and Ellice Islands Colony is a New Zealander, Mr. V. J. Andersen.

MR. ANDERSEN, at present BSIP Secretary for Protectorate Affairs, in Honiara, succeeds Mr. M. L. Bernacchi, who left Tarawa in October on pre-retirement leave after nine years in the post (*PIM*, Nov. p. 25).

Mr. Andersen's appointment was announced in late November, and he and his wife, Leone, will arrive in Tarawa about April. They have two small children, the youngest being nine months.

Mr. Andersen is receiving congratulations from all sides, for he is extremely popular here. Both he and his wife will be missed from the Honiara scene.

Mr. Andersen was born in Palmerston North, and educated in Auckland, where he obtained his BSc. He was with the Royal Navy for six years from 1940, finishing as a lieutenant in command.

He joined the Colonial Service in 1947 as a cadet administrative officer, was posted to the BSIP and has been here ever since.

He was appointed Secretary for Protectorate Affairs in January, 1958, after holding various posts including those of District Commissioner.

He is a most energetic officer, and among his recent interests has been the promotion of the BSI Amateur Sports Association. He is also chairman of the Copra Board.

Indonesia Blows Harder Over Dutch New Guinea

The West New Guinea question, as far as the United Nations is concerned, is again back where it started about 12 years ago.

ON November 28, Holland withdrew its resolution which provided for the administration of West New Guinea under UN direction, with Holland still supplying large grants of money.

The withdrawal followed the rejection by 53 votes to 41 of a compromise plan, introduced by 13 African States, which sought talks between Holland and Indonesia while a five-member commission investigated conditions in West New Guinea. This compromise plan was supported by the UK, USA, Australia, New Zealand and Canada. Indonesia, the Soviet bloc, Malaya and the United Arab Republic were amongst those who voted against it.

When this plan failed to get the necessary two-thirds majority in the General Assembly, the Dutch concluded that their original plan would meet a similar fate and withdrew it.

Earlier, the Indonesian Foreign Minister, Dr. Subandrio, declared that if the UN endorsed the Dutch plan, it would mean war between Holland and Indonesia. In Indonesia's opinion West New Guinea was an integral part of Indonesia and the point at issue was not independence for it, or whether West New Guinea should be handed to Indonesia. It was simply a matter of *when* Holland could be induced to hand over to Indonesia.

Australia also reaffirmed its position — through Mr. James Plimsoll, its delegate at UN; and through Prime Minister Menzies who is also Minister for External Affairs.

Australia is committed to self-determination for the native people in its part of New Guinea and therefore it supported the Dutch desire to do the same thing in their half.

At the same time, if the Dutch and Indonesians arrived at some other solution by negotiation, Australia would not oppose it. Nor would it oppose it if, by a genuine act of self-determination of the people of West New Guinea they decided to join Indonesia.

Meanwhile, members of the New Guinea Council, sitting at an extraordinary session at Hollandia, weighed in with their opinion—they want a "free" West New Guinea. Two native members of the Council, M. W. Kaisiepo and N. J. Jou followed up with a statement over local radio. The natives have national feeling, said Mr. Jou They weren't pro-Netherlands or Indonesia. They were pro-Pap (Nevertheless, not all opinions in Council are unanimous, and th could be a split.)

Back at the United Nations, H ing disposed of West New Gui again for the moment, the Assem went on to discuss colonialism general, and to approve overwhe ingly an Afro-Asian resolution set up a 17 nation committee to m recommendations for implemen the declaration, made by the sembly last year, for independenc all colonial peoples.

The committee members will nominated by Mr. Mongi Slim; t will be authorised to meet outside United Nations when and where quired for the effective discharg their functions.

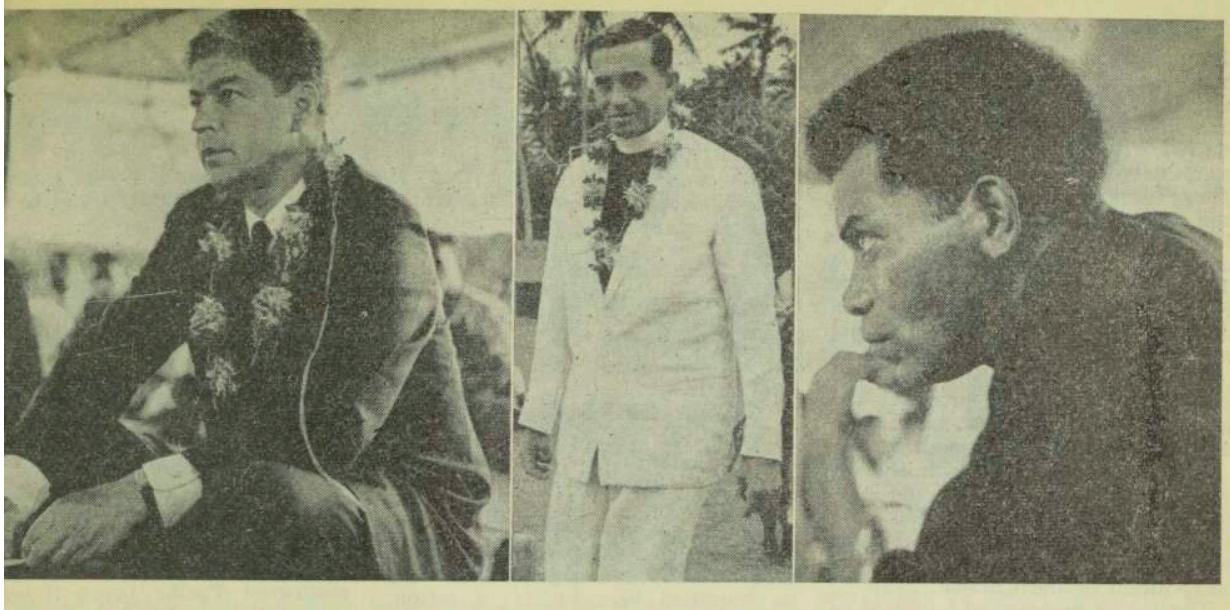
One way and another it beco increasingly evident that Austr and Papua-New Guinea are in an interesting time in the immed future now that the Afro-Asian is in full cry after colonialism all its forms.

In Full Cry

In the Trusteeship Council in November the delegate for Ce gave some idea of what sort interference could be expected. delegate, Mr. C. S. Peiris, first ca for the end of racial discrimina in non-self governing territories independence as soon as poss and followed it up with an at on Australia over New Gui Amongst other things he said Ceylon was not satisfied with the that there were only six ele native members in the P-NG Leg tive Council—native members sh have a majority in the Council said.

These remarks come stram from a man whose country has sh no inclination to end racial crimination against its own T minority and where political mudo in the last few years has resu in one Prime Minister being assas ted and an almost constant stat near-revolution.

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CREDIT MEETING. More than 300 es, including two from Western Samoa, ttended the 5th annual meeting of the edit Union League at Nasama, Sigatoka, ember, heard a story of growth and . One person in five is now a member Credit Union in Fiji, and the Samoan ent shows signs of being just as ful, with 3,000 members so far. From right in the photos above are Mr. Matos, Assistant Director of the World on Department of the Credit Union l Association, who attended the meeting he US; Father M. Ganey who founded ovement in Fiji, and Joane Naisara, Manager of the Fiji League. Below, delegates Tuala Paulo and Pio ai convey greetings, and present a fine to the meeting.—Photos: Rob Wright.



New Constitutional Arrangements

Fiji Legislative Council To Be Enlarged

From a Correspondent

SUVA

Fiji is to have a new constitutional setup, but it won't go as far as a move planned by the Government last March, when it was suggested that a "member" system, moving gradually to a "ministerial" system, be introduced.

THE Governor, Sir Kenneth Maddocks, announced the proposals when he opened the Budget session of the Legislative Council late in November.

The number of unofficial members will rise from 15 to 18, made up of six each of the three main racial groups.

The Europeans, Indians and Fijians will each elect four members by popular vote and the remaining two will be nominated (the Indians and Europeans by the Governor, and the Fijians by the Council of Chiefs).

The increased size of the unofficial benches will necessitate an increase in the official ranks from 16 to 19 to allow the Government to retain a majority.

The Government announcement means that there will be a delay of six months at least in the next Legislative Council elections. The electoral boundaries will have to be redrawn, and new rolls will have to be prepared.

A revolutionary change as far as Fiji is concerned will be the franchise for women, although women have been eligible to stand for local government bodies for many years.

The Governor had many divergent views to reconcile before sending off his proposals to the Secretary of State for the Colonies, Mr. Reginald Maulding, for approval. There was a wide measure of agreement throughout the Colony that separate communal rolls should be retained, but some Indian members said they would like to see the experimental introduction of a common roll constituency.

One member even suggested that there should be five members elected for each race on separate communal rolls and that in addition there should be three members, one from each race, elected on a common roll.

The European and Fijian members were utterly opposed to the introduction of a common roll in any form, and two Indian members agreed that they could not support a common roll at present. (Over)

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The view of unofficial members on the numerical representation of the main racial groups differed considerably. The Fijians considered that there should be four directly elected Fijians and two elected by secret ballot by the Council of Chiefs. They suggested that the Europeans and Indians should be represented by four elected members and one nominated each, which would give the Fijians one more member. The Fijians were strongly of the opinion that European representation should remain equal to that of the Indians.

The European members raised no objection to the Fijian proposal and welcomed the suggested increase in the number of elected members.

The Indian members, with one exception, were opposed to the suggestion that the Fijians should have an additional member, but there was no unanimity among them about the composition of the Council.

The Indian member who wanted to see the common roll also wanted an unofficial majority. Another wanted to see the end of nominated members. A third asked that there should be a separate Muslim roll and that the Muslims should elect one member because no Muslim could hope to be elected on either an Indian communal roll or a common roll.

The suggestion that there should be a Muslim roll received little attention for, as the Governor rightly pointed out, it would be a retrograde step to have a roll on a religious as well as a racial basis.

"Extension"

Failing a Muslim roll the member wanted three Europeans, three Fijians and three Indians all elected on a common roll with two nominated members from each race.

The Governor was against giving the Fijians an extra seat at the expense of the other two races and settled for four elected and two nominated members from each race.

The present council would normally end its life on September 15 next, but its life will be extended for another six months.

The next election will then be about March or April, 1963.

The life of the council may also be extended to five years. Unofficial members generally agreed that three years was too short a term and the Governor agreed with them.

It took new members a little time to become accustomed to the procedures of the council, and in the third year the approaching general election had an unsettling effect. The Governor suggested that the term be extended to five years, a practice adopted in most other Colonies.

Fiji Drinkers, Smokers To Pay More

From a Correspondent

To balance the 1962 Fiji Budget of a record £11,476,554 the Actin Financial Secretary (Mr. H. P. Ritchie) has followed overseas traditio and has hit the smoker, the drinker and the motorist. Mercifully he le income tax alone.

NO loud howl followed, for it was generally realised that with a growing population more money was needed to provide for social services the chief of which are education and health.

To balance his Budget Mr. Ritchie proposes to raise additional sums of:

- £53,000 by increasing the import duty on petrol by 2d a gallon;
- £25,000 by increasing the import duty on spirits by 10/- a gallon;
- £52,200 by increasing excise on local beer by 1/6 a gallon and duty on imported beer by 2/- a gallon; and
- £180,000 by increasing excise and import duty on cigarettes.

Briefly the new proposals mean that petrol will now cost 3/9 a gallon; local cigarettes 11d a packet of 10; local beer will be increased by 3d a bottle; imported beer by 4d a bottle; and spirits by 1/8 a bottle.

These increases refer mainly to Suva and Lautoka and the increases for some items will be higher in some of the more remote areas.

All the increases became effective from the morning of November 24, a few hours before Mr. Ritchie announced his proposals. Secret instructions had gone out earlier to the Customs Department, and appropriate motions in the Legislative Council made them legal.

Hospital Fees

Mr. Ritchie asked the Legislative Council when deliberating on the Budget to consider a charge of 1/- for each out-patient attendance (at present free) at Government hospitals, and an increase of £3 a year in tuition fees at Government boarding schools.

Mr. Ritchie's Budget provides for £8,051,269 in ordinary recurrent expenditure and £3,425,285 in capital expenditure. The 1961 Budget provided for £7,292,391 for recurrent spending and £2,550,862 for capital works, making a total of £9,843,253.

For 1962 the Budget will be more than £10,000,000 for the first time, which recalls a complaint made by an unofficial member of the Legislative Council 15 or 20 years ago when he said, "I fear we are spending too much—here we have a Budget of £1,000,000".

Fortunately for the taxpayer Fiji his British counterpart will b part of the brunt of the cap Budget, for estimated Colonial velopment and Welfare Fund as tance is estimated at £1,861,0 Loans to be raised next year t £3,590,000 made up of a propo £stg2,000,000 loan, £80,000 alre promised for telecommunicati and a further development loan £1,320,000.

Mr. Ritchie is not over-hopeful raising the development loan in south-west Pacific (even though managed a £1,750,000 loan ear this year), and expects that the b of it will have to come through Exchequer or market loan in L don.

Mr. Ritchie, in asserting that th must be a balanced Budget, has left himself much of a margin. everything goes according to plan will finish up a mere £4,000 on right side of the ledger.



Fijian Holiday

Headed for Fiji in January for a fortnight's holiday is pretty 19-year-old Sydney girl Robyn Bellamy (left), who won the holiday for topping the poll in an Australia-wide Remington "Princess Lovely Legs" competition. With her here is blonde runner-up Diana Granquist.

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Governor of Fiji, Sir Kenneth Maddocks, farewells the recruits.—Photo: Rob Wright.

Headed For Old Blighty

From a Correspondent

One of the aftermaths of the selection of 200 recruits in Fiji to join British Regular Army, was an announcement that the Governor, Sir neth Maddocks, had vetoed 22 applicants. Fortunately he did this be- the announcement of the names of the men finally chosen, and prob- saved a lot of heartburnings. The vetoed men can only guess now ther they were included.

reason, according to an official atement, was that the services men were in the best interests Colony. They were mainly rs and trainee teachers, but were two clerks and four sur-

inescapable inference was that is peacetime conscription of wer—a man could not choose n future. It seems strange that e had ever heard that no man ispensable. At least that is old soldiers were taught in ervice days.

e was another angle, too, and nanent one. If it was good to veto men in the Govern- service, why were not private ers given the same chance to against the loss of trained key ees?

far as the recruits themselves oncerned, they seemed to be a lection of men, all youthful, parently eager to face what- ahead of them. No doubt of them have taken the oath e they hope to see many new

ded among them were several students from the secondary schools who would probably have been seeking employment next year. In the last 13 chosen, to make up for 11 defections and two who were rejected because they were married, 11 were from the Ratu Kadavulevu School and the Davuilevu School.

Large crowds thronged Nadi Airport terminal for the departure of the first batch of recruits. They left on a BOAC Britannia for the United Kingdom.

Tears and leis, with friends and relations hanging on to the departing soldier until the last minute, characterised the scene, which brought back wartime memories to many.

A graceful gesture by the captain of the Britannia, brought the giant aircraft right along the apron in front of the concourse for a last view of the travellers. Then, after take-off, the aircraft flew over to dip its wing in final salute.

A laugh was caused by one lei-laden Fijian, happy as a king, who insisted in trying to make one of the security guards share his last can of beer, and then ended up by kissing him heartily.

CUPID STRAINS POLYNESIAN RELATIONS

From R. W. Robson, in Apia

A Polynesian version of Love's Young Dream has caused a stir in the Central-South Pacific, which has led to a slight strain in relations between two Polynesian nations, embarrassed some high officials of the United States, and probably given some elements of UNO a chance for grave and serious snarling.

SOME of the mainland newspapers have headlined the incident as a diplomatic sensation. But the incident has so many funny sides to it that I think it should be treated as comedy. I have the assurance of two Prime Ministers concerned that it will NOT lead to war.

It all began six or seven years ago, when Tonga's Department of Education was so impressed with the natural ability of a Tongan student, Mana Latu, that it provided funds to send him to Victoria College, Wellington, NZ, and maintain him there for training as a teacher of science.

Somewhere in the same period, the Education Department of Western Samoa selected a clever Samoan girl, Netina Galo, for special training as a teacher, and sent her to the same Victoria College, Wellington.

Baby Problem

Naturally, the Samoan girl and the Tongan boy met at the college. Netina Galo is an attractive lass, and Mana Latu fell in love with her. Before she completed her training, they were married. Tonga knew nothing of this.

Netina in due course went back to her teaching job in Samoa. Complications began when Netina found she was going to have a baby. Mana Latu made a hurried visit to Samoa.

Then Western Samoa and Tonga learned of the alliance, and both nations appeared to be annoyed about it, especially Tonga.

Tonga considered the affair officially, and finally ordered Mana Latu back to Victoria College, to get his B.Sc. degree.

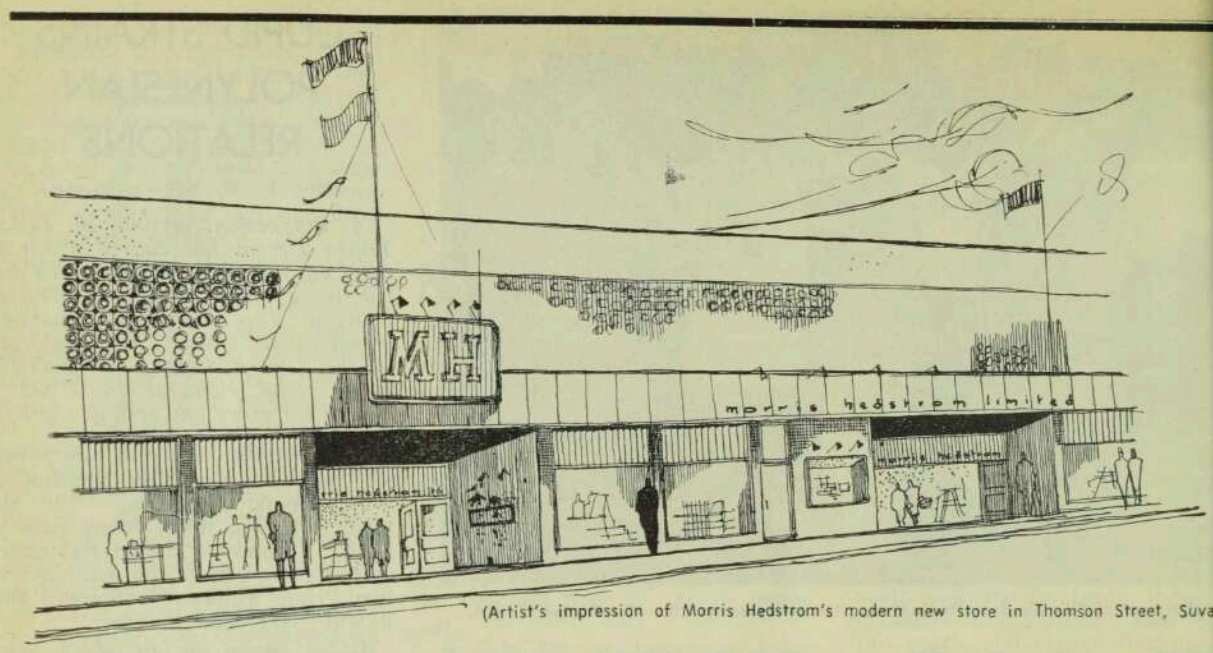
"We expect you to return to Tonga, as originally arranged, and become a science teacher here," said Premier Prince Tungi.

"Yes," said the student.

"You will wish to bring your

(Continued on p. 136)

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(Artist's impression of Morris Hedstrom's modern new store in Thomson Street, Suva.

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COMMENTARY

ne Silver Lining

Fiji's Clouds

SPIRIT of optimism seems abroad in Fiji. Perhaps it is ied. Let the reader judge for elf. Here is a balance sheet of l, political and economic condi- , made as on November 30:

ON THE DEBIT SIDE

A loss of £2 millions in over- trade, a direct result of the Patel- red strike of cane-growers in . Crushing ceased in October ıse there was no more cane. nally, there should have been illion more of marketable sugar.

No worth-while progress in in- ed land usage or the establish- of new industries, to take care e increasing population—high in ase of Fijians, phenomenal in ndian community.

No spirit of unity or co-opera- in attacking the Colony's prob- among the Colony's communi- Fijians, Indians, Europeans and Europeans).

is is due mostly to the with- n and suspicious attitude of the ıs, brought about largely by the of Indian cane-growers. For ple, the negative stand of the ıs hamstrung the recommenda- of the Burns Commission de- d to meet Fiji's economic ems.

ON THE CREDIT SIDE

Millions of new money is com- n (some from Fiji Government , but mostly from Colonial and lopment funds) for expenditure apital accounts—for example, £3 millions on Suva port recon- ion, now under way.

The newly-appointed Develop- Commissioner, Mr. Eric Bevings has gone to work with siasm, and tireless industry. He naking increased availability ısage of native-owned lands his task. More land for increased ltural production (for home mption and for export) will some of Fiji's acute problems. he Development Commissioner's and energy could be blunted st a wall of Fijian indifference unco-operativeness. Governmen- acking is not enough—he needs elp of both the Fijian com- y and the big Australian in- s operating in Fiji.

Fiji's normal revenues, this year, are healthy, and increasing.

● The adoption of the recommendations of the Sugar Industry Commission gives promise of urgently-needed peace within the Colony's most important industry. If the new Chairman of the Industry has the right qualities (which will include an ability to work closely with the CSR company, the Indian growers *and the new Development Commissioner*), Fiji might soon enter a much better era.

● All the various Fiji communities—whose political views are widely divergent—have accepted, with apparent content, the Governor's amendments of the Constitution. Recent attempts to introduce some measure of self-government (especially, the idea of Legco members becoming Ministers) have been abandoned, but representation of Fijians in Legco will gradually be transferred from Council of Chiefs' nominees to Fijians elected by individual Fijians.

It seems a sound move; but the process—representing a challenge to age-old traditions and privileges—will be complex and slow.

● Governmental policy—based on very recent Colonial Office decisions—is to continue with the present system of administration for the remainder of the 1960's. That means continued rule by the Executive Council. (Resolutions of the Legislative Council, on crucial matters, have little significance and no force.)

It would therefore be wise if Fiji looked occasionally at the composition of the Executive Council. Here it is:

THESE ARE EX OFFICIO:

The Governor; Colonial Secretary (Mr. P. D. Macdonald); Attorney General (Mr. A. M. Greenwood); Financial Secretary (Mr. H. P. Ritchie); Development Commissioner (Mr. E. R. Bevington); Secretary for Fijian Affairs (Mr. A. C. Reid).

APPOINTED BY GOVERNOR GENERALLY ON NOMINATION OF LEGCO OR FIJI COUNCIL OF CHIEFS

Mr. C. W. Cayzer (general manager of Emperor Goldmines); Mr. J. H. Falvey, MLC, a leading lawyer; Mr. A. I. N. Deoki, MLC, a prominent Indian; Ratu Penaia K. Ganilau, MLC, a prominent Fijian.

Those ten men comprise the Government of Fiji. It is not an impressive government—too much Colonial Office bureaucracy and some rather noticeable weakness in personnel. However, there is comfort in the thought that it now will be Fiji's system of administration for some years, with no immedate risk of self-government based on a common roll, and similar horrors of the Iain Macleod era. By the time the re-arranged Constitution becomes completely effective, the Fijians may be ready to come into the Government in a more helpful and co-operative spirit.

● There are peace and healthy activity at present in the sugar fields. The widening areas of newly-planted cane, seen from the air, give comforting assurances of next year's sugar-crop.

● The tourist industry continues to expand, although not as quickly as its operators would like. Its biggest handicap is the road between Nadi and Suva—90 tortuous, dusty miles that now are a motorist's nightmare, but should be a visitor's delight. If £3 millions had been spent on that road, instead of on Suva's docks, the reward would have been quicker and more beneficial.

Salutations For a New Nation

WE asked Professor J. W. Davidson, Samoa's adviser on her new Constitution, and a man to whom the new nation owes much, for his commentary on Samoan independence, and what he has to say we endorse:

"West Samoa's transition to independence should be one of the smoothest on record. The Joint Heads of State, the Cabinet and the Legislature, have all gained extensive experience during the long years of preparation. The new Constitution has been thrashed out in as thorough a public debate as has been provided in any country on the verge of independence. Finally, the Samoan leaders and people—unlike those in many new States—will be able to collaborate with their former administering authority, New Zealand, on terms of friendship and trust.

"One misfortune will cast some shadow over Western Samoa's first year of independence. 1961 has been a bad year economically; and the prospects for 1962 don't seem good. The Government has, however, already turned its attention firmly towards the problems of economic development. If bold and constructive policies are now produced and put into force, present difficulties may result in long-term good.

"In any event, those who know Samoa and enjoy the friendship of her people can rejoice that the planning of the future will now be fully in Samoan hands."

The people of the South Seas wish their independent neighbour well.

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The Editors' Mailbag

In Defence Of D'Arcy Ryan

Patrol Officer D. G. Worland comes to the defence of Sydney anthropologist D'Arcy Ryan, whom author Helen McLeod has taken to task lately over his review of her NG book, *Cannibals are Human* (*PIM*, Nov. p. 84).

PO Worland writes: "What a shame you came to the defence of Mrs. McLeod. Her book *is* inaccurate and her reply to D'Arcy Ryan's review was just a jumble of ill-considered words which neither gave any regard for logic nor successfully countered his "inaccuracy" claims.

"I agree that more should be written about New Guinea, but let's keep the standard high. Mistakes should be corrected not justified. Mrs. McLeod in her book made many anthropological observations. It was on the inaccuracy of these observations that Mr. Ryan based his criticism. This criticism was well within his scope as he is considered to be the authority on the Mendi people.

"The book is readable, but then so are many other inaccurate books. Whether it is a worthwhile contribution to New Guinea literature is another matter.

"In a time when inaccurate journalism is ruining the Australian concept of New Guinea by painting a limited, inaccurate picture, it's high time that authors, especially those who like and admire the place, went out of the way to report accurately."

Early Trade Rivals Of The Gilberts

Our old friend *Supercargo*, who is a vast fund of information going back to the early days of this century in the Pacific, says that he had an acute attack of nostalgia after reading the story of early links with Lever Bros. in October issue (p. 76). Fair ships like *Fernmount* and *Upolu* and *Kolombangara*, and brave men like Captain Miles Menmuir and "Bricky" Danvers, are part of most vivid memories.

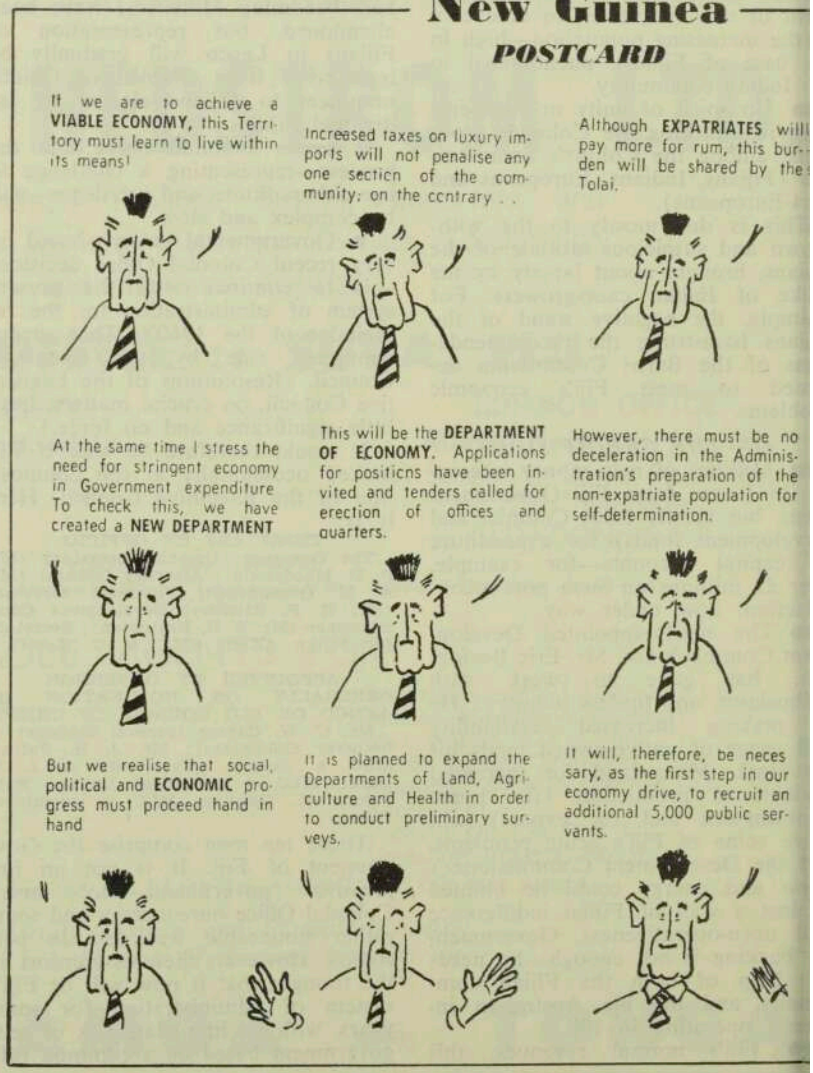
Supercargo says that Lever Bros. never traded in the Gilbert Islands and he thinks that he might have been the reason why. It was around 1909 that the manager of the Island Dept. of Burns Philp told him that he was to have a round trip passenger in the next sailing of *Muniara* to the Gilberts. He was a Mr. Herbert John Carr Whitfield, of Lever Bros., and although nothing was said, *Supercargo* took it upon himself to watch the movements of this emissary of a possible rival to BP in that part of the Pacific. He was particularly interested to see that Whitfield made copious notes after each port of call.

The last call in the Northern Gilberts was off the trading station of Arthur Hitchfield and the trader came out as usual in his 6 ft dinghy and invited *Supercargo* and Whitfield to go ashore. *Supercargo* did the rowing and, as he puts it:

"Half way ashore I caught a crab and capsized the dinghy. Poor old Whitfield soon got his head above water and held his notebook as far above that as possible. But, alas, was too late—his notes had b written in indelible pencil and book was already a puce mess was truly sorry for I had no that his sacred volume was with hi

In spite of the incident and nearness with which BP esca having a powerful competitor in Gilberts, the friendship betw Whitfield and *Supercargo* contin until Whitfield's death, by which t he had succeeded Mr. George Fu as manager of Lever Pacific Pla tions Pty. Ltd.

At the same time we heard f Mr. Stanley Halyday, 67, now ret in Bondi, Sydney, who was wire officer on the old *Kolombangara*. recalls that when "Soapy Bill" (L Leverhulme) made his Islands t in 1914 he used the ship's radi then the most powerful in the Pa —to keep in direct touch with world interests, and no expense spa



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erritories TALK-TALK

With TOLALA

There are some interesting articles in the latest issue of *tralian Territories* (No. 6), which is turned out by the artment of Territories in Canberra. Inevitably, depart- ital publicity is inclined to be a bit top-heavy with self- se, but there is not quite so much of that in this magazine, what there is, is well camouflaged.

steals the limelight. Of the e stories six of them deal with uinea and Papua. One des- ducation on Christmas Island; dismissed with a page of aphs of the Darwin post old and new) and Norfolk stamps are discussed.

main Papuan item is one on ibert Murray: The Man and licy", by Dr. Francis West, Research Fellow, Dept. of History, Aust. Nat. University, es a pretty thorough analysis pua's venerated Lieutenant- or and the opinions expressed se who admired him and ho did not. He quotes Lewis d J. T. Benstead as having ng opinions.

all it is a fair analysis of a om Dr. West was treating in tract. The article was based ers' opinions and official re- The thought occurred to me much public thought had l as the years passed by; was born too soon; he was a reactionary in the days of lism and Imperialism. He a fair deal for the Papuan at was a radical thought 50 go.

difficult then to appraise the of a man's actions at this ge performed under conditions were so diametrically opposed sent standards of political

ing ynn

ust be over a quarter of a ago that I first read an in the Sydney *Bulletin* by Frank Clune on "Debunking lynn".

readers who had not known washbuckling skite in New , Clune's article would seem crilege, but the writer's facts well authenticated and I ber hearing (or reading) at his research cost him five times as much as he got for writing the article.

Ergo: The debunking of the notorious Errol is no new thing. The latest writer to comment on this idol's feet of clay is Eric Feldt. And who should know Flynn better during his goldfield days than Eric? He was DO at Salamaua at the time.

Writing in the Spring issue of the journal *Quadrant*, this famous Coast-watcher certainly cuts Flynn down to size, dispersing some Flynn fiction with actualities all done in Feldt's inimitable wording which is a pleasure to read. His final note: "Some of the romance of the characters he portrayed [on the films] brushed off on to him, until people accepted this lying crook as a hero". (*See also p. 65 this issue.*)

The Mixed Race

The "Bog-Down on Citizenship" in November *PIM Commentary* is a concise summing-up of the present position in P-NG, which is difficult to understand in this enlightened era when human rights and racial equality are so much in the news and advocated by political and social do-gooders throughout the world.

A point, which heretofore I have not seen mentioned, is the fact that it is the lordly white race which was responsible for the very existence of the Mixed Race people now battling for their rights to Australian citizenship.

The other day I had a visit from one, Harry Hoerler, from the Kokopo district, down for a medical check-up and staying with his daughter, married to an ex-serviceman in my home-town. He is a first generation Mixed Race and his father was the well-known skipper and planter of the German days, Captain Hoerler. His mother was an Ontong Javanese (from the Solomons).

Harry was a passenger on the old NDL *Sumatra* when I travelled down to Buka from Rabaul in 1912 to take over the trading station on Pororan from Paul (later "Karkar") Schmidt. Harry's father was on board with his family en route to the Tasman Group to take over the trading interests there. Another interesting passenger on that trip was Charlie Munster.

Harry and I the other day sat reminiscing of the Bad Old Days and then, naturally, he spoke of the ban on his becoming a naturalised Australian citizen, which he felt keenly, together with all members of his race. Exceptions had been made, he told me.

I tried to console him and give him hope that eventually the All Highest in Canberra would change their minds. And then, to change the subject I asked him if he had seen the morning's *Sydney Morning Herald* (16/11/61) which contained a photo of a Sgt. Harold Buckley, his wife and eight children who had arrived from service in Malaya the day before? No, he had not. But, on reading the caption, exclaimed: "He's my god-son. I must find out where he is". Which we promptly proceeded to do. (Over)

Christmas Greetings

This is the month of Christmas; the most important feast time in the Christian's annual calendar; the time for rejoicing and the one time in the year when petty personal prejudices should be put aside and that time-old cliche "Peace on Earth" be not only spoken but put into practice.

For every reader I hope these good things may come to pass. And, furthermore, I trust this humane and realistic attitude towards our fellow-men may continue throughout the years that are to come. May our striving towards happy relationship be not only on a personal basis between individuals, but extend towards a political rapport between nations of every creed and colour.

Let a sincerity of purpose urge us on to an understanding and gracious tolerance of the different global ideologies towards a universal unity for peaceful living.

And the keynote to such an objective (as I see it) is tolerance.

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Buckley is a son of the well-known Rabaul motor mechanic, Willy Buckley, of pre-War II days. His son, then a lad of 15, got away with some of the evacuees from Rabaul when the Japs landed and, ultimately, arrived in Queensland. Now, after 14 years in the Australian Army he returns from Malaya with his eight children.

"A good argument," I told the god-father, "in favour of your Australian citizenship."

And yet . . I wonder . . .

A Gracious Lady Passes

After a long, lingering illness in Melbourne, death claimed another old New Guinea identity, well-known in Rabaul and surrounding district during that period between the two World Wars. She was Mrs. Jessie Jolley, wife of Robert Jolley, who passed away on November 3; she was privately cremated at Falkiner on November 6.

From 1912 to 1924, with her husband, she lived on Raulawat plantation (Rabaul North Coast) which at that time was owned by Bob's brother, Capt. F. R. Jolley. During those early years she was well-known in Rabaul social circles and her home was always a popular rendezvous.

She was one of the few remaining hostesses of the days of the old Military Occupation and the early 'Twenties. Of those ladies still remaining now from that period I can only recall Mrs. Ted Hawnt, Mrs. Dick Moore, Mrs. Eric Holmes and Mrs. Willy Dupain.

Sympathies to her surviving husband in Melbourne, who himself is not in good health at all.

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A Beauty Hint

Give your skin a delightful bloom to last through the harshness of summer. It's the simple trick, for a tired skin, damp a cloth in the cold water from your frig. and smooth it over your face and neck, or better still, cool your bottle of lemon delph and use this. Feel the skin relish the toning, and the lemon delph refining action. Now to nourish and to hold the bloom, smooth on your oil of ulan and keep it there always under your make-up to protect against the weather and to give the skin that dewy look.

. . . Margaret Merril.

A Nostalgic Note From NY

There's no doubt about it but that one-time NG residents get around. Nor do they like losing contact with the old Territory. I get letters from far and wide, recalling incidents or individuals of thirty, forty, fifty years ago. Some are complimentary, some are not. Some thank me for the memories; some tell me to pull my socks up and that I am "living in the Progressive Age, don't forget".

Here is one that is nostalgic and comes from a lady in Silver Creek, NY:

As one who enjoys reading "PIM", may I say how much I particularly look forward to your Territories Talk-Talk? It has revived for me many happy memories of my childhood in Rabaul when I lived with my family on Mango Avenue during the 1920's and early 'Thirties.

My father (who later was among the "Montevideo Maru" victims), was Albany ("Jerry") Renton, brother of Gilbert Renton, owner of Renton's Products at that time. We lived in House Soda Water, at the junction of Mango Avenue and Matupi Road.

You will not of course remember me as the bespectacled little 12 year old who stopped at "The Rabaul Times" office on her way home from school every day to get a copy of "Girls' Own". You, the editor, had apparently been left with a large stock of these back numbers on your hands and were only too glad to let me have them at a reduced price! An avid reader in bookless Rabaul, these magazines represented a bonanza to me, and I galloped through them at the rate of one a day until I had exhausted the supply. At about that time I left Rabaul to go to school in Belgium.

Before settling in the US I lived in other parts of the world, but the memories that have stayed with me the most vividly through the years are those happy, carefree days in Rabaul.

"I, too, work in the writing field (as reporter and feature writer for a small city daily), and have often thought that you may have unwittingly encouraged me in my love of reading and writing when you provided those old yellowed copies of "Girls' Own".

"I am, as usual, looking forward to my next copy of "PIM" which is sent by my brother in Papua. Long may your interesting column flourish.—AGNES PFLEUGER."

I 'phoned her uncle, the inimitable Gilbert (How're yer Mate!) R and he, cheerful as ever despit recent floods in his area (he in Newbridge Road, Moore told me she met her American H in England whilst she was i military during World War II.

Thank you, Agnes. May pen never run dry.

That Kieta Hospital

I notice recent reports, incl one in *PIM*, from Mr. H. Kro referring to the European M Assistant being away on patro leaving the hospital at the po Kieta in charge of a medical or The writer refers to a doctor stationed there 48 years ago.

This is quite correct as I from personal knowledge. doctor was Mr. Kroening's f and the hospital at that time one of the most up-to-date i German colony. His father highly-qualified medico. Whe Commissioner (Capt. Doellinge absent from the station the Kroening acted in his stead.

In 1913 there was only a h of settlers, Europeans, expatri call them what you will—but i consoling to know that there within reasonable distance a qu medical man, with high-grade ment in the hospital to trea cases that might arise.

At Aropa plantation there Louis Summer, at Iwi there chap named Fehr, who at one was an engineer with the g ment, at Kekere there was old Hansen, and at Arawa (I was the later famous Paatzsch, throughout the land as 'Big on account of the expanse girth.

Up the coast at Numa Nu that time was Arthur Booth have an idea that Jos. Holme also there—that old identity RWR met in London not so ago and referred to in *PIM* (O p. 78) as the "51 Million t Chance".

I support Mr. Kroening's co to the hilt. Notwithstanding th that Kieta is no longer the D Headquarters (this having transferred to Sohano, Buka P in the 'Thirties) there is a population in Kieta now—nativ non-native—and because the c is progressing and expanding wi forthcoming township at Buin, is still no justification of de medical services at an old-estab centre like Kieta. The Health D ment is leaving itself open to a criticism by adopting such a p

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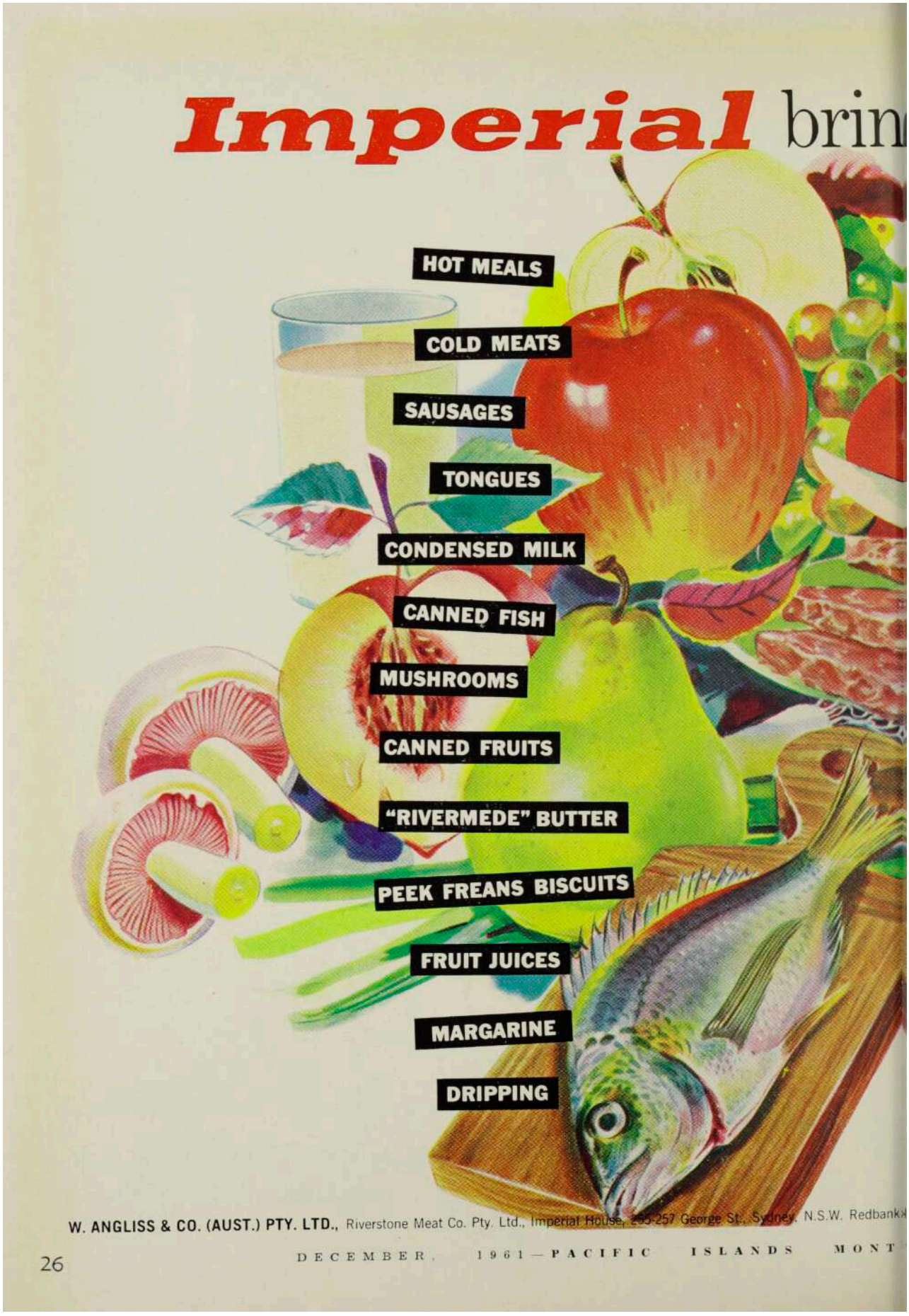
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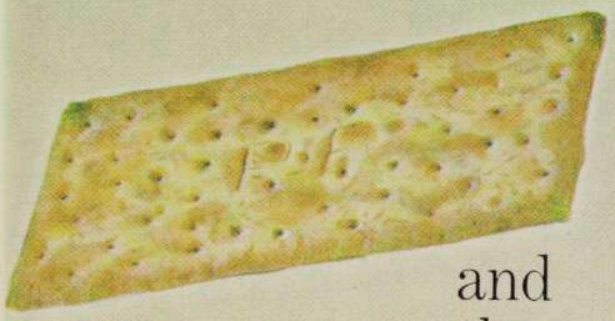

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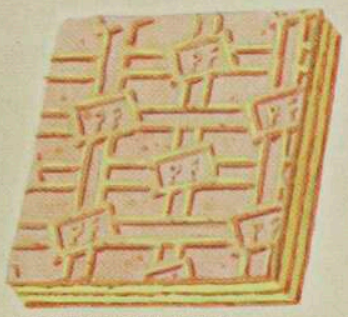
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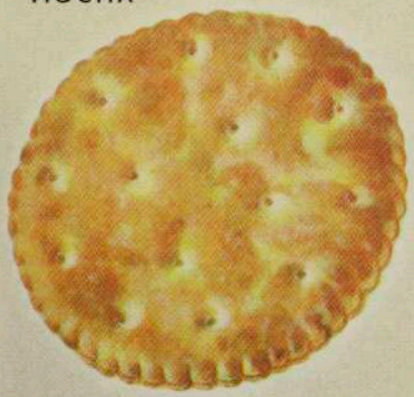


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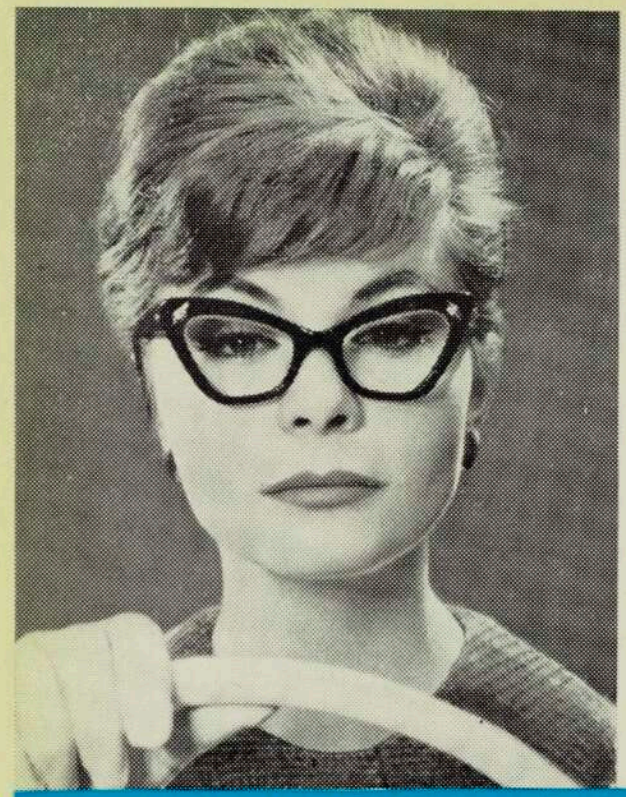
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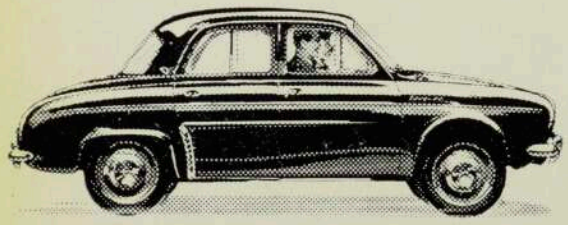
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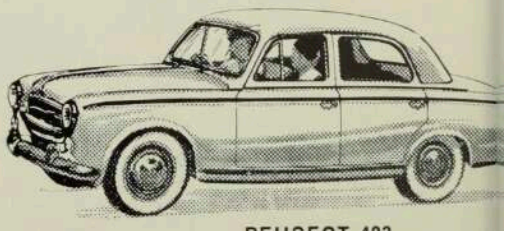


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M Publisher R. W. Robson Reports from Apia on Independence Eve

Independent Samoa Faces Grim Financial Future

Needing a copy of Western Samoa's published accounts, epped into the upstairs office of the Treasurer and, seeking lness, head for a door overlooking the lagoon.

IOU!" yelled a clerk, and eaded me off. "All right— t on the balcony," I explained. —the balcony is not safe any explained the Samoan. "It fall down into the street." n saw the flimsy barrier across orway. "Cripes", I said. "You new Treasury". s building is seventy years aid the official, sadly. "There money for new Government gs—other things are more "

is the general picture in Apia. own and port, which stretches than a mile along the lovely re about the shabbiest in the Pacific. There are only two e new buildings in the whole and the present edifices need tion and painting, as Father needs a shave.

Western Samoa is not really

"Uneasiness"

t with a fall in the values ra and cocoa, and in banana tion, today's overseas trade appear a bit sick; but for W. Samoa has enjoyed an s trading surplus (exports over s) of anything from half to uarters of a million pounds. lly, there should have been erable accumulations of funds the country, to take care of tions, new buildings, new rises. Why not?

answer probably lies in the ness which the last decade's al activities have generated in inds of money-owners. Some ing things have been said by ians about European property- s and the greed of traders and rs.

year by year, there has trickled overseas much of the private that might have been used to ate new industries, and give a bit of a face-lift.

l, Western Samoa has got its self-government and independence. Now, it must forget politico-social idealism for a while, and face up to hard economic facts. It needs a lot of money, if it is going to maintain among these amiable Samoan people (increasing in numbers at a phenomenal rate) the standard of living which the young Samoans now think they are entitled to.

Myself, I have seen many governments working, in many countries. I feel that Samoa has entered too hurriedly into this business of self-government. The task would have been much easier if they had waited until there were, say, 250,000 better-educated Samoans, instead of the present 113,000.

The basic administrative structure of a country, whether it has 10,000, or 100,000 or 1,000,000 people, is much the same.

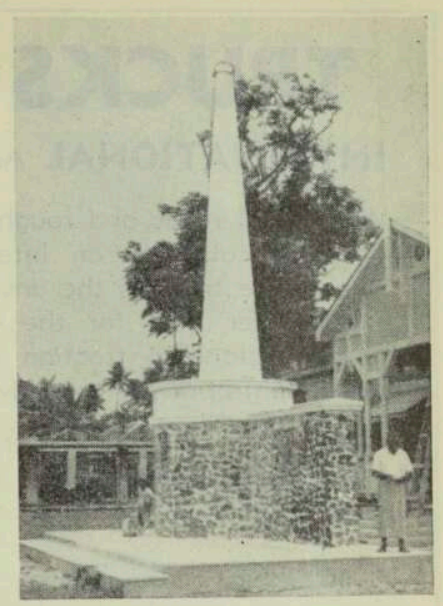
It must have a whole series of Departments, and buildings to house them, and quite expensive equipment for their use, no matter how small the population. After that, a larger population is taken care of generally by a larger staff.

The administrative machinery needed to govern Samoa's 113,000 will be a heavy burden on Samoa's income (some say it will absorb 65 per cent). But, if the population were 250,000, a much larger proportion of the income collected from the 250,000 would be available for stimulating enterprise and development.

The Headaches?

However, independence has come; the feasting and the dancing are on. After that come the headaches—and the calculations.

Samoa has three main industries, from which she exports each year copra, cocoa and bananas sufficient to provide her with about £3 millions—copra, 16,000 tons worth £1 million; cocoa, 4,000 tons, worth another £1 million; and bananas, sold to NZ for anything up to another



This obelisk erected outside the historic Fono house at Mulinuu will be unveiled on January 1 to commemorate the spot where Samoa's independence is to be proclaimed.

million. Out of the basic economy thus created, the Government gets about £1,500,000 in taxation in various forms, and spends it approximately as follows:

	£
Civil administration	440,000
Social services	262,000
Educational services	225,000
Internal security	113,000
Stores	100,000

There is not much elasticity in that kind of budgeting—it leaves less than £200,000 available for economic development. And a very large measure of economic development is vital to the future security of Samoa—either that, or drastic birth-control.

The Samoan birth-rate per thousand hovers between 36 and 41, which is phenomenal in a Polynesian community. It is almost equal to the Indian birth-rate of 42 per thousand in Fiji—which has created socio-political nightmares in that Colony.

The new Samoa's new Government takes over at a difficult time.

For reasons outside Samoa's control — decreased world prices, diseases in crops, a tendency of the growing population to eat rather than export much of the banana production—money from exports this and last year has decreased; and this in turn means less revenues from taxes and fees.

Samoa definitely wants more income, rather than less, not only for administration, but also for the stimulation of industry and pro-

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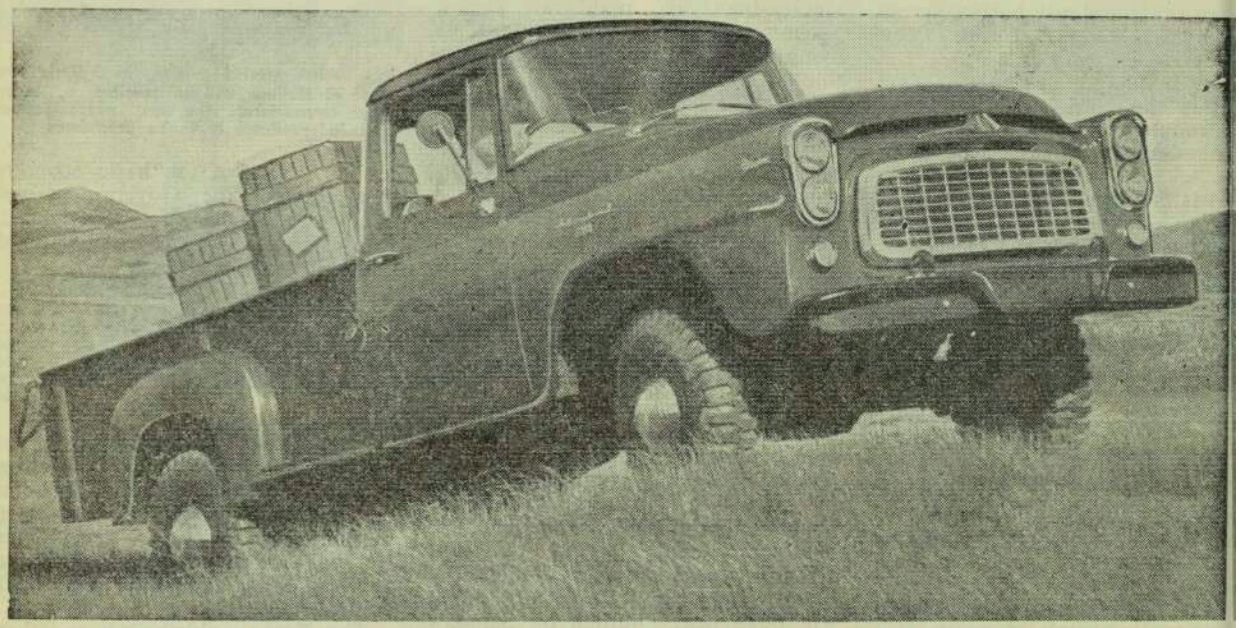
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'Confidence' in the Government

ion. It can come only from two ces—increased normal revenues ich come most easily from in- sed production for export) or n loans.

here are two kinds of loans— ts from sympathetic countries h wish to help, or (most desir- of all) investments made in new truction and new industry by le who believe that their capital fe, and in no danger of socialistic iscation.

far as the latter source is con- ed, it is all up to the new Samoan ernment. If it wants substantial ate investment in Samoa—and ing could be better for the future he country—it first must satisfy investors, through policy sup- ed by action, that private invest- t is safe.

nat may take some time.

eanwhile, there is another way in h the country's finances can be oved, fairly quickly—namely, a ction of imports, both seen and en, so that the overseas trading lus can be increased.

hy does Samoa import each year ,000 of "shooks" (sawn timber he making of fruit cases)? Why 150,000 spent on imported meat, n the best cattle produced any- e in the Pacific Islands are grown amoa? Why spend £90,000 per m on imported tobacco, £90,000 preserved fish, £60,000 for rice? looks as if the most important awaiting the Government is that Minister for Development.

Future Plans

ıt of many conversations and ctions, I expect the following:

The establishment of a Govern- Insurance Office, and punitive ures to prevent overseas in- nce offices from operating. (I told that about 17 insurance cies in Samoa annually send eas beween £70,000 and ,000 in insurance premiums.)

A change in the incidence of ne taxation as applied to cor- tions, so that the tax will be on ver instead of on annual profits. Government believes that in big trading organisations with eas connections deliberately their retail prices (and their ts) down, which reduces the they pay and severely arrasses competitors who are l solely in Samoa.

● A close examination of the machinery available for banking and exchange. This could affect the operations of the overseas trading firms (like Burns Philp & Co. Ltd., Morris Hedstrom Ltd.), and the position of the Post Office Savings Bank (which, under NZ administration, has some hundreds of thousands of pounds of Samoan depositors' funds invested in NZ).

Such measures are not calculated to make friends and favourably influence people overseas; and this Government will need overseas friends—that is, overseas money.

However, the great majority of

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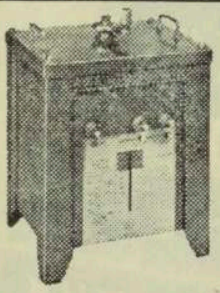
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. . . . Margaret Merril.

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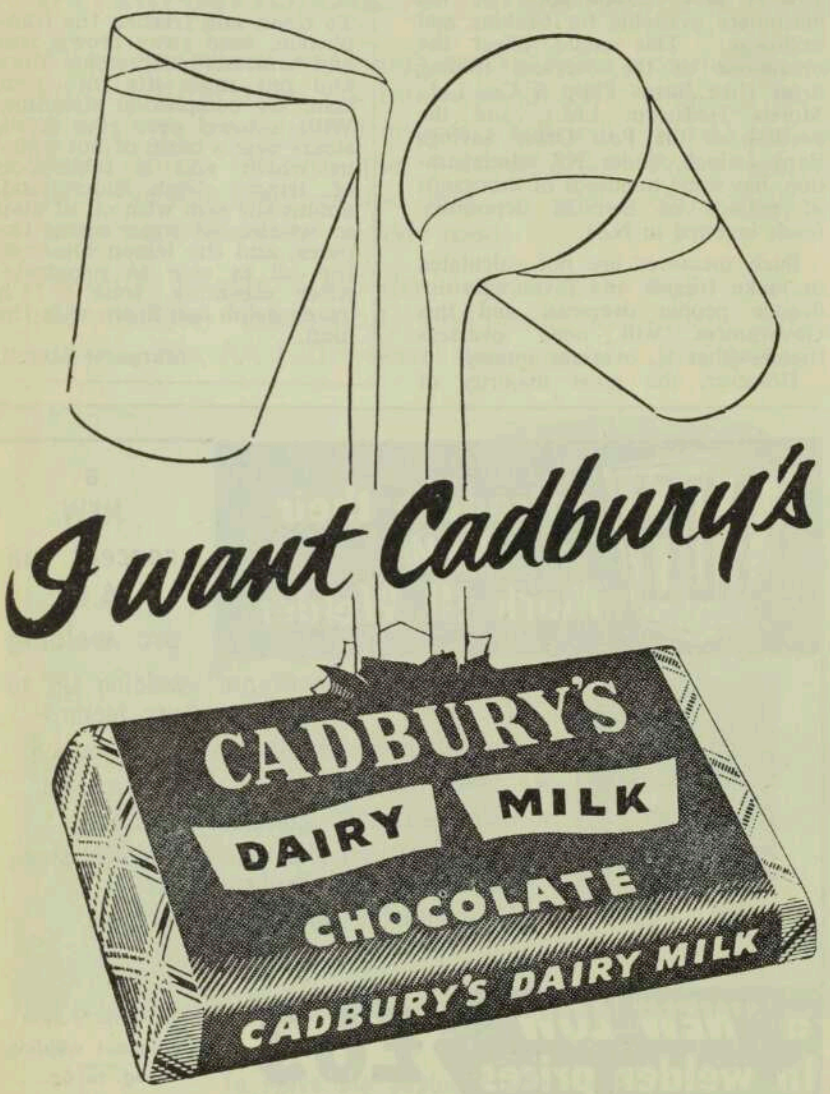
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the people in Samoa, including well-informed, have much confide in the Government as now constitu and in its ability to handle the jo

I had an interesting chat with E. Annandale, executive head Messrs. O. F. Nelson & Co. L and a leading businessman.

"Well," I remarked, "the new S is ready for business. I supp the main business is new devel ment, to take care of new pop tion. What are they going to for money?"

"Same as they've always us he retorted. "They are not lo anything in the change-over."

That was a good viewpoint. N Zealand has spent a lot of mo in her administrative tasks, but has made no big cash gifts to Sam like Australia in New Guinea.

Whatever funds Samoa got fr New Zealand came mostly fr the huge accumulation of Sam properties — mostly plantations which New Zealand received reparations from the Germans, a 1914-19, and administered for years as the New Zealand Rep tions Estates. The organisati profits were returned to Samoa; in 1957 the whole valuable set (worth £1,000,000) was presented NZ to the Samoan Government, is being worked profitably as West Samoa Trust Estates Corporation

Shabby Apia

The WSTEC shows a reserve about £100,000, invested in NZ. should be of material help to new nation's new government.

If Western Samoa's capital se a little shabby and down-at-heel, blame goes with the rather talka politicians of the old regime.

"Sound government will earn c fidence overseas, and developme loans should become possible," s Mr. Annandale. "There are s really able men in the Governm that will be taking over—I for have confidence in them."

Thinking in terms of finance talked to people interested in ba ing. "I presume the government be guided by the Bank of West Samoa," I remarked. "Bank of has a 55 per cent. interest th and will allow no wild financing"..

"That's what the Russians howling about," said one man. " Bank of NZ is wholly owned by NZ Government, and the Russi say that 'Samoan independence' only a fake—that the New Zeal British will still be in charge, thro the finance structure."

"But it provides some security an overseas investor," said anoth

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SAMOA LOSES SERVICES OF JUDGE MARSACK

The Government of Western Samoa is faced with some problems, but will be more difficult than that of filling the post of Chief Judge, which ing vacated in a few weeks by Judge C. C. Marsack.

e Chief Judge's term was nearly ed. Because he is greatly cted and trusted by all classes, s the general hope and expecta- hat Chief Judge Marsack should n on in Samoa for a while, as adviser to the Government the new conditions—and ially while the new Constitution ng tried out. The judge himself ted to stay on.

t, owing to some misunderstand- nd muddle in Cabinet, the Chief was told that his term would tended by only one year, instead he customary three. Judge ack thereupon decided that he l retire from Samoa and live d in Fiji, where he has a ise of frequent calls to the Fiji Appeals Court. Mrs. Marsack recently went to Suva, and purchased a property at Lami.



Then the Samoan Cabinet turned a rapid somersault, and asked the Chief Judge main for another three years. s by now too late—he was al- committed to residence in Fiji. e post of Chief Judge in Samoa t only of importance in rela- o the smooth functioning of the ary system and the introduction new Constitution. It is vital the man holding that office d understand Samoan traditions anguage, if the Lands and Titles t is going to function as it has

e Germans were wise colonial nistrators; and they realised in their era that if Samoa was ave political and economic gth, in association with Euro- , there must be a sound system nd ownership and land titles; so they established a Land t system that was a model. Zealand wisely continued the n. Some old commentators said that, had it not been for Land and Titles Court, there d have been civil war in Samoa in the earlier years of the NZ regime.

Nothing has contributed more to the progress made by the Samoans and the NZ-Samoan administration, since World War II, than the work of Chief Judge Marsack as head of the Land and Titles Court.

GOODWILL AND CO-OPERATION

I had 5½ days in Apia in which to assemble the story of Western Samoa's past, present, and future—and two days were Saturday and Sunday. So, from early Monday until late Wednesday, I either ran or leaped from office, to store, to plantation; pursued VIP's with a camera; or struggled with Samoa's gracious, overwhelming hospitality.

The Samoans, from VIP's to courteous young clerks, forgave me my haste and hurry, and helped where they could. My grateful thanks to them all. Especially would I thank Government Secretary A. H. Leveston, his tireless assistant Eddie Stehlin, and that most conscientious PRO officer Kelaki who, in the production of photographs, made all things possible.

Independent Samoa has its problems, right ahead, but, while it cherishes that spirit of goodwill and co-operation, it can surmount them all.—R. W. ROBSON.

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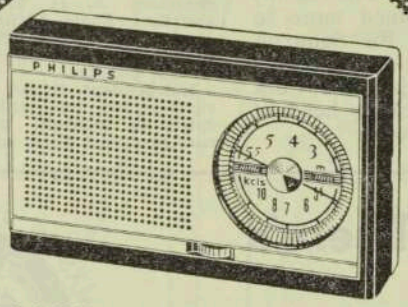
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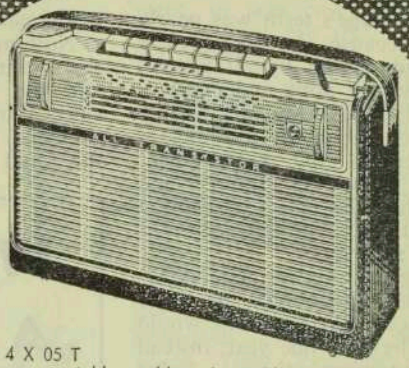
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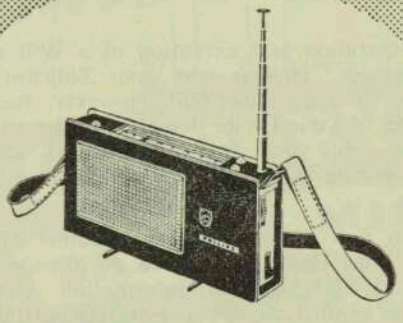
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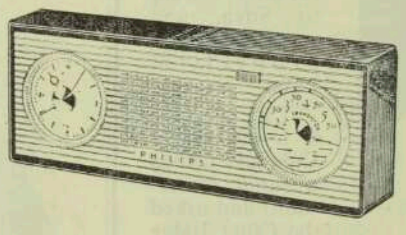
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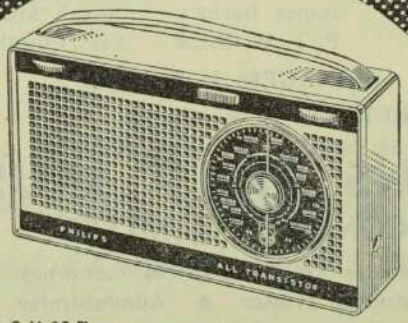
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The Status of the New Samoa

What is to be the status, among the nations, of Western moa, after January 1, 1962, when it is released from United tions Trusteeship and New Zealand supervision?

LL Western Samoa be inside or outside the British Common-n?

inside, how will she maintain ons with the British Crown? igh a High Commissioner re-ible to the Colonial Office (as does, through the Governor of Or through the NZ High Com-n, who for the present remains ia? Or how?

outside, what will be her trad-elationship with other countries Pacific? Will she impose new t duties? Will she lose her tariff preferences? (At the nt, New Zealand has reduced nports of Fiji bananas by 25 ent., but has imposed no re-on on Samoa's bananas. Will e changed?)

l Samoans travelling abroad a Samoan national passport, r to that issued by the King-f Tonga?

l NZ continue to give Samoa ntial financial help through the ion system?

Uncertainties

se are some of the questions arise on this occasion; but it icult to answer them, as yet, se Western Samoa is not yet of the status she will seek.

part of the Constitution agree-hat, soon after January 1, 1962, eaty of Friendship between and New Zealand will be ated. It is assumed that NZ will Samoa certain financial and cal help, which in turn makes ly that Samoa, for a time at will remain within the British nonwealth.

that does not fix Samoa's It does seem that there is a nount of "defining" to be done, Independence Day.

ppears that matters concerned mport and export duties, treat-of ships, control of ports, over-ading relationships, control of ge, post and telegraph rela-ps, issue of passports, will gen-await the final drafting of the of Friendship with NZ, and he new State for a time will carry on as at present and lean rather heavily upon the Dominion's advice and help.

Samoa has already decided its citizens will be Samoan citizens and not British subjects.

New Zealand has already said (*PIM*, Nov. p. 16) that Samoans under NZ law will be aliens in NZ after January 1, although they would be exempted from alien registration. The NZ Department of Island Territories will act as agents for Western Samoa until it is able to appoint its own representatives to NZ.

Until future working arrangements are settled, Samoan goods entering NZ will enjoy the Commonwealth preferential tariff, and NZ Minister for Island Territories, Mr. F. L. A. Gotz, has said he hopes other Commonwealth countries will extend these preferences.

But the legal situation after January 1 is that West Samoa is an Independent State, not a member of the British Commonwealth.

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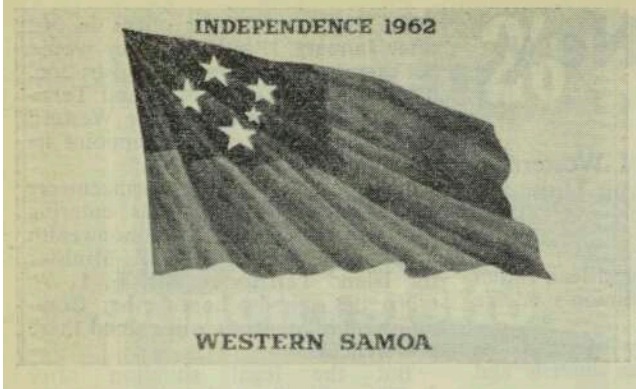
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The flag of the newly independent West Samoa is red, with white stars on a blue field in the top left corner. The stars are in the form of the southern cross.

Highlights of The Independence Celebrations

At the end of November, the Samoan Committee responsible for the programme of events in Independence Week (January 1 to 5) had made the following arrangements. They could be subject to alteration because of bad weather.

SUNDAY NIGHT, DECEMBER 31 (NEW YEAR'S EVE)

Church Services throughout the nation.

The national motto of Western Samoa is *Faavae i le atua Samoa*—("Samoa is founded on God"); and it is thought fitting that religious services should be prominent in these celebrations. Within Samoa are the following sects, mostly Christian, shown in the approximate order of their appearance in Samoa:

London Mission Society; Roman Catholic; Methodist; Anglican; Latter Day Saints; Seventh Day Adventists; Congregational Church of Jesus Christ; Jehovah's Witnesses; Bahai; The Brethren.

Each is being asked to take part in the celebrations.

MONDAY, JANUARY 1, 1962— INDEPENDENCE DAY AND NEW YEAR'S DAY

There will be the following official proceedings at Mulinu'u, commencing at 9 a.m.:

A prayer by the representatives of the LMS.

A speech by the representative of United Nations, in which the Trusteeship of United Nations, entrusted to New Zealand, is formally terminated, and the independence of the self-governing State of Western Samoa is proclaimed.

A speech by the Prime Minister of New Zealand, in which the Trusteeship is formally surrendered, and the new State is recognised and welcomed.

Speeches by the Heads of State and the Prime Minister of Western Samoa, thanking the United Nations and New Zealand, and accepting the responsibilities of independence a self-government.

There may be speeches also by representatives of other nation probably Great Britain, United Sta Germany, The Netherlands, A tralia and Tonga.

At one point in these speeches two flags of New Zealand a Western Samoa, which have been ing together before the Fono Ho at Mulinu'u, will be lowered; a then, as the Samoan flag is hois alone, massed choirs will sing *Flag of Freedom* which is the natio anthem of Western Samoa.

A memorial, newly erected by Government Ex-Pupils Associati will be formally unveiled.

All the foregoing will occupy morning. In the afternoon there be competitions by teams repres ing the various schools—teams limi to 60 pupils—for prizes rang downwards from £30.

TUESDAY, JANUARY 2

In the morning, there will be en tainment for the invited guests. following countries and people w invited to send representatives, most have accepted.

New Zealand: Prime Minister (and Mrs. J. K. Holyoake); Leade Opposition (Mr. and Mrs. Wa Nash); Minister of Island Territo (Mr. F. L. Gotz); a representative the Maori people; Secretary of ternal Affairs; Secretary, Isla Territories (Mr. J. McEwen); Dr. C. Aikman (Constitutional Advis Mr. C. G. R. McKay (former Se tary in Samoa.

United Nations Organisat South Pacific Commission; Un States of America; United Kingd Australia; French Polynesia; Net

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ls New Guinea; Australian New nea; West Germany; Kingdom of ga; Fiji Colony; Cook Islands; e Island; Tokelau Group; erican Samoa; United States Trust itories (Micronesia); Hawaii; Guy Powles and Sir Alfred Turn- (former High Commissioners). arties representing the well-known icts of Atua (including Va'a-o-oti), Tuamasaga, A'ana, (includ- Aiga-i-le-Tai) and Savaii will rd the visitors the honour of lolo. Carrying large gifts of food ch as kegs of beef, tins of bis-, sugar—various groups will ap- ch, in traditional festive cos- es, and offer their gifts, with old- songs and dances.

the afternoon, there will be her schools' competition, in oan dancing. Prizes range down- ls from £30.

WEDNESDAY, JANUARY 3

a.m.—A parade of decorated s, put on by the trading firms.

a.m.—A race meeting, organised Apia Turf Club.

p.m.—A great display of fire- s, organised and presented by Chinese and part-Chinese com- ity.

THURSDAY, JANUARY 4

orning—A competition for Brass ls, with prizes ranging downwards £100. (Tonga's famous brass will journey to Western Samoa ke part in the celebrations, as a re of goodwill but will not enter band contest.)

30 p.m.—Grand ball at Vailima, lence of the NZ High Com- ioner. Preparations being made Seiaute Club for 600 invited ts.

FRIDAY, JANUARY 5

orning—Great programme of tic sports. If the weather is fine, should be most interesting and tacular.

utstanding will be a race for asi boats—those famous long s made by old-time Samoan smen, with 17 or more rowers each side, and moving at extra- nary speed. There will be a first of £200, and others ranging nwards from £100.

here will be similar competitions Fautasi boats, with 16 seats and r—prizes ranging down from).

ompetitions also for: Rowing s (8 oars); Bonito canoes; other es.

fternoon—Programme of athletic ts.

vening—A garden party at ima.





The Fautua—the Heads of the new State—Malietoa and Tamasese.

TWO NOBLES ARE JOINT HEADS OF NEW STATE

The difficulties which faced the draughtsmen of the new Constitution of Western Samoa (a Committee representing Western Samoa and New Zealand, advised by Professor J. W. Davidson, of Australia, and Professor C. C. Aikman, of New Zealand) give some idea of the political and social problems peculiar to the country; and—*and this is important*—most of those problems have been only temporarily adjusted. They again will confront the new State of Western Samoa.

THE principal of these problems are found in:

- The traditional rights and privileges of the ruling families.
- The reluctance of the Matai (heads of the family groups) to give way to the voting system represented by universal adult suffrage.
- The influence of the several old mixed-race families, established mainly by Europeans who married Samoans.
- The established interests of European property-owners.

The Social Structure

At the head of the Samoan nation, now and always, and holding most of the power and privileges, are the noble families; and at the head of the nobility are the four family groups of persons of royal lineage—namely, the *Tamai a Aiga*.

In old Samoa—and the mass of people still think this way—there was nothing like democracy. The common man had neither voice nor privilege. The nearest to it is the Matai—he is the head of a group of families, and he speaks on behalf of a small number of adult males who, with their families, make up a community—often owning land in common.

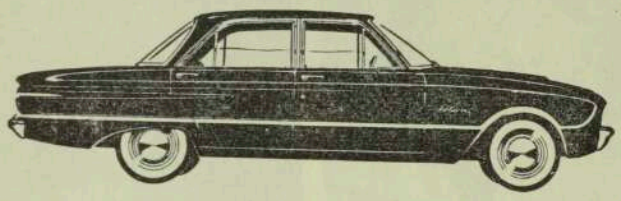
When the Constitution-makers decided to follow the British model in their planning, and to have a Head of State rather than an elected president, they met their first real hurdle. The Samoans always have had one of the *Tamai a Aiga*—a Malietoa, a Mataafa, a Tamasese or a Tuimaleale'ifano to head their community or nation; and the custom is so deeply ingrained in their thinking and traditions that it had to be embedded in this Constitution planning.

They spent weeks in debate, and finally agreed that two of the *Tamai a Aiga* (one of whom had been most prominent in the move towards independence) — namely Tupua Tamasese Mea'ole and Malietoa Tanumafili—should jointly hold the post of Head of State; and that the survivor of them should carry on *for life* as sole holder of the office.

But a plan for filling the office, after that, could not be found, for a long time. A large and growing section of Samoans, who do not believe in the hereditary system, and

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are instead inclined towards elected president, would not ag that the Constitution should prov for the permanent establishment one or more of the *Tamai a Aiga* the Head of State.

The final solution: After deaths of the two nobles named, single Head of State shall be elec every five years by the Assembly, a the Assembly itself shall decide qualifications—if it is so desired the majority, the Assembly may stip late that the candidates for the off shall be one of the *Tamai a Aiga*

The third prominent man of four *Tamai a Aiga*—name Mataafa—becomes Prime Ministe

The Voting System

The question of suffrage—of w shall elect the Assembly—was equa difficult.

Only the Matai were vocal, a the majority of Matai, of cour wanted to retain the Matai as t voting unit. Outside opinion, and unknown proportion of the Samoa are in favour of adult or manho suffrage.

Finally, this was left to the A sembly and not written into t Constitution. The present system Matai suffrage, plus a special roll individual voting by persons Samoan citizenship who are not wi in Matai groups—will be continu but the Assembly, in certain circu stances, has the right to alter it.

The Assembly, up to 1960, co sisted of 41 Samoan members, elect by the Matai, and five Europe representatives elected on adult su frage. But in 1960 this was change and the new Assembly, whi carries on into the new State, co sists of 45 members elected by Ma and two by electors on a comm roll. The latter (it is a complex a rangement) somehow takes care the thousands of part-Europeans wh are not in Matai groups; and of few Europeans who have accept Samoan citizenship. There is no vo for non-citizens.

Ownership of Land

Consistent effort and some genii will be needed to regularise la holdings and titles.

Land ownership has been the k to political peace in recent decade and the Administration is greatly i debted to the work of the Land a Titles Court, especially since Chi Judge C. C. Marsack took contr The imminent departure of Jud Marsack is by no means the lea of the new State's headaches (s page 33).

The influence of the old families especially some of the Europea

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regime which is now ending, the of State (the two Fautua and the Commissioner) was the head of the nt. Here they are at a recent meeting.

n families who settled in long d became rich—is a factor of nportance that it needs special ion (see page 41). Old feuds could disrupt any n Government.

ote: Significant Meeting

ever, a comforting and signi- ncident occurred in Apia on ber 18.

etoa, Tamasese and Mataafa on Tonga's Queen Salote, who passenger aboard the *Tofua*, l not leave the ship.

e high-caste Samoans are related to the Tongan royal —and *they went together* to Salote—such a thing, said otocol-minded Samoans, had ccurred before.

e—who is as wise and clever is gracious and amiable— sed the significance of the call. four of them sat down together cabin, all alone; and Her talked to them very frankly the future of their common ian race, and of the new n State.

realises more clearly than hat, if the clans of the *Tamai* get quarrelling between them- -as they have done so often ast 150 years—they will make rogress impossible, and per- estroy the new State. But if ders will remain united, they create in Western Samoa a and secure Polynesian nation. uld not be surprised to know ey discussed Samoa's future ship with Britain, and the ity of a close association in ture between Tonga (pro- and Western Samoa (affilia- t present uncertain).

PERSONALITIES OF THE NEW SAMOA

Here are the people now prominent as the leaders of the newly independent Western Samoa:

Tupua Tamasese

The biggest and most significant figure in Western Samoan affairs today is the urbane, square-jawed Tupua Tamasese, CBE, one of the two Fautua who are Heads of State. He is a well-balanced, well-read, thoughtful man, who keeps his private opinions to himself; and his influence for years has been strong, and far-reaching, although it is not as strong now as it once was.

He is the brother of that High Chief Tamasese who was shot in the back by Richardson's police while he was trying to quell the Mau rioting in Apia in 1929; and it is thought that he has never forgotten that incident, nor forgiven official New Zealand.

This Tupua Tamasese became head of the family group when his brother was killed; and, ever since, he has worked steadily and consistently, and with marked ability, for self-government for Samoa, and severance of the ties with New Zealand. He is thought to be friendly to the West, but not to New Zealand.

He is passionately interested in politics, has a remarkable memory for dates and events and reads many of the more serious overseas journals —including the New Zealand *Hansard*.

Married to Hon. Tamasese, and

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a strong influence in political circles is the Masiofo Irene, one of the five famous daughters of the late Mr. O. F. Nelson. She is a well-educated woman of strong personality and, like the wife of the Prime Minister, she will play a definite part in the new Samoa of 1962.

Malietoa Tanumafili

Hon. Malietoa Tanumafili, CBE, is a younger man than Tamasese and therefore, as the new Constitution provides that the survivor of the two Heads of State shall carry on alone, until death, it could happen that Malietoa will be sole Head of State—virtually a king—for a time.

Members of the Malietoa family have been either nominally kings of Samoa, or ardent seekers after that office, during the last 130 years; but there has been no real king of Samoa since the death in 1841 of Malietoa Tavita, a man of strong character, who was the sovereign from 1830 until 1841.

Malietoa Tanamafili is a medium-size man of delicate features, in contrast with Tamasese and Mataafa, who are tall and big. He is a sensitive man and physically he is usually active. The illness which Malietoa suffered in Sydney early this year following a visit to New Guinea, was far more serious than was realised at the time. He barely escaped with his life, and he still is on a strict regimen—no liquor, and his diet is carefully regulated. He is highly esteemed in Samoa's social life and he is very hospitable; although the Fautua are supposed to be equal, his

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. . . . Margaret Merril.



Prime Minister Fiame Mataafa.

title seems to be regarded by Samoans as the higher. Malietoa is very shrewd in resolving difficulties, although he has no real interest in politics. He is not married—he was divorced from his attractive wife recently.

Fiame Mataafa

All classes in Western Samoa—European as well as Samoan—have remarkable faith and trust in their Prime Minister, Hon. Fiame Mataafa, head of his section of the nobility.

"This job has made a man of Mataafa," declared a commentator, close to politics, but not involved in them. "He was once a playboy—he loved the good things of life, and seemed to be bored by politics. I have seen him reading a Wild West thriller in the Assembly during long and serious debates.

"But he flowered late and now he is a loyal and dedicated man—intensely interested in his job, with a strong sense of responsibility towards his country." Mataafa is ambitious, with the ability to conceal it.

Because he is older and has much strength of character, Tamasese is inclined to dominate political discussions; but Mataafa does not knuckle under to Tamasese, as so many might have done—they say there have been some hot and heavy arguments when these two strong men have met in government. Mataafa, through this, has lost nothing in stature. He was well educated abroad and the respect accorded him by Samoan residents and people overseas is a tribute to his quality as a man and a leader, rather than to his high rank in Samoan society. Like many Samoans he c be moody.

The strength of character which seen to be developing in Mataafa, a which gives so many people ca for hope that his administration v be wise and effective, is said by Samoans to come to him from mother, Fa'amusami. She was wise woman of outstanding pers ality—and, incidentally, she was prominent member of the Malie family group.

Mataafa is helped greatly in work as Prime Minister and lea by his handsome wife, the Masi Fetaui—described by some as " ideal mate for Mataafa". She is daughter of a highly-born Sam who, for long, was personal aide interpreter to Sir Guy Powles, w he was High Commissioner, and v travelled far and wide with Pow She was college-educated in N Zealand, and she has a wide gr of Samoan public affairs. "Fetau on the beam all the time," say admirers. She is a forthright per

Mr. J. B. Wright

Although, on December 31, Mr B. Wright retires automatically f the post of President of the Cou of State (which he occupied bec he is New Zealand's High Com sioner in Western Samoa), and two Fautua, Hon Malietoa and T Tamasese, will carry on alone Heads of State, he does not di pear from the Samoan scene.



The NZ High Commissioner, Mr. J. B. W after January 1 will not be part of the Samoan Government. But he will be ava for advice if it is needed.

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Mataafa, wife of Prime Minister Fiame
a, is a cultured and popular Samoan in
her own right.

The Women's Part In Shaping The New Samoa

Anyone interested in seeing how one family of strong character may influence the shape and progress of a nation is invited to study the family established in Western Samoa by August Nelson.

THAT goodlooking young Swede came from Calmar, in Sweden when he was about 30 (he was born in 1838), became a trader and planter, and married a Samoan lass, Sina Tugaga, of Safune. He had four children—two daughters, who married planters in Samoa, and two sons, Olaf Frederick and August.

We are concerned most with O. F. Nelson, who was born in 1883 and who—

- Established O. F. Nelson and Co. Ltd., one of the "big firms" of Western Samoa.
- Fought stubbornly against the "heavy-booted Colonels" whom New Zealand sent to govern Western Samoa after it was taken from the Germans in World War I; was banished from Samoa by the New Zealanders; but who came back in time to see his independence movement recognised officially before he died in 1944.
- Married the daughter of H. J. Moors (who wrote *With Stevenson in Samoa*) and gave to Samoa five daughters, who were educated in Europe and America and whose influence on the new nation is considerable and far-reaching.

The first was Irene. She married Tupua Tamasese, now one of the two Heads of State.

The second was Olive, who became a barrister and solicitor. She married Mr. G. F. D. Betham, member of another old Samoa family, and now Samoa's Minister for Finance.

The third was Joyce, better known as "Billie" Nelson—highly-educated, clever, effervescent. She married Mr. Hermann Ratzlaff, a planter, and is now the general manager of his successful merchandising business.

The fourth, Sina, married Edward Annandale, now managing director of O. F. Nelson & Co. Ltd.

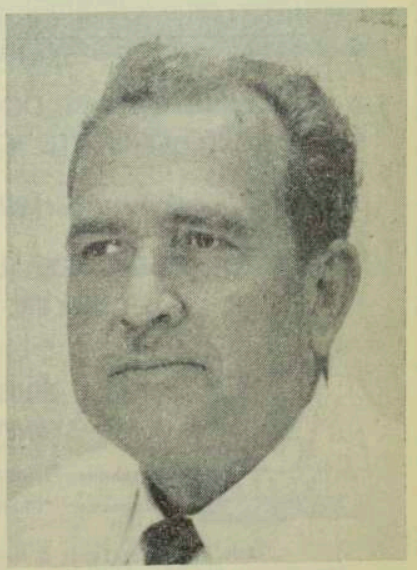
The fifth, Calmar (O. F. Nelson called a daughter, a ship and a plantation after his father's Swedish birthplace) married a planter and later they went to live in New Zealand.



The Masiofo Irene, wife of Tamasese, one of the two Heads of State, with Lutu Malietoa (left) former wife of Malietoa, the other Head of State. They are now divorced.

O. F. Nelson's brother, August, married a daughter of Samuel Meredith (another old Samoa family) and they had one son, F. C. F. Nelson, who is today the Minister for Public Works.

It doesn't end there. In the Legislative Assembly, and regarded by some as the likely leader of a



Mr. Eugene Paul, leader of an important Samoan family.

icially, he remains there as New
nd's High Commissioner, to be
sellor and adviser to the
ans; but his real influence will
rsonal rather than official. He is
n of wide experience, broadly
nt opinion, and much wisdom.

has had a lot of influence in
ding the Samoan viewpoint, since
ok over from Sir Guy Powles
uple of years ago. None knows
NZ Islands scene better than he
has served in all kinds of posts
moa and Cook Islands; Secre-
of the NZ Islands Department;
mmercial man in Samoa; and it
at the Samoans' own request
he became High Commissioner.
arries the goodwill and high re-
of both Samoans and Euro-
s.

was part of Mr. Wright's good
ne that, when a young man in
Samoan public service, he met
married Eileen Fabricius, a mem-
of one of the old European-
an families. She has been with
in his Island Territories' wander-
and she has settled down as to
manner born as the top lady at
ma, where all distinguished visi-
have been entertained in the
s of Samoa's Trusteeship.

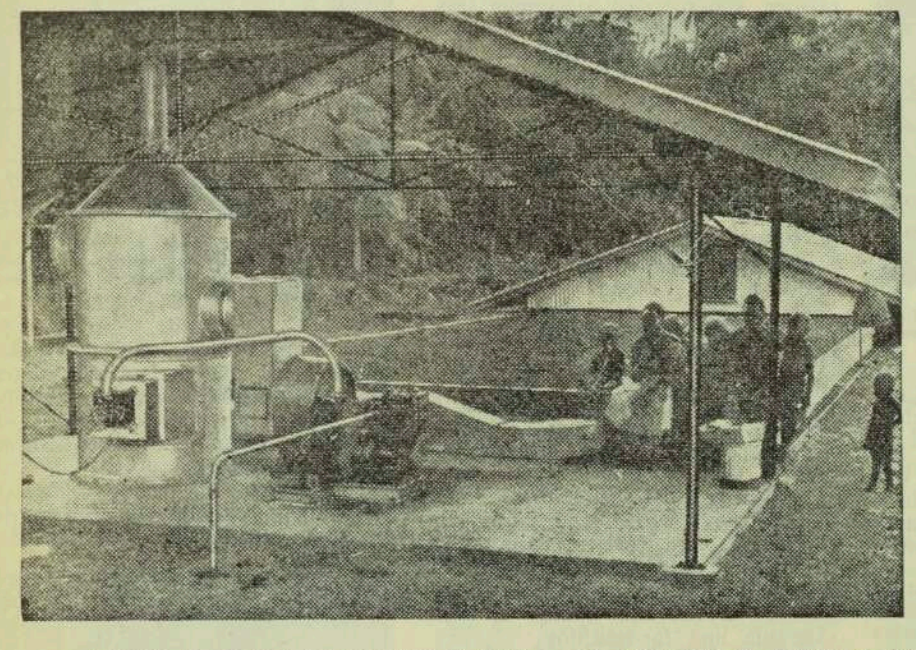
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v-forming Opposition, is the
s and redoubtable Harry Moors,
tion by marriage of the Nelsons
also, for good measure, of
fluential Paul family).

Another Powerful Family

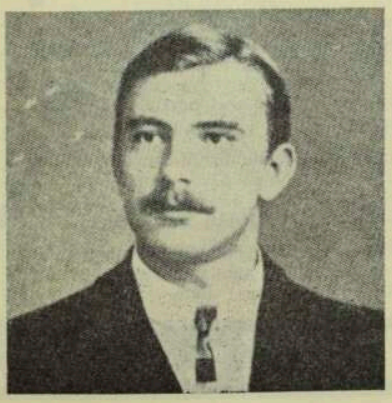
e original Paul was a German
, and he married in Samoa
ughter of a high official named
. The outstanding descendant
t line is Eugene Paul, who has
swathe in Samoan commerce
ublic affairs almost as wide as
. F. Nelson.
gene Paul either owns or
ates a large group of businesses
d and air transport, a hardware
a newspaper and printing busi-
a cinema or two, shipping,
oring and numerous associated
rns. He is one of the Terri-
ablest public men, and when
a turned over to limited self-
nment he was Government
and a doughty political fighter.
l health forced Mr. Paul out
ublic life just as the new,
ndent State was taking final
but he still is an influential
in the background. He is
ed into the MacDonald family,
er strong Samoa group of
rs and traders. His handsome
Peter and Norman, are top
tives.
through Samoa's modern
y, the European-Samoan com-
y has been divided between the
ns and the Pauls, and the war
eldom stopped. O. F. Nelson
jaw like the Rock of Gibraltar,
has Eugene Paul—jaws which
on stubbornly, and never com-
se.
the moment, the Nelsons are
ant in the political scene, and
Pauls are quiet—biding their
maybe.
situation has its piquant angles.
example, the daughter of
Moors, related away back to
Nelsons, is happily married to
Peter Paul and lives in the
Nelson camp. Public Works
ter Nelson, who might be ex-
to fly the Nelson flag, is very
ely an "independent".
ene Paul says he is no longer
sted in politics, and his hearty
wishes go with the new State.
hrough his newspaper he sniffs
urrent breezes on The Beach,
onders what the New Year has
e New Nation, and the Old
ies.
hose handsome, educated, clever
n of the European-Samoan
unity do not have some voice
future of Western Samoa, then
les which usually govern human
will have been side-tracked.



Sixty Years In Samoa

One of the Grand Old Men of Samoa's European population is Rupert Berking (above) now aged 81 years—60 of them spent in Western Samoa.

Mr. Berking was born in Hanover in 1880, where he was educated. He went to Samoa in 1900 after German annexation, already having spent three years in Hawaii. Within a few years he was Collector of Customs. With NZ control he became a businessman and planter and in the intervening years he has been a prominent, active and much respected member of the community. The old "Cyclopedia of Samoa", which in 1907 reproduced the photograph of Mr. Berking shown below, had this to say of him: "His position as Collector of Customs he fills with credit to himself and advantage to the Government. The courteous manner in which he at all times discharges his duties has made him very popular".



And Where Are The Russians?

In Apia, in November, a special Government committee had earmarked all available accommodation in town in readiness for the big influx of distinguished visitors invited to the Independence celebrations.

The official visitors include the NZ Prime Minister, Mr. Keith Holvoake and his wife. Germany will be represented by the German Minister in NZ, Dr. H. Noehring; the Netherlands by the Netherlands Minister in NZ, Baron Bentinck von Schoolhafen. There are other representatives from all parts of the Pacific.

However, the Russians don't look like being there officially.

PIM's publisher, Mr. R. W. Robson, reported from Apia:

I was interested in those Russians, so I asked West Samoa's Prime Minister Mataafa:

"Have any of the Communist nations represented on the UN Trusteeship Council indicated that they are coming to your ceremonies?"

The Prime Minister said that, as far as he knew, they had not.

I said that was strange. In season and out, at the Trusteeship Council and UN Assembly, the Communists —especialy the Russians—had yelled for early independence for Samoa.

Mataafa said that invitations had gone generally to Samoa's neighbours around the Pacific, and the nations interested in the South Pacific Commission.

"But Germany is coming. Germany is not in any of those categories."

Mataafa, poker-faced, said that Germany had a special interest—this was a former German colony.

I said I was sure that the Russians would have shown a lively interest in this occasion. It was strange.

Mataafa, still poker-faced, said it was.

* * *

From other sources, it is reported that:

- Soviet Russia would have accepted an invitation to the celebrations, if one had been forthcoming.
- A Russian survey ship is cruising in the South Pacific—she was in Suva in November.
- Some observers would not be surprised if the Russian survey ship appeared quietly in Apia Harbour about New Year's Eve, to allow one or two high official personages to attend the important ceremonies at Mulinuu on January 1.

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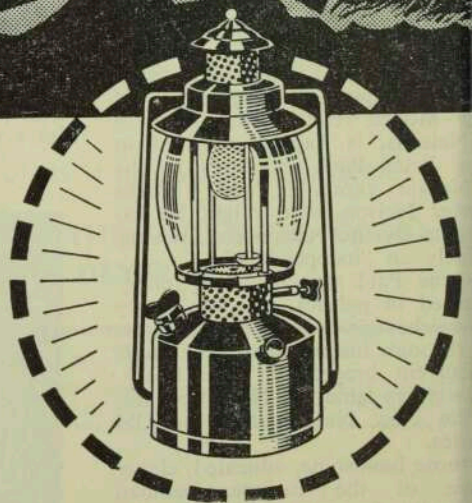
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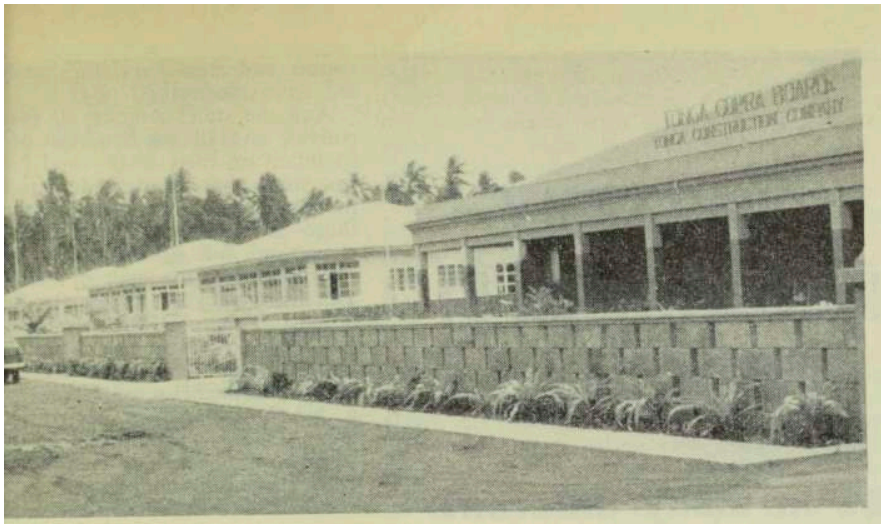
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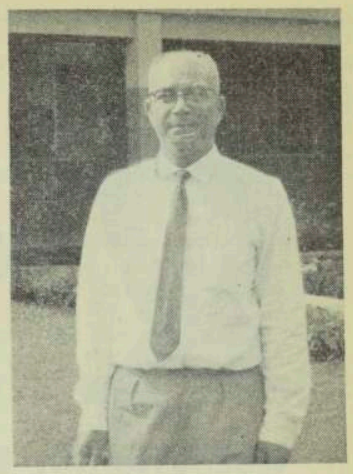
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Here in Nukualofa's new satellite town are the the offices of the Tonga Copra Board and Tonga Construction Company and some of the residences. The first house on the left is occupied by Prince Tungi. Right, is Mr. Stan Brown, hard-working general manager of the whole establishment.

Will Samoa Follow Tonga's Lead In National Development?

A Review of Tongan Enterprise, by R. W. Robson.

Western Samoa, emerging into independent nationhood, faced immediately with some lively problems of finance and dgeting. Maybe Tonga, its cousin and near neighbour, its nior in population but its senior in nationalism, may be able supply some useful answers, and warnings.

NGI, Tonga's Crown Prince and ireless Premier, will visit Samoa cember, and remain to represent a there on Independence Day. ne is better qualified than Tungi ll Samoa how a little country limited production for export, finance an administrative ine and still find money where- to buy, overseas, the expensive ment—ships and complex mod- plant, building materials and d technicians—needed to de- the country's resources, and mortgaging its financial soul erseas corporations.

nce Tungi has made his mistakes l his European critics love to lcast them!—but his achieve- s have been so remarkable that, y opinion, his name will remain /s high and honoured in the ry of Twentieth Century Tonga. e new satellite town he has built miles out of Nukualofa, in what years ago was flat swampy e, is almost unbelievable.

Tongatabu, when you clear away ungle, and rain comes, you sink our knees in black mud. The mud grow anything, but it is not the you naturally choose for big, ern buildings.

But there, on eight or ten acres, are now a dozen large modern buildings, designed to avoid internal pillars—they could house aeroplanes, if necessary—and constructed (except in two cases, where galvanised iron has been used) of steel and cement. The concrete in some cases was poured, but mostly the walls are made of cement blocks. They used crushed coral instead of sand.

The black soil was bulldozed away to give hard foundations, and the whole area now seems set in concrete.

Lavish Offices

In the front, facing the bitumen road, is a beautiful one-storey building, which houses the lavish offices of the Tonga Copra Board and the Tonga Construction Company—the latter, Government-owned and operated—built this satellite town. Adjoining the office building facing the road, are four very large, very modern bungalows, set amid lawns and gardens, accommodation for senior staff. Prince Tungi occupies one of them.

Behind this impressive facade, there are rows of very large buildings—several copra stores, a timber-working factory, a joinery shop, a machine-shop where simple engineering jobs are done, a large shop which produces concrete blocks, a plumbing and tinsmithing shop, a desiccated coconut factory and a coir factory (neither yet in production), a builders' hardware store (which carries stocks worth £70,000), a staff restaurant, two concrete tanks carrying hundreds of thousands of gallons, a pump to push both well-water and rain-water (every vast roof is a catchment) up into a pressure tower.

Electric power comes from the town. The whole place is sewered.

Out of the wood-working shops now comes a steady stream of furniture and joinery.

High Quality

Office equipment (desks, chairs, cabinets, counters, trays) are beautifully finished—the score of Tongan clerks in the Board's main office are better equipped than their opposite numbers in any Sydney insurance office. There are all kinds of domestic furniture, door and window frames, roof struts, and so forth, for sale in Tonga and the adjoining islands. One store holds a great stock of finished goods.

Teams from the Construction Company go out and erect government buildings.

And the materials? All from overseas—cement from Japan, timber from North America, a little from New Zealand, much from Fiji—the cabinet-makers have done full justice to Fiji's lovely grained woods. Metals

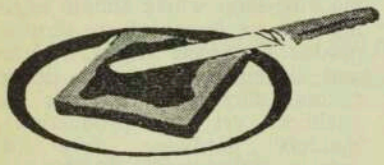
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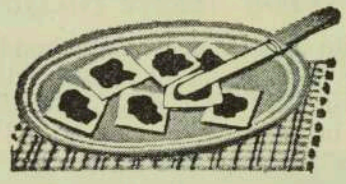
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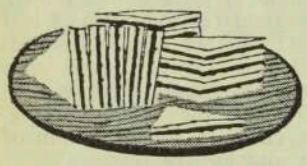
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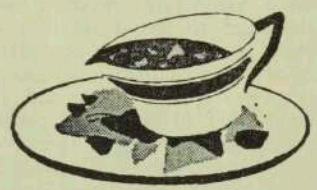
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KR3

—iron and steel bars, tin, meshes are from Australia.

And the staff? Among all the e cutives, and all the hundreds of n so intent on their work—and I ne saw men handle delicate machi more lovingly than the Tongans those furniture-making shops—th is not one full European.

The general manager of the wh establishment, Mr. Stan E. Bro is part Tongan. His able assist who gives most of his time to Construction Company, Mr. S. Nakao, a Bachelor of Commerce a NZ University, is part Japan part Tongan. The foreman of woodworking sections is a keen competent Filipino.

I talked to some of these pe and was impressed by their regard and loyalty to Premier Tungi. "I haps he does make mistakes," one. "But he is a great man to w for. He doesn't dither around— listens to you and soon makes up mind—and then action is so qu that he keeps you right on y toes."

Carved from Jungle

That may explain why this s little town, all concrete and mod amenities, complete already v water and power and sewers, v artistic fences and green lawns, carved out of the jungle in th years. The Tongans themselves, as State-owned Construction Compa built the place under the direc of Tungi and the guidance of a overseas technicians; and those T gans really worked.

The Tongan Government, thro its Public Works Department, built the little township, also ou the jungle, which now houses Ton new radio broadcasting serv Strong and clear, and admirably by a handful of technicians un New Zealander Mr. R. G. Hagg Tonga Radio already has listener Fiji and Samoa, as well as throu out the widely scattered Tongas.

"We are the *Friendly* Islan broadcasts Tonga; and the Fiji Samoa radio station managers sp little, and want to know what's wr with the kind of friendliness dispense. But it looks as if Tun radio directors are going to m fullest use of the happy name gi the group by Captain Cook 180 y ago. Advertisers seem to agree—t are buying time from Station ZC

"What's the radio licence fee? asked.

"None," said Tungi, with kindest smile. "We sell receiving to listeners—we have a monop over that trade."

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The Sights Of Tonga

A party of New Zealanders, the "Tofua", was being shown the sights of Nukualofa by a very earnest young Tongan guide.

They were suitably impressed by the flying-fox colony, and the blow-holes, and then the guide asked them if there was any other place they wished to visit. They said they would leave it to him.

As they walked to the cars, a young woman remarked: "you know, I haven't seen any pigs in Tonga."

The guide seemed troubled. He gave a curt order, in Tongan, to the car drivers. The cars took a rough road, and pulled up in a malodorous place.

The guide turned complacently to the tourists. "There," he said, waving his hand, "you see there the millions of flies!"

It was Nukualofa's rubbish

...rekeepers, deprived of this traf-...niff loudly—but everyone else ... happy.

...ngi's newest plan for developing ... Tongan coconut industry has ... startled the citizenry.

... is in communication with an ...ican corporation, which contem-... the establishment in Pago Pago ...ctories to desiccate coconuts, or ... them into oil and cattle-meal, ...make coir from the husks.

A New Ship?

...e Americans want some scores ...illions of coconuts per annum ... Tonga and Samoa, and it is ...rstood that, if the plan goes on, ...e Tungi's government will pro- ... a new ship, and a series of ...s, to take care of transportation ...een Tonga, Western Samoa and ... Pago.

...othing more will be done until ...mber, when Tungi goes to Pago ... and Western Samoa.

...e critics are very busy, explain- ...why it must not and cannot ...done. But Tungi merely smiles. ...pparently will entertain any plan ... to widen the markets for his ...nut products, and release his ...try from the shackles of a world- ...rolled copra price.

...e looks out over Nukualofa ... and sees the busy *Aoniu* hurry- ...off to Suva or Pago, the *Hifofua* loading for the outer Tongas, the huge oil barge that regularly brings the kingdom's supplies from Fiji, under arrangement with the oil companies—and again is reminded that Tungi also organised this State-owned Shipping Department.

Satellite copra town, construction company, fleet of ships, large public works department, new radio station —all these enterprises were not established without large funds. Tonga is a very small country.

What did Tonga's Premier use for money?

Tungi smiles his disarming smile, waves his placatory hand. The State, he reminds one, takes over all the nation's produce—copra, bananas, fruits and vegetables, and especially copra—and markets it. The State makes deductions for marketing costs, transport, "stabilisation"—there is a million pounds accumulated in the stabilisation fund. In the six months up to September 30, the Tonga Copra Board handled copra worth about £350,000. The shipping, radio and construction enterprises claim to be either making a profit or breaking even; and the huge capital cost of these various enterprises seems somehow to be taken care of.

There are few details of these enterprises in the State's published accounts. Each is under a Board or Committee, and in each case Tungi seems to be chairman. (Over)

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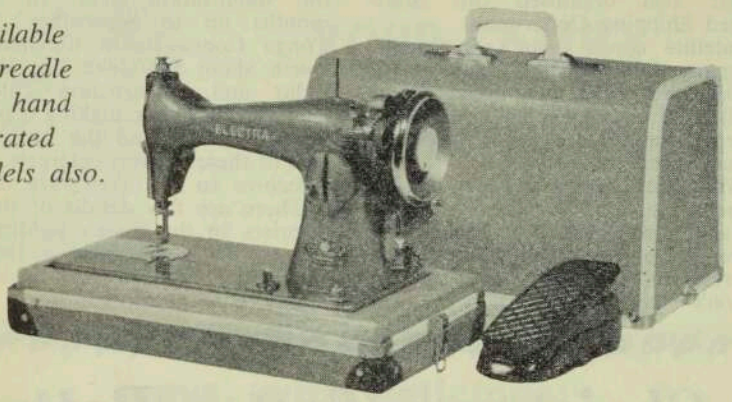
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Few Boards could resist t famous Tubou smile and gently p suasive tongue—and the Kingdom Tonga goes on to newer and big enterprises, and remains solvent, apparently takes orders from European Government or overs corporation.

I should not be surprised, if when I return to Nukualofa ab 1964, I find that Tungi has insta a helicopter service between Premier's Office and the sate town!

Western Samoa, starting off with economy not unlike that of Ton could be deeply interested in w the massive young Tongan Prince tell them of his experiences in world of finance and commerce.

In Samoa, as in Tonga, there only one race to be provided Samoans may be expected to t their Fautua (or hereditary chi who are to be their Heads of Sta as the Tongans trust their ro family. As in Tonga, the means which Samoa will purchase overs goods—from cloth to tractors, fr petrol to drugs—must come from soil, from the sale of coconuts, co and bananas.

Finances

Where Tonga uses a marketing ganisation (Tonga Copra Board) finance capital projects, Samoa p haps will use the new Trust Esta Limited (successor to the famous parations Estates, which for so l gave the Territory so much econo backbone).

Both Tonga and Samoa issue paper currency through their c Treasuries, and get some advant there. West Samoa now has its c bank. But Samoa's currency is at with New Zealand, and NZ coins in use there. Tonga maintains with the Australian £, and uses A tralian coins.

As both countries would like to accumulated bank funds for cap expenditure, it was inevitable t both would sooner or later estab their own banks. Why not a jo Samoan-Tongan enterprise—the Ba of Polynesia, or something like th That might enable them to mint th own coinage.

When the 300th baby for 1961 delivered at the Prebyterian Miss hospital at Lenakel, Tanna, N Hebrides, on September 6, th wasn't any doubt that records w being well and truly broken. greatest number of babies delivered any one year previously was 84

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Letter to the Editor

N SUPPORT OF COLONIALISM

—So much has been written the advantages of indepen- and self-determination, that I like to point out some of the rvailing advantages of ılism.

ONIAL administrations gener- ly provide comprehensive ional, agricultural and health s. Those furnished by Trustee- lministrations are usually much mprehensive, and those given h technical assistance missions ependent countries are often

might say that the extent of al services is directly related degree of political affiliation. a territory obtains indepen- subsidies and personnel from rent government fade away and al services dwindle. Many of ıaller territories simply cannot in the quality and quantity of s, although they may try to do hiring local talent and in- g taxation.

Stability

ther advantage of colonial istration is the stability con- by continuity of government. sure, this stability sometimes ches stagnation, but generally is perceptible movement on- and upwards. An independent y, however, is subject to sudden al changes, brought about by allot box or other means. gh these changes are not arily retrograde, drastic shifts icy may waste limited govern- resources.

deleterious effect of political lity on private resources is even marked. Capital is becoming cowardly every year.

ıe are the days of the reneur, willing to lose his shirt long shot. In this age of ations, investments are made he hope of returns for decades me. Such conservative capital remely unwilling to finance ex- ents in self-determination.

s leads to one more advan- is aspect of colonial status. The cts of development are much when there is a happy com- on of subsidised technical es and secure capital invest-

When colonial people yearn for freedom, they hope it will bring them greater prosperity. This leads to sad disappointment, a heavy price being paid for premature independence.

Boot-strap operations relying on local cash and know-how have been totally unable to fulfill the rising aspirations of those who live in independent and underdeveloped areas.

I ask critics of colonialism in the UN and elsewhere to honestly examine the needs and desires of people living in colonial territories.

I urge both expatriates and indigenes to work patiently for the improvement of each territory within the colonial system until such time as it is ready to stand and prosper alone.

Yours, etc.,
AN EX-ANTICOLONIAL
Koronivia, Fiji.

Production from the Cook Islands' vital citrus fruit industry has increased twelve-fold in the last 10 years, according to figures recently released in New Zealand. Approximately 15,000 bushels of citrus were produced in 1951 but figures for the year ending September, 1961, show that all citrus produced for sale, whether for export or for the new local processing plant, totalled 100,000 bushels.

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anberra
OMMENTARY

n our Canberra Correspondent

ua-New Guinea intruded he Federal election cam- much more than might been expected for a subject could have only a limited t on voting.

H major parties raised the sub- ct in their policy speeches and l it again in campaigning.

Prime Minister, Mr. Menzies, d most of his mid-campaign ast on foreign affairs to one of earest re-statements of Aus- policy on Indonesia and West Guinea he has made since he ver the External Affairs port-

deprecated talk of war over New Guinea.

want peace and friendship," d. "There is no occasion for y.

ing as we do so close to the island of New Guinea, we re- he interests of its people and peaceful progress as the para- consideration. We hope that cerned will see it in this light."

Menzies' broadcast was a clear to Indonesia's claim in the

Not Exploiting

long as Indonesia declined to ge Netherlands sovereignty in nternational Court—by whose ent we would abide—Australia adhere to our support of the le of self-determination, he

stralia is a democracy, and re deeply attached to the le of self-government," he said, from being 'colonial exploiters' t into P-NG—in hard cash, work and devoted service by hundreds of Australians—far than we ever hope to get out

r one great ambition is that, the day comes for these terri- to determine their own destiny, people will look on us as friends have been faithful and just to

this is how we feel and act, hould we deny the same policies Netherlands?"

his policy speech, Mr. Menzies was content to rest on the Government's record in P-NG.

Not so the Leader of the Opposition, Mr. Calwell.

He demanded radical changes in an effort to prepare P-NG for self-government in the shortest time.

His most far-reaching statement was that the cost was beyond Australia and could be met only with UN support.

This statement brought the Government reaction that to do so would give Communist nations in UN a say in the administration of the Territory.

Said the Deputy Prime Minister and Country Party Leader, Mr. McEwen: "UN supervision would mean that Communist countries would be given a continuing, direct and official status in the administration . . .

"Mr. Calwell can find £300 million a year to curry favour in Australia, but to save Australia £5 million or £10 million a year in P-NG he would allow Communists in the UN to get a supervising position in P-NG.

"We all know that the Communists never pass an opportunity to make mischief and cause disruption, particularly in emerging countries."

Mr. Calwell also was critical of some other aspects of the Government's stewardship in the Territory.

He attacked the Government for introducing "in the dying hours of the Twenty-third Parliament" proposals to abandon "the whole system of courts of justice built up over the past 70 years by many able and dedicated Administration officials".

Labour held itself free to review this action, he said.

It wanted to extend Courts of Native Matters to include native magistrates.

And it wanted District Courts to include civilian European, Chinese and native justices as well as the present official European judges.

In this way, responsibility for maintaining law and order would be extended to men for whom the whole community would have respect.

Another matter which Mr. Calwell said needed immediate attention was a common roll for the electorate.

TEAL's annual report released in Wellington in October reveals that for the first time passenger traffic has passed an annual rate of 100,000 passengers. Profit before taxation was £155,000, and operating costs were reduced. Civil Aviation Minister Mr. McAlpine, said a firm decision would have to be taken soon on replacements for the Electras, which would go out of service in 1964 with the opening of Mangere jet airport.

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Ernie Reid's Samoan community of San Francisco brings a breath of the real South Seas to that city. Here they are enjoying a recent dance practice.

Irish, American and Blown-away Samoan

THEIR HEARTS ARE IN THE SOUTH SEAS

Islands people have always been prodigious travellers but w, as a sign of these confused times probably, they are also coming settlers in foreign places. For reasons of geography d climate, the Pacific coast of the United States has a grow- quota of people who spend some part of their time thinking stalgically of "the Islands".



n Tom McCuaig, once an editor of "The mes", these days lives by the pen in California.

SOME—like Tom McCuaig and Ralph Craib—have been exposed to the Islands' virus for comparatively short times but are none the less enthusiasts. Both are newspapermen—Tom near Los Angeles on the *San Gabriel Valley Tribune* and Ralph on the *San Francisco Chronicle*.

The Republican

Tom was the editor of *The Fiji Times* for a couple of recent years, until itchy feet drove him to Honolulu and now to California. He's still a wild Irishman, still plans to return home, someday, and take a more active part in furthering the Republican cause.

In the meantime, he'll show Islands visitors Los Angeles—what you can see of it for the smog—at the drop of a hat. He took us to a place called Ghost Town on the outskirts of the city and that is where the photo of Tom was taken—outside the Silver Dollar Saloon (where they sell only root-beer and coke).

Some millionaire with a pretty shrewd idea of mass American psychology, has transplanted whole streets from deserted Western towns to a large area of suburban dust and gum trees. Characters dressed in 1850 fashions, Indians with feathers, imitation sheriffs and cowboys roam amongst it for the edification of the thousands of visitors, mostly adults, who come to inhabit this dream world briefly and to play cops and robbers with the "sheriff" and his "deputies". The erroneous impression it gives overseas visitors of even modest intelligence, of course, is that *all* Americans are of a mental age of no more than 14.

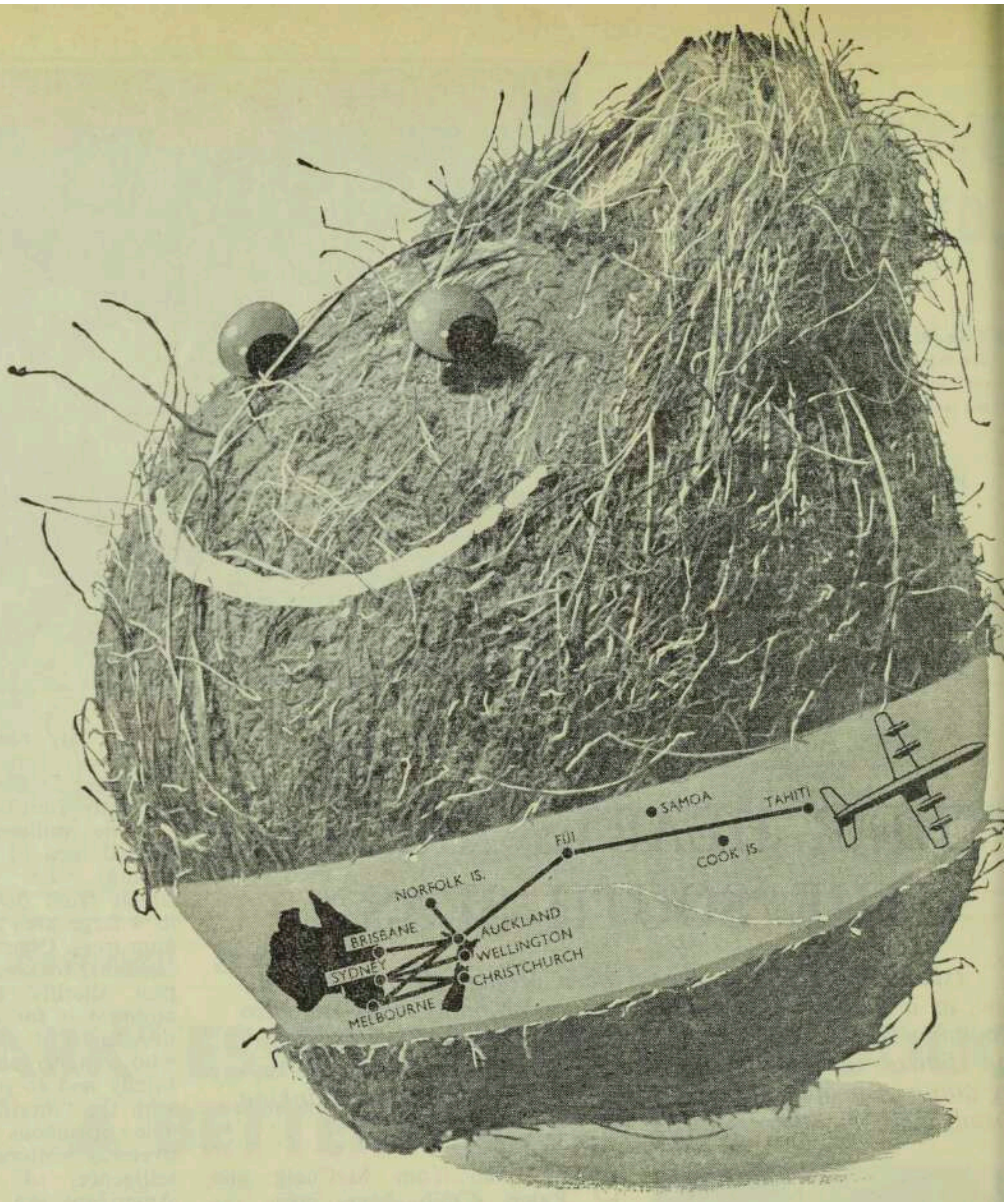
The Expert

Ralph Craib first saw the South Pacific on a Qantas Press junket six or seven years ago. When fellow journalists were taking a look at the flesh-pots of Australia, he took a ride to New Guinea and on the strength of a few days there says he became an "expert" when he got home.

But because he was an "expert", he later was given a Fellowship to spend about 18 months in Australian and Netherlands New Guinea. He returned to New Guinea earlier this year, under his own steam, for a shorter period.

Like Tom McCuaig he likes to show you his town but with San Francisco has a bit more to show. As he says—Sydney has the prettiest

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ur; San Francisco the prettiest
s.
re closely related to the Islands
ie Glucks, who live out in the
ind suburb of Hillsborough
San Francisco's International
rt, in the fabulous kind of house
we imagine all Americans live
ntil we've been there to see for
ves that they don't.

ess with Monkeys

nford Gluck served in the US
'orce, in Fiji, during the war.
it he returned to Suva for Pan
ican Airways, and during this
l time round he married Iona
rson. Next move was to Singa-
about the time medical science
to be really interested in
eys for research and more par-
rly for the manufacture of anti-
Salk vaccine.
American Airways transported
of these animals and manager
was in a position to see that
was room for someone in the
ry to organise things from the
end—it then being a pretty
nd miss affair of Any Old
ey Will Do.
m this idea has grown the
hing business of Asiatic Animal
ts Inc. which will import you
ing from a spiny ant-eater to a
elephant but which still makes
of its money from monkeys for
al research. (Some chimpanzees
recently imported with the idea
ining them as astronauts.)
der the Gluck set-up it's no
a case of any monkey will do;
receiving houses near the air-
n San Francisco, the animals are
ned for the job—they are put on
l diets, attended by veterinary
s and get used to the idea that
are no longer living in trees.
Glucks have investments in
quite outside their animal busi-
and are frequent visitors to the
y.
other couple of ex-Fiji residents
live in the same San Francisco
as the Glucks, are Dr. and Mrs.
. Cruikshank, Dr. Cruikshank
formerly Director of Medical
es in Fiji—one of the few Cana-
in the Colonial Service—and
WHO director for the South
c area.
couple of years ago they went to
rnia for family reasons. They
fit and well in spite of the re-
ibilities of running a private
rium there.

nesia Transplanted

t probably the people with the
st ties with the South Pacific
hose belonging to the Samoan
community of San Francisco. The number fluctuates between 1,500 and 2,500, with permanent residents tending to grow. The original reason for this large community being so far from home was the closing of the Navy Base at Pago Pago, American Samoa, in 1951 after it had for 50 years been the biggest factor in the small Territory's economic life.

Hundreds of Samoans migrated to jobs in Honolulu and California and there is still a considerable coming and going between the three points.

Not all the Samoans in San Francisco keep together as a group—many of them tend to become absorbed in the rest of the community—but a large contingent under the leadership of one of their own people, Mr. Ernest C. Reid, make a real effort to preserve the ties, the culture and the language of Samoa in their new homeland.

We asked Ernie Reid to come in and have coffee with us but he sent word for us to come out to his house in Daly City where they were "practising some dances".

We left the taxi in a typical San Francisco street, walked across the threshold of the Reid house and straight back into Samoa. Three rows of girls and women in the middle of a *siva* took up most of the space on the living-room floor.

A dozen other men and women perched on pieces of furniture singing and playing guitars; some fat, small children skirmished around on

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outskirts; and in an adjacent room a dozen people with serious sat around a table.
bove the music Ernie said the le around the table were the committee" and that the com- ity was, in the coming week, ing a ball in San Francisco. The ng and dancing were part of the show that was to be given.
e "floor-show" practised for t an hour and a half, men and en taking their turn at singing dancing with the minimum of and instructions, relaxing com- ly into the traditional Polynesian m and idiom although some of oungsters had never been nearer outh Pacific than Hawaii.
casionally, when the music really o them, a member of the food nittee would heave up from the and come in and perform a solo the floor-show took a breather. ere had been some discussion as hat they would charge for the tickets but $3.50 had finally been led on—profits to go to the com- ity fund to help members over ess and education crises.

Driving Power

e focal point of this community doubtedly Reid himself who has ordinary driving power and ties of leadership, and with his and two small children around is an established Californian citi- (Mrs. Reid is the daughter of Rev. Tikeri Tauoa, who spent years in Papua as a LMS Pastor who went to California in 1957 now has his own Congregational rch in San Francisco.)
ost of the families came from rican Samoa but many of them family ties and affiliations with ern Samoa. After supper, Mrs. niu Fonoimoana, who said that originally came from Apia, ed to see us back into the city. er teen-age daughter, Elsie, who born in Honolulu, drove for of the way and then left us with cousin Montey Tuia. Mrs. Fonoi- na completed the task before ng heaven knows how many e miles out in another direction. ll drove like seasoned veterans on confusing system of freeways and ated roadways—proving that al- gh their hearts may still be in the h Seas they have certainly learned djust to this part of the American of life.—JUDY TUDOR.

Fiji Registered Nurses Associa- open to all registered nurses the Colony, has recently been blished in Suva. Organisers hope ee it make overseas affiliations.

Canadian Traders Look at the Pacific

Papeete, Tahiti, had its first visit from a Canadian trade official in October when Mr. J. H. Stone, whose headquarters is at Wellington, New Zealand, made a short stay there.

Mr. Stone thinks that tourism is Tahiti's only chance of balancing its trade account after the phosphate deposits on Makatea are worked-out in another five years.

He said when he got back to Wellington in early November that Tahiti was already doing something about this alternative industry by building fine new hotels and improving tourist facilities generally.

He said that Canadian trade with the South Pacific Islands had not been important until the last couple of years when dollar restrictions were lifted by most administrations.

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Fiji Debates The Rubber Cheque Problem

From a Correspondent

Dud cheques, a bane of commerce in Fiji, will continue to be a menace, for combined official and unofficial members in the Legislative Council in November defeated a Government motion aimed at strengthening the law.

CONCERN about the number of dud cheques which bounced came to public notice about 18 months ago when the Suva Chamber of Commerce, later backed by the Federated Chambers of Commerce, sought Government action. Rubber cheques are a problem in many South Sea Islands because of the wide use of cheques as currency.

A reliable estimate was that 18,000 cheques had been dishonoured throughout Fiji during the previous two years!

It fell to the lot of the Attorney-General, Mr. A. M. Greenwood, QC, to introduce the new measure, but Mr. Greenwood himself was against it. The official members themselves were so divided that the Government decided the issue should be resolved on a free vote.

Onus of Proof

The new measure proposed to shift the onus of proof from the prosecution to an accused to prove he did have enough funds to meet a cheque. If a cheque was drawn and presented within 30 days and dishoured because there were insufficient or no funds to meet it the drawer could be prosecuted under the proposed new law.

The Director of Public Works, Mr. Common, was in favour of the measure. He told the Council that the same names occurred with a certain degree of regularity on cheques which the department received, and which the bank returned. Over a year, a cheque-and-a-half a week were returned. He considered that in most cases the drawer knew the cheque would be returned.

The Colonial Secretary, Mr. P. D. Macdonald, said the blame must rest with the banks and the commercial community. Commerce gave credit freely, and accepted cheques too freely.

He then argued that if the measure was passed, the gaols, already filled to overflowing, might become fuller. In that case there would be a request for more money to extend the gaols!

Mr. C. W. Cayzer, a European nominated member, said there was a completely amoral outlook on the sanctity of cheques. It was nonsense for a person to say he was unaware he had no money to meet a cheque.

Three lawyer members (Messrs. J. N. Falvey, H. B. Gibson and R. G. Kermode) also favoured a tightening-up of the law.

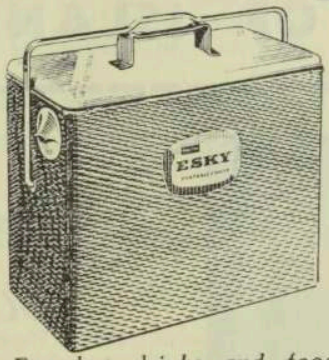
Semesa Sikivou (a Fijian member) blamed the matter on to the economic position in which people found themselves. Most people were hard up, and when they were hard up some of them could not afford to be honest, he said. When there were children to be educated and fed and there was no money the temptation was great if there was a cheque book handy. Semesa said he wished some other way could have been found for dealing with the problem.

When it came to the vote the house divided 16-11 against the measure. Mr. Greenwood did not vote. Of the totals, five official members and six unofficial members were in favour of tightening the law. Six unofficial members and 10 officials voted against it.

The Suva Chamber of Commerce is now back where it started!

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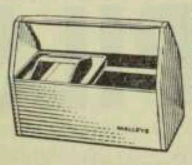
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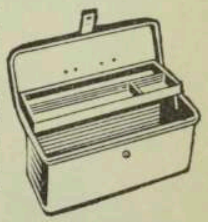
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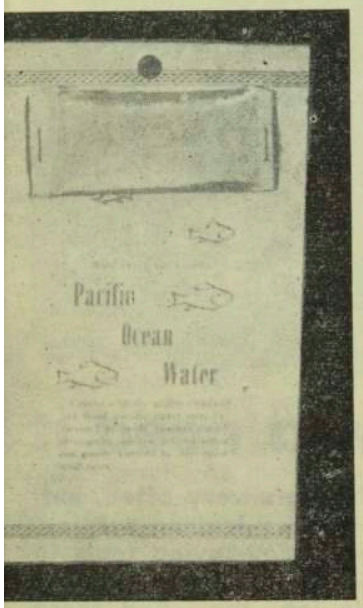
dneysider Goes Walkabout

The Pacific Was Never Like This



This is the tourists' Hawaii—with gaudy attire in full flower. Ingenuity doesn't stop with the muu-muu.

This is Hawaii—the first hint of the tropics in her balmy —and the inherent instinct of most Americans to make n of themselves in gaudy attire, in fuller flower than the cal hibiscus.



FLITTED THROUGH BY FISHES! There be a fortune in this for someone ide of the ocean. This is a post-card, ble on the Pacific coast of the USA at about 5/- in Australian money. The polythene bubble stapled to the top ns a teaspoon of water—allegedly from Pacific—and some grains of grey sand. words beneath are:

ind swept, sun kissed. Graced with the flakes of ore from Pacific coast streams; ed by sandy beaches, flitted through by w coloured fishes and greatly admired est coast inhabitants."

itors to the Pacific coast are supposed t a stamp on the back and post the to their friends. What the friends do it, we hate to think but only the high of the experiment prevented us from g some to our more rugged Pacific s friends to get their reaction.

EVERY horrible thing said about tourists and their fancy dress, in other ports in the Pacific, comes true in Honolulu. In its male form, it erupts in an epidemic of wild, hula shirts.

Or in the garments called shorts, which in the United States mean an article with the cut and drape of a pair of slacks sawn off at the knees. With these, the accepted adjuncts are a hang-out shirt and a pair of coloured, city sox that end two inches above the ankle bone. Hawaiian men also, occasionally, wear girly mata dors.

The female of the species, as Kipling once said in another context, is more deadly than the male. She arrives from the mainland, hot in civilized clothes and swathed in tiers of *leis*. (You can wire ahead and arrange to be suitably draped). Within 24 hours, after surreptitious visits to the shops in the hotel lobby, the metamorphosis has taken place; within 48 she is indistinguishable from the "Hawaiians". (Or something.)

Probably it is a muu-muu, that hideous, rich relation of the New Guinea "Mary's blouse" or Mother Hubbard, on which her errant fancy has lighted. She has divested herself of her foundation garments and put it on, and although she probably looks like a milk-cow done up in a bag, she wears it, so help me, with aplomb.

The American female tourist does not believe in this business of growing old gracefully; she may be fat and pear-shaped; or stringy, like a piece of sun-dried meat, but if it is fashionable, she'll give it a go.

Feminine ingenuity does not stop with the muu-muu, or its long, fish-tailed variant which is called something else and, so far, has not made such an impact on fashion. In Hawaii there are a 100 other peculiar local garments that have never seen the inside of a couturier's workshop. Some billow, some are tight; they come long, medium or short. Some show the Chinese influence; or Japanese; or Filipino. Some are split up the sides; some down the front. But whatever, they are all different to what you had back home—so why hold back, you've got to be in it to win it.

On the eve of departure, Papa puts on his dacron-and-wool business suit; Mama gets back into her foundation garments, which after the comfort of the muu-muu probably hurt. They are draped again with *leis*, go to the airport—and depart. Two more satisfied customers.

Why are they satisfied? Undoubtedly by the myth of the Pacific and not its realities.

That Pacific Mystique

Americans are suckers for the Pacific—but they like it from a *lanai* suite, with bath, and who can blame them? If you are a tourist, in America, you may be a vulture for the culture of the Navajo Indians but do *you* want to live in a tepee in the middle of the Painted Desert?

They call their West Coast the Pacific Coast, do up teaspoonfuls of the ocean in polythene bubbles and send them on postcards to the folks back home.

(Over)

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nd everything westward from the
of the Continent is the Pacific
them. Hongkong, Japan, Indo-
ia, Indonesia and clear to India.
even, at times, to Africa.
he cities of the Pacific Coast of
erica abound in Polynesian res-
ants—like Trader Vic's and Don
Beachcomber's, Tiki Bob's and
ns of paler imitations. When we
to one of them to dine we were
ed rum-based drinks in bucket-
l glasses and mine had a real
enia, with two leaves and a twig,
ing on the top. I didn't know
ther to fish it out and wear it,
rink around it.
ut in the foyer they sold *objets*
(*primitif*). There were, believe
not, genuine carved galip nuts
New Guinea's Sepik, at a price
would make our trader friends on
River gnash their teeth in fury.
e were bits of bric-a-brac from
West Indies. Impala and buck
ed out of wood back in Uganda,
ganyika and the Kikuyu reserves
Kenya; and wooden tikis galore
the workshop of a fellow in a
Francisco suburb.

Waitresses
r Pareus

he place was crowded to the
s, clamouring, would-be patrons
turned away in droves, the cash-
ter was clanging a merry tune,
use it was, in fact, a very
sant place to eat, let your hair
n and have fun.
onolulu, too, abounds in Poly-
an and Tahitian restaurants where
waitresses wear pareus and fran-
ni wreaths and the decor is all
ical banana leaves, coconut
ets, tons of bamboo, paintings
velvet and posters by TAI and
AL. In the flickering light of kero-
torches, which give these spots
Stygian gloom that is standard
pment for all American eateries,
l middle-aged tourists sit munch-
Tahiti was never like this—and
her was the high cost of the vic-
s that works out at about 11
ars a throw.
We were told that we would loathe
vaii as a travesty of all that was
fic. As it turned out, we didn't.
olulu is about as typical of Poly-
a as the Queensland Gold Coast
f the rest of Australia. Both can
musing.
he pure Hawaiians are now re-
ed to an insignificant minority in
600,000 total population and their
ure, their history and their colour-
past is maintained now merely as
rop to the tourist industry—dis-
d and reduced to sip-sized doses
the edification of the Mums and
Dads and the bright young things
from Seattle, St. Louis and points east. The tourist industry is important to Hawaii and probably brings in more real money than the subsidised sugar industry and once you have accepted the fact that they have reached a point of no return in making the means justify the end result, the rest comes easy.

If you want to bust your guts on Pacific anthropological field-work, you won't go to Hawaii. But if you want to dilly-dally on a beach under a sun umbrella, complete with mat, back-rest and scented sun-tan oil ($2 the lot); or play in the disciplined surf at Waikiki; or live in a luxury hotel—why look further? An annual quarter-million Americans don't.

In short, what we have down here is the real Pacific islands; up there they've got the myth—and make money at it. There must be a moral in this somewhere.

A former New Guinea man, who was born at Wau, Mr. Ronald Olsson, was married at Narrung, Victoria, recently to Miss Iris Armstrong. He is the son of Mr. and Mrs. Tom Olsson, who ran business in Wau before the war and for a number of years in Port Moresby after the War. All now live at Narrung.

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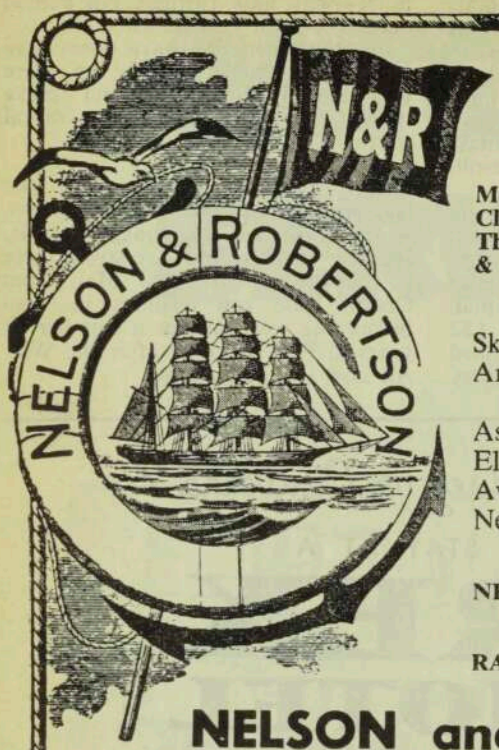


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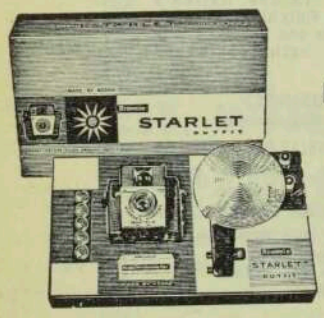
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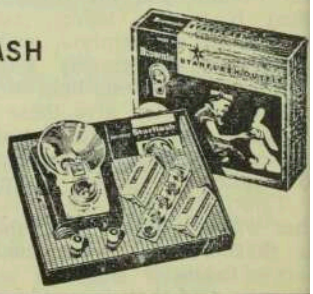


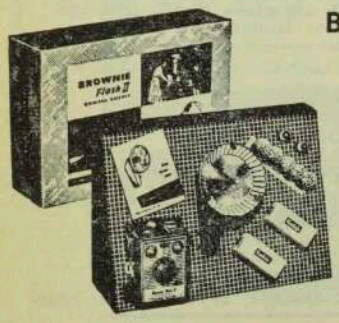
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WARD TAYLOR v. ERROL FLYNN

a sequel to the string of lies t some alleged New Guinea ers of 1926, *written by the late wood actor Errol Flynn in his "My Wicked, Wicked Ways", man who was libelled, former ict Officer Edward Taylor, of Guinea, commenced an action st the American publishers; and readers, who may remember the es published in* 1960 (*Feb., p. May, p.* 23; *and June, p.* 113), *e interested in the sequel.*

ver a man was made the victim of irresponsible journalism, and claim libel, it was Mr. Ted r; but his approach to the d States courts is making no ess against a mass of pro- al and legal technicalities.

fore he became famous Flynn several years in New Guinea, ilor, recruiter, goldfields adven- and he even served a brief term Administration junior official.

says, in the original edition of ork, published in 1958-59, that some prospectors were mur- by natives near Madang, he on the staff of District Officer r; that he was placed in charge ne of four parties which were out from Madang by District r Taylor to seek the murderers; a dozen natives were rounded nd were publicly hanged at ng by District Officer Taylor, the local native population entertained by Taylor at a lavish

"Pack of Lies"

nn describes the whole incident eat detail, and says that he him- vomited at "the most macabre I ever witnessed".

or to the publication of the (which, insofar as it relates to Guinea, is largely imaginative, apparently was ghosted for by a professional writer) the was published serially by an ican magazine; and this sec- giving Flynn's account of the ers, came to the notice of *PIM*, was described and challenged in February, 1960, issue.

percussion was immediate.

e story was described by Mr. Taylor—now retired and living llina, NSW—and by other well- n New Guinea veterans, as a of lies; and when the Territory's lative Council met a few months later, the scurrilous and libellous statements made in Flynn's book were denounced by Messrs. J. K. McCarthy (Director of Native Affairs) and H. Niall (Morobe District Commissioner). Both of them were in the Territory service long before World War II, both knew Flynn, and both knew the Madang incident never took place.

Flynn was very briefly a cadet at the Kokopo sub-station in the Rabaul District; and Mr. McCarthy said that the only patrolling he ever did was to wear a path between the station and the Kokopo hotel.

It was also stated in the Legco that Flynn was believed to cherish a dislike of Taylor because, when Flynn was on the Morobe goldfield, and Taylor was District Officer at Salamaua, Taylor interfered with Flynn's practice of coating copper coins with nickel or something, and persuading the natives to accept them as silver coins.

The Legco suggested that, for the good name of Australia, the Commonwealth Government should act in this matter for Mr. Taylor, against the publishers of the book; but Canberra did nothing, and it was left to Mr. Taylor to proceed against the publishers. The latter are two well-known and very powerful corporations.

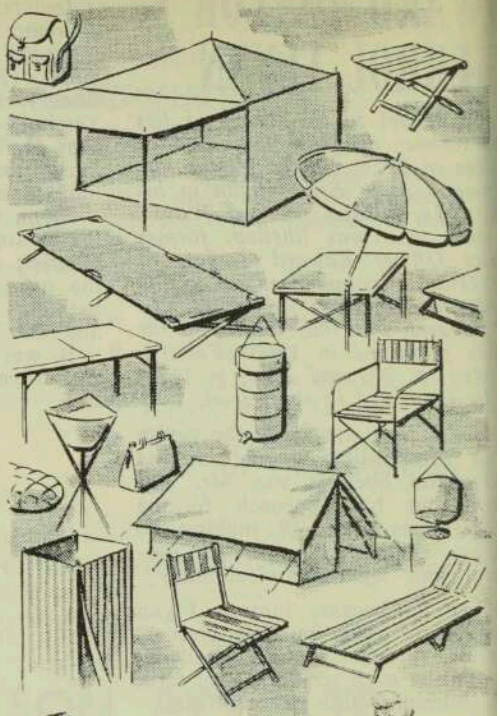
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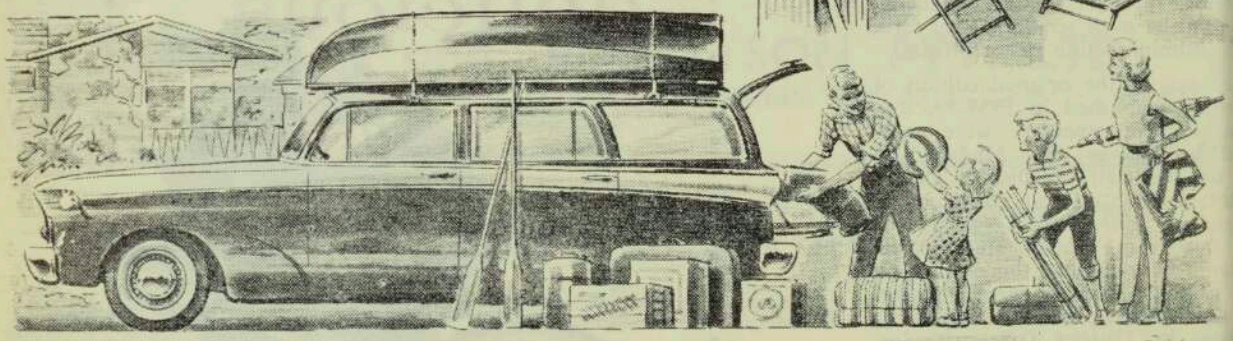


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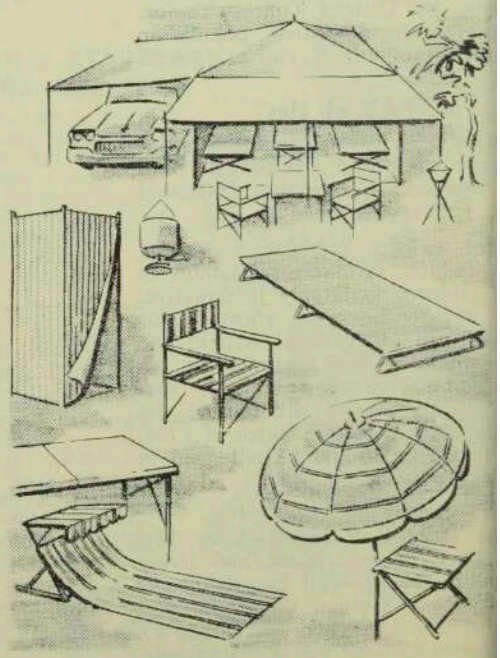
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1861

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he American edition of *My ked, Wicked Ways* duly appeared ISA and—as far as we know—it in the form in which it was lised. But when the British Com-wealth edition was published in lon by Heinemann's in 1958, the e of the offensive section about "murders" had been deleted.

ssisted by friends—and especially a generous New York attorney inated by friends—Mr. Taylor this year opened fire against publishers.

he publishers engaged the best able legal talent, and the latter oyed every permissible legal de-to embarrass the plaintiff—and, ng by the copies of the numer-legal documents from the New Supreme Court which have ied *PIM*, they really are masters he art.

ew Guinea is on the opposite of the earth to New York. The ents on which Flynn's calumnies based occurred over 30 years The legal processes in New York very costly, even in the world's expensive country—and Ted or is not by any means a rich

Legal Tactics

r. Taylor's attorney clearly did nowledgeable best—but the pub-rs' lawyers met his every move more and more demands for en "details" to show wherein n had written untruths and or was libelled; and by persuad-he Courts not to accept sworn ments that material published by ndants as facts was completely

r example, they pointed out that eferences were to "District Offi-Taylor", which did not neces-identify him as Edward Taylor, plaintiff. It is well-known that he time of the supposed crime, was only one District Officer or (Edward Taylor) in New ea; but the lawyers know that it d be a long, expensive process et proof of it across to that in New York.

ain and again, defendant's law-succeeded in their applications e courts for more and more de-and each time the judges seem ve allowed the plaintiffs only 10 0 days in which to provide the rial—although it was obvious laintiff's attorney had to go back ustralia, and probably to New ea, to get the proofs demanded.

he libel and the damage done clear to the layman. But it also ry clear that, to bring the issue ial, a great deal more money—and patience—is needed, and that the interests challenged will use every legal device at their command to make it difficult for plaintiff to proceed with his case.

At last report the case was completely bogged down in New York.

Writing in the latest issue of the Australian quarterly review, *Quadrant*, a NG District Officer of Flynn's time, Eric Feldt, says some people might think Flynn's book of value in revealing the character of the author, "Yet what do you know of a man who is a congenital liar? Nothing that comes from his own mouth, as it cannot be trusted!"

Native Lot is Not An Hygienic One

The medical officer in charge of a mobile clinic that recently made a survey amongst the natives of the north end of New Caledonia has reported that the 4,000 natives who live there present other medical problems than that of leprosy—which he had gone out specifically to examine.

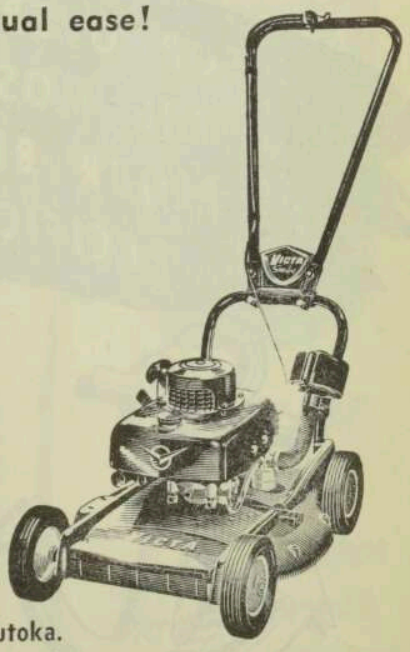
He found seven cases of leprosy and these have been sent to the Sanatorium at Ducos, Noumea.

He has now recommended that an X-ray team for a TB survey be sent amongst these people and that some effort be made to instruct them in simple hygiene.

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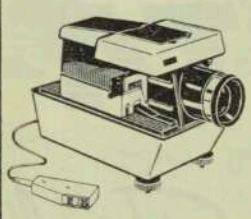
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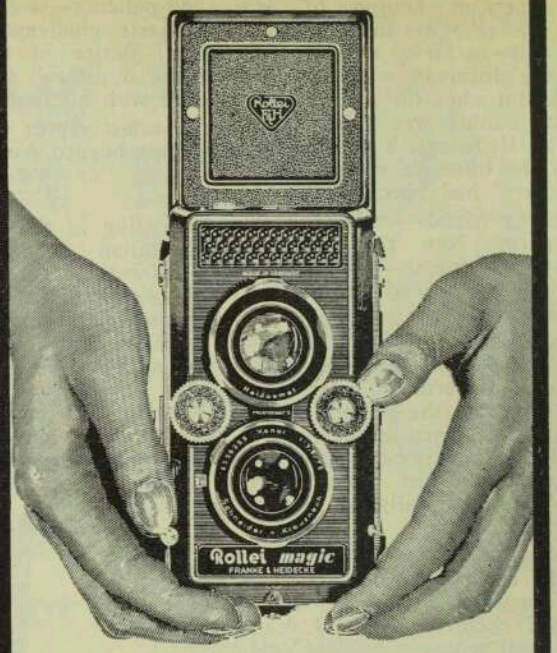


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ong Mrs. Riechelmann's many interests is sea shell collecting. Here she explains the ferent types of shells in her collection to Mr. Chris Ritchie, manager of Fiji Airways, en Mr. Ritchie visited Nukualofa recently. There are thousands of shells in the collection.—Photo: S. A. Whippy.

SHE'S A LINK WITH EARLY TONGAN HISTORY

From a Correspondent

One of the interesting chapters of early European history in Samoa nd Tonga will pass out of sight shortly when Mrs. Bella Riechelmann tires finally from the ownership and management of Beach House, ukualofa.

RS. RIECHELMANN, a well- loved figure in Tonga all her conducted her Beach House for years, after World War II, and retired.

ive years later, in 1950, she was ced by Fiji Airways to resume direction of Beach House. Fiji ways were running a new service Nukualofa, and the Tongan capital no accommodation for passen-

ut Mrs. Riechelmann was not ous to carry on; and in a few ks' time Beach House will be n over, at Fiji Airways' request, Mrs. M. Emberson, of Suva, and . Riechelmann will return to her e in Nukualofa. It is thought Mrs. Emberson, who has interests Fiji, will put a manager in to Beach House.

Mrs. Riechelmann's family tree is interesting. She herself comes from Samoa, where an old English family named Crichton produced a daughter who married another Englishman named Parsons. Their daughter was Bella Parsons.

Meanwhile, over in Tonga, there was another Englishman named Joshua Cocker, who was Britain's first Consul there. He and his young wife were friends of King George Tubou, of Tonga, and the first child of Mr. and Mrs. Cocker was a daughter. A young German, Riechelmann, who arrived in Tonga when only 17, married that Miss Cocker; and it was their son who married Bella Parsons, of Samoa.

There have been Cockers and Riechelmann in Tonga for over one hundred years.

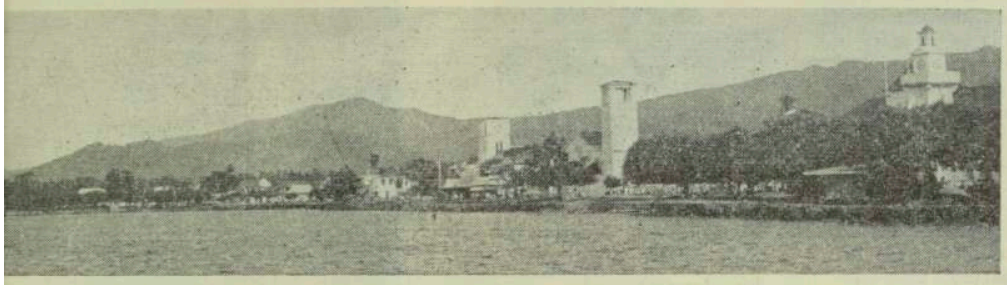


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Pacific Islands Monthly MAGAZINE SECTION



Apia today

The Rise of Samoa

By R. W. Robson

The unrecorded human history of Western Samoa may go back 1,500 years. There is no clear ɔation that there were people in the lovely Central Pacific archipelago prior to the first Polynesian ɾation. The Polynesians—a varying mixture of the Indo-Aryan (Caucasian), Negroid and Mongoloid s—first spread out among the Pacific Islands, apparently from the northwest (or South-East Asia ɔr), between 1,000 and 1,500 years ago.

is believed that the first migra- on, a generally light-skinned le, reached the Samoan Islands became established there, and that point perhaps settled the pelagoes to the east and north-

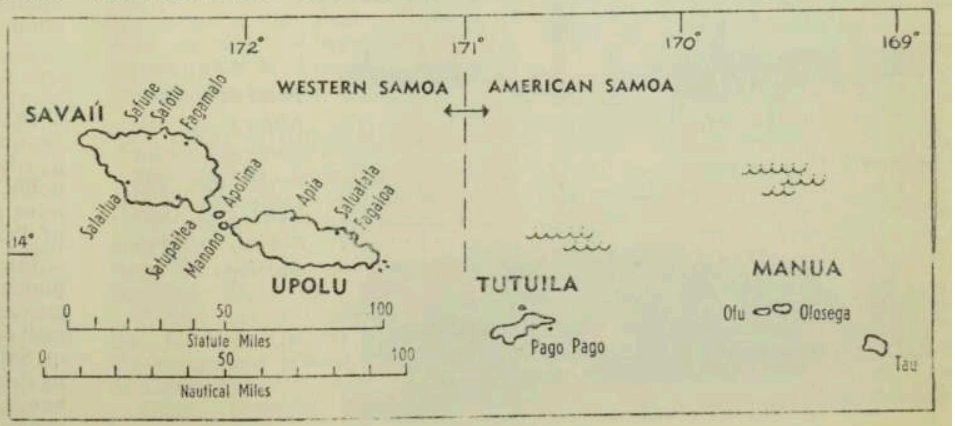
e theorists—and there are very of them, and they rarely agree there were earlier migrations, in ame general direction; but that thrusts were made by folk who ed a larger admixture of Negroid, followed a more southern track.

does seem to be established that Samoans have been there at least ousand years; that they are the descendants of men who once were magnificent boat-builders, sailors and navigators; and that they have been separated a long time from their fellow-Polynesians in the South (Maoris), east (Cook Islanders, Tahitians and Marquesans) and North-East (Hawaiians).

They found in Samoa a very large, exceedingly fertile, beautiful, disease-free archipelago in which the means of sustaining life were provided in overwhelming measure. Except for occasional invasions by related peoples in neighbouring groups—Tonga and Fiji in particular—they were left undisturbed for hundreds of years; and, apart from the fact that they were everlastingly fighting among themselves, they developed a way of life that the first Europeans who came among them—around 1800 AD—found very pleasant and orderly. The Samoans were kindly, hospitable folk, and were not cannibals.

According to European standards, the Samoan way of life, however well-ordered and sybaritic, was primitive. They never made a written record, without which no race can make real progress; and, in material things, they had never learned the use of the wheel, nor of metal. On the other hand, they had developed high skills in the shaping of wood and

ɔia, whose famous hfront is seen above, e biggest town in the ɔan islands—Western merican. This map s the two territories elationship.



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shell, the making of cloth from bark, the plaiting of cords from various fibres, the planning of villages and the construction of houses.

The expedition led by Dutchman Jacob Roggeveen brought the first Europeans to see the Samoans, but they only looked briefly at Manua in 1722, and sailed away.

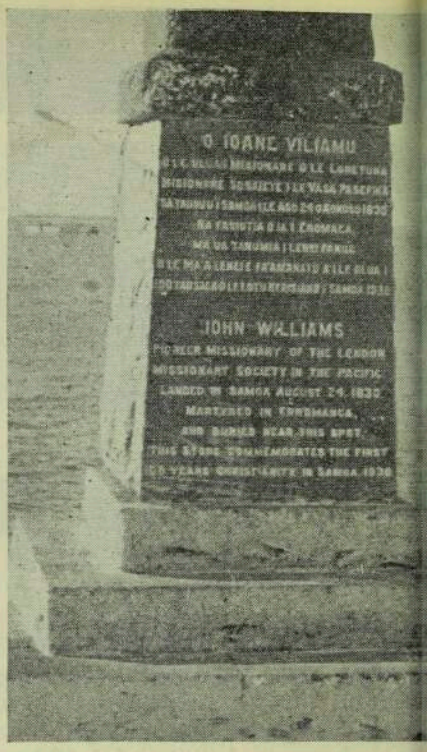
Bougainville, the French navigator, on much the same track, saw Manua and Tutuila in 1768 and, impressed by the quality of the Samoans' boats, and their skill, he called them the Navigators' Islands—a name which stuck until the 1800's, when "Samoa" came into general use. The archipelago was first charted and described by the French expedition under La Perouse, in 1787.

Drama Begins

From then until about 1840, the Samoans' contacts with Europeans were wholly deplorable. Deserting sailors, runaway convicts, piratical sea-rovers, found a little paradise among these hospitable, trusting islanders; and, introducing liquor, fire-arms and the filthy diseases of Europe and Asia, turned it in places into a little hell.

Trading ships came among the islands, seeking foodstuffs, coconut oil, certain woods and fibres; and trading-posts were established. Some of the traders were of good class, and married Samoan women; and their efforts to protect and help the Samoans were supported by the Christian missionaries who entered the group in increasing numbers after 1830.

It is possible to record the known history of Samoa, thereafter, in a series of dramatic episodes.



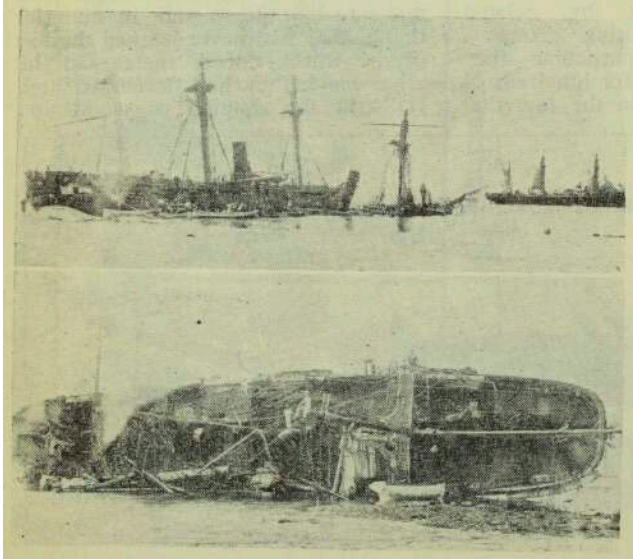
A great Christian missionary — Rev. John Williams — was among the many to help lay the foundations of Samoa. This monument stands on his landing place in Savaii. Williams was later killed in the New Hebrides.

Perhaps it should be explained, so that the casual reader can himself link these episodes together, that in the last 150 years, the growth and development of Samoa has been shaped by three sharply-defined influences—namely:

- An apparently ceaseless struggle for political power by the four noble familes which constitute the *Tamai-a-Aiga*, and known as Malietoa, Tupua Tamasese, Mataafa and Tuimaleali'ifano.
- The determination of the Christian churches—or certain of them to establish their religion in this Polynesian country.
- The 19th century eagerness of three nations (Britain, Germany and United States)—or some sections of them—to gain possession of this rich archipelago.

Both Christian missionaries and European politicians did not hesitate to use the quarrelling Samoan factions for their own ends.

These conditions came partly to an end when Germany acquired supreme rights in 1900, although the Samoans still kept on squabbling among themselves; and wholly to an end (except for the Mau trouble in 1914 when, as one result of World War I, New Zealand occupied and administered the former German colony.



A turning point in Samoan history — the hurricane which sank the US (top) and German (bottom) warships.

A New King

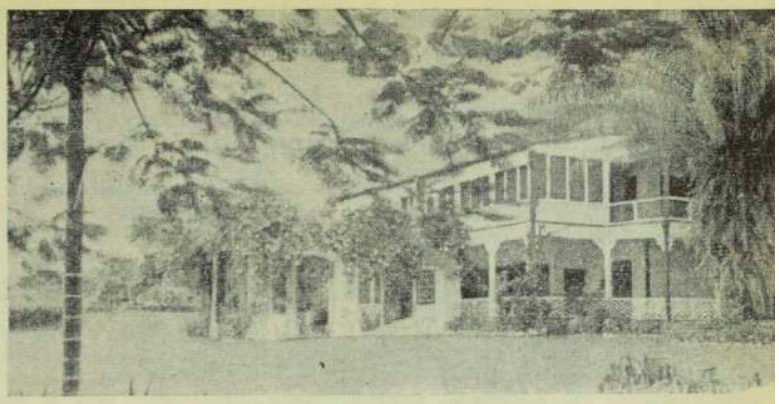
In 1830, following a period of furious wars and massacres, Malietoa Tavita, a strong and wise Samoan noble, established suzerainty over most of the group, and became King of Samoa.

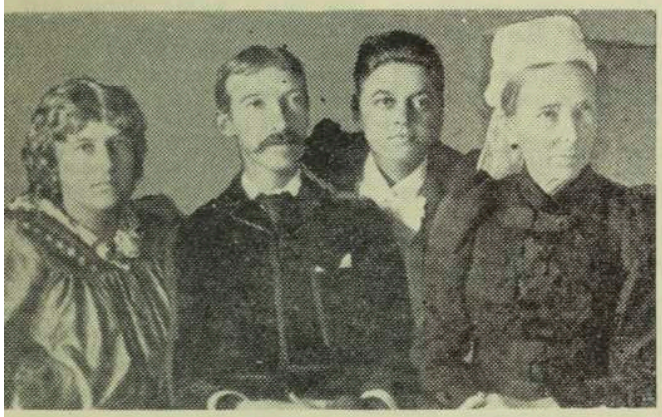
In 1830, the Rev. John Williams, pioneer missionary of the newly-created London Missionary Society, arrived off Malietoa Tavita's village of Satapalili; anchored his *Messenger of Peace* (which he built with his own hands in Rarotonga); and made his happy contact with Tavita.

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A happy chapter in Samoan affairs was the residence of Robert Louis Stevenson at Vailima (right) near Apia. Below is the writer's family, photographed in Samoa. He is buried on Mt. Vaea, above his old home.

The three women (left to right) are Stevenson's wife, Fanny; his step daughter, Isobel; and his mother.





reat stone monuments in Sata-i village, to Williams and to ta, commemorate the meeting, bear testimony to the fact that reat missionary, assisted by a t native king, laid the foundations he future Samoan nation.

Within ten years, Christian mis-aries—European and Polynesian—e all over the group, bringing re-n and education to the Samoans.

he strong and wise Tavita ruled hallenged as King until he died 841; and then his son Moli as-ed the throne. But he lacked ngth, and his claim to kingship disputed by other chiefs claiming lly royal blood, and soon there a resort to arms.

eft to themselves, the Samoans bably would have settled the ter, as heretofore, by fighting nselves into the ground. But by there were rival groups of Euro-n traders in Samoa, who took s.

he first traders were English, but soon were followed by Ameri-s and Germans; and Britain, ted States and Germany presently eloped a colonising impulse in South Seas which was expressed intense rivalry in trade, and—in case of Samoa—demands for an-ation. France was rather busy in this period in the areas of New Cale-donia and Tahiti, and never became involved in Samoa.

Britain appointed her first Consul in Samoa in 1847. He was the rather famous George Pritchard who, as a very active anti-French LMS mis-sionary in Tahiti, had resisted the de-thronement of the Pomare family by the French, and so precipitated a crisis between Britain and France. He was deported by the French and later established himself as a trader in Apia; and he was succeeded by his son, the well-known W. L. Pritchard, who was both trader and British Con-sul in Samoa before he went on to Fiji in a similar capacity. One writer has given to the Pritchard store in Apia the credit of organising the first regular sale of European liquor to the Samoan natives.

International Rivalry

The United States appointed its first Commercial Agent in Samoa in 1853; and in 1855 the famous Ham-burg firm of J. C. Godeffroy made Apia the headquarters of its South Seas enterprises. Its general managers —at first August Unshelm and, later, the famous Theodor Weber—were the recognised official representatives of Germany.

These Consuls naturally were deeply concerned with the interna-tional rivalry.

Britain officially wanted no annexa-tion—only freedom to trade—but her missionaries did. The Americans at first were not interested—they were too busy with the Civil War—but when that ended, in the late 'sixties, there was intense American interest in trying to force a reluctant Congress to accept a Protectorate over Samoa.

The Germans, led by Unshelm and Theodor Weber, and using Apia as a base for all their Pacific Islands ac-tivities, were thrusting on in trading and in land ownership. Weber, for example, bought 75,000 acres from the Samoan chiefs for his firm in the early 'sixties.

During this period, 1841-1870, the kingship seemed always in the melt-ing-pot; and each of the three white communities generally was backing a candidate, in the hope that he might get the top job, and give his backers a dominating influence in Samoan affairs.

German Traders

It was in 1861 that Andrew and Charles McFarland established a big trading business in Samoa; and in 1868 August Nelson arrived, and be-gan trading at Safune, and thus estab-lished the big trading concern of O. F. Nelson & Co., which now has been operating for nearly 100 years.

Due to over-trading, and heavy losses in the Franco-German war, Godeffroy & Son went bankrupt, and out of that wreckage was formed a famous German trading corporation, called by a name so long that it was universally known as the DH and PG, or "the Long-Handle firm". From the 1870's until World War I it had a big influence in German-Pacific af-fairs.

This was a very active period of trading in Samoa. The Germans were expanding rapidly, and the Americans were thrusting in and, although Eng-land kept out of political develop-

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Time of Turbulence

ments, there was plenty of what might be called an interference impulse from the new colonies of Australia and New Zealand.

The records of that time (around 1870) show that along the two miles of beach, which represented the trading centre and port of Apia, there were no less than 20 hotels and saloons, and an equal number of brothels.

An event of that period shows the conditions that prevailed.

A section of Samoans wanted Malietoa Laupepa, son of Malietoa Moli, as their king—he was a weak type who had been trained and educated by the LMS missionaries and was strongly supported by them. Another section favoured Malietoa Talavou, who was Laupepa's uncle.

Finally, after endless intrigue and skirmishing, a savage battle began on Good Friday, 1860, along the shores of Apia Bay. Talavou's forces were based on Mulinuu (western point of Apia Bay), and Laupepa had his headquarters at Matautu, on the eastern point.

Civil War

For three days the Samoans fought from end to end of Apia, all around and about the houses and stores of the Europeans, but no European was interfered with. On the contrary, many stories are told of how, when European men or women came along the beach road between Matautu and Mulinuu, the contending armies would respectfully cease fire and step aside until the Europeans were out of danger.

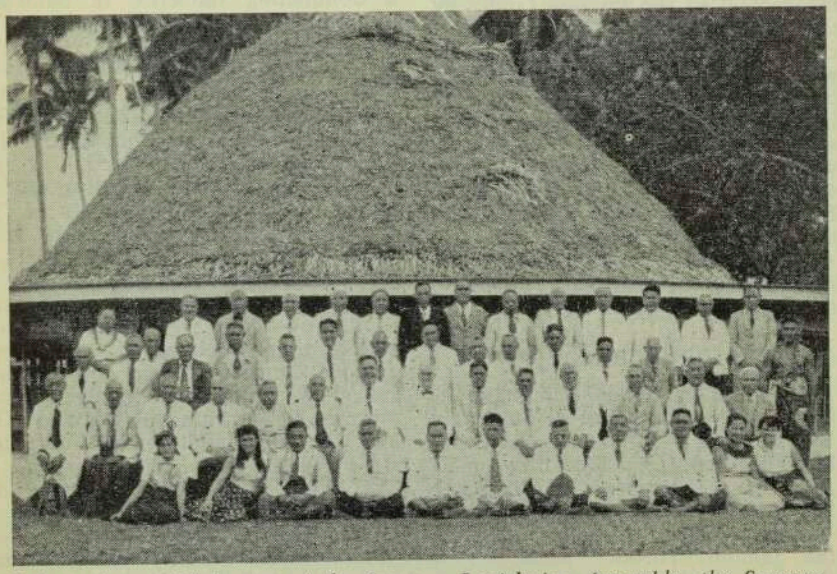
Fighting continued sporadically for another three years.

The Samoans—usually encouraged by the Europeans—were so wrapped up in their political quarrels and their battles that they neglected their own interests and many were near starvation. They sold everything they had in order to buy foodstuffs, arms and ammunition; and it was during this period that many Europeans bought valuable lands at ridiculously low prices.

About 1869, the Polynesian Land and Commercial Company was incorporated in Honolulu by certain Americans, "with a view to getting possession of all available land in what are now known as the Navigator Islands".

Copra is King

It was the German organisation, DH and PG, in Samoa, which really launched the copra industry. The Germans discovered that it was easier to ship the dried kernel of the coconut, and mill it overseas, than to depend upon the natives to extract the oil from the kernel and bring it to them in jars. Once this practice was established the copra industry developed very quickly and profitably, and the Germans instead of depending upon wild coconuts gathered haphazard, began to plant coconut



Before the establishment of the Samoan Legislative Assembly, the Samoan legislature was the Fono of Faipule, which traditionally met at this meeting house in historic Malinuu. This was the final meeting.



O. F. Nelson, deported for his Mau activities.

plantations systematically in Sam and also in Micronesia and Ne Guinea.

In the early 1870's the Europe communities, heartily sick of ruino native wars and political troubl made their first real attempt to bri the quarrelling factions together, establish stable government. But t was defeated by the Steinberger I cident.

By 1870, America was recoveri from the Civil War, and certa American interests wished to establi a regular line of the then new stea ships, between San Francisco a Australia. They sought rights ov Pago Pago, for use as a coali station. This alarmed Germany now recovering from the Franc German War and eagerly seeki Colonies—and Britain, who want the *status quo*.

President Ulysses Grant, prompt by American shipping tycoo William Webb, and the Polynesi Land Company, sent Colonel A. Steinberger to Samoa in 1873 examine the Samoan situation. He d so thorough a job that the Samoa insisted he was one of the very fe white men they would trust; a after he had formally reported President Grant in 1874, and e gaged in certain other activities whi involved a visit to Germany, he r turned on his own account to Sam in 1875. He organised an efficie independent native government f Samoa, put in Malietoa Laupepa King, and made himself Prim Minister.

Steinberger Era

The Samoans always afterwards i sisted that his rule was humane a sound, and that he protected the against the extortions of the Api based European communities. H cleaned up the drinking-dens and t brothels, brought order into Ap and displayed strength in checki the European claims to Samoan lan

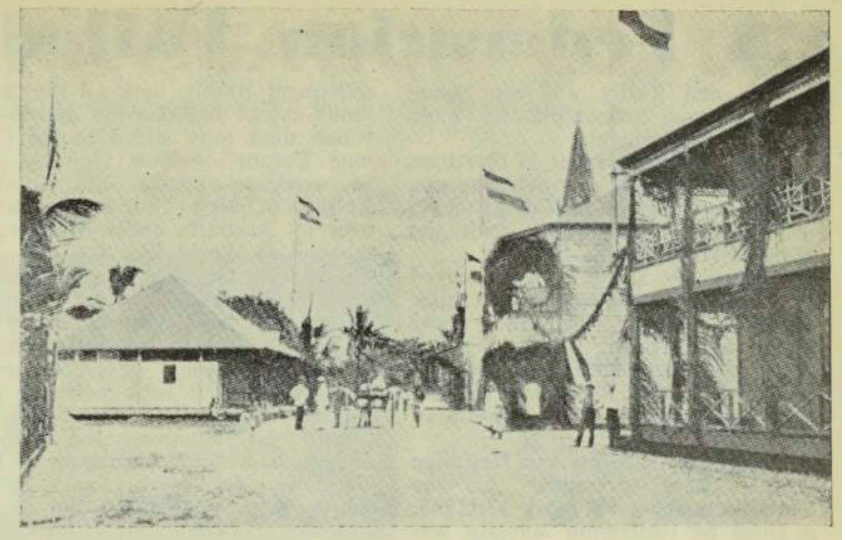
Among other things, he foug bitterly with the emissaries of t

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nesian Land Company, and their ting brought him down early in 5. There was a sharp skirmish, some deaths, at Mulinuu, and nberger, and the former United es Consul, Jonas M. Coe, were d by the captain of a British hip and forcibly removed from oa.

ll this was very much against wishes of the native Samoan gov- nent. The British Admiralty subse- ntly sacked the naval captain and d Steinberger's appeal for com- ation. But that was the end of attempt to establish sound oan government, and there en- several more years of interna- l intrigue, and fights between Samoan factions over the king-

1880 Malietoa Talavou died Malietoa Laupepa was pro-





During her rise to independence, West Samoa was at times the unhappy pawn of international rivalries. At one stormy period at the end of last century, Britain, Germany and the United States almost went to war over her. These two pictures illustrate her two longest periods under foreign flag — Apia on the Kaiser's Birthday in the early years of the century, and Apia during the King's Birthday Regatta in 1923. On January 1, Samoa at last flies her own flag.

ned king; but two more claimants e from the noble families ruling districts—Tamasese and Mataafa. erally, the British and the ricans supported Laupepa, and nan support went to Mataafa Tamasese.

uring the 1880's German strength ambitions grew rapidly. The Ger- s deported Malietoa Laupepa, and ed much authority in the hands amasese and Mataafa. There was easing menace in the way in h the three nations watched other, and the factional fighting, stationed their warships in oan waters.

he situation was exceedingly serious in 1888. One hasty move by the parties concerned would have started the warships of the three Powers shooting at each other.

By mid-March, 1889, no less than seven warships lay inside the reef opposite Apia—three German, three American and one British. The weather was menacing, but the political tenseness was such that the warships would not move out to sea, for greater safety.

The hurricane of March 16 struck Apia harbour, and the three American and three German ships were either wrecked or thrown ashore—the Germans lost 92 men and the Americans 54. The one British ship *Calliope* managed to steam out to sea without loss.

One or two of the German and American ships were salvaged but the hurricane put an end to the threat of war that had been developing there; and within six months (on June 14, 1889) the Berlin Treaty was concluded. Under it, an "independent" government was set up under Malietoa Laupepa; but it was one in which the Consuls of the three Governments had a dominating voice.

During the 1880's, a German artillery officer named Captain Brandeis came out to the service of the German firm; subsequently attained much influence and power in Samoan

A Federation Failed

affairs; and finally was sent away in disgrace—a curious parallel of the Steinberger Incident.

Another strange event of that time was seen in an attempt made by one of the last kings of Hawaii to set up a Polynesian Federation, with the King of Hawaii in its forefront.

On January 3, 1887, there arrived in Apia the Hawaiian armed cruiser *Kaimiloa*, carrying a delegation under envoy J. E. Bush. Bush had been sent by a man named Gibson, who had made himself Premier of Hawaii, to negotiate for a Confederation of the Pacific Islands.

Decorative uniforms and Hawaiian Orders were presented to the Samoans, and on February 17, 1887, a Deed of Federation actually was signed by Malietoa and the Chiefs—but that was the end of it.

Political troubles of all kinds were then descending upon Malietoa and, within three months, he was a fugitive, while Tamasese, with Captain Brandeis as Premier, was claiming the kingship.

Meanwhile, things were going seriously wrong in Hawaii, and neither money nor supplies were sent out to the Hawaiian delegation in Samoa. Finally, the ship's plate and gear were bartered for food—and the affair ended in a complete fiasco.

Berlin Treaty

The Berlin Treaty of 1889 brought no permanent peace. It restored Malietoa Laupepa to his throne, with Mataafa supporting him; but by 1891 Mataafa had drifted away from Malietoa and was setting up an independent kingdom of his own.

In 1890 Robert Louis Stevenson arrived and established himself at Vailima, and from his writings we get much of the history of the significant decade between 1889 and 1899, when active war between the rival chieftains finally drove the three jealous powers to a settlement which established peace in the archipelago.

By the settlement of December, 1899, the Berlin Treaty was completely annulled; Germany annexed Western Samoa; the United States acquired Eastern Samoa and Pago Pago; and various German claims in other South Pacific Islands—more especially Tonga and the Solomons—were abandoned in favour of Britain.

Incidentally, that is why the islands of Bougainville and Buka, which geographically are in the northern Solomons, are now part of the Trust Territory of New Guinea, and administered by Australia. In that 1899 settlement Britain took all the Solomons except Bougainville and Buka, which then were added to the German Colony of New Guinea—and, as everyone knows, the German Colony of New Guinea was taken over by Australia under Mandate at the end of World War I.

The German flag was hoisted in Apia on March 1, 1900, and Germany wholly controlled Western Samoa for 14 years. The turbulent little country was on the whole governed firmly and well, but it took years to discourage the kind of political agitation to which apparently the Samoans always had been accustomed. The Germans developed Samoan resources with vigour, and put in the structure of what appeared to be a sound Colonial administration.

This era ended suddenly with the outbreak of World War I, in 1914.

NZ Takes Over

On August 29, Colonel Robert Logan arrived in Samoa with 1,365 New Zealand troops and formally occupied the German Colony, without serious opposition—the German administrative staff, with German Governor Schultz, were sent to New Zealand for internment.

The New Zealanders continued the administration as organised by the Germans and the German ordinances and policy were continued, without notable incident, until 1919-20.

But after World War I, from September to December, 1918, the "black" influenza epidemic raged in Samoa, and there were between 6,000 and 7,000 deaths, and the Western Samoan population was reduced to about 32,000 or 33,000.

In all the troubles which have beset Samoa in her chequered history there was no greater disaster than this. The speed with which the little country recovered from that blow—its population now is over 100,000—is testimony to the strength and virility of the Samoan race.

The next decade in the history of Western Samoa—roughly, 1920 to 1930—was the first decade of administration by New Zealand under the Mandate system, contrived under the Treaty of Versailles, of 1919.

Theoretically, all the German colonies taken from Germany under the Treaty became League of Nations Territories, administered in Trust under Mandates; and Mandates to administer were divided into A, B and C classes. Mandates were entrusted mostly to the countries which had

(Continued on p. 92)

Yesterday

It was war in the Pacific. The issue of "PIM" 20 years ago this month had the facts blazoned across its opening pages. "Because Japan," said "PIM", "under the direction of Nazis and militaristic lunatics, has gone to war, the tempo and character of life has changed for every European resident in the Pacific Islands. The change at the moment of this writing, December 9, is bewildering and the whole Pacific situation is obscure and confused."

Meanwhile, "PIM's" issue of December, 1941, continued to report that life had gone on almost as usual in the Pacific the previous month. Some details:

* * *

There were grumblings in Western Samoa over what was called "misplaced humanitarianism" in NZ, which had again commuted to life imprisonment a death penalty imposed on a Samoan murderer. There had been a large number of murders committed in a brutal manner for trivial reasons and Samoans believed the death sentence would prevent any more.

* * *

The election of two European members to the Western Samoa Legislative Council resulted in victory for sitting member O. F. Nelson and of a Samoan Labour Party member, Mr. A. Stowers. To everybody's surprise Mr. A. G. Smythe missed out by only a few votes. A correspondent said two features of the election were the absence of any reference to war in any of the speeches and an absence of a large number of electors who were working at the US Naval Base at Pago Pago (Western Samoa was benefiting substantially from increased US expenditure in American Samoa).

* * *

In Suva, the use of hoses was forbidden. This was caused by a lower-than-usual rainfall and the small reservoir. Meanwhile, another area suffering from drought was Samarai where the position was more serious. Nearly every household was carting water. Natives along the north-east coast of the mainland had lost their gardens for 1941 and all their seed for 1942.

* * *

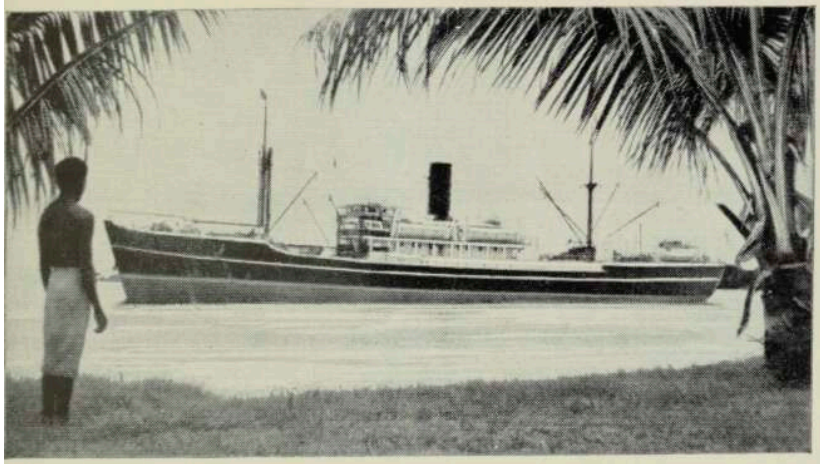
A young New Caledonian native was stricken by bubonic plague at a village 10 miles from Noumea. Health authorities took precautions and the locality was isolated by the military. PAA clippers for several trips did not stay overnight at Noumea.

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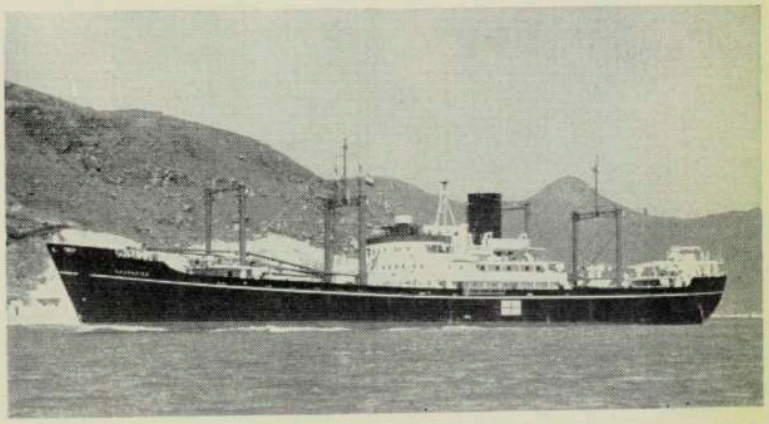
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THE MONTH'S NEW READING

WITH JUDY TUDOR

The Things That Happen In Suva

The reasons why writers adopt *noms-de-plume* are varied, but obably in the case of James Meade, who this year gave Fiji an cellent first novel (*That Wild Surge*), it was a matter of discretion.

WHETHER it has prevented Suva people with tender feelings from ing after him with a metaphorical eat-chopper is doubtful. There ems to be no mystery in that city to who James Meade really is; d not much about who some of e characters in his novel are sup- sed to be.

"Meade" arrived in Fiji in 1951 d in his early years there was an thusiastic member of the Arts Club. still have a wash-drawing of his at he exhibited at one of their hibitions. Technically it is prob- ly far from perfect but he has man- ed to give real personality to the bject — the old Indian peanut- ndor who, for years, has had a tch outside the Club Hotel.

The same sort of personality rmeates his novel—and he is a far tter writer than he is an artist. hen he arrived in Suva he went to e with a part-European family and concerning himself with this ction of local society in his story, really strikes literary pay-dirt.

"Must be Perfect"

If you are a European and try, it fail, it passes with little comment. you are a full native, you probably on't try at all. If your ancestry is ixed, and you try—then the result ust be perfect. Anything less and e spectators on the sidelines are ere to trample you back where they nsider you properly belong.

That was the proposition that Dan lenard had to lick, and he knew —with one side of his nature. ith the other side he was some- mes easily lured from the direct ute to getting there.

Dan's fancied means of escape om a "European's job with half-pi ages" was the purchase of a egistered launch in which he could arry passengers or parties of tourists n charter trips. The means was at- ained with reasonable ease and for while Fortune, in the guise of the Big Firm (which extended credit) and the bank manager (who okayed an overdraft), smiled sweetly. Dan even became a somewhat uneasy member of the Yacht Club. (Over to p. 82)

The Pacific Islands

"The Pacific Islands", by Douglas L. Oliver (Professor of Anthropology at Harvard University) is the cheap (but newly revised) edition of the same work, first published by Harvard University Press in 1951. It was reviewed in "PIM" at that time.

In this study of the Pacific and its people, Professor Oliver covers history, geography, ethnology and politics and brings events of the 1951-1961 decade up to date in the final chapter.

(Published by Doubleday & Co., of Ne York, in co-operation with the America Museum of Natural History. Its U price is $1.45.)

GOOD AUSTRALIAN FIRST NOVEL

The Australian novel has made vast strides in recent years—especially those that are produced by overseas publishers with an eye to other than Australian readership. The new overseas interest in the Australian novel is due, to some extent, to European migration to that country since the war, and to the fact that there are few acceptable countries left except Australia in which to have fast-moving adventures, real or imaginary. Anti-colonialism has killed any hope of having stories of white man's derring-do in black men's countries.

THE best Australian novels are those of fast action and *Craig's Spur*, a first effort by E. S. Madden, is a very good example of this type —except for the concluding 18 pages which the story could well do without. In this "Aftermath" the author tries to pull all the loose strings together and end off neatly, but in doing so gives the story a twist that is completely alien to the rest of it.

Real life is seldom ended off with a straight line, and this fictional one might have been better if allowed to conclude after the finding of the boys whose wanderings in the bush form the plot of the novel.

All the action of the story takes place in the mountains behind Melbourne. Muriel McGrath, a neurotic female, suddenly decides that she cannot stand for one moment longer the broken-down farm to which her husband Robbie has taken her. She bundles her clothes into a suitcase, takes her two sons, aged three and 10, and the family car and sets off for mother and Melbourne.

To avoid meeting Robbie on the road, she takes a rough, little-used short-cut across the mountains to join the highway lower down, and here disaster strikes. The car plunges over the side of the road several hundre feet into the gully below. The chil ren are miraculously unhurt b Muriel dies later that night. The ne day the boys start wandering in t bush, and are soon lost. At home t search for them has already begun.

From there on it is a fast-movi story of a dozen interlocking su stories, authentic and not over-draw local colour and excellent characte isation—except that in author Ma den's calendar there are only t kinds of women. He has the mother kind under whose plain exterior bea a heart of gold. Unadulterat bitches he also has—but overloo the fact that both can, more oft than not, live under the same fema hide.

The most successful Australi novels have been those set in t "vast outback". It's a pleasant chan to see that stories just as interesti can be written about more civilis quarters of the continent witho spoiling the Australian flavour. T ranges behind Melbourne conta some of the most rugged and beau ful country in Australia, but are on a comparatively short distance fro the 1¾ millions of Melbourne city.

(CRAIG'S SPUR. Wm. Heinemann L 21/-.)

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THE THINGS THAT HAPPEN IN SUVA (from p. 81)

But when the problems came, it was a different proposition. Not only did Dan not understand why they should be settled strictly according to the European book, but his friends did nothing to help:

"'It's the same old story with these half-castes,' said Macdonald. 'They get ideas that are too big for them to handle and then they go to pieces when they hit the hard sledding. Sorry to see it happen to Dan, though. As half-castes go, he wasn't a bad, poor bugger.'

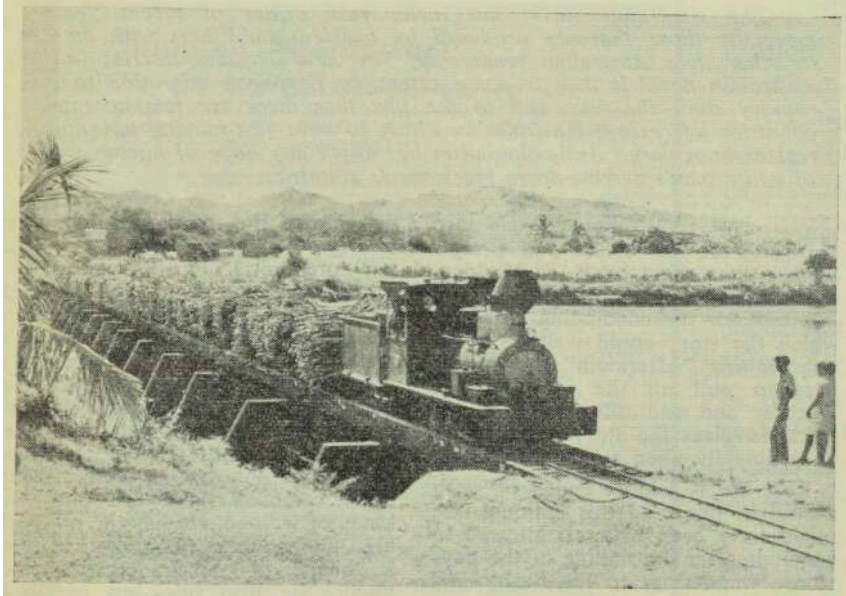
"They talked about Dan for a while longer, not viciously, but using the past tense as though he were dead or in another country. In a way, that was correct; the little world that Dan had sailed into with the *Adi Cakau* would now reject him. It happens that way in the Islands. . ."

With this outlook from the white branch of his family tree, it probably is no wonder that Dan reverts to a bit of old-fashioned Fijian witchcraft in an attempt to solve his problems.

This story is in no sense what we have come to expect from a novel based on racial relationship—which, of course, it is. It is not an expose of white man's ingratitude to his brown, or part-brown, brother. No one gets hysterical, sentimental or political about the problems inherent in half a dozen different races co-existing in one small set of islands. The attitudes, the conventions, the background are there; the moral, if any can be drawn, is left to the individual reader.

The book has a pleasing freshness about it, an occasional rawness, characterisation that is excellent when it comes to its non-Europeans and somewhat less so with its Europeans. It does what every good novel should do—it entertains, stimulates and leaves the reader hoping for more—sometime.

(THAT WILD SURGE. Anthony Gibbs and Phillips, London. UK price 15/-.)



THE 'ONLY FREE RAILWAY'

The 400,000 people of Fiji know about their local railways that have, in one district of the Colony and another, been trundling cane to the sugar mills since the 1880's. Few of the 400,000 might have guessed, however, what enthusiasm their 2-ft gauge railway system could generate overseas.

A WHOLE book about them, called *Balloon Stacks and Sugar Cane* has recently been published in New Zealand by the NZ Railway and Locomotive Society. On the literary side, the job has been carried through in a collaboration between Peter Dyer and Peter Hodge. Dyer is an Englishman—and everyone knows that Englishmen are fanatical about old trains (*vide* The Blubell Line). To make matters worse in his case, he served an apprenticeship with and later worked for, the locomotive building works of W. G. Bagnall Ltd., of Stafford. He joined the New Zealand Railways in 1955. The maps and detailed drawings of locomotives in this book show the high standard of his workmanship.

There is less excuse for New Zealander Peter Hodge's railway mania. He is currently Press officer to a Cabinet minister and two Government departments. Earlier, he was a broadcasting programme officer in New Zealand and in 1954—because he was fascinated by the idea of the CSR Co.'s 2-ft gauge railway there—he took a job with the Fiji Broadcasting Comission. For the next three years he spent all his spare time with a note book and camera pursuing railways all over Fiji. He even recorded the noises of the local species.

As the book is written almost exclusively for locomotive enthusiasts it necessarily contains a great deal of passionate technical detail about engines, tracks and rolling stock complete with detailed diagrams and so forth. The general reader will probably only note that the locomotives used in Fiji have ranged from the early models with the long Mississippi-steamer smoke-stacks through those with the balloon-shaped stacks to the latest diesel engines that have no stacks at all—and leave it there. But they may be interested where the story of the railway impinges on general Fiji history.

Told to Collect

One of the claims to fame that the Fiji railway has always enjoyed is that it has been billed as the only free railway in the world. It seems, from what this book tells us, that it has been that only by default. Under legislation passed in 1915, a great many railway by-laws were promulgated and provision was made for the Governor to direct the company to collect fares.

This was actually done in 1917 but there is no evidence that the company ever did so—probably because it believed this would have put it under a great many obligations that it did not want to assume—such as providing first and second class carriages.

Perhaps, legally, the company is still bound by those extraordinary requirements of the old legislation—but the fact is that no one has enforced them and those who patronise the service, mostly Indians who live in the cane-field areas, still do so without paying a penny.

(BALLOON STACKS AND SUGAR CANE. Published by the NZ Railway and Locomotive Society, P.O. Box 5134, Wellington, NZ. NZ price 25/-.)

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Book launching is quite something in Sydney these days. At left, Mrs. Charles Walton (known to most people as Nancy Bird) with her "Born to Fly", and Colin Simpson with his latest, "Show Me a Mountain"—both books were reviewed here last month. Above is Mr. W. J. Lahore, chief manager of the Australia and New Zealand Bank in NSW, with the bank's 100th anniversary volume, just published. Jim Lahore is well known in Suva, where he was first manager of the Suva branch in 1951.

Frank Amongst The Corn

It's hard to say that there is exactly an engaging freshness about the orn Australian author Frank Clune can produce, but at least the sheer olume of it fascinates as well as flattens.

HERE aren't many writers in Aus- tralia who could wring 262 es out of a journey from Goul- n to Mt. Kosciusko via Canberra; , thank God, there are few who ild want to. But in his 54th book, *oss the Snowy Mountains*, he nages to do this, and to supply r 50 pictures as well (Many in- le Clune—"Frank Clune with the n. Arthur Calwell"; or "Frank ne with artist, William Dobell",)

Ve imagine that Frank started out h the idea of telling the world and ow citizens something about Aus- ia's Snowy Mountains Scheme—a y well-worth telling—but owing his habit of running up every lane l by-way in pursuit of ancient numents, descendants of pioneers, -ends of history and bushrangers' mping grounds, it is page 194 be- e you get within coo-ee of it. He n begins: "Let's tell the world! stralia's Snowy Mountains Hydro- ctric Scheme is the biggest engin- ing construction in progress to- ."

By this time he has already used ery cliche in the English language, t this fact doesn't leave him speech- s for the remaining 70-odd pages. ot a bit of it—he just uses them all er again.

The book abounds in inverted commas, quotes from everything from *Childe Harold* to the *Wild Colonial Boy;* capital letters; rhyming Australianisms and Names. ("Bill Dobell stays at my home when he visits Sydney." Bill also painted a portrait of "my wife"; he said she was "the Rubens type".) Everyone, according to Frank, loves Frank; they welcome him with open arms and he puts them in a book.

In the course of his literary journey he discusses art, politics, the transportation of convicts, history, geography and—always—the business of being an Australian. ("When I was in London recently I was asked what makes an Australian. I told them.")

If you can sift the wheat from the quotation marks, capital letters and italics of Frank's death-defying prose, he has in this book, as well as in his other 53, a lot of fact and history that few others bother to record and for this he no doubt should be given his own unique niche in Australian writing.

What's more—as Frank himself would no doubt point out—people *buy* what he writes and that, in the ultimate analysis, is the best possible reason for publishing a book.

(ACROSS THE SNOWY MOUNTAINS. Angus and Robertson Ltd. 27/6.)

THE STORY OF MR. RADIO

Although he had few of the virtues that a well brought-up citizen is supposed to have—except open-handed generosity and love of his fellow-man —the late Jack Davey, Australia's Mr. Radio, the Master of Quiz, brought pleasure and amusement to millions and became a legend in his own lifetime.

WHEN he died two years ago he was still under fifty, yet had packed more into that time than half a dozen other men, in twice the span. Only his body had taken toll from this pace—he died of cancer but two coronaries and other health defects in the last half dozen years of his life made him a poor insurance risk.

There never has been anyone like Davey in the Australian entertainment business and there probably will never be again. It is inevitable that sooner or later, someone should write his story. This has now been done by Lew Wright who was his personal assistant from 1953 until his death.

It was Wright's business to smooth out the Davey troubles—to get him out of scrapes, to pay the Davey bills, to keep an eye on the Davey finances, which were always in parlous condition no matter how much the star earned; and to put his foot down on the more flamboyant of the off-beat Davey schemes.

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ey's judgment was faultless. In other more serious business of living, he had the approach of responsible adolescent.
e once gave a waiter £40 tip telling him the time and bought ties in dozen lots although he dy had over 300 ties in his ward-. He lived in a high priced flat he highest priced part of Sydney when he was away his girl ds moved in and lived like hesses. (Housekeeper troubles one of the smaller crosses ght had to bear; there were six wo years.)
ck owned "70 feet of pure ex-agance"—the ocean-going motor t *Sea Mist*, which cost him £100 eek to maintain, even when he n't using it. He could win or lose ne night at poker, a sum that the age Australian would consider uate as a year's salary.
e was, in fact, an extravagant acter, more suited perhaps to the of California's Barbary Coast the usual middle-class outlook verage Australia.
avey was, of course, from New and where social ethics are of more strait-laced variety than e across the Tasman. His tastes his abilities were not inherited. father was Captain Arthur ey, for years Master of the trans-man liner *Awatea*, whose recon-tion to his elder son's chosen way ife did not come about until very in the piece.
he rest of the Davey family were more attuned to what were re-led as his eccentricities than was father, who when Jack finally handed him a bulky envelope ch turned out to contain 11 pages advice and a £1 note pinned to last sheet.
ew Wright writes with sympathy understanding of a man who le life a little brighter for millions, ned no one—except, perhaps, self.

HE JACK DAVEY STORY. Ure Smith.

IJI ACTS ON PORNOGRAPHIC BOOKS

In early November the Fiji Customs ept. was holding some hundreds of pies of American paper-back novels hich were judged too hot for even ji to handle. Visitors to Fiji from stralasia have for years been trigued by the fact that books nned at home were freely available Fiji. The books the Fiji Customs ept objects too are not these, how-er, but US paper-backs based solely sex and sexual perversion. Local oksellers have formed a committee d have voluntarily agreed to dis-ntinue the import of this type of ok.

The Campbells Of Dawes Pt. And Canberra

A very different type of Australian history to the one supplied by Frank Clune (also reviewed this issue) is *The Spirit of Wharf House*, a story written originally by C. E. T. Newman, for the descendants of Robert Campbell, Australia's first merchant. Through the assistance of the Commonwealth Literary Fund it has now been published for general reading.

THE influence of the first Robert Campbell who arrived in Sydney in 1798, and the sons and grandsons who followed after, is woven into the fabric of New South Wales. The author is himself a Campbell connection, having married a daughter of Frederick Campbell, grandson of the original Robert, and owner of Yarralumla, Canberra, until 1913 when the Federal Government, having chosen their new capital, "resumed" the Campbell property for their Government House.

The Campbells were, in fact, great originators—although the most famous of their properties are now in Government hands. The first Robert, on his arrival from Calcutta to see if he could work up trade with the new penal settlement on Sydney Cove, bought a parcel of land at Dawes' Point on the western arm of the cove. Here he eventually erected a wharf—the first permanent wharf in Australia—warehouses and in later years a fine residence.

Of all this now only some of his warehouses remain; where his home —Wharf House—and his garden stood, Sydney now rejoices in its new Overseas Shipping Terminal, nestling close up under the approaches to the Harbour Bridge.

Yarralumla, as we have already seen, built by Robert Senior's grandson in 1891, became the Australian Governor-General's residence in 1913

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. . . . Margaret Merril.

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though it was not used per-ently as such for many years. the same year (1913) Duntroon, h had been named after troon Castle in Argyllshire, ent seat of the Campbells, had been taken over by the Common-th Government as a military ge.

untroon, within a few miles of alumla, had been acquired by original Robert before 1830 and d at that time Limestone Plains. flocks of sheep there were in the ge of a Scot called Ainslie, who given his name to a hill in the ity (Mt. Ainslie) and one of berra's larger suburbs.

1830 Robert visited Limestone ns, decided to build a large house e and to call it Duntroon. This se—with additions—ultimately be-e the officers' mess at the Military ege but for three-quarters of a ury it was the pivot around which h of the Campbell clan revolved.

he benevolent lairdship which the npbells of Duntroon and alumla, and their relatives and ily connections in stations in the e area, exercised over the berra-Queanbeyan-Yass district become part of early Canberra nd.

ut these were later days for the npbells. For the first trading ert, things were far from rosy. soon fell foul of the Macarthur ion and the New South Wales ps who exercised a monopoly local trading. When the conflict ween Macarthur and the Corps, the one hand, and Governor Bligh the other, reached its climax in Rum Rebellion in 1807, Camp-l was drawn into the toils and was mately ordered off to England to e evidence at the trials.

n the protracted voyages there l back and the long, drawn-out ceedings against the rebels, he was ent from Sydney for four years l during this time his business fell o ruin.

The next decade was a slow struggle k, but one in which there was nty of time for public affairs. He s one of the original shareholders the Bank of New South Wales, nded in 1817; he began a Savings nk of his own (for "poor persons' " vings) which was superseded by e Government Savings Bank in 30; became a member of the gislative Council in 1825; and one the founders of The King's School, rramatta, in 1830. He continued acquire land interests and to velop his shipping and trading terprises until the mid 1830's when active control began to pass into the hands of his sons. He died in retirement, at Duntroon, in 1846, at the age of 77.

His business enterprises were for profit, but the public work his Scots conscience prevailed upon him to undertake, made him a man of considerable stature amongst the men of his day. Campbell enterprise and vigour are now a matter of history, best remembered perhaps in the place-names he and his clan have scattered over the face of Sydney and the State of NSW.

(THE SPIRIT OF WHARF HOUSE. Angus and Robertson Ltd. 42/-.)

The Suspect Profession

NEWSPAPERMEN, hovering in the no-man's-land that separates the lower echelons of the intelligentsia from those of rank commercialism, traditionally hate their "owners". Vian Smith, who according to the book flap has been a journalist all his life, channels *Press Gang* along this usual path but says what he has to say about newspapers and the men who misused them, through two clashing personalities.

There was Parnell, to whom a



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newspaper meant power and who it by marrying the owner's daugh and Willie, a graduate from the do land slums, who regarded journali as a vocation.

The climax of the story and Parnell's campaign to break Will spirit comes when Creedy, the m who got Willie his first junior repo ing job, finds himself at the wro end of a smear campaign. Parn wants a witch-hunt, with Creedy the victim and Willie doing the hu ing.

The rest of the story is in ret spect, beginning with the tough di of unemployment, despair and e nomic confusion after World War and ending where we came in—w Willie making his gesture to p fessional integrity.

Although it has all the ingredie for bathos and corn, it is, in fact first-class story, written with insi and authenticity. It may even app to newspaper proprietors.

(PRESS GANG. Peter Davies 1 20/-.)

Man With Past, Meets Girl With No Future

LOVE, intrigue, suspense, a dash who-dunnit and an internation background are blended together Peter Ordway in his third novel, *Co spiracy of Vipers*. The author, though he now lives in England, an American and has spent a rece 10 years in the South of Franc That accounts for the internation background to the story.

He has also been a script writer f MGM—which probably accounts f the ingredients of the story, whi would make a good film.

Hope Daniels, a suppressed, mothe dominated heiress is being taken Europe to marry a man she detes She decides to jump overboard in t Atlantic but is saved by a Fren Count who is being deported fro America after five years in a ment hospital. He had been sent ther found guilty of murdering his wif but insane.

He suggests to Hope that she mar him instead. They leave the sh secretly at Algeciras and they pr ceed to the Comte's family chatea in the Dordogne area of France.

The Comte's family is charmin degenerate, impoverished and full Machiavellian notions. The introdu tion of Hope, who is rich and ha way to being neurotic anyway, pave the way to a plot that thickens rig to the bitter end.

(CONSPIRACY OF VIPERS. Pet Davies. 20/-.)

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Happened Dieppe

E sort of autobiography that Simona Packenham has produced *Pigtails and Pernod* is largely d on this reviewer because the shers have somehow neglected t on the dust jacket a biography e biographer. Other than to state she is the author of *Ralph han Williams: A Discovery of Music*.

e feels instinctively that Simona well connected", and that 286 s of autobiography is not usually d for on the strength of one on musical criticism. But the itself, although soothing, con- an amount of domestic detail could only be fascinating if en by the ex-Queen of a Balkan , a Hollywood movie-star or a ssful jockey who had been ted to the Peerage. Simona ap- s to be none of these.

r family, for reasons that are r quite clear—although it prob- had something to do with high ish taxes—had established them- s in Dieppe. Simona herself, ver, went to an English school so crossed the Channel six times ar.

ost of the "action" of the book s place in Dieppe during holidays e home of the autocratic Ginny grandmother) and Ginga (her dfather) who was by way of being *ona ingrata* in his own house who went off for a couple of s each summer with his sympa- c "girl friend".

ther members of the family— uding great-uncle-Frederick who US Consul, cousin Johnny, dry aunts and an intermittent her and step-father—add to the and sometimes the confusion.

's a personal story of the between- s period in Europe that probably n't written to appeal to an anti- ean low-brow, anyhow.

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Choice, of course, accepts no advertising and the ACA's only income comes from the modest £1 annual subscription of members. One of the subjects dealt with in the current (October) issue of *Choice* is household fly-sprays. ACA experts take a dozen of the best known ones apart and see what makes them kill flies—and how often they do it. Other interesting investigations in recent months have been into some of the top brand-name washing powders and the efficiency of filters on well-known brands of cigarettes.

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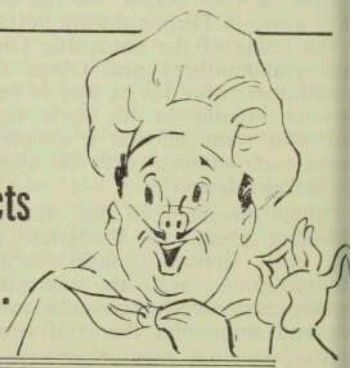
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Loved the Coal erchant's Daughter

EW writer Bernard Thomson calls his novel *Love In Quiet Places*, if this conjures up ideas of a antic idyll in a sleepy backwater, d be dead wrong.

arney Summer's quiet places were erally behind hedges or on park hes because Barney belonged to stratum of English society d the "lower orders." He began working life as the village grocer's then graduated to bookie's ner. Barney had learned about from his Uncle Jim and a book cost 5/-, when new. Evidently her Uncle Jim nor the book knew ything, because soon he has the l coal merchant's daughter "in ble."

was just about Barney's swan- in the village. He migrates, with talents, to London where he takes with a plump, blonde widow who a greengrocer's shop.

he book is written in colourful -person and as Barney is not up- by any of his many problems for , it has a certain untroubled rm and doubtful humour. He has gift—rare these days—of being tent to live in the station into ch Fate has cast him. He isn't a tleman and does not aspire to it, makes a pretty good fist of adapt- to environment.

OVE IN QUIET PLACES. Hodder & ghton Ltd. 22/6.)

hat's New in Paper Backs

LAKE'S REACH, by Catherine Gaskin, first published in 1958 and reviewed 'PIM''. It is a period piece, acted out he Romney Marsh country of England re, just after the French Revolution, lishmen were beginning to take an rest in affairs — and wine — from oss the Channel. The writer is an tralian. (Fontana; 5/6.)

OVER MAN, by Alston Anderson: A y about Negro life by a Negro—or as more polite to say these days, by a oured man. Anderson is no ordinary n, coloured or uncoloured. He writes ut his people without a chip on his shoulder and doesn't sweat over real or fancied racial prejudices. He was born in Panama of Jamaica parents, went to school partly in Jamaica and later in North Carolina. He served in the US forces and finished his education at Columbia University and then the Sorbonne. He went to live for a while in Majorca—where black men, like black cats, are held to be lucky—and there met Robert Graves who writes a foreword for this collection of short stories. Anderson has a sense of humour and, as it says on the cover, his short stories contain the whole essence of American Negro life—tender, passionate, savage and ribald. (Great Pan; 4/-.)

DOUBLE AGENT, by Jean Overton Fuller, is written as a consequence of researches the writer made for her former book, **Madelaine.** It is a story of how she tracked down a man who, while enjoying the confidence of the British during the last war, was also considered by the Germans as one of their most important sources of information. There is still a question-mark as to whether he was or was not a double agent. (Great Pan; 4/-.)

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PICNIC AT POROKORRO, by Hu Charteris. A novel based on the mode concept of West Africa, where even t most innocent of incidents will be judg against the background of inter-rac tensions and world politics. (Fontan 4/-.)

MALICE IN WONDERLAND. by Nichol Blake. Mob hysteria, terror and murd take the place of the more normal horro of that most extraordinary of all Briti institutions—the holiday camp. (Fontan 4/-.)

ORDEAL BY INNOCENCE, by Agat Christie. A comparatively modern nu ber by this mistress of crime—first pu lished in 1958. When a stranger call at the Argyle house he shattered the co placency of half a dozen people. seemed that he could prove that Jac Argyle, who had got life for the murd of his mother, may have been innoce after all. (Fontana; 4/-.)

SACRILEGE IN MALAYA, by Pier Boulle. There are more ways than o of getting a rubber tree to give up latex—anyway, that is what Bedoux tri to prove to his plantation labourers. has been sent out to Malaya by t directors of a big rubber company to troduce new methods and boost produ tion. It looked easy from 8,000 mil away but almost impossible on the spo (Fontana; 5/-.)

THE VIRGINIAN, by Owen Wister. Th is probably the most famous of Western novels—it has been read millions, reprinted many times since was first published in 1902 and filme on four different occasions. It is a class of cow-boy romances and probably clos to the Wild West in truth than the lur lore that has grown up about this pha of American history in recent years.

The Virginian was a Southerner wh rode the plains and mountains of wh is now the State of Wyoming in th service of a rancher. In the end th Virginian—and he is never known by an other name—becomes a rich man himse but that is beyond this story. Here h is a young man and apart from his e ploits as a cow-puncher it also tells h charming love story. (Published by Ma millan and Co., Ltd., in their St. Mart Library. 9/3.)

Samoa's Rise

(Continued from p. 76)

occupied the Colonies in World Wa I.

Australia, for example, took ove German NG under a "C" Clas Mandate; Japan got Marshall an

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line Islands under "C"; and New and was given Western Samoa under a "C". A "C" Mandate it that in the League of Nations ion the people concerned were capable of any form of self-rnment, and the Mandatory was pletely responsible for adminis-on.

those first 10 years New Zea-s record in Western Samoa was rom happy. The little Dominion had no experience in this respon-ty. It very conscientiously ed laws in which Samoan tradi- and customs were observed and hich it included the best in the nan Ordinances and Regulations. nen it handed the duties of ad-stration over to men whose only ification was that they had held rank in the New Zealand Army. s there was put in charge of tern Samoa a line of colonels, who, through lack of knowledge experience, were incapable of lling this "Ireland of the Pacific". he stern measures of the Germans een 1900 and 1914 and the defi-y military character of the ad-stration from 1914 to 1919 had ouraged the Samoans' customary ical activity and rebellious spirit; as soon as the country settled n under the NZ Civil Administra-troubles began.

he expropriation of all German perty; the conversion of the large tes of the DH and PG into the -known New Zealand Reparation tes; and the manifold readjust-ts thus made necessary created merable social, political and nomic problems—and the gentle- now in charge were woefully in-ble of handling them. Injustices e perpetrated against both Samoan non-official European property-ers, and some of the latter there-n made common cause with the oans.

The Mau

he tendency of the NZ authorities to ride rough-shod over the in-nerable harassing complaints cted to them; they invoked police on frequently; and finally the oans brought into existence in 5-26 a rebellious, and in some ree subversive, native organisa-called the Mau.

he Mau was supported by some minent Europeans, among whom O. F. Nelson was conspicuous. ere had been a Mau organisation ve in the German time, but the mans suppressed it.)

Records show that Europeans who e active in criticism of the NZ ministration—although not neces-ly in sympathy with the Mau—included Messrs. O. F. Nelson, S. H. Meredith, E. W. Burr, A. Williams, A. G. Smythe, G. E. L. Westbrook.

The New Zealanders tried quite sincerely to find answers to the various grievances, and to a degree they succeeded; but when the Mau, with a good deal of European support, continued its agitation in various forms, the Administration seemed to lose patience and resorted to police action, civil prosecution and finally deportation of leaders. Between November, 1926, and July, 1927, the Administration issued no less than 59 Orders of Banishment.

There were various official inquiries and finally a Royal Commission of investigation late in 1927, whose findings generally supported the Administration.

The Samoans remained defiant, and in 1928 New Zealand sent a couple of cruisers and finally a large body of special police to maintain order.

In December, 1929, the Mau paraded in strength in Apia to welcome home Mr. A. G. Smythe, who had been fighting some of their battles in New Zealand. Conflict with the police resulted in the deaths of Chief Tamasese, ten other Samoans, and one of the special constables. The Mau fled into the bush and, during 1930, were hunted by special parties of armed men from NZ warships. The Mau was declared a seditious organisation.

(Over)

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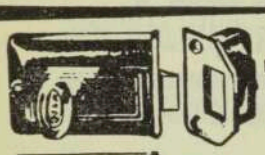
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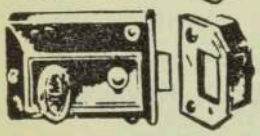


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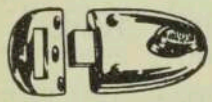


No. 100



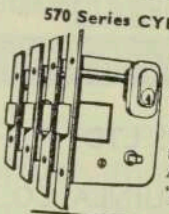
No. 201 & 206

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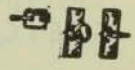
Precision, dependability, security! Moving parts solid brass Over 30 applications in all. Available as a 'master-key' system.

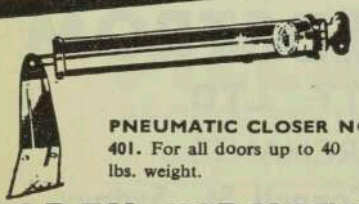
307 SCREEN DOOR TOUCH LATCH.



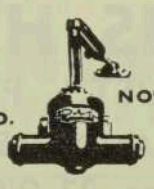
Just push door to open, pull it to close! Easy to install and features strong snib.

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In the next two or three ye
there was constant friction and oc
sional conflict between the more
treme section of the Samoan peop
and the Administration. Mr. O.
Nelson, who acted as spokesman
the Samoan extremists, was frequen
in conflict with police, and finally
was sentenced to imprisonment a
deportation.

This era of restlessness and po
tical disturbance and frequent co
flict really lasted from about 19
until early 1936, when New Zeala
elected its first Labour Governme

A New Zealand Ministerial dele
tion immedately was sent to Samoa
reconcile the conflicting factions; t
declaration of Mau as a seditic
organisation was revoked; varic
other laws made for Mau suppressi
were revoked; and Mr. O. F. Nels
and his family were returned
Samoa as guests of the Governme

Another important thing done
the Ministerial delegation in 19
was seen in a decision to deport fr
Samoa the remnant (some 200)
the Chinese labourers who had be
brought into the Territory by t
German Government and allowed
settle there. One effect is seen in t
fact that Western Samoa, now w
100,000 people, is the only lar
territory in the South Pacific whi
does not include a sharply-define
well-established community of Asia
—although, of course, Weste
Samoa, as is well-known, is the hor
of about 7,000 or 8,000 Europea
Samoans, and a small number
Asian-Samoans.

Restless 'Thirties

The Territory in the 'Thirties w
generally regarded as a restless, sem
rebellious country. Few, if an
thought of it in terms of se
government and independence.

What has happened in the ensui
quarter-century, so that (in the wor
of Professor J. W. Davidson) "
January 1, 1962, it is expected to b
come an independent State and t
first Pacific Islands Territory to ha
passed through a period of coloni
rule and gained full independence

The whole story is set out in deta
in "The Transition to Independen
in Western Samoa—the Final Stage
written recently by Professor Davi
son.

The process of political and co
stitutional development was com
menced about 1947, by both Ne
Zealand Government and UN Tru
teeship Council agencies, and it h
been pressed on steadily during th
ensuing 14 years. The NZ Prim
Minister, in 1953, made a compr

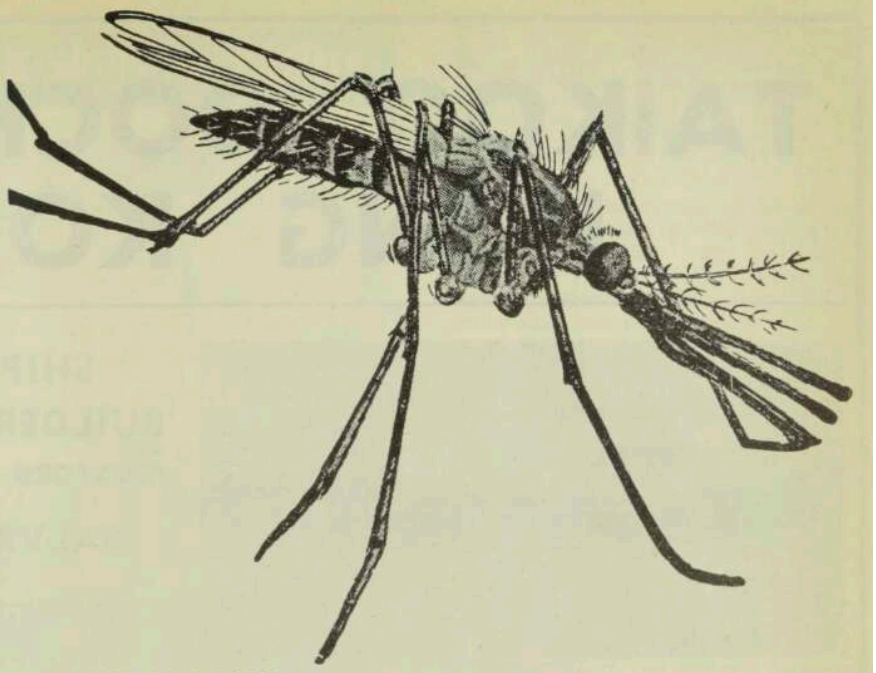
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ive statement in which he an-
ced that a Constitutional Con-
on would be set up, in close
iation with the Samoan people.
gan work in 1954.
e most important step was the
lishment, in 1958, of a Working
mittee on Self-Government,
h was largely dominated by the
oans themselves, and which
d the steady movement from the
ing of the Constitution to inte-
on with the processes of planned
government, through the intro-
on of Cabinet Government in
, and the final drafting of the
titution, to the acceptance of the
titution by plebiscite on May 9,
, and the final agreement to the
titution and self-government by
Trusteeship Council and the As-
ly of the United Nations late in
.

The Constitution

though New Zealand was help-
in every possible way, the
oans decided in 1958 to seek their
ipal adviser outside New Zea-
and they selected for that pur-
Professor J. W. Davidson, of
Australian National University.
had lived in Samoa and was
n to the Samoans. Most of the
t for the shapeliness and order-
s of the procedure since 1958,
for the harmony between the re-
g Trustee (New Zealand) and
Samoans, is due to his skill and

here were very awkward prob-
to be solved. For example:
The future citizenship of those
hitherto had claimed European
s.
The protection of the property
hose who do not take Samoan
enship.
The form of suffrage to be em-
ed, in view of the Samoans' tra-
nal inclination towards the Matai
m (voting not as individuals, but
gh the head of the family) and
Trusteeship Council's support of
adult system.
The future status of indepen-
Samoa in relation to the British
monwealth.
me have been solved, provision-
—others still are in the air.
owever, with tolerance, patience
skill, for which full credit must
iven to Professors Davidson, of
ralia, and Aikmann, of New
and, the country has reached the
t where it now is ready to step
into national independence—
h means also that it will be on
wn in a cold, hard world where
lism is finished with and realism
t be faced.



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—Over 16 years—2 ADULT FORMULA Tablets as a single weekly dose.

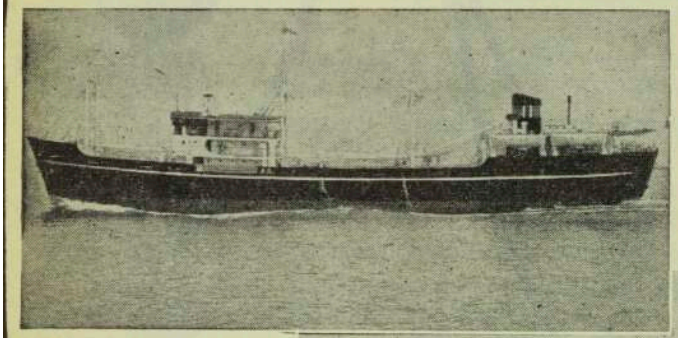
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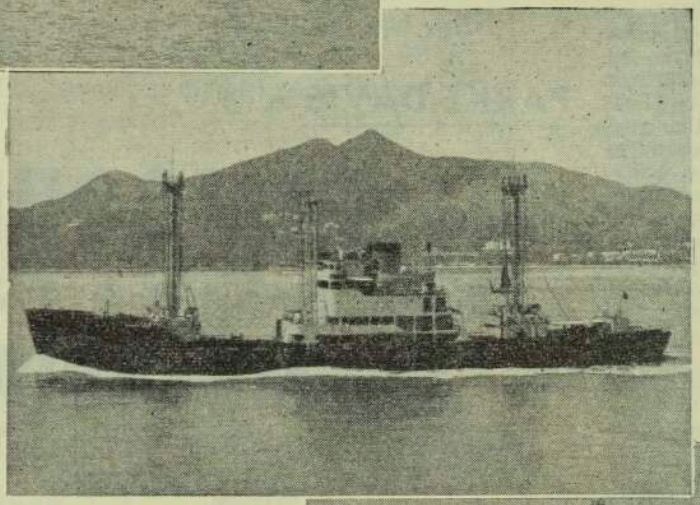
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TAIKOO DOCKYARD HONG KONG



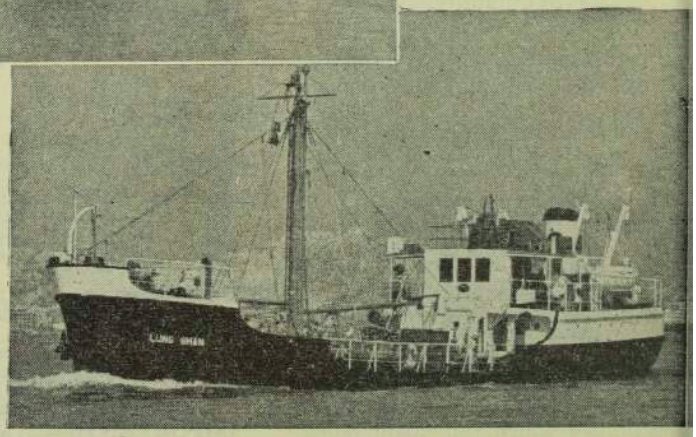
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Left: M.V. "TARAWERA", all refrigerated motor cargo vessel built for the Union Steam Ship Co. of New Zealand Ltd.

Right: "LUNG SHAN", one of two bunkering vessels built to the order of Shell Tankers Ltd., for use in Hong Kong, supplying fuel and lubricating oils to ships at harbour moorings.



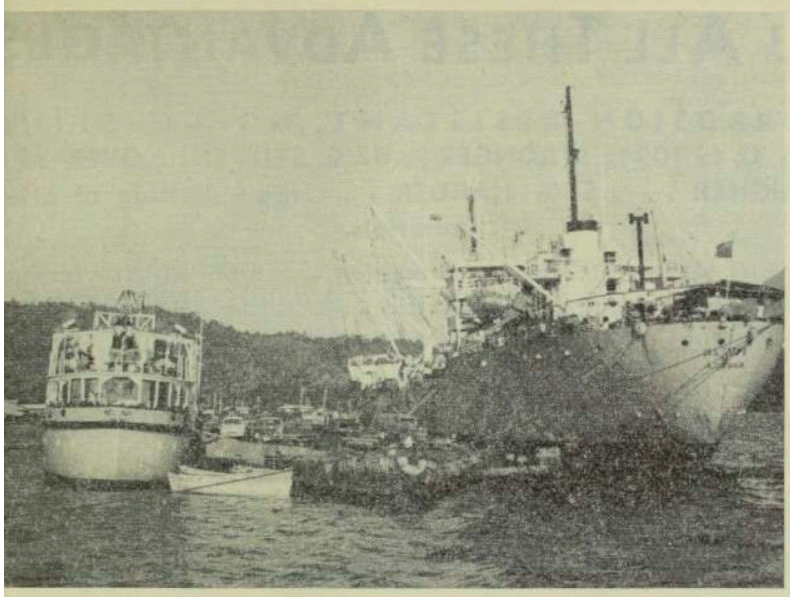
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PACIFIC SHIPPING AND CRUISING YACHTS



WRECK WHARF. Rabaul's interesting "wreck wharf" is still doing sterling duty in that New Guinea port. Literally a wrecked ship filled with concrete, wreck wharf is one of two wharves in Rabaul. It was originally a Japanese ship sunk during the war. On either side of the wharf here are the "Kelaua" and the "Matupi".

Rabaul, New Guinea, doesn't get as many cruise ships as did before the war but when it does, catering for tourists on oard becomes a community effort.

HEN the P&O liner *Himalaya* called there in early November ıe course of a cruise to the Far , just about everyone in the town me involved in looking after her 0 passengers.

was estimated that £5,000 was t by the visitors on their 9-to-5 , plus another £2,000 spent on s. Even the Administration got a -off—they charged people who e their cars available for tours for a temporary licence to carry engers.

ver 80 cars carried tourists on t-seeing tours without incident or ıap, and although there were re- s of gross profiteering by some ves, the visitors seemed to enjoy ıselves. After the vessel left, her ter sent a radio message thanking aul residents for their "wonderful ıitality".

WE'LL BE MINING THE SEA)OR: It looks now that Austra- ın crops that depend on phos- e from Nauru and Ocean Island 't wither on the vine when those ılies are exhausted. They'll be ing what they need from dules" on the sea floor.

is estimated that at present rate consumption, Nauru and Ocean deposits will be worked out in 40 years, but thanks to the efforts of oceanographers who have been very busy in the Pacific since the International Geophysical Year started them off in 1957, the ocean bed will probably, by then, be paying dividends.

These nodules form on the sea floor, usually around a small piece of clay or a whale's tooth. Some of them contain as much as 30 per cent. phosphorus pentoxide from which fertilisers are made.

Others contain minerals such as manganese, nickel, copper, etc. If the sea bed is ever mined, it is expected that it will be for all these minerals—and that the phosphate recovered will be only one of the reasons for going into production.

According to the experts, there would be no great engineering difficulties in dredging the ocean floor; and when or if the time comes, the Pacific Ocean bed will pay much bigger dividends than that of the Atlantic.

● FOOD, TOO: As well as minerals the sea in future is likely to be made to give up more food. Two German oceanographers recently spent 4½ months in Australia, New Guinea and Philippines waters making a survey for the University of Kiel on how the oceans of the world can help feed the world's exploding populations. They are optimistic about the results of their investigations, particularly for nations like India and Indonesia which have almost exhausted the possibilities of getting more food from the land.

● RABAUL LAUNCHES ONE: The largest craft built in Papua-New Guinea since the war was launched at the Toboi Shipbuilding Co.'s yard at Rabaul at end of September. Christened *Jason* by the wife of the District Commissioner, Mrs. J. R. Foldi, who cracked the traditional bottle of champagne over the bows, the 54-ft. craft is to the order of a New Ireland Chinese businessman. Chinese owners and builders followed the European champagne and speeches with some traditional Chinese fireworks to ward off devils and other marine evils.

● AUST.-SOUTH AMERICA SERVICE: One of the most neglected trade routes in the world is that between Australasia and South America. This will be remedied shortly when the Swedish Orient Line routes some of its vessels through ports in the western and northern parts of the South American continent (including Callao, Peru), then through the Panama Canal and Caribbean to Europe. In addition, an Australian company, Wm. Heale Pty. Ltd., will inaugurate a service from Australia to ports in Argentina, Uruguay and Brazil.

(Over)

In The News This Month

Bulolo
Canberra
Coral Queen
Crusader
C'est la Vie
Columbia
Dominion Monarch
Dorothea
Himalaya
Jason
Koyei Maru
Malacca
Matupi
Mariner
Monterey
Northern Star
Nivanga
Nareau
Patapsco
Runic
Southern Cross
Saracen
Sea Fever
Tofua
Tenyo Maru
Tui Nakoba
Tulagi
Te Matangi
Utopia
Vityaz
Viajera
Valkyrie
Wanganella
Wanderer

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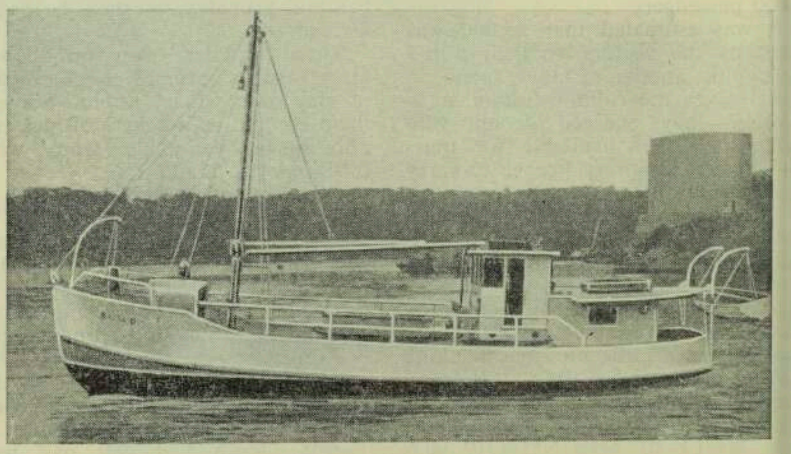
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S NAME. The Administration vessel bada II", here seen on the slips in recently, bears a famous name in uinea. The first "Laurabada" did some ork pre-war, and during the war (under Ivan Champion).

COASTWATCHERS' LIGHT T OUT: A freak bolt of light- struck the 90 ft. high Coast- ers' lighthouse at Madang, New ea, on November 18 and put the out.

first it was thought that damage e rotary mechanism was ex- e but it was back in operation within two days.

e lighthouse—which serves air- as well as ships sailing along reef-bound coast—is a memorial he Coastwatchers who made y in the SW Pacific during the war. The tall column that sup- the revolving light is shaped a torch and has been a noted nark on the New Guinea coast it went into operation a couple ars ago.

THAT TWO WEEKS UGHT: Samarai, Papua (one e many "Pearls of the South ic"), which is a tiny island at extreme eastern point of the tory, usually has an oversupply in rather than the reverse. But tly it did not rain for two s—and that, for Samarai, was a ght. It was temporarily relieved BP vessel *Bulolo* which called on November 19 and dis- ged 150 tons of water into a at the wharf.

HAMMER AND SICKLE IN A: The Russian vessel *Vityaz* h has been engaged in oceano- hic work in the Pacific for the few years, arrived in Suva for bunkering and stores on November 17. She left four days later.

She is manned by a crew of 66 and carried 26 technicians and 41 scientists. *Vityaz* was in Suva last about two years ago.

● SO NEAR AND YET SO FAR: The people of the big Samoan island of Savai'i in November got their first view of *Canberra*, the 45,000-ton pride of the P&O-Orient fleet.

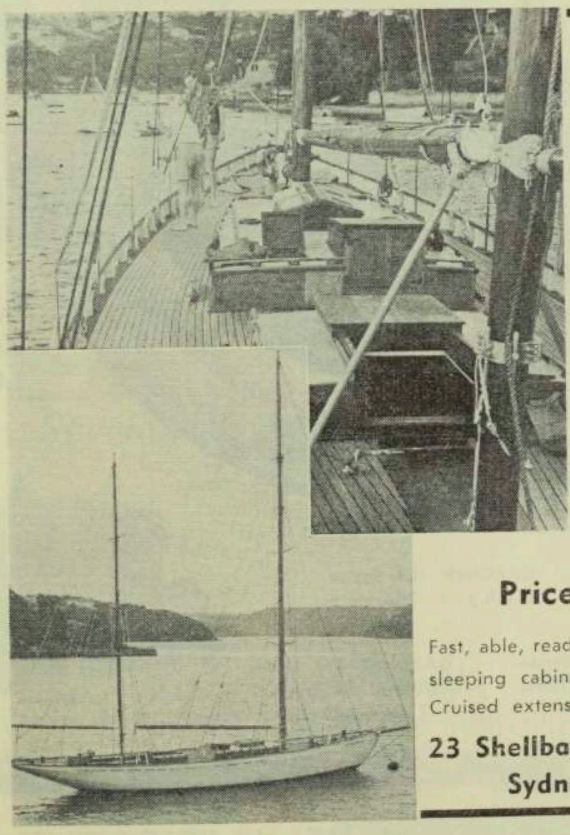
Her Master, heading south from Honolulu, brought her in close so that the 3,000-odd people she carried could get a look at Savai'i. Savai'i returned the compliment and had a fine view of the giant vessel as she steamed past, all her plate-glass and aluminium gleaming in the sunshine.

The Union Steam Ship Co.'s *Tofua* (5,200 tons gross) is about the largest passenger vessel calling regularly at Western Samoa's main port of Apia (on the island of Upolu), but residents of certain parts of Savai'i, the other big island, frequently see large ships on the Auckland-Honolulu run passing by.

● JAPANESE ON BEQA REEF: The number of Japanese fishing vessels decorating South Pacific reefs increased by one in November when *Koyei Maru No. 2* ran aground on Beqa Reef, Fiji.

The mother-ship, *Tenyo Maru*, radioed for assistance and Suva tug *Tui Nakoba* went out with a repair party. However, when bad weather came up, her crew abandoned *Koyei Maru* and returned to Suva on the tug.

● *WANGANELLA* TO FIJI, MAYBE: Suva was scheduled to have five cruise ships call in 1962 but up to beginning of December it was doubtful if the cruise of the



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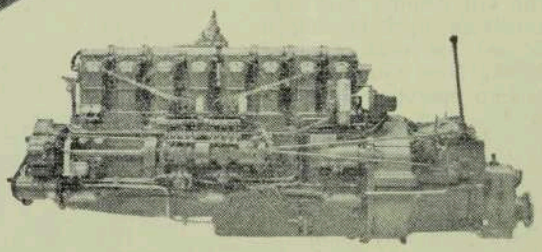
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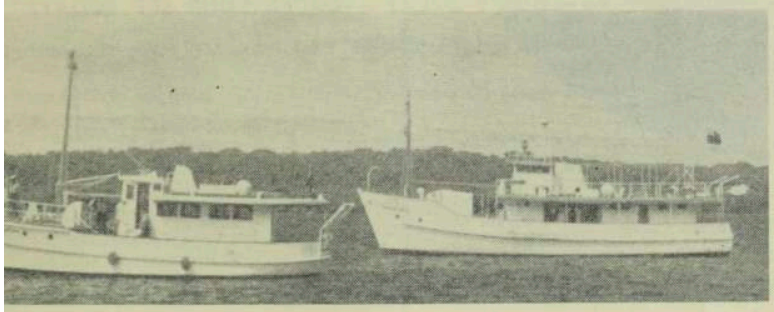
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NEW HEBRIDES SCENE. This is all that was left of the small New Hebrides trading vessel "Tebakor" recently (owned by M. A. Houdie, of Vila) after she had broken up on Tanna while Mr. Reece Discombe was attempting to salvage her. Mr. Discombe almost had her in the water when the sea changed and smashed her to pieces. "Tebakor" was in the news in July when she drifted for 12 days while en route from Erromanga to Vila with 11 men and two women abcard. Photo below, also taken by Reece Discombe, shows the British Administration touring vessels "Mangaru" and "Euphrosyne II". Both were constructed this year.

s-Tasman passenger vessel *Wan-lla* would be carried out as origin- planned (Suva July 9-10, 1962). *anganella*, which has become wn to a generation of trans-nan trippers, was part of one of tralia's take-overs in the last year her arrangements for a while difficult to sort out. Bitumen Oil Refineries Ltd. took over dart Parker Ltd., her original ers, some months ago. Bitumen Oil then sold *Wanganella* to Mc-aith McEachran but this firm still loyed Huddart Parker Ltd. as ts for running the vessel.

t end of November McIlwraith Eacharn appointed the Union m Ship Co. of NZ general pas-er and cargo agents and an-nced that the vessel would not be drawn from the Tasman service December 26, as previously an-nced. *Wanganella* will continue in service, but the fate of the Fiji -winter cruise is not so certain. t was announced by Huddart ker before they were taken over; new owners of the vessel may or not go on with the plan.

TENDERS FOR *RUNIC*: The w Savill shipping company will in- tenders shortly for purchase of *Runic* as she lies on Middleton f, about 120 miles north of Lord Howe Island. *Runic* has been there since February 19, 1961, when she went up in bad weather. Tremendous efforts were made to get her off but to no avail.

Subsequently, a company, Botany Bay Shipping Co., sent men out to board her. According to them, Shaw Savill had abandoned her; they said they were representing a Far Eastern salvage company and that they would refloat her.

Shaw Savill disputed their right to be on her, claimed that they were trespassers and stated that they were satisfied that Shaw Savill were still the owners. No legal action was taken to eject them but after the Botany Bay men had been there for some time, they packed up and left. It is assumed that they found that they could not refloat her.

Replacement cost of *Runic* is estimated to be £2,000,000 and she may be worth, as scrap, between £250,000 and £500,000.

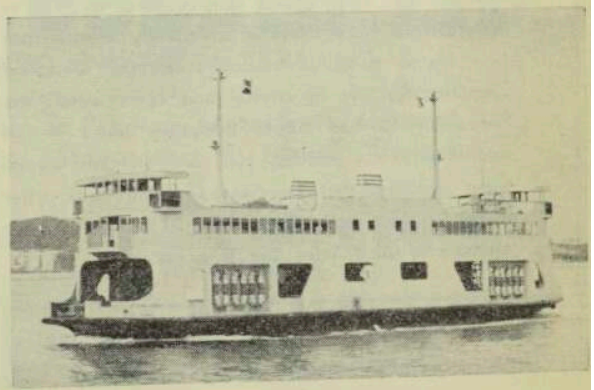
Another Shaw Savill vessel that won't be seen any more in the Southern Hemisphere after March is the *Dominion Monarch*. This 26,000 tons vessel was built in 1939, and at 22 is considered too old to be

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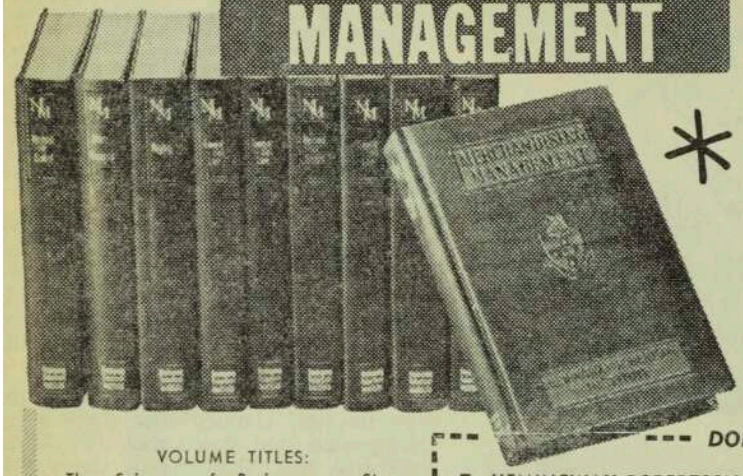
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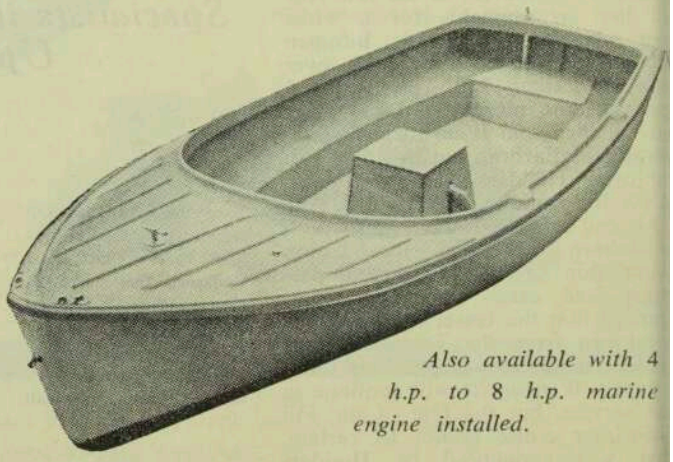
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omic under present day conns.
e was built for the Southampton-ey via South Africa service and pt for war service has been con-ly on this run. In these days the accent is on One-Class, nomy and Tourist travel, perhaps *inion Monarch*, with her all first- luxury accommodation, could be rded as an anachronism. None-ss, people who had the pleasure ravelling on her will regret the rture of this fine vessel from this of the world.

hen she reaches Southampton in l, 1962, she will either be sold e sent to the breakers. Her place be taken by the company's new assenger vessel, *Northern Star*, h leaves the UK on her maiden ge in July, 1962, and thereafter, her sister ship, *Southern Cross*, make four round-the-world ges a year.

P-NG WHARVES "IN TURN": use there is only one wharf der available in Papua at present, orts which want wharves have to their turn. Samarai wharf is be- renovated at present (it was ntly rammed by an overseas), and as Samarai is Papua's most ortant copra shipping port, this is sidered to be essential. When this k is finished Abau, Marshall oon and Kiruku will "get a go".

MORE FIJI FISH-FREEZING: apanese businessman, Mr. I. Saito, esenting a fishing organisation ed Fiji in November. He was in-igating sites for possible fish-zing works at Suva or Lautoka. left the Colony for Papeete, iti, on November 19. (Mr. Saito's rprise is not to be confused with Pacific Fishing and Canning Co.'s ect for fish canning at Levuka.)

TULAGI DELIVERS A BUS: re were tense hours during the vember call of BP vessel *Tulagi* Norfolk Is. when just about the ole population gathered to see ther the island was to have a big 30-seater bus (the island's first) whether it would end in the drink.

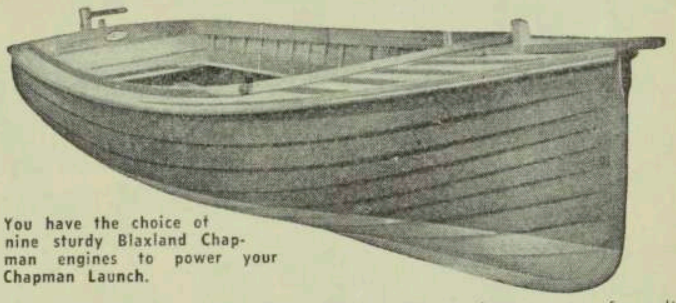
There is no harbour at Norfolk nd and weather conditions on this asion were bad off the Kingston horage. For three days *Tulagi* ed so badly it was impossible to e the bus from the decks and put safely overboard into a lighter. ptain Frank Sadler decided to wait rnight for a final attempt and just r dawn on November 16 the big was made and the bus finally ched Kingston jetty—much to everybody's relief. It had been imported by Mr. J. Hamilton, licensee of the Paradise Hotel, for taking hotel guests on tours.

● *NIVANGA* DELIVERY: Captain G. Douglas, Marine Superintendant of the Gilbert and Ellice Islands Colony was in Hongkong early November with the G&E crew which will deliver the new Colony vessel *Nivanga* which has been built by the Hongkong and Whampoa Dock Co. Captain Douglas took the former Colony ship *Nareau* to her new owners in Majuro, Marshall Is., from where he and his crew proceeded to Guam and flew the rest of the way to Hongkong via Manila. He will now go on leave; the delivery voyage of the new vessel will be under the command of Captain Warrington Strong.

●THE LONG DRIFT: The discovery on an empty gas-cylinder on Fulaga, one of the remoter of the Lau islands, in the Fiji Group, got a lot more publicity than such an object usually gets.

The Fijians who found it washed up on their beach thought it was a bomb and informed Suva. A RNZAF plane was sent out to look and the empty

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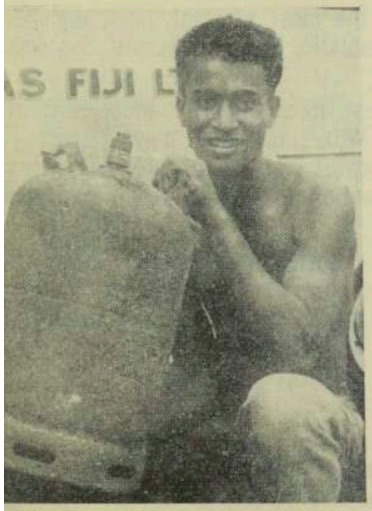
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ylinder was discovered. What remarkable about it was that it been made by the Danish firm of ngas, and delivered with a large gnment of similar cylinders to hilean firm in mid-1958. It is imed that during the violent quakes and floods in Chile in last year, this particular cylinder nto the Pacific Ocean and began ng drift to Fulaga.

e story of the cylinder's drift featured on Copenhagen tele- n recently—and no less a person Mr. Thor Heyerdahl was got to explain to viewers why it hat it did.

MEDALS FOR SOLOMON IS-DERS: Two Solomon Islanders ved Royal Humane Society ds recently. They were Habert va, who was awarded the Bronze l and certificate; and Joseph sia, who received a testimonial. nuary this year, both were with ther labourers as crew of a eboat unloading cargo from RCS *l Queen* at Kira Kira archorage, . Heavy seas were running and haleboat swamped. Two of the could not swim and one, a deaf , was supported by Aitewa and sia who succeeded in getting him e. The other non-swimmer was alling for help, and Aitewa im- ately went back to him. A g undertow carried both men out a but they were eventually picked exhausted, by a boat launched another ship.

ANOTHER AUSTRALIA-NEW NEA SERVICE: The owners of Austasia Line have expressed selves very pleased with the sup-



Marika Natavua displays the gas er that apparently floated to Fiji from South America. See story above. Photo: Rob Wright



The cruising Alexander family—Larry, Margaret and son, Johnny—as they arrived in Sydney in November aboard "Sea Fever". In the top picture, marine authorities take an interest in the vessel after she passed unidentified through Sydney Heads.
—Photos: "Sydney Morning Herald"

port they have received from Australian shippers since they began an Australia-PNG-Borneo-Sarawak service with MV's *Matupi* and *Malacca* in May, 1960. Because these vessels went on to Borneo, etc., after discharging cargo in Territory ports, it had not been possible to carry cargoes from P-NG southbound. However, commencing with the *Malacca* on its November sailing from Australian ports, two sailings out of three will terminate at Lae, NG, and cargo from Territory ports for Australian discharge will thereafter be accepted.

● CRUSADER GETS GOING: MV *Saracen*, owned by the Crusader Shipping Co., arrived in Vila, New Hebrides, on November 16 and opened a new link with New Zealand. *Saracen* and the other ship of the line, *Crusader*, will maintain a service between Auckland and San Francisco with calls at Vila, New Hebrides, and Noumea, New Caledonia. General cargo, refrigerated cargo and timber will be carried.

News of Cruising Yachts

● *DOROTHEA*, the 31 ft. cutter sailed lonehanded by Peter Tangvald of the Royal Norwegian Yacht Club, arrived Honolulu in November; he was 28 days out from Tahiti.

● *VAIJERA*, the 30 ft. ketch owned by James Friedrichsen, also arrived in Honolulu from Tahiti—about the only two new arrivals in a month that turned usually blue Hawaiian waters cold, grey and windswept and did not encourage yacht cruising.

● *VALKYRIE*, which for a number of years has been used for charter work in Hawaii by skipper Fred



Ericson, erupted into flames in mid-November off Barber's Point, Oahu. The vessel burned too quickly for those on board to get to life jackets and one passenger was drowned before a US destroyer from nearby Pearl Harbour could get close enough to pick up survivors. Cause of the fire is unknown.

● *UTOPIA*: A letter from Fred J. Peterson, owner of this big 65 ft. schooner which was seen in Tahiti, Samoa, Tonga, Fiji and the Solomons a few years ago in the course of a long round-the-world voyage, fixes his address as Sturgeon Bay, Wisconsin, where his business interests are. *Utopia* was of unconventional design, having steel bottom and wood top-

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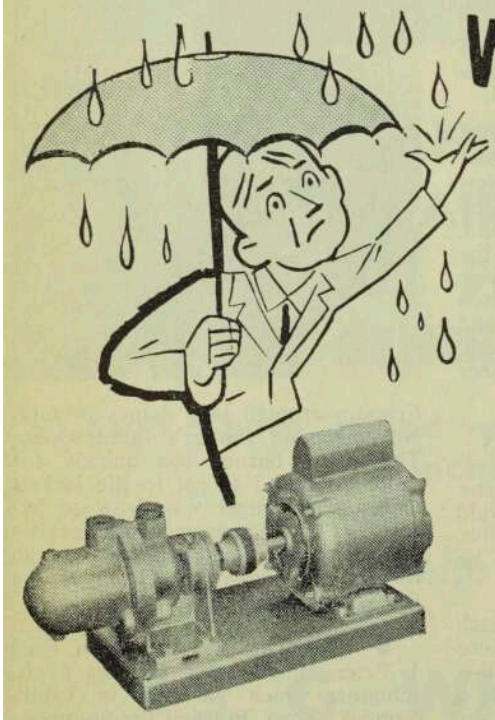
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that paid dividends in her three circumnavigation from Novem- 1956, to October, 1959.

WANDERER.—This must have old home month—we have a from Spike Africa, too. Erst- Mate of the schooner *Wan-*, he reports from a caravanserai ne name of No Name Bar, in alito, California (it's near San cisco), and says that it's the t of artists, writers and sailors that he has introduced the *PIM* em. He is longing for the South sends greetings to many friends n he met all the way from ete to Sydney and says that plans n hand for a return at an early

SEA FEVER and the cruising nder family arrived in Sydney November 12, 2½ years and 0 miles out from their home of Los Angeles. The Alexanders rry, Margaret and son Johnny, omehow missed the who-goes- flag signal from South Head n and having failed to identify selves sailed into Sydney Har- to a bigger reception committee ustoms and police launches than ly turn out for a yacht. When as straightened out, *Sea Fever* ored at Cruising Yacht Club of ralia moorings in Rushcutter Johnny is now going to school louble Bay and Larry hopes to a job as school teacher ashore naybe a year until this family, has lived on its yacht for five , is ready to move off into the n Ocean.

TE MATANGI and Jack and ues Ferguson came back into the ing news in November after an nce of about a year. They have holed-up in Auckland during time although Jacques had a trip back to the United States to settle on some schooling for their young son. According to these American yachtsmen, who were with us a lot in *PIM* a couple of years ago, New Zealand right now is a fine place to recoup finances—there is a surplus of jobs going. The Fergusons left Russell, NZ, for Fiji in mid-November but after cruising those waters for a while (and in the hurricane season, forsooth), will return to Auckland, maybe to do some permanent recouping.

● *MARINER*, originally from Seattle, USA, was sold in Auckland a couple of months ago to John and Joyce Dean, of New Zealand, who are experienced yachtsmen and expect to do more of it in their latest acquisition.

● *C'EST LA VIE*, the 23-ft. Sydney sloop, sailed by Lyall Price and John Pyke, arrived in Nelson, New Zealand, at end of October after a three-weeks Tasman crossing. Their ultimate destination is Tahiti.

● PERSONALITY: In Sydney for three days during the November stop-over of the Matson ship *Monterey* was Captain Fred Lawton who knows more about why America has remained unbeaten in the America's Cup races than anyone else. He was in great demand with local yachtsmen and in a half hour television interview gave them some sort of idea what they are up against next year when an Australian yacht will make a bid for America's Cup. He was sailing master of the *Colombia* in the last series in 1958, but at the moment Captain Lawton is the fellow who teaches *Monterey* passengers navigation and seamanship, if that's the way they feel (*PIM* October, p. 106) Whatever you may think about this, at least it's a change from the inevitable housie-housie and Scottish dancing with which some other shipping lines entertain their customers.

● *PATAPSCO II*, 43-ft cruising yacht of New York reached Rabaul late October in an eastwards circumnavigation of the world. Because owner-skipper Robert Murray has chosen an unusual direction for this, New Guinea was his first South Pacific island. After Rabaul he will visit BSIP, Samoa and probably Tahiti. Murray left New York in 1959, sailed to Norway via Iceland, then cruised the coast of Spain to the Mediterranean. From the Mediterranean his course has been Suez Canal, Red Sea, Indian Ocean, Singapore, Sandakan, Hollandia, and Rabaul. With him currently as crew are Norwegian Gunnar Sorbo and American Fred Romney.

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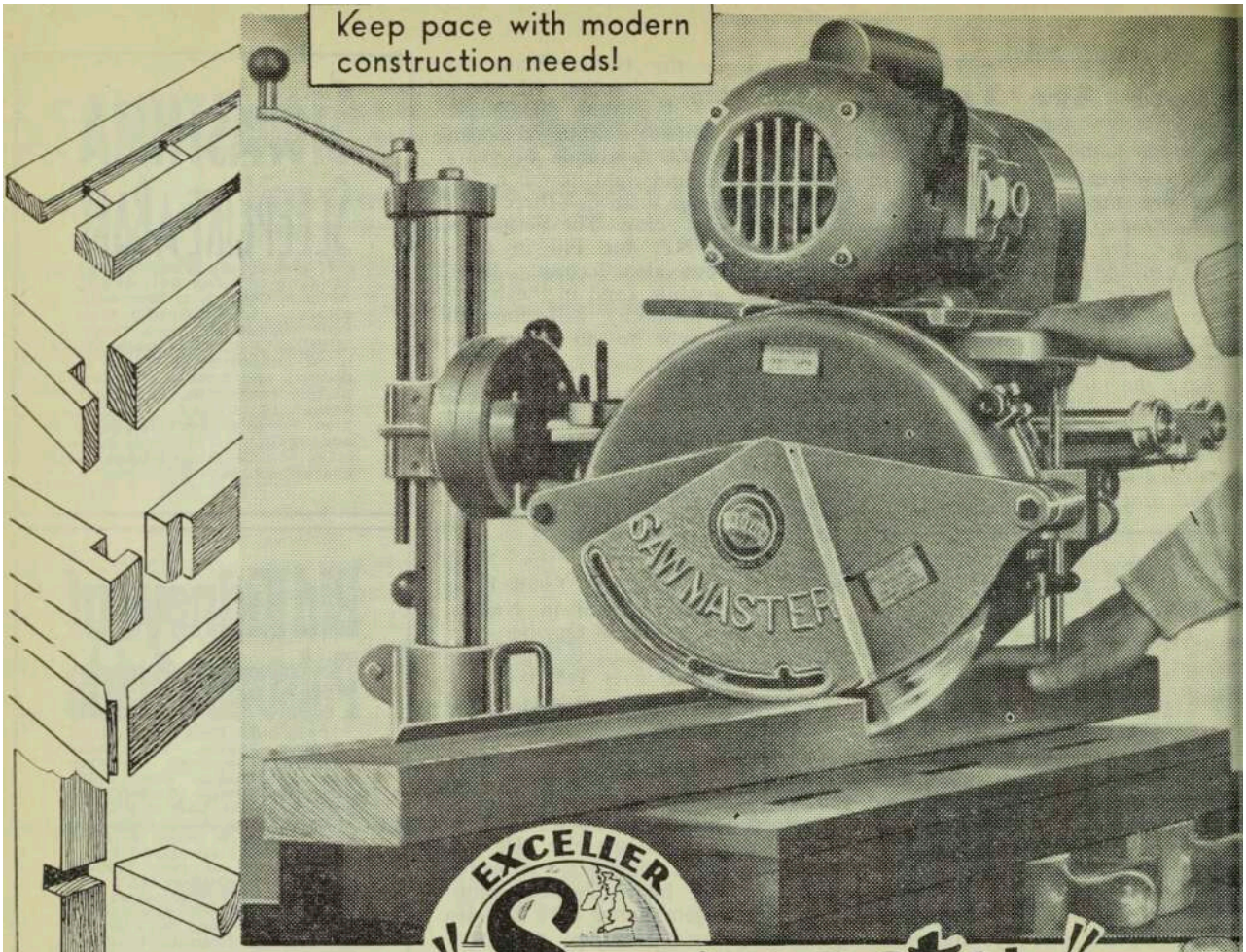
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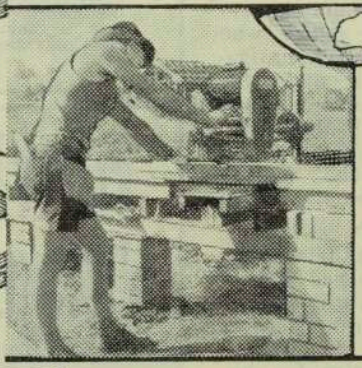
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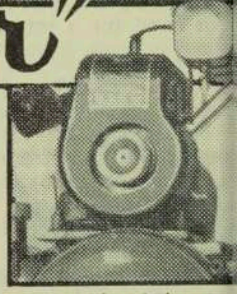
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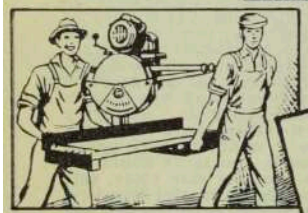
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Pacific Report

The month's round-up of news and pictures of people and nts, from *PIM* correspondents in the South Pacific.

uts Fiji na Quota

poor old banana producer in n hardly be blamed at times inking he is some sort of a ll to be kicked about at the of New Zealand importers, Zealand politicians, and the Department of Agriculture, as s being subject to floods and nes.

latest kick in the pants came Fruit Distributors, Wellington, nouncing a cut of 25 per cent. i's export quota to her only le market. The reason was ew Zealand was having balance le difficulties.

company's general manager, a few soothing words, when d there was no doubt that in to come New Zealand would gain rely on Fiji for substantial ies of bananas. He urged them ep their plantations in good and look on the reduction as porary reverse.

New Zealand Government has ed or severely reduced import s for many lines of goods, and s are amongst those coming the "severely reduced" head- jians grow most of the bananas port, and little versed in such t words as "balance of trade", re likely to shake their heads in r, and in spite of pleas, lose

for Fijian nts

neleki Ramatau Mataka, r of the Bula Tale Communist in Fiji (*PIM*, September, p. anded in trouble with the law he failed to send his children ool. Apimeleki, and 17 mem- f his organisation who come ive villages in the province of ga, stopped sending their child- school on September 25. monsed to appear before a Fijian court, they failed to appear, so warrants were issued for their arrest. They all spent some days in gaol before the court was ready to hear their cases.

Evidence was that Apimaleki wrote a letter to the school headmaster saying the children had been stopped from attending school because their parents could not afford to send them to school. The headmaster said in court that the children did not have to pay school fees, and although there was a school uniform the parents were not forced to buy it.

Free books were issued till the end of last year, but now the pupils had to buy their own. As in the past they had to buy their own pencils, ink and other materials.



Apimeleki Ramatau Mataka, founder of the Bula Tale Communist Party. See story below. Photo: S. A. Whippy

All the men charged told the Fijian Magistrate (Ratu Tevita Bulumakau) they had not sent their children to school because they had no money.

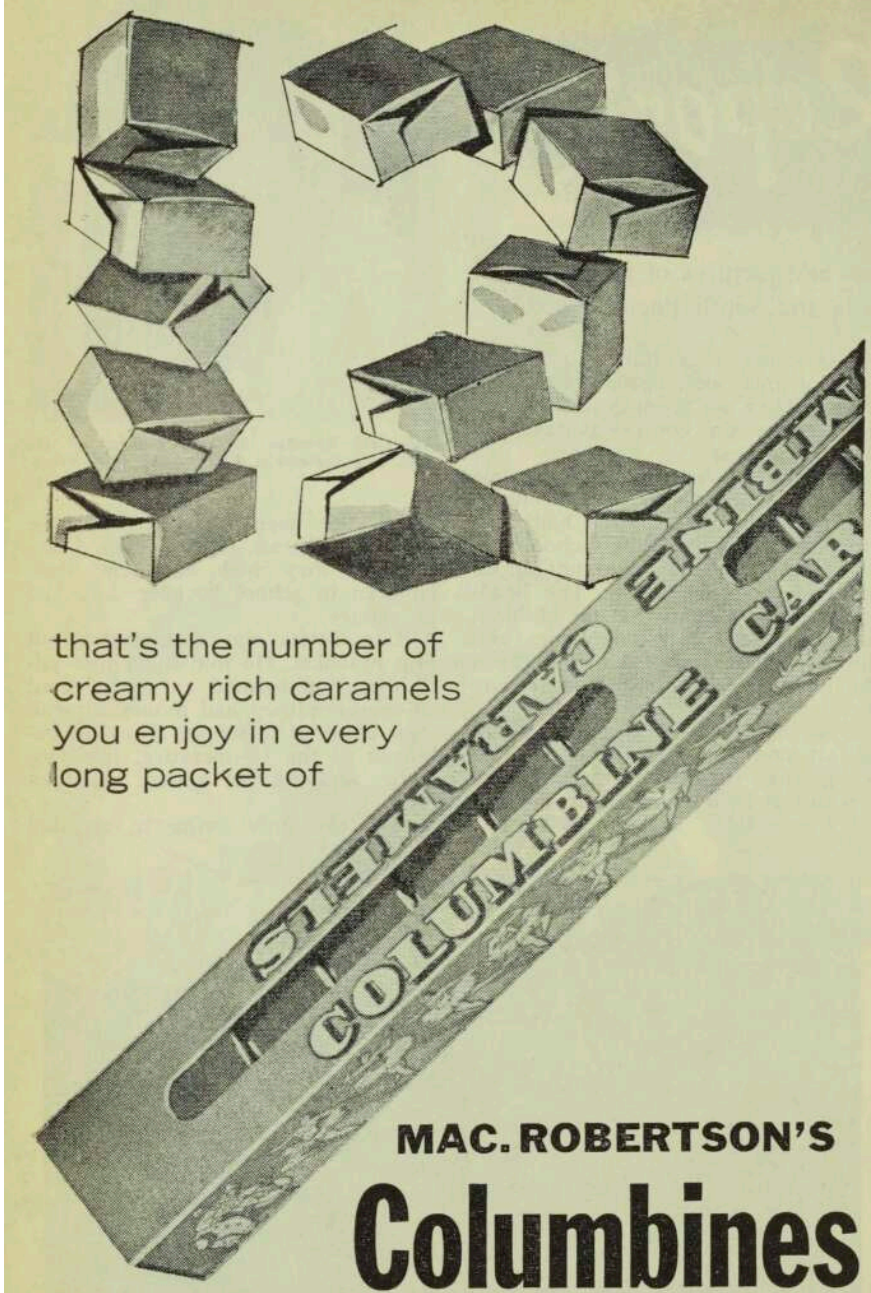
Ratu Tevita was sympathetic, but also practical. He told them that until they had formed an unregistered co-operative they had money to send their children to school. They all belonged to the co-operative, lived together and did not adhere to Fijian laws.

"We are now living in civilised



BRIDGE FOR STRICKLAND. Papua's rugged Strickland Gorge (above) was bridged in November for only the second time since 1938, when the famous Taylor-Black exploratory patrol put one across during their Hagen to the Sepik patrol. The new bridge, like the first one, is a suspension bridge of jungle vines. It was erected by ADO D. Permezel and PO K. G. O'Brien, from the recently opened patrol post at Lake Kopiago. It has a span of 250 ft, and it crosses a section of the Strickland too turbulent for rafts or for swimming. The bridge, which links Kopiago with Oksapmin patrol post, will be replaced eventually with a steel bridge.

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days and your treatment of y children by not sending them school is pitiful," he said.

All the men were charged un the Fijian Regulations. The ma trate fined Apimeleki £5, and the others £2/10/- each.

Fifty Years of Makogai

Makogai Island, in the Koro in the Lomaiviti Group of Fiji known throughout the world a leprosy hospital. On November and 11 the hospital celebrated 50th year of existence and the s is now reached where it may not necessary as a separate unit.

It is not only inhabitants of that the island has served, for s 1925 it has been the centre for treatment of leprosy for pati from Tonga, the Gilbert and E Islands, and the territories adm tered by New Zealand.

The Governor of Fiji, Sir Ken Maddocks, at the jubilee cele tions, paid deserved tribute to a cession of medical officers, the sionary Sisters of the Society of M and the Fijians of the Little Siste Nazareth, and well-known citi who have served the island we

Among these were the Rev. Mo Mary Agnes, MBE, who came to from France in 1883, and for years was Sister-in-Charge. She tired in 1950 on her 80th birth but, at her own wish, remaine Makogai. She died there in Ma 1955.

Sister Mary Felicitas, an Sister-in-Charge, Dr. and Mrs. O Austin, who were at Makogai many years, Sir Henry Scott, Hugh Ragg, Mr. Wilbur Don and Mr. Pat Twomey, secretar the NZ Lepers' Trust Board, among those the Governor tioned.

Dr. Austin was Medical Sup tendent from 1930 to 1953, and ing his period of service he ga a worldwide reputation for the t ment of leprosy. Dr. and Mrs. A now live in New Zealand, and both retain a keen interest in welfare of the lepers.

The Governor said at the cele tions that the discovery of a known as DDS in 1948 marke turning point in the history, with it some cures could be effe In the previous 37 years there been no very effective treatment the disease.

Although DDS was not the answer to successful treatment, the search for something better tinued each year, there was no d

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ged the whole picture of the
Those members of the staff
tients who were at Makogai
1948 knew this well.
956 it was decided to en-
other territories to retain
atients rather than send them
ogai, as it was felt with the
ffective treatment and quicker
y it would be better for
to be close to their homes.
e last few years many patients
en repatriated, but even with
number now requiring treat-
ad fallen sharply. At the end
there were 664 patients; now
nber is less than 280. In 1958
es were discharged as cured,
1959 the figure was 131.
patients themselves spared no
o ensure that the celebrations
nemorable. A unique display
licrafts won unstinted admira-
concert by 50 patients, and a
l procession with the Gover-
nd the director of Medical
s (Dr. P. W. Dill-Russell) in
form, and the Speaker of the
ive Council, Mr. Maurice
n robes and full bottomed wig,
mething which will not be for-
for many years.
Scouts, Guides and Wolf Cubs
d guards of honour, and
performed traditional welcome
nies. For Ratu Dr. J. A. R.
a brother of the late Ratu Sir
ukuna), who is at present in
at Makogai, it was a proud
d.

Dill-Russell ave Fiji

Director of Medical Services
Dr. P. W. Dill-Russell, will
the Colony some time in
to become Deputy Chief
l Officer to the Department of
al Co-operation, which has
over many functions of the
l Office in London.
rrived in Fiji late in 1956 from
where he had held a similar

Dill-Russell served in the Wes-
sert during World War II with
t Highland Division and the
Armoured Division, better
as the "Desert Rats". He was
ached to the Chinese Army for
d, while he was stationed in

wife was born in Russia, but
nily left that country at the
the Bolshevik revolution. She
d herself with many women's
s in Fiji, most of them asso-
with hospitals and the Medical
ment.
ian is one of the six languages
which she speaks fluently, and several times this year when Russian ships have called at Suva she has been called in as an interpreter.

The Case of the Missing Millions

Although the Fiji tourist industry is still expanding, all those connected with it met at the end of this month in a two-day conference of "self-criticism".

Operators of hotels, travel agencies, transport companies, airline and shipping companies got together for a frank exchange of views on present weaknesses there may be in the provision of facilities for tourists and to seek new ways of creating new attractions for tourists.

In the past 10 years the annual number of visitors to the Colony has trebled but the current year's figures show only a fraction increase on those of 1960. This in itself is not important—Hawaii, which still tops the poll as the most-favoured Pacific island for tourism was also in the same position—but Fiji tourist interests don't feel that they can sit back yet and be complacent about static tourist figures.

According to a survey made by the Pacific Area Travel Association for the first six months of 1961, this is

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Present

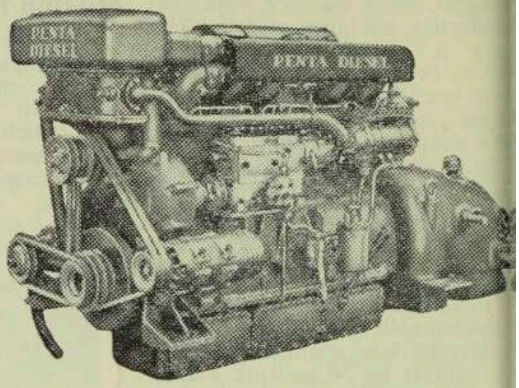
The VIKING type MD67 Diesel Engine 103 B.H.P.

Here is the ideal Marine diesel for rugged boats such as Fishing boats, Lifeboats, Pilots' vessels, etc.

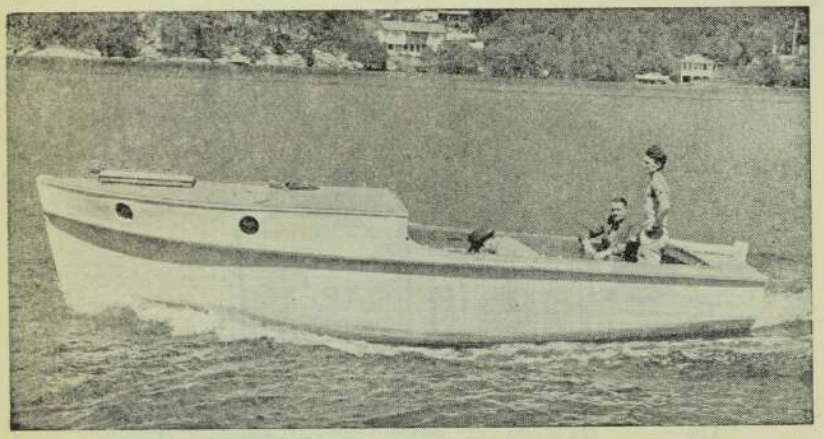
- **Max. Potential Output—115 B.H.P. at 2,400 R.P.M.**
- **Light Duty Output—103 B.H.P. at 2,400 R.P.M.**
- **Heavy Duty Output—88 B.H.P. at 1,800 R.P.M.**

The MD67 is a 6 cylinder, direct injection engine with fresh and sea water cooling systems.

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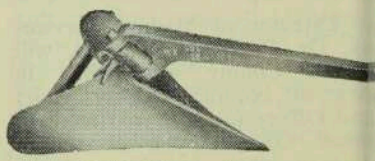
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rder of popularity with tourists he area which PATA covers: ii, Japan, Hong Kong, India, pore and Malaya, Thailand, alia, New Zealand, the Philip- Taiwan, Vietnam, Macau, Fiji, , Tahiti, Burma, Indonesia, Caledonia and Samoa.

may be more correct, of course, y that this is not so much the of what tourists *liked* best as as where people *went*. Some sing names are in that list, some em by virtue of the fact that are on the way to somewhere

e greatest disadvantage suffered e tourist industry in Australasia the South Pacific Islands, of e, is that they have been out at nd of the line. New air routes nore liners on the Pacific service loing a great deal to overcome ut so far they have not been to overcome the other limiting —the cost of getting here. e who live down in this part of orld are conditioned to the high of fares when they want to go d. People who live in America Europe think hard before they d the same amount of money t out and visit us. For them are so many other cheaper alternatives.

e Australian National Travel iation recently issued a small called *The Case of the Missing Million*. They calculate that Aus- n travellers spend that much overseas each year than visitors ustralia spend there. One of the functions of ANTA is to even- his present imbalance and they a vigorous team of executives on ob in offices in San Francisco, York, London and Wellington, who give a lot of skilled atten- to it.

NTA is the body charged by the ral Government with the de- ment of more travel to Aus- . Its financial support comes the Commonwealth and State rnments, air and shipping com- s, the travel trade and scores neral business interests in Aus- .

l islands in the South Pacific it indirectly from any success 'A achieves because it is a guinea gooseberry that any overseas r that the Association can lure ustralia will spend some time, r coming or going, in at least one he South Pacific Islands.

boards Speed Things in N. Caledonia

ur east coast New Caledonian s which have vehicular ferries formerly operated by man power, may soon have power propulsion.

Experiments have recently been carried out on the Tchamba River 400 yd. ferry crossing which, previously took 30 minutes with two natives hauling on the steel cable. A 25 hp outboard motor was found to do the job in six minutes, in normal weather conditions. Outboards of less hp will do the job for the three other smaller streams.

Another Jet for NC But None for NG

New Caledonia got its second jet air-service on December 7 when Qantas Airways began operating Boeing 707V's between Sydney and Tontouta (the airport for Noumea).

Qantas Electras have been on this service for some time but the 3½ hours they have been taking for the 1,000 mile journey will now be cut to 2½ hours. The jets will depart Sydney every Thursday at 11 a.m. and return from there that same afternoon.

Qantas began its first service to Noumea with Sandringham flying-boats in 1945, the flying-time then being 8 hours. The flying-boats were followed by DC4's, Super-Constellations and Electras. The V-jets will carry first and economy class passengers.

About the only South Pacific group of any importance that has escaped the jet age is Papua-New Guinea. Aviation was firmly established there 30 years ago, at a time when other





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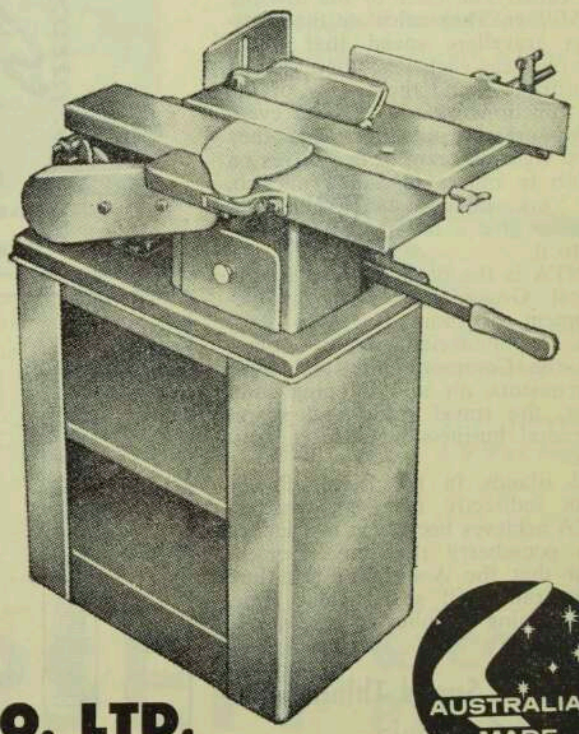
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Surprise, Surprise!

Nippon Television Net- Corporation sent a tele- team to Honiara, BSIP, this year and the film "Guadalcanal Today" was to viewers in Tokyo in ptember.
said to have caused a sen- and the station received letters and telegrams from se servicemen who had on Guadalcanal during r. They were, it was said, sed to see how the people iving peacefully".
be they expected to see it eld by marines living in les around the perimeter nderson Field?

which now have daily jet had never seen any sort of . But since the end of War II P-NG air-services ome so tightly controlled by Australian governments instrumentalities that it is eing left behind in modern

air travellers were promised on the Sydney-NG service s before that company with- m the New Guinea service and for a year before they they used Super-Constella- the Sydney-Port Moresby However, since TAA and NA replaced Qantas the sed have been DC6's.

g
ian Bill

patterns change almost as ashions these days, but Fiji ow that the United King- till the Colony's best custo- e UK bought about £F7 orth of Fiji goods last year, as just under half of total

was next best customer hases totalling £F2,278,000; land third with £F1,392,000; tralia a bad fourth with 0.
es quite well from her near rs—Western Samoa where half a million pounds worth s; Tonga which took goods over £F300,000; and the nd Ellice Islands which paid 4,000.
Fiji bought the pattern was ferent. Australia gets the biggest share of the market by selling goods worth £F4½ million, just beating the UK with £F4,100,000. New Zealand comes third with only £F1,300,000.

The imbalance of trade between Australia and Fiji has been a sore point in Fiji for many years, and almost all of value of Fiji exports to Australia is from one commodity —gold. In recent years this has averaged between £A1¼ million to £A1½ million. Molasses, which is next in order of importance, runs between a value of £A10,000-15,000. Hides and skins third in importance, is very much less than that.

If and when the mines at Vatukoula are worked out, or they are closed down, Australia would be away down near the bottom of the list of Fiji's customers. Most important on the list of goods Australia sells Fiji is £F1½ million worth of food—over half of it flour and sharps; and cars.

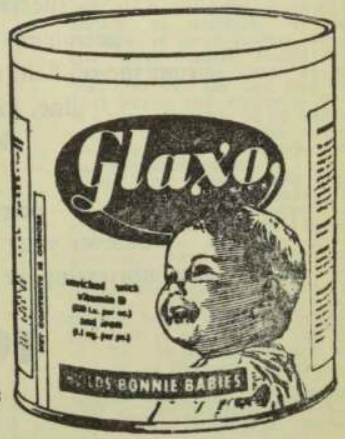
One of the most disappointing trends in Fiji trade figures is the decline in exports to the United States in the last three years under review. This can be attributed largely to the



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Australian Plans For South Pacific Tourism

A survey has recently been made of South Pacific tourist potential r a group which has ideas for launching a big company, with head- arters in Sydney.

If our information is correct, the group is ambitious for virtual en go on tourism in Fiji, New Caledonia, New Hebrides and, later , Papua-New Guinea.

It would be company's intention to control hotels in all these island oups from HQ in Sydney but with an area manager in each group. would have a central buying organisation—also presumably in Sydney; d a division which would control transportation for all company erations—launches, feeder airline services, inter-island shipping services, .

To begin with, the company would acquire a string of hotels in Fiji ich are already a going concern; and an interest in a travel agency t is already organising tours to New Caledonia and New Hebrides m Sydney. It would lease or buy hotels in New Caledonia and, ild another, with a casino; it would acquire a hotel development oject that is planned for Vila, New Hebrides.

Also part of what this group reportedly has in mind for reorganising uth Pacific tourism is an "investigation" of travel facilities in Port resby. This shows some appreciation of the situation in that quarter, ich, with an uninterested Government, is probably the hardest Pacific vel nut of all to crack.

Everyone—or almost everyone—is agreed that a healthy tourist dustry would be a very good thing for the South Pacific Islands. t there are a lot of people in the Islands who could remain unconvinced t a Sydney monoply is desirable—or even practicable. Plans at the ment are only at the tentative stage, but investment money seems to available.

m having fallen out of the man- se market.

1957, Fiji exported £F450,000 n of manganese, a large propor- of it to the United States. The d States now prefers, for freight and political reasons, to buy newly discovered manganese de- s in South America. In 1960 manganese exports crashed to r £F25,000.

ling in the Pacific

e Norfolk Island and Byron Whaling Co. had some bad in early November when the on tanker *Forso* caught fire leav- ydney Harbour. The mishap de- d the company of the vessel's es just after the Norfolk Island n had finished and oil was in ss of being exported.

e ship left its anchorage about n. on November 9 but before it ed the Sydney Heads fire broke n the electrical generator. Half an later she grounded on a reef South Head where fire floats ged to put out the flames. The was taken off in a pilot launch.

was believed at first that *Forso* a complete loss; but later exam- ns show that she is repairable.

The Company's *Norfolk Whaler* stayed on at NI at the end of the baleen whaling season on October 31 to investigate the possibilities of sperm whaling. If anything comes of this, it could extend the Island's whaling season from six to nine months.

The baleen whaling season for NI extends from May 1 to October 31 but experience during the last few seasons shows that this is about a month early at both ends of the period. The company did not begin whaling operations this year until mid-June and it has applied to the international authority that controls whaling for the season, in future years, to be June 1-November 30.

Meanwhile in Fiji, there has been considerable interest in the fact that whales tagged there between 1956 and 1958 have finally met their doom thousands of miles away.

There have been several whale-counting campaigns in Fiji in recent years but the most systematic survey was made between July and October in 1956, 1957 and 1958 by W. R. Carpenter & Co. (Fiji) Ltd. The idea was to form some idea of the number of whales that migrated between the islands of Wakaya and Ovalau during these periods.

Sighting stations were built on the islands and connected by radio and

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

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How about toast'n'Marmite all round for breakfast tomorrow?



More spreads per jar

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a large launch remained on duty at Levuka. When whales were sighted the launch gave chase and if it could get near enough, a stainless steel dart was fired at the whale from a modified shotgun. The markers were numbered and records of the sighting and an estimate of the size of the whale were kept.

One marker fired in July, 1956, was recovered over three years later in a whale caught at the whaling station in Cook Strait, New Zealand. Another fired in July, 1957, in Fiji was recovered in June this year in the Hauraki Gulf, New Zealand. The latest recovery was at Morton Island, Queensland, in October. It had been fired into a whale in Fiji in August, 1957.

In spite of the research that was done, Fiji still has no whaling station—possibly because the international whaling authority feels that sufficient whales are now being taken in the South Pacific. The total number of whales that were sighted during W. R. Carpenter's survey has not been revealed.

Bigger VW's for Pacific Market

Volkswagen fans—and VW ownership is supposed to be a way of life rather than a matter of car ownership—might be interested to know that a bigger model is to be built in Australia in 1962 and distributed from there to Pacific Islands markets including Fiji and Samoa.

The new VW—to be known as the Volkswagen 1500—will not replace the 1192 c.c. current model which has not changed its exterior beetle design since 1938. The new model will be additional, cost more and be "radically different". It will come in two varieties—sedan and station waggon.

VW's are manufactured in Australia by a subsidiary company at Clayton, Melbourne. This subsidiary will now take over the Pacific export market from the parent company.

Jim McKenney Goes South, Finish

As November ended, in Pago Pago there were more parties to the square yard than that gracious American Samoan town had ever before known. They were saying "Goodbye" to James McKenney, long famous in that area as "the man who has presents for everyone at Christmas".

Jim McKenney left New Zealand and went seeking his fortune in Fiji and Samoa in 1921. He did not find fortune, but he worked happily for

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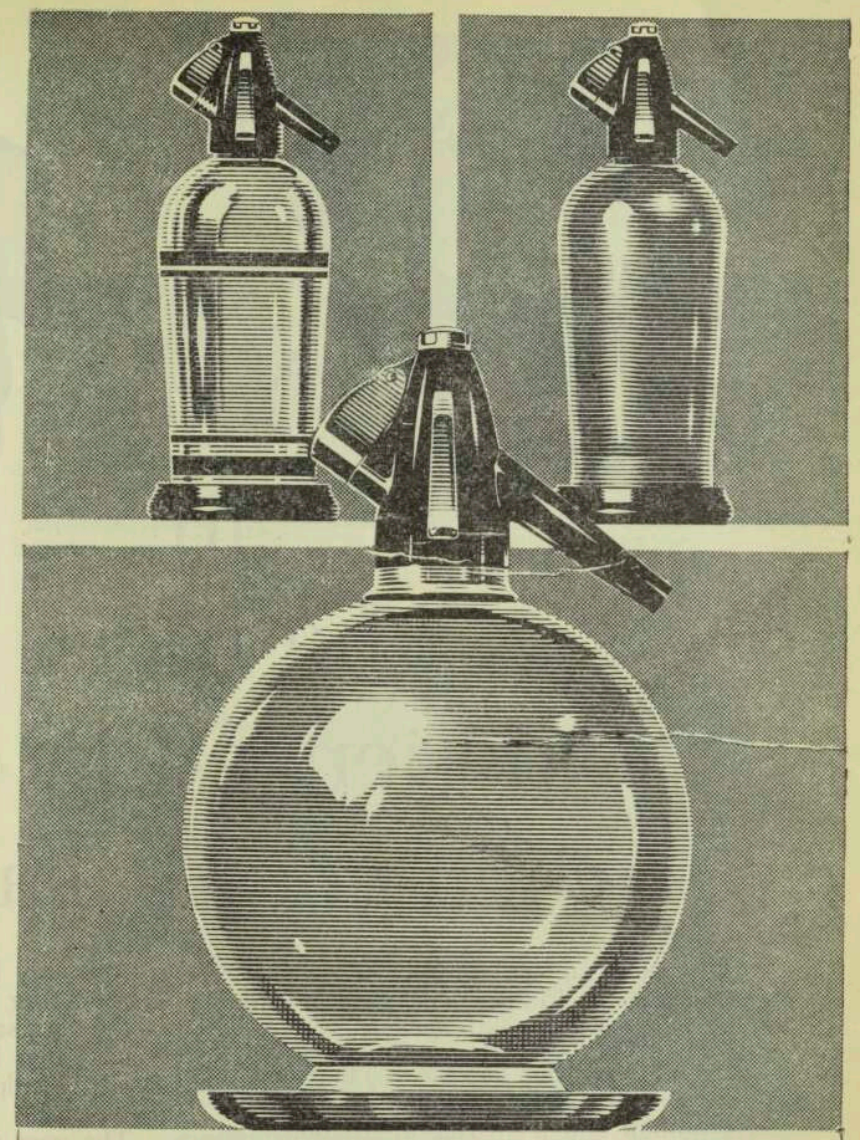
next quarter century in Fiji and
a as a road-builder, a plantation
ger, a biscuit-factory executive,
dmine section boss, a Fiji Army
eman, a hospital section mana-
and a hotel manager. Among
mployers in this period were the
Malcolm Brodie, Mr. E. G.
dore, Sir Hugh Ragg—he speaks
em all with affection. He even
a year as a member of the
isation which, at Deuba, pro-
the film *His Majesty O'Keefe*.
en Jim pulled up his Fiji roots,
vent over to Eastern Samoa to
his daughter, Mrs. Gordon
ay. The Americans grabbed
and for the last eight years he
been Government Property and
portation Officer, and his hos-
e flat, right down overlooking
oint in Pago Pago Harbour, has
known pleasurably to many
lers.

plans to spend his remaining
—he is 70—in the inconspicuous
Zealand village of his boyhood.
ddress henceforth is James Mc-
ey, Palmerston South, NZ. The
wishes of Fiji and both Samoas
th him.—RWR.

Deputy Director of Agricul-
n Fiji, Mr. N. Lamont, retired
vember to return to his home-
n New Zealand. He joined the
ment in 1949. He acted several
as Director of Agriculture. His
was well known to radio
rs as "Cecile", who conducted
nen's session once a week over
iji Broadcasting Commission.
Lamont took a keen interest in
n's activities in the Colony. For
12 months she was editor of
w defunct "Guardian", a weekly
aper which was published at

A. McBean For Pacific Commission

A. McBean, BA, who has won
utation for himself and his
as principal of the Niue High
(established in 1958) leaves
n December, on appointment
Social Services Division of the
Pacific Commission, with head-
s in Noumea. Niue's High
now has an enrolment of 180
nd girls, who eagerly seek this
unity of post-primary training,
wider knowledge of English.
McBean has taken a keen in-
n the young Niueans' personal
, and encouraged them to
n and be proud of their native
—the songs and dances which
gularly present at High School
ave won fame far outside of



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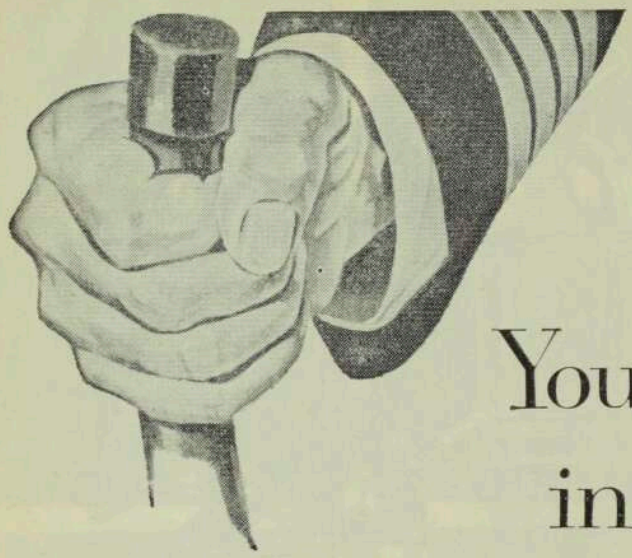
Left, right and centre, they're all Sparklets Syphons, the *soda-making* syphons, superbly designed, beautifully finished. Part of modern life in any home or bar today.

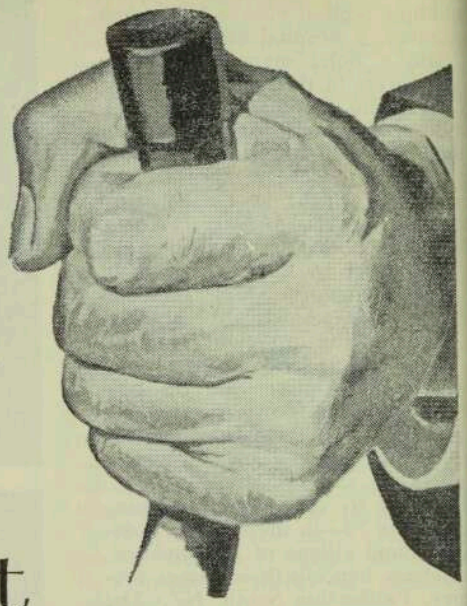
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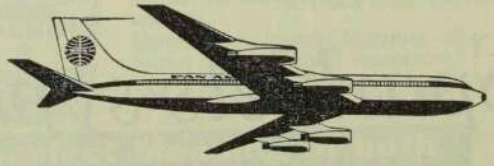
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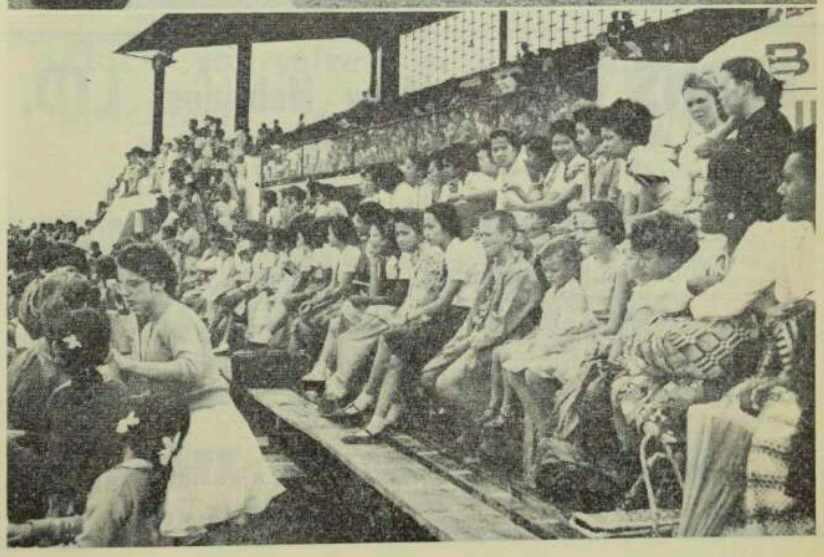
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Seen At The Fiji Show

The Fiji Show has been re-established, and here are some of the highlights seen at Buckhurst Park, Laucala Bay, in October. Main emphasis was on production, and the quality of the stock is clear. It was a great day for the children. In the centre picture, the judge for the equestrian events, Mr. Watts, inspects the mount of rider Jane Keith-Read, who was adjudged best woman rider of the show. The show lasted for two days and organisers expect the number of entries will be increased next year. —Photos: Rob Wright.







This may account for his
r to a bigger field. His de-
e is viewed with much regret
Niueans.

Sugar Production
00 Tons Short

s sugar crush ended in mid-
ber and resulted in only
0 tons of raw sugar from
00 tons of cane.
is 1,000 tons of raw sugar
an the estimated total made by
lonial Sugar Refining Company
tober, and a very long way
of the 199,367 tons permitted
der various sugar agreements.
ear's production is sufficient
to cover the 126,000 tons
d under the British Common-
Sugar Agreement and the
tons Fiji consumes locally or
to neighbouring islands.
ons for the poor production
lieved to be (a) the late start
1960 crush due to the sugar
and related troubles, and the
uent delay in the maturing of
oon, or second, crop; and (b)
f fertiliser used on the ratoon
y tenant farmers. (Ratoon cane
the estates of the CSR Co.,
had got adequate fertiliser.
ormal yield.)

c Islands Society
tmas Party

Pacific Islands Society, of
, which was founded in 1937,
elebrate its Silver Jubilee next
loyal membership of over 200
rs—many of them Islands
mers"—meets monthly under
sidency of Mr. N. H. Foxcroft
evening party; and annually at
tmas cocktail party. This year,
ristmas event will be on Wed-
evening, December 20, in the
of the Feminist Club, 77 King
dney.

(Over)

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Samoa Has Banana Trouble

New Zealand is never "banana-happy" for very long—and just at the moment, Western Samoa is not happy either.

The damage caused by the hurricane in March this year is still affecting production on Samoan banana plantations, and to make the export position worse, shortage of other native foodstuffs is causing greater local consumption of bananas.

Banana shipments from Apia in November fell far short of what was expected and the pinch is already being felt in New Zealand.

In recent years Western Samoa has had the largest share of the banana trade to New Zealand—which also takes this fruit from Fiji and Niue. Samoa is now exporting at half the normal quantity, and that makes it all the more strange that NZ should select this time to restrict banana imports from **Fiji.**

NG's Cattle Industry Goes Ahead

It has been a long, hard road and heavy slugging since the end of World War II but there are signs that New Guinea cattle industry is at last growing up; and that the time may be coming when meat will be locally killed, and not come ex-freezer or ex-can.

Two milestones in the progress towards this happy day are the recent formation in Lae of the New Guinea Graziers' Association; and the decision of the Administration to build an abattoir at Lae.

The new Association was formed in October and it is hoped that in time it will be affiliated with the Australian Woolgrowers' and Graziers' Council. At the inaugural meeting in Lae, the following officers were elected:

President, Mr. L. J. Brady (Kainantu); vice-president, Mr. B. Jephcott (Dumpu); secretary, Mr. Hurrell (Wau); committee, Mrs. R. Jephcott, Messrs. M. Leale (Zenag), G. Knopke (Malahang), Staines (Gusap), and L. Oxlade (Arona).

There were then lengthy discussions on matters pertaining to the NG industry—including approval for the Administration's decision to build a central abattoir (it has got to the stage where an architect has been looking at sites); and approval of the Government subsidy on cattle although it was agreed that this did not go far enough.

At present the Administration pays a freight subsidy on cattle imported into NG but pays only on bill-of-lading which does not cover substantial incidental costs. The opinion of those attending the meeting was that the shipping companies were benefiting from the subsidy schemes to a greater extent than farmers. It was, however, agreed, that without a subsidy scheme there would be no cattle industry in the Territory at all.

Some Assn. members would like to see subsidy extended to stud horses which are becoming increasingly necessary as herds of cattle increase. At present it costs £50 to ship a horse from Sydney to NG and £37 from North Queensland plus cost of providing a stall, feed and an attendant.

It is felt, also, that it is time stock routes to be gazetted and surveyed so that natives can be advised to keep their gardens off them. The most used stock route in P-NG is in the Markham Valley but the great trouble in droving stock there is keeping the animals from native villages and cultivation.

NNG Timber Concession To Australian Co.

The Government of West New Guinea has recently granted a timber concession of 22,500 acres on Jaki Is., to a new company, Australia New Guinea Timbers Ltd.

The company will establish a company to be registered in NNG



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The Big Sleep

Since America has intensified space-probe programmes, giant Globemaster aircraft have become part of the scenery at Nadi, Fiji. But recently a pilot landing one of the big machines saw something that was even more terrifying than a missing chimpanaut. It was a man, stretched out at full length, right in the middle of the runway. He managed to swerve and pull his aircraft up at the side of the runway and radioed the control tower.

With another Globemaster on the point of take-off and a Boeing 707 due to land, security men rushed out in a car and there, as described, was a man fast asleep and clasping a bottle of rum.

A few days later a Fijian waiter was fined £50 or four months for being asleep on the runway; and £10 or two months, for being illegally in possession of liquor.

undertake logging and the construction of a jetty near the village Numberbaba.

Logging operations will be commenced next year and the timber will be worked with heavy tractors, self-loading trailers and a number of mobile cranes. Later on, a sawmill and a peeling unit for semi-manufactured goods will be installed.

Negotiations for the concession have been carried through by Mr. J. A. McKennariey, of Lae, P-NG, who is connected also with an agency, import and export business there already trades under the name of Morp.

Patrols Find Their Men

Dawn to dusk patrolling in driving rain and over the steep mountains and heavy bush of the Kagua and Tiri areas of the Southern Highlands of Papua recently ended by Patrol Officer G. P. Jensen-Muir and police getting their men—54 of them.

The patrol began when it was reported that four men of the Tiri people had been murdered by their neighbours as a reprisal for alleged sorcery. As soon as some of the suspects heard about the patrol they fled into the Kagua country which enraged the Kagua people to such an extent that they joined the administration patrol to help run down the fugitives.

Because of the bad weather and the terrain it was realised by the patrol that the suspects were probably as exhausted as the police, so they kept going hoping to catch the fugitives while they were off-guard resting. But when the search area was steadily enlarged, two more relief patrols were called in from Ialibu.

In all, the patrols located and arrested 54 Tiri people and took them in for questioning. The names of five other suspects are known and will be rounded up in due course.

Longer Madang Airstrip To Help Highlands

It was expected that work on extending the airstrip at Madang, NG, by 670 ft (to 5,000 ft) would begin at end of November and be completed—at an estimated cost of £50,000—by next June.

When it is finished it will alleviate, to some extent, the results of the action of the Australian Department of Civil Aviation in February this year which restricted take-off weights of DC3 aircraft to 5,600 lbs.

The longer runway will allow take-

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eight to be increased to 7,000 nd this will be a factor in get- r freights to the Highlands back economic range.

m the end of the Pacific War en the DCA first made its ap- nce in New Guinea aviation— erritory had a special dispensa- bout take-off weights and other tions but in February this year, regulations were brought into with Australian conditions— ently without much thought to economic consequences in the ory.

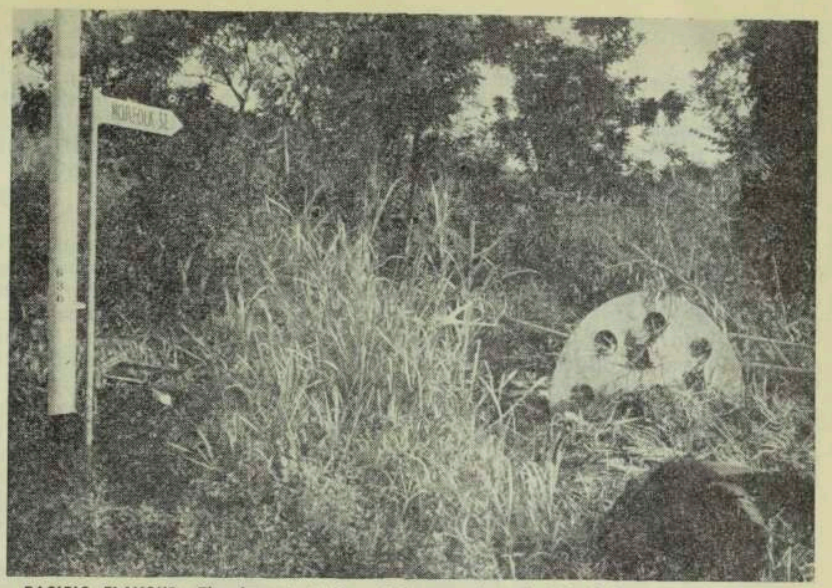
new regulations affected the nds districts particularly be- virtually all freight in and out l by air. Restrictions on the ff weight of DC3 aircraft— did most of the freighting— bviously going to make freight s dearer and this unfortunately at a time when there was a in the world price of coffee, Highlands main export com- .

air companies have done what could—by introducing Bristol er aircraft on Highlands runs, ipping DC3's down to essen- more freight could be carried en by fitting jet-assisted take- its. Nonetheless, it has been nt that the real solution will nly when airstrips in the High- or serving the Highlands are ed to the extent that DC3's are ted to get off with bigger pay-

ang is the chief coastal air- or servicing the Highlands and nger airstrip when it is in on, will be a step in the right n.

Airborne Reps

esentatives of Tasman Empire s Ltd., in Pacific Islands



PACIFIC FLAVOUR. The important New Guinea centre of Rabaul has recently introduced a South Seas flavour into its street naming programme. New streets include Gilbert, Ellice, Samoa, Biak, and Nauru. However, the street naming department this time seems to be way ahead of the road building department, and poor Norfolk Street, above, is nothing but a junk-strewn paddock. Elsewhere in town Nauru Street points into a line of native quarters.

centres took on another job in November—that of Trade Correspondents for New Zealand. (In this, of course, they took a page out of Qantas' book; some Qantas overseas managers act as Australian trade representatives.)

The new TEAL/Trade Correspondents are:

Mr. John B. Wisdom, TEAL'S Pacific Islands manager, Suva, Fiji.

Mr. K. W. Gibson, TEAL representative at Nadi international airport, Fiji.

Mr. Rex McLaughlin, TEAL representative at Papeete, Tahiti.

It's all part of New Zealand's drive to sell more goods to the Pacific Islands and so help out her unsatisfactory general balance-of-trade position.

The new representatives will undertake trade inquiries, provide centres for the issue of trade publicity and as inquiry points for general information about trade with NZ. NZ Trade Commisioner for the Pacific, Mr. K. W. Davies, whose headquarters are in Auckland, will still make regular visits to the Islands.



UVA FIRST. Following their elections in November, Suva City Council now has six Fijian councillors for the first time, and also—another first—a Fijian Deputy Cr. Livai Volavola. Cr. Volavola (right) was nominated by the retiring Deputy Mayor, G. D. Lawlor (left) and was returned unopposed. The Mayor, Mr. Charles Stinson, was returned.—Photo: C. L. Cheng.

American Samoa—"Future Not So Black"

The land use in American Samoa compared with that in Western Samoa was the subject of a paper delivered at the 10th Pacific Science Congress held in Honolulu in September. It was presented by Associate Professor Bryan Farrell, of the Department of Geography, University of Alberta, Canada, who spent some time in both Samoas in 1960, and these are some of the points he made:

Although the level of agricultural technology, as judged by an outsider, is low in both Samoas the potential of Western Samoa is considerably greater than that of American Samoa as the result of a much greater area and a terrain more suited to agriculture.

American Samoa has approximately a third of its area (16,500 acres) in crops. Western Samoa has 148,800 acres of agricultural land in crops—a ninth of its total area. With a population density four times greater than Western Samoa (256 per sq. mile v. 64 per sq. mile), American Samoa has far less room for ex-

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pansion than its better endowed neighbour.

The agriculture of American Samoa is dominantly subsistence and unlike Western Samoa, it does not have a tradition of commercial agriculture. Only a few hundred acres are used for commercial farming.

Other than the production of a portion of the food requirements for local consumption American Samoa's prime function up to 1951 was as a military base.

In order to sell its small quantity of agricultural products, American Samoa looks north for its limited markets. Western Samoa has a substantial market for bananas to the south, in New Zealand. As a non-British territory economically within the dollar area, American Samoa would have difficulty in entering this market in competition, even though transport is available. On the other hand there would be little likelihood of arranging transport, and finding a market, for small quantities of perishable foodstuffs in North America.

Over-all there are few incentives towards a more prosperous agriculture. Disincentives are formidable. There are no really large areas awaiting the enterprising farmer. Outside sources of income, administrative policy and a general lack of enthusiasm for agriculture, as well as physical limitations, have been to the detriment of a thriving agriculture. Today's *per capita* yearly agricultural export is $10; in Western Samoa i $86.00.

Some of the apathy stems from assumption that American Samoa an over-populated, resource-p territory which will never be able provide for itself. This picture over-pessimistic.

An increasing proportion of f is imported western food, and i common to bring in traditional fo stuffs from Western Samoa. L agricultural production, could, h ever, theoretically be doubled departmental supervision and by t using present agricultural land on western third of Tutuila and interior Tau. At the same time, duction from present croplands co be considerably increased by the of fertiliser, leguminous cr systematic rotation, an increa emphasis on livestock and so on

Although the potential is not g land resources have not yet exploited to their fullest pos extent.

It should be possible to incr production by providing gre incentives for the Samoan fa together with expert ad sympathetically given by well-tra officers of the Department of A culture at the village site—*no* Pago Pago. Encouragement c be given the agriculturist to non-perishable, exportable comme crops and to utilise the United S market into which Samoa has entry.

It may be also necessary to vince the Administration that outlook is not completely black that it might be more valuabl stimulate and subsidise an agricu industry than to provide a subsi jet airport.

Agriculture has a more fir based foundation than a touris dustry, which it is hoped the ai will stimulate. A well-conc agricultural programme, as we being of economic benefit, ma a morale booster, giving inspirati an agriculturally aimless farm lation who still form the bulk o people. It may help, as well, to the tide of migration and sugge some young men with initiative there is something constructive rewarding that can still be don their own homeland.

At the end of his paper, Prof Farrell said that this year beginnings of an organised repla programme have been commenc the agriculturally unused lan western Tutuila; and that a appointed Director of Agricultur encouraging the production of crops.



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t To Do When Bomb Drops

someone ever does push the button in Russia, England will 15 minutes to do something in ation before the missile hits. But the disinterest in fallout-rs amounts almost to national y. Across the Atlantic, however, there is maybe twice as long nch something retaliatory, the t in shelters is rapidly develop-to a national neurosis. The dis-as now spread to Honolulu. Our pondent there writes:

lumnists write about them, disc-jockeys talk about them, uction firms advertise that they ild them and the Letters-to-the-columns debate them. There vo schools of thought—those eel that shelters are vital to l defence and should be built Government and damn the nd those who calculate that if megaton bomb falls on this there won't be any of Oahu yway.

at least one boat has been sed under the heading 'Escape '. The idea is that when the hits, you dash away in this eed, de-luxe motor cruiser. It's o see where this leaves the owner—but presumably he'd sitting disconsolately on the clutching his radio-active while the gamma-laden dust ntly down on top of him."

ll Games Fire in Noumea

is some agitation in Noumea, aledonia, at present to have erated games banned. The s are usually located in bars ooms giving access to bars ir principal clients are child-h European and native. Re- free-for-all amongst a group gsters broke out in a subur- over one of these games, es called pin-ball but known as "baby footballs". (The take various forms but are equently the manipulation of ball by levers in a miniature football.)

French law, children are not in bars or to have any access ar—but it is a law more d in the breach in Noumea tors are often astonished at bers of youngsters who hang these places at all hours of or night.

ame machines are also an at-for local messenger boys who

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drop in for half-an-hour or so while their bosses are probably back in their offices waiting for the answer to an important message.

Another RNZAF Mercy Flight

In mid-November a RNZAF Sunderland flying-boat from Laucala Bay, Fiji, made a flight to Niue Island to pick up a seriously ill New Zealand nursing sister, Miss P. D. Chapman.

The flight was made in strong head-wind conditions and the landing at Niue had to be in the open sea. Niue has no land airstrip; and unlike most other Pacific Islands, has no fringing reef and therefore no sheltered anchorage. This was only the fourth time an aircraft has ever landed at Niue; the other three occasions were also RNZAF flying-boats picking up seriously ill persons.

NG Mountains Still Give Up War Secrets

In early November, an Administration patrol into the Owen Stanley Range, of Papua, found the wreckage of an American DC3 plane that had crashed there 19 years previously. This revived memories of one of the stranger tragedies of the Pacific War —and particularly for District Officer David Marsh of Port Moresby, who had been closely connected with rescue operations at the time.

The crash of the plane and the fate of its score of occupants is recorded in US air force files but a new twist to the drama was given by the discovery by the 1961 patrol of a door in the wrecked plane on which someone had written a crude diary covering the period from the day of the crash (November 10, 1942) until December 30, 1942.

The recent patrol was led by Cadet Patrol-Officer J. Absolom, who was accompanied by two Army officers of the US War Graves Commission who are experts in identifying human remains and have, in the course of duty, investigated scores of old plane wrecks.

The Flying Dutchman, as the crew named the DC3, was the second of two planes found on this patrol. The first, probably an American B25, was at the 7,790 ft level. The men cut their way another 1,200 ft up the range and found the DC3.

The diary on an interior door recorded the hour and date of the crash and that 17 were alive.

On November 11, the entry said only 16 were alive. Later there were entries stating that some of the survivors had left to try to get help, and recorded facts about food supplies and water. The last entry was on December 30. It said simply: "Johnny died today". It did not record how many men were still living.

News of the crash finally got to the coast and the ouside world in mid-December, 1942, when two of the survivors reached Abau where Lieutenant David Marsh, of ANGAU, was in charge of the post.

What the two men had to tell him did not entirely add up, and he was, some weeks later, recalled to Port Moresby to give evidence at a US Army inquiry, but for the moment he was more concerned in organising a patrol to the scene of the wreck.

Along the way he joined forces with another ANGAU officer and an American and their patrols, also looking for the wrecked plane, and they headed for Mt. Obree, a peak of over 10,000 ft in the Owen Stanley Range. For days they searched valley and moss-grown mountain sides and twice during this time, it was subsequently proved, they must have been within hailing distance of the plane wreck at a time when there were still survivors.

On January 3, 1943, with their food supplies exhausted, they had to withdraw. Marsh went to Safia, where there was an airstrip and a food dump, and from here he immediately sent back a patrol of natives to continue the search. This patrol, some days later, found the wreck and one survivor, a padre, who died soon afterwards. The padre had kept a diary in the pages of his Bible and

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"MONTEREY" PASSENGERS. Among the ... sengers to Sydney from the US in the MM liner "Monterey" on November 23 were ... top) Mr. and Mrs. Paul Aird; Mr. M Chase, and Captain Fred Lawton. Mr. Ai writing a series of articles on the South ... fic for the "Detroit News". Mr. Chase i newly-appointed US Information Office Sydney, replacing Mr. Richard Joyce who been appointed US Press Attache in Djak For a report on Captain Lawton see "Shipp p. 107.

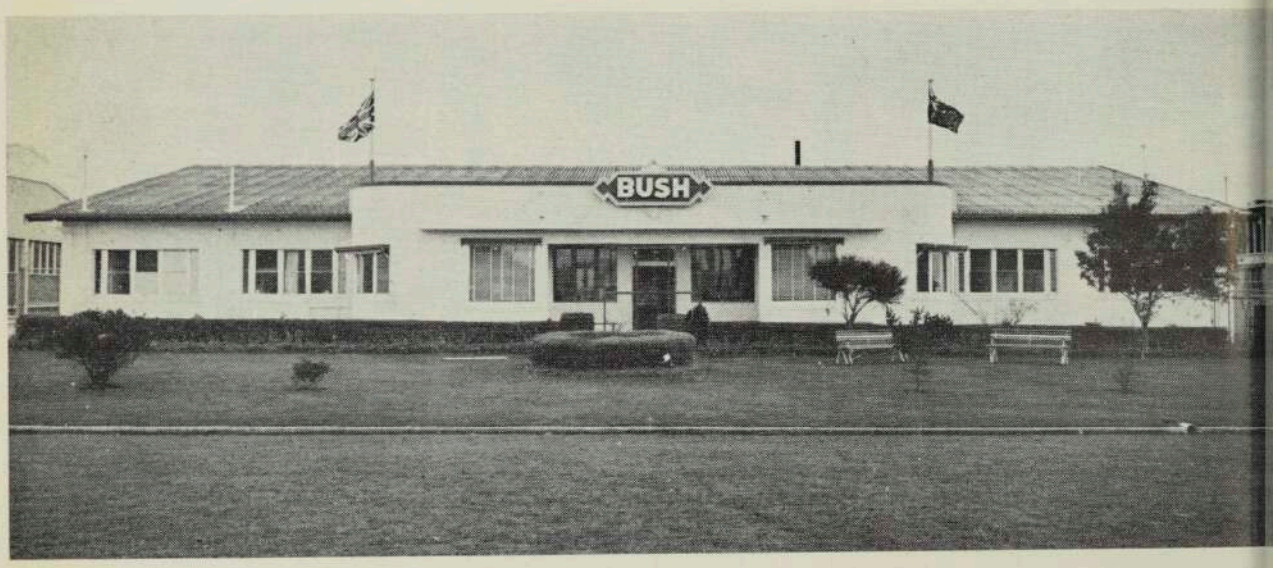
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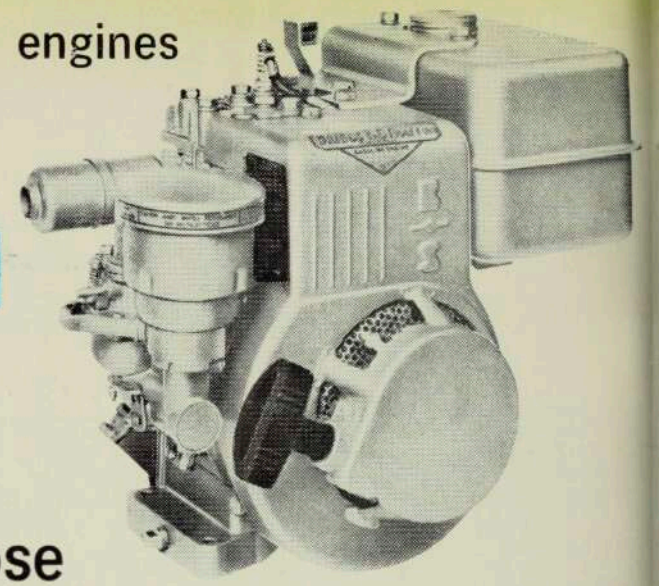
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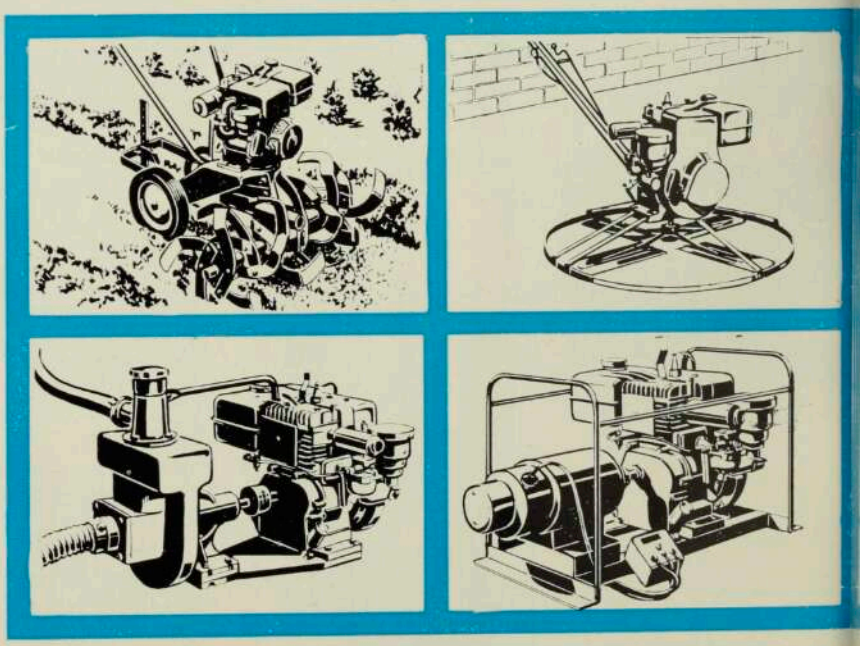
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vas later handed over to the US rities.

writing on the door of the was, at that time, either over- by the native patrol or the writing was not understood by them.

The bodies of the victims were, at a later time, taken out to Rigo by natives but records show that four other men, of the 17 who survived the crash, had left the wreck about November 16, 1942, and after wandering in Japanese-held territory were eventually picked up by natives and taken to safety.

New Caledonia Has Dam But No Timber

When New Caledonia finally got its new Yate Dam filled last year there was rejoicing—except from a local timber milling company, Bois Sud. The company had been cutting timber in the area for about 18 years and had built a network of roads and bridges which, when the dam filled, were found suddenly under the water.

As a result of curtailed milling operations, New Caledonia is short of timber and has to import it. What is more, the milling company has not received any compensation for damages and there has been considerable local discussion on this point, both in local newspapers and in the Assembly Territorial. It seems that someone miscalculated in the amount of land





LANDS INTEREST. Under an archway of s held by the bridegroom's fellow officers, ut. John Whitehead and his bride—the r Adrienne Candy—leave St. John's , Toorak, Melbourne. Flt.-Lieut. White- is the son of Mr. and Mrs. E. F. head, of Lae. His sister, Anne (at rear) bridesmaid. The bride is the daughter r Vice Marshal and Mrs. Douglas Candy. e lower picture Police Inspector Bill son and his bride, the former Miss Shirley nk, cut the cake after their marriage at Rabaul Memorial Church. Inspector son comes from Scotland and his bride from Surrey, England.

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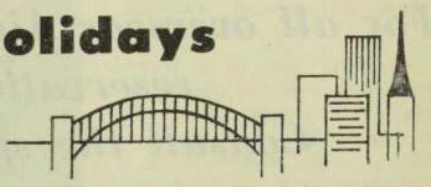
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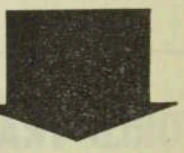
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the dam was going to cover—but while the argument goes on, the mill remains idle.

Two Killed in P-NG Air Crash

Captain Marenus Zuydam, one of P-NG's best-known and experienced pilots, was killed with his co-pilot in the crash of a TAA Otter in the NG Highlands on December 2.

Captain Zuydam, 41, and First Officer Brian Badger, 26, were the only two aboard the Otter when it crashed on a ridge south-west of Mt. Hagen. First Officer Badger was piloting. Earlier the aircraft had sent out a distress signal.

Captain Zuydam, a Dutchman, had been flying in P-NG for various companies for about 14 years. He was married and lived in Lae. First Officer Badger about two months previously had crash-landed an Otter fitted with floats in the sea near Samarai after an engine failure.

He was praised for his handling of the aircraft on that occasion, when his coolness probably saved the passengers from injury.

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Mr. & Mrs. Gordon Russell Leave The Cooks

Two Australians who in the la nine years have taken a great intere in the community life at Rarotong Cook Islands, called it quits ar departed permanently on the Octob *Moana Roa*. They are Mr. and Mr Gordon F. Russell and they will l missed in this Islands town whe their collective interests have rang all the way from golf to painting.

Mr. Russell's official job w Aerodrome Superintendent and O. Meteorological Service, but he to an active part in golfing, the propos library and museum and w well known for his contributions overseas and local magazines. H was Editor of the *Cook Islan Review* from its inception in 19 until 1956.

Mr. Russell started his life as ship's officer and for a while duri the Pacific War period was in F engaged in the experimental extra tion of oil from sharks' livers (whi is supposed to have some speci vitamin content).

Mrs. Russell has taught ballet Rarotonga and took a keen inter in golf and painting.

On the same ship that took t Russells away with their family, the arrived Mr. and Mrs. J. F. Beat and their two children. Mr. Beat will succeed Gordon Russell Aerodrome Superintendent and M officer. He is a trained meteorologi observer (tropical service in t Gilbert and Ellice Islands Colony an ex Air Force officer and a cra rifle shot. (The latter qualificatio observes the Cook Is. daily new sheet, may be of interest to p owning residents in the airstrip area

ASOPA Awards For P-NG Officials

Awards and Certificates gained the Papua and New Guinea studen at the Australian School of Paci Administration (and presented in public ceremony on December 7) a as follow:

PATROL OFFICERS' CERTIFICATES
(Credits are shown in brackets)

Peter James Barber (history); Grah Clyde Black; David Cyril Bretherto Stephen Harold Cooper; Ian Mack Douglas; Robert John Fayle; John Edw Fowke; Peter Aucherlone Hardie (histo anthropology); Kent William Humphr (anthropology, geography, law, histor Stewart Phillip Kahler (history); McLachlan; Robert William McLenn (Government, history, anthropolog Terence Mitchell (history, law); Wilbi Henricus Muskens (history); Harold Jam Redmond (history); David Ronald Schu Noel Henry Walters (history, anth pology); Neal Currie Watt; John Albi

re (history); David Gerald Worland
?).

L PRIZES FOR PATROL OFFICERS
. Robson prize for law—Mr. K. W.
reys.
W. Robson prize for general
ncy—Mr. K. W. Humphreys.
Book Company prize for highest
te marks for law assignments—
Mitchell.

DET EDUCATION OFFICERS'
CERTIFICATES
eth Rawson Ball; Peter Alexander
; Paul Andrew Silas Brigg; Charles
Cameron; Terrence William
n; Peter John Cox; Kenneth John
; Willem Hebels; Michael Hill;
Arthur Howard; Roger Stevenson
Simon Sen Beng Hui; Miss
Jones; Vilnis Kapcejevs; Brian
Kille; Rover Leong; Miss Dorothy
Livingstone; Graham Douglas
ay; Christopher Geoffrey Moloney;
Charles Newall; Eric David
; Graham Frank Patterson; Noel
Rentoule; Anthony Peter Repin;
lleen Lucille Riley; Ralph Kingsley
Hendrikus Antonius Maria
ma; Kevin John Smith; Yanine
alasi Sparks; William Edmond
g; Paul Suret; Robert John James
s; Margaret Anne Walters.

AURUAN CADET TEACHER
CERTIFICATE
nce Stephen.

ECIAL PRIZES FOR CADET
EDUCATION OFFICERS
d University Press prize for general
ncy—Mr. A. P. Repin.
la Wedgwood prize for native
n—Mr. R. S. Hunter.
nans Green prize for general
ncy—Mr. R. J. Andrews.

Rockefeller Search

(Continued from p. 15)

sighted again, and picked out of the water, on Monday morning.

Wassink told how Rockefeller had started for shore the previous morning, swimming with the aid of two petrol cans, but he had not seen whether Rockefeller had made it. The shore was then anything from three to eight miles away, and he had tried to persuade Rockefeller from making the attempt, pointing out the dangers of crocodiles. Rockefeller was a strong swimmer.

Dutch troops and local boats soon joined the search for the missing Rockefeller, and in New York Governor Rockefeller and his daughter, Michael's twin, Mrs. Mary Strawbridge, set off for the scene. In Honolulu Rockefeller chartered a Pan Am 707 jet, reportedly at a cost of $38,000 and flew direct to Biak, where he let the jet go and flew on to Merauke, via Hollandia.

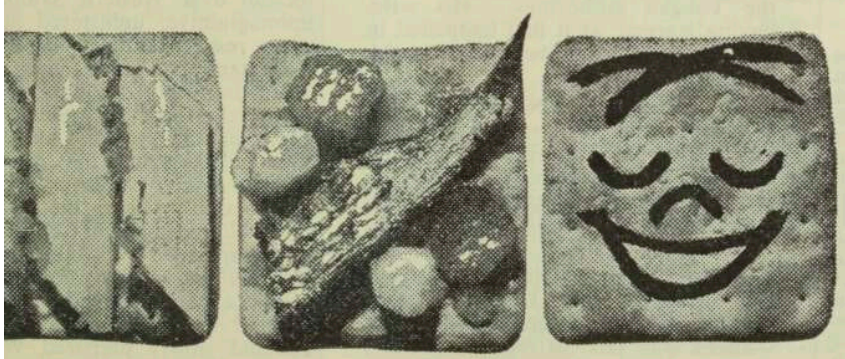
With the Governor in his aircraft came a party of US Pressmen. These were soon reinforced from all directions, by more charters, until at the peak, 43 reporters and photographers, representing the world's Press, radio and TV, were jammed into Merauke. Governor Rockefeller and his daughter shared the house of hard-working, popular District Commissioner F. Eibrink-Jansen; the newsmen were four to a room in the Merauke hotel; were billetted at the Dutch Army barracks or anywhere else they could get a bed. Water supplies couldn't cope with the demand, so everyone went dirty; the thirst problem was solved with beer. Nor could the telegraphic system cope with the unprecedented rush of the newsmen, with the result that the average wire took 24 hours to get to Sydney, often routed through Amsterdam. Pressmen chartered aircraft from P-NG to run their news stories and film to Sydney via Port Moresby.

President Kennedy asked Australian Prime Minister Menzies to help, so an RAAF transport Hercules, two Army helicopters, 26 men and a Dakota arrived as a self-contained unit and got stuck into the search task, together with the Dutch, hundreds of natives in canoes and a TAA Catalina from Port Moresby. The US Seventh Fleet offered a carrier and aircraft but they weren't needed.

The Press saw little of the Governor, thanks to his Press agent.

(Over)

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After making local flights himself, the Governor saw that even if Michael had reached the "shore" he might have had to go another 10 to 20 miles to find dry land, so extensive were the crocodile-infested swamps. Hope of his being found alive seemed slight indeed, and even less when one of his petrol drums was found well out to sea.

The disheartened father and his daughter left Merauke for home on November 28 after six days in that heartbreaking area. With them, their separate ways, went the newsmen. Just what did happen to Michael Rockefeller probably nobody will ever know. Most likely he never reached shore.

Tongan Cupid

(Continued from p. 19)

Samoan wife and your baby to Tonga?" asked Tungi. The student agreed. The Premier said there would be no difficulty about that.

One supposes that Prince Tungi knew that well-trained Netina Galo (now Netina Mana Latu) would be a valuable addition to Tonga's teaching staff. One supposes—but one never knows what Tungi is thinking.

Then, one day in November, the Tongan Government learned that Mana Latu had booked passage on a TEAL plane to Pago Pago, en route to West Samoa to join his wife. It also was reported that Western Samoa had promised the young Tongan a good position on the staff of Samoa's Education Department, for two years, before returning to Tonga.

The idea that Samoa should pinch their expensively-produced science teacher caused perturbation in Tonga.

Prince Tungi always has been noted for swift, unexpected action. That day, Tonga sent a plea to the United States authorities in Pago Pago.

The Americans were informed that Mana Latu was on a certain plane; that he was a student who had been sent abroad by the Tongan Government, and Tonga was responsible for him; that he had been given no permission to proceed to Western Samoa; that presumably he was without a landing permit, about which Western Samoa today is extremely fussy; and would the Americans therefore please see that, as he could not board the plane to Apia, he be placed aboard the Tongan ship *Aoniu*, which happened then to be lying in Pago Pago.

The obliging Americans complied, and Mana Latu travelled on the *Aoniu* to Nukualofa, where he arrived on November 10.

Then a diplomatic furore started. Mana Latu protested indignantly to the Tongan authorities. His wife, having learned what had happened in Pago Pago, carried her woes to the Samoan Government.

On Monday, November 13, Premier Tungi, of Tonga, received a lengthy radio communication from Premier Mataafa, of West Samoa, recounting the circumstances as he knew them, and firmly requesting an "explanation".

Premier Tungi told me Tonga's side of the story. I gathered that various legal men were a trifle upset —there was talk of "illegal arrest", "habeas corpus", and what not.

Tungi was grave, but apparently content. I suspect that the Ministerial mind worked something like this: The Samoans thought they were going to get two skilled teachers for price of one. Now Mana Latu in Tonga—he is for the mom distressed—but he will settle do and Tonga will gladly pay the c of his wife's transportation to Ton

Next, I saw the Americans Pago. They were aware that lawy in Apia were busy, and talking ab "wrongful arrest". They insisted th was no wrongful arrest—they mer helped Tonga to straighten out tangle in travelling arrangements.

By the time I got to Apia, Australian and New Zealand ne papers were running headlines o the incident, and demanding m details. They said that certain U elements were not going to miss chance of having a crack at USA

Premier Mataafa, of Samoa, now had reached the cautious comment" stage. But he did say New Zealand, at W. Samoa's requ *had* provided Mana Latu with landing permit.

All the parties at the mon (November 24) are sitting pat. none seems to be sitting patter Premier Tungi—who holds the card!

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The New Samoa

(Continued from p. 13)

Politically, the period can divided into three. From 19 until 1936, New Zealand's Tr teeship over Western Samoa v unimaginative, uninspired and, many respects, stupid, and Samo discontent continued until 19 Then the first NZ Labour Gove ment changed the policies some of the system; and Sam was quiet during the period World War II. With the n Trusteeship system, the Samo in 1947 under High Chief Tam sese appealed to the Uni Nations for self-government, w New Zealand retained as Pro tor and Adviser. Thenceforth, N Zealand slowly prepared West Samoa for self-government.

Western Samoa's population 113,000 compares with 20,000 American Samoa, but e country's population is grow rapidly. There have been oc sional informal discussions on possibility of American Sam uniting with the West to form united Samoa, but there are serious moves because, for thing, the American Samo won't contemplate leaving care of the US.

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DEATHS OF ISLANDS PEOPLE

Mr. Henley McKegg

death occurred in Rarotonga, Islands, on October 10 of Mr. McKegg, a member of a well known in the Cook . He was only 39.
ier this year he went to live w Zealand and was back in nga on a visit to a plantation ty. He had lunched with on the day of his death and while driving home, collapsed car.
was the elder son of the late McKegg; won the DFC as a Lieutenant in Europe during r, took an active interest in the business after his return to nga and was a member of the tive Council until 1957.
s survived by his wife, a young s mother, and his brother, Neil.

Mr. H. G. Hari

death occurred at the Colonial Memorial Hospital, Suva, Fiji, vember 15 of Mr. Hiralal G. well-known Indian businessman and a director of G. B. Hari . Ltd.
was born in India in 1926 and ll a school-boy when he arrived i in 1939. When he had l his education at the Marist rs' School, he entered his s business.
is survived by his wife, five ers and a son.

Mr. Bedford Kesteven

accidental death of Mr. Bedesteven, of Buca Bay, Vanua on November 13, came as a shock to his large circle of

Kesteven was apparently atg to repair a line running to ting generator, gripped a live d was electrocuted.
some time past he has looked he interests of three Fijian near his plantation, tutoring long the lines of what he called ate method" of growing copra. s also the originator of the lrier.
left a wife, Joy, and two n.

Capt. Marenus Zuydam

e was a big funeral in Lae, n December 4 for Captain s Zuydam, 41, killed with his , Brian Badger, in an air ear Mt. Hagen on December st Officer Badger was buried ney. Captain Zuydam had logged about 15,000 hours. He and his wife Mary, whom he met in the Territory, at one period worked a plantation at Banz, but he later went back to flying. See p. 134.

First Officer Ben Costello

Another air crash, that of a Viscount in Sydney, claimed the life of a NG man—First Officer Ben Costello, 24—on November 30. Ben Costello was the son of Mrs. Mildred Costello, owner of Gire Gire plantation, New Britain, and now living in Australia. He was born in Rabaul, and left there with his mother at the outbreak of war. He was unmarried.

Mr. Leonard William Logan

Mr. Len Logan, for the last 12 months managing editor of the New *Guinea Times Courier*, Lae, died in hospital in Sydney on December 1, aged 43. He had gone to Lae from Katoomba, NSW. He left a wife and three children.

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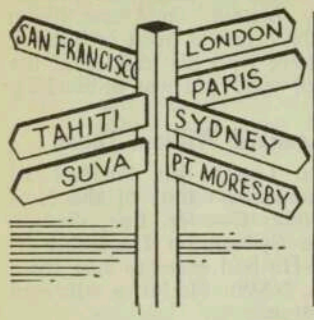
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(See also advertisement on page 34)

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TRAVEL TALK

Afloat in Fiji

FIJI'S hotels are adequate for the current tourist traffic; there is no trouble or mystery about getting there by plane or ship; which leaves only the problem of what to do when you arrive.

In Fiji there is plenty to do, but as with most other places, it is a good idea to know what you want beforehand. The travel departments of the airline or shipping service on which you travel can take it from there; or you can consult local travel agencies such as Fiji Tours and Travel Service, McGowans Building, cnr Victoria Parade and All Nations Street; or Hunts Travel Service, which operates from an office in the Bank of New Zealand Building, Victoria Parade, Suva, but which also has branches at Nadi Airport and Lautoka. These agencies will, if you wish it, arrange visits to Fijian villages, boat trips, cars with or without drivers, scenic tours, etc.

The Fiji Visitors' Bureau, a body charged with the promotion of tourism in the Colony, will also gladly give advice on sightseeing and travel within the group. The Bureau has its main office in Suva and a branch at Nadi Airport.

This month we have space to discuss only one aspect of visiting Fiji —seeing it from a small ship.

As the Fiji group consists of about 500 islands, ranging in size from large rocks to the 4,000 sq. mile Viti Levu, ships play a big part in communications within the group, and for the tourist who has the time for it, this is an excellent way of seeing the unspoilt Pacific.

The Blue Lagoon Cruises from Lautoka (Fiji's second largest town, less than 20 miles from the international airport at Nadi), to the Yasawa Islands, a chain of islands off the NW Viti Levu coast, are arranged especially for tourists. The 56-ft. motor cruiser carries 10 passengers in comfort and the four days cruise of the whole Yasawa group, with visits to Fijian villages and time out for fishing and swimming costs £F40 (approx. $100), per person, everything included. When sufficient inducement offers, shorter week-end cruises are also made at an all-inclusive cost of £F20 per person. (These cruises are operated by Capt. Trevor Withers, PO Box 5, Lautoka, Fiji.)

In Suva, tourist and other charter work is undertaken by the Maroro Cruise and Charter Co., which has the 89-ft. auxiliary vessel, *Maroro* available. She can carry 15 passengers, the man in charge is Capt. S. B. Brown and the address is PO Box 169, Suva. Charter rates are on application and ideas for cruises will be suggested by the company, if you wish.

Also based on Suva is the 35-ft.



motor vessel *Sere-Ni-Wai* which is available for charter but which runs also a scheduled three-day trip to Levuka on the island of Ovalau. This is a combined sea and land operation —first day en route to Levuka, next two nights ashore, explore island and town on second day; third day return to Suva. There is plenty of opportunity for swimming, fishing and looking at reefs. Inclusive cost £F24 (approx. $60) per person.

Half day cruises of Suva Harbour and local reefs are operated by Mr. and Mrs. Vince Storck in a 32-ft. passenger launch. Opportunity is given for examining the reef through the glass bottom of the boat and for swimming. Morning tea is served on the boat. The same couple operate a combined car and river launch trip from Suva to Wainibokasi which includes a visit to a Fijian village, lunch on an island and swimming if you want it.

Another river trip is arranged
the Beachcomber Hotel, Deuba. T
is up the Navua River and is a
more rugged, being undertaken in
sort of flat bottomed punt powered
an outboard motor and when there
a fresh in the river it can even
exciting. There are a few, n
dangerous rapids, mountain scene
river gorges and waterfalls. T
hotel sends a Fijian guide with y
and a picnic lunch which is serv
during a rest stop at a Fijian villa
Trip takes the best part of a day a
costs about £F4 or $10 per he
(minimum of four people). Arran
ments have to be made some days
advance.

The big trading companies of F
—Morris Hedstrom Ltd., W. R. C
penter (Fiji) Ltd., and Burns Ph
(SS) Co.—operate small vessels in
Fiji Group carrying stores to outly
islands and plantations and return
with copra. Some of them carry
few passengers and some of the pla
visited—particularly in the Lau
lands—are very beautiful, inde
They make regular calls at ports
Vanua Levu (Fiji's other big islan
at Taveuni, the "garden" island
the group; Rabi, the Fijian Isla
that was bought by the Ocean
landers (Polynesians) after the v
and is now settled entirely by th
people. Some of the ships go also
far as Rotuma, about 240 miles no
of the main group, but administe
as part of Fiji although its peop
too, are Polynesians.

But this sort of travel, by sm
inter-island ship, is for harde
travellers whose stomachs beh
well under every circumstance an
not for the general run of tourists

More Hotels for Papeete

TAHITI is steadily doing someth
to whittle down the discrepa
between demand for and availabi
of hotel rooms. In the last cou
of months, two new hotels h
opened near Papeete, both of th
of the popular bungalow type. Ta
Village, about nine miles from
town centre, in the Panaauia distr
has completed about two-thirds of
planned 40 bungalows.

The Matavai Hotel has opened
bungalows of various sizes rang
from complete self-contained hou
to single rooms. There is a swimm
pool and restaurant and rates be
at approx. £A3/3/- (or £Stg.2/7/-
$7), room only.

From the north, Papeete is ser
by South Pacific Airlines Ltd., a
Transports Aeriens Intercontine
(TAI); and from the south by T
and Tasman Empire Airways Ltd.

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ABROAD

e's Easy if Careful

is the time of the year when ips abroad are being planned as most antipodeans visiting d make at least one or two to the Continent, some early t should be given to this as-

tempo in European holiday has stepped up to such a that if you have not been there couple of years, it is wise to your thinking.

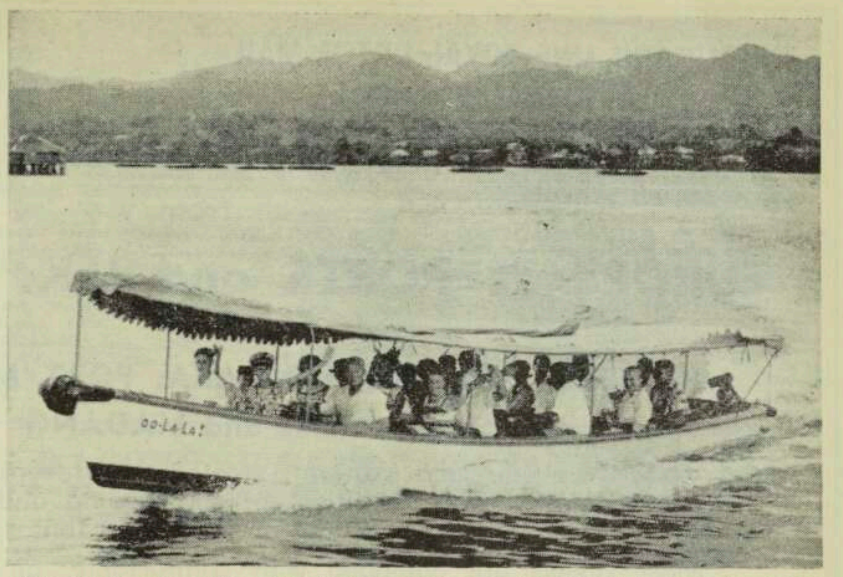
has come about by the fact he UK has greatly liberalised nount of currency residents can abroad; and at the same time, social conditions on the Con- itself have given most people holidays. Therefore, unless to it, avoid all Continental between mid-July and end of because at this time, not will you have to pay "high" rates, but you will have to e with hundreds of thousands rical and industrial workers ll over Europe who are wedg- eir two weeks annual holiday is period.

a result of the boom in Con- l travel in England, there has up there a great many fly-by- ravel agencies and charter air- ompanies that are trying to on a shoe-string, and these ould be avoided, even if they r tours at a pound or two less he established firms.

ng the 1961 Northern summer, Continent was littered with d tourists whose chartered air- mpany had gone broke while ere actually taking their "two annual"; or who had been vn by travel agencies who had ed the world and delivered . The people caught were for bargains and had ed for their holiday down to t penny, and were the very who couldn't afford any sort l-up in their plans.

inental travel is easy these ven if you go under your own with your own car air or sea across the Channel, and ing where you will. Even the ge difficulty is small.

if you are the type who likes planned down to the last taxi,



"Oo-La-La" is one of the cruise launches available to tourist in Fiji. Here she dashes across Suva Harbour, but she is more frequently used for river trips.

are working to a strict budget or are venturing abroad for the first time, there are thousands of planned tours available from the big tourist agencies, travelling by sea, train, road or air or a combination of two or more of them.

Here are a few of the holidays and tours that are available:

Fifteen days holiday to Capri from £Stg.52; 15 days on the Sorrento-Amalfi coast of Italy for approximately £Stg.55. Two weeks in Majorca in Spain's Baleaeric Islands for as little as £Stg.31; eight days on one of the Swiss lakes for £Stg.24/10/-; five days to Paris, £Stg.17/17/-; eight days to Cannes or Nice or other French Riviera resorts from £Stg.26; eight days Vienna from £Stg.35.

The "from" in all these cases means: sea ferry across the Channel, second class travel on the Continent and a shared room in a modest hotel or pension. If you are interested in the "to"—we'll quote just one example: Nice. The minimum £Stg.26, quoted above, rises to £Stg.53/5/- for one week if you travel by air and stay at a three or four star hotel; a single room will cost about 6/- Stg. extra per day and a room with a bath about 10/- per night extra. (Almost all rooms in a 4-star hotel will have a bath or shower, anyway.)

Cost of bus tour holidays varies according to the hotel accommodation you require and whether you wish to travel to the point where you pick up the bus by surface or air transport. The prices for the tours quoted here are the minimum prices:

A 15 days' tour of Spain and Portugal from London—about 12 of them have some bus travel—from £Stg.66; 15 days covering the French and Italian Rivieras and the Swiss lakes, from £Stg.60; a 15 days' tour of France, Switzerland and Italy but with a week of the time at Lake Como, Italy, £Stg.59/10/-.

An 18 days' tour of Norway, Sweden and Denmark costs £Stg.115/10/-; and if you want to go the whole hog, there is a Grand Tour for a little under £Stg.200.

This takes 30 days wandering through France, Belgium, along the River Rhine in Germany, through the Bavarian Alps and Austria, Switzerland and down into Italy and the French Riviera.

Australian Calendar of Events

DECEMBER 26, 27 and 28, 1961: Australia meets Italy in the challenge round of the Davis Cup at the courts of the Lawn Tennis Assn. of Victoria, Kooyong, Melbourne.

MARCH 2-12, 1962: The Moomba Festival, when Melbourne, Vic., is en fete with special sporting events, street parades, etc.

MARCH 17-31: The Festival of Arts, Adelaide, SA. Programme of music, drama, opera, art, dance and pageantry. Special appearances will be made by Yehudi and Hephzibah Menuhin and the London Philharmonic Orchestra, which is making its first Australian visit.

LOOKING AHEAD: The Commonwealth Games, Perth, WA, November 22-December 1, 1962.

BEST CURRENT HOLIDAY IDEA: For December, January and February you should think about cooling off in the island State of Tasmania; or anywhere on mainland coastline south of 27 deg.

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AMSTERDAM, HOLLAND

ROYAL ROTTERDAM LLOYD
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Regular sailings by Fast, Modern, Cargo Vessels
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For further particulars apply to Agents—

ETS. DONALD TAHITI, Papeete.
AGENCE MARITIME PENTECOST, Noumea.
BURNS PHILP (NEW GUINEA) LTD., Port Moresby and Lae.
WM. BRECKWOLDT & CO., Honiara.
NEW GUINEA COMPANY LTD., Rabaul and Madang.

AUSTRALIA-WEST PACIFIC LINE



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with the FAR EAST and AUSTRALIA

Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSEN AGENCY PTY. LTD., 13-15 Bridge St., Sydney. Phone: 27-6301. Branch Office at Melbourne: 51 William St. Phone: MA 3031.
AUSTRALIAN AGENTS: Brisbane & Adelaide—Gibbs, Bright & Co.
ISLAND AGENTS: Madang (New Guinea)—B. J. & J. R. Back. **Lae (New Guinea)**—A. H. Bunting Ltd. **Rabaul (New Britain)**—Transport Limited. **Honiara (Solomon Islands)**—British Solomon Islands Trading Corporation. **Espiritu Santo (New Hebrides)**—Gubbay and Co. (New Hebrides) Pty. Ltd. **Vila (New Hebrides)**—Burns Philp (N.H.) Ltd.
FAR EASTERN AGENTS: Japan and Hong Kong—Dodwell & Co. Ltd.

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PPING TIME-TABLES

dney-Papua-N. Guinea

ailings are approximate and may ry by as much as two weeks.

ula sails from Sydney for e, Townsville, Port Moresby, Wewak, Alexishafen, Madang, dney. Last Sydney sailing: Dec. t Sydney sailing: Feb. 6 (approx.).

ta sails from Sydney, Bris- Cairns, Port Moresby, Samarai, Lombrum, Lorengau, Madang, Lae, l, Brisbane, Sydney. Last Sydney Dec. 6. Next Sydney sailing: (approx.).

sails about every six weeks: Brisbane, Nth. Qld. ports, Port r, Samarai, Lae, Madang, Rabaul, l, Pt. Moresby. Last Sydney sail- c. 13. Next Sydney sailing: Jan. rox.).

ro sails from Melbourne for Brisbane, Nth. Qld. ports, Port r, Samarai, Rabaul, Kavieng, Madang, Lae, Port Moresby. Next sailing: Jan. 23 (approx.).

s from Burns, Philp and Co., Ltd., e Street, Sydney (B 0547).

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ng: Leaves Sydney for Brisbane, oresby, Samarai, Rabaul, Madang, rt Moresby, Sydney. Last Sydney Dec. 12 (Samarai omitted). Next sailing: Jan. 23 (approx.).

i: Leaves Melbourne about every eks for Sydney, Brisbane, Port r, Samarai, Lae, Madang, Wewak, , Rabaul, Port Moresby, Sydney. ydney sailing: Nov. 14. Next sailings: Dec. 26, Feb. 6 (approx.).

ow: Leaves Melbourne for Sydney, e, Pt. Moresby, Rabaul, Madang, . Moresby, Sydney. Next Sydney : Jan. 5, Feb. 13 (approx.).

s from New Guinea Australia Line and Yuill Pty., Ltd., agents), 6 St., Sydney (BU 1712).

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eth Boye: Leaves Sydney ap- tely every five weeks for Port r, Rabaul, Madang, Lae. Next sailing: Jan. 12 (approx.).

: Leaves Sydney monthly for resby, Lae and Rabaul (calling owe Is. en route, occasionally). dney sailing: Jan. 12 (approx.).

s from Karlander NG Line (F. hens Pty., Ltd., agents), 13 Bridge ney. (BU 8311).

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sia Lines vessels run between an ports (turn round at Adelaide) pua-New Guinea, with every third extending to Borneo.

i: Dep. Sydney Dec. 28, Brisbane Pt. Moresby Jan. 6, Rabaul Jan. lang Jan. 15, Lae Jan. 17, then to Australian ports (Sydney arr.).

ca: Due Sydney, from NG, Dec. ce southern Australian ports. Dep. Jan. 20 for Brisbane Jan. 22-23, resby Jan. 28, Rabaul Feb. 2, Lae Madang Feb. 8, thence Borneo and ports.

s from Blue Star Line (Aust.) Pty., -19 Bridge St., Sydney. (BU 1271).

Sydney-NG-Far East

alia-West Pacific Line's motor- maintain services between Aus- nd Japan via Islands ports. bound vessels call at: Hongkong, Manila, Sandakan, NG, BSI (quarterly), New Hebrides (irregularly), and Australian ports. Northbound vessels from Sydney call regularly at NG ports, Manila and Hongkong.

Aros: From Sydney, at Lae Dec. 23-26, Madang Dec. 27-28, Rabaul Dec. 29-31, Manila Jan. 7-8, Hongkong Jan. 10-11, thence Japanese ports. Dep. Japan (Kobe), southwards, Feb. 3 direct to Sydney, arr. Feb. 15.

Milos: From Japan, at Hongkong Dec. 24-25, Nth. Borneo ports Dec. 28-31, Rabaul Jan. 6-7, Lae Jan. 8-10, Brisbane Jan. 14-16, Sydney Jan. 18.

Delos: Dep. Sydney Dec. 28, Brisbane Dec. 30-Jan. 3, for Japanese ports. Dep. Japan (Moji), southwards, Jan. 21, for Hongkong Jan. 25-26, Borneo ports Jan. 29-Feb. 4, Rabaul Feb. 10-11, Lae Feb. 12-14, Brisbane Feb. 18-20, Sydney Feb. 22.

Samos: Dep. Sydney Jan. 15, Brisbane Jan. 17-18, Lae Jan. 22-23, Madang Jan. 24, Rabaul Jan. 25-26, Manila Feb. 1-2, Hongkong Feb. 4-5, thence Japanese ports. Dep. Japan (Kobe), southwards, Mar. 3 direct to Sydney.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney. (BU 6301).

Sydney-Netherlands NG

Four weeks service by Dutch motor vessels carrying passengers and cargo from East Australian ports to Hollandia, Biak and Sorong (every two months), NNG; thence Manila, Hongkong and China thence West Africa and return to Australia. Next Sydney sailings: Schouten Dec. 23, Tjitarum Feb. 1 (approx.).

Details from Royal Interocean Lines, 255 George St., Sydney. (BU 6771). (Over)

PACIFIC ISLANDS TRANSPORT LINE

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

Motor Vessels "THORSISLE" and "THOR I"

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

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PAPEETE—Etablissements Donald Tahiti.
PAGO PAGO—G. H. C. Reid & Co.
APIA—Burns Philp (South Sea) Company, Ltd.
NOUMEA—Etablissements Ballande.
SYDNEY—Birt & Co. (Pty.) Ltd.
SUVA—Burns Philp (South Sea) Company, Ltd.
LAE/RABAUL—Burns Philp (New Guinea) Ltd.
PORT VILA—Comptoirs Francais des Nouvelles Hebrides.

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BURNS PHILP
(SOUTH SEA) CO. LTD.
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Australia-NZ-Fiji-Canada-USA

		ORCADES	CANBERRA	IBERIA	ORIANA
SYDNEY	depart	Jan. 3	Jan. 29	Feb. 17	Mar. 4
AUCKLAND	arr/dep	Jan. 6	Feb. 1	Feb. 20	Mar. 7
SUVA	arr/dep	Jan. 9	—	Feb. 23	Mar. 10
HONOLULU	arr/dep	Jan. 14	Feb. 7	Feb. 28	Mar. 14
VANCOUVER	arr/dep	Jan. 19-20	Feb. 11-12	Mar. 5-6	Mar. 18-19
SAN FRANCISCO	arr/dep	Jan. 22-23	Feb. 14-15	Mar. 8-9	Mar. 21-22
LOS ANGELES	arr/dep	Jan. 24	Feb. 16	Mar. 10	Mar. 23
HONOLULU	arr/dep	Jan. 29	Feb. 20-21	Mar. 15	Mar. 27
SUVA	arr/dep	Feb. 5	—	thence	Apr. 2
AUCKLAND	arr/dep	Feb. 8	Feb. 28	to Far	Apr. 5
SYDNEY	arrive	Feb. 11	Mar. 2	East	Apr. 7

Details from P. and O.-Orient Lines of Aust. Pty., Ltd., 2-6 Spring St., Sydney. (B 0532).

USA-Tahiti-Cook Is.-NZ-Sydney-Fiji-Samoa-Hawaii

		MONTEREY	MARIPOSA	MONTEREY	MARIPOSA
SAN FRANCISCO	depart	Dec. 18	Jan. 7	Jan. 31	Feb. 21
LOS ANGELES	arr/dep	Dec. 19	Jan. 8	Feb. 1	Feb. 22
PAPEETE	arr/dep	Dec. 27-29	Jan. 16-18	Feb. 9-11	Mar. 2-4
RAROTONGA	arr/dep	Dec. 30	Jan. 19	Feb. 12	Mar. 5
AUCKLAND	arr/dep	Jan. 4	Jan. 24-25	Feb. 17	Mar. 10
SYDNEY	arr/dep	Jan. 7-10	Jan. 28-31	Feb. 20-23	Mar. 13-16
AUCKLAND	arr/dep	Jan. 13	Feb. 3	Feb. 26-27	Mar. 19-20
SUVA	arr/dep	Jan. 16	Feb. 6	Mar. 2	Mar. 23
PAGO PAGO	arr/dep	Jan. 17	Feb. 7	Mar. 3	Mar. 24
HONOLULU	arr/dep	Jan. 22-23	Feb. 12-13	Mar. 8-9	Mar. 29-30
SAN FRANCISCO	arrive	Jan. 28	Feb. 18	Mar. 14	Apr. 4

Details from Matson Lines, Berger House, 82 Elizabeth St., Sydney. (BU 4272).

Sydney-Tahiti-Europe

Nederland Line Royal Dutch Mail's Johan van Oldenbarnevelt and Oranje sail regularly from Sydney for Europe, via NZ, Suva (irregularly), Papeete and Panama Canal; occasionally calls are made at Papeete on southbound trips.

Next outwards voyage: Oranje dep. Sydney Jan. 10 (at Papeete Jan. 17-18).

Details from Royal Interocean Lines, 255 George St., Sydney. (BU 6771).

Sitmar Line (Italian) vessels sail from Sydney for Europe, via NZ and Panama at irregular intervals with several east-bound calls yearly at Tahiti.

Next outwards Sydney sailing: Fairsky Dec. 26 (Papeete Jan. 5-6).

Details from Navcot Aust. Pty., Ltd., 58 Margaret St., Sydney. (BU 3464).

New Zealand-Tahiti

New Zealand Shipping Co. Ltd. vessels, operating between NZ and UK, via Panama, make a two-monthly call at Tahiti, northbound and southbound.

Next northbound voyage: Rangitiki, ex-Wellington, due Papeete Jan. 9 (approx.). Next southbound voyage: Rangitane, ex-London, due Papeete Jan. 10 (approx.).

Details from NZ Shipping Co. Ltd., Customhouse Quay, Wellington, NZ.

Regular two-monthly calls at Papeete and occasionally at Suva are made by Tasman Pacific Services (a West German shipping company) with its vessels Cap Corientes and Cap Domingo, running between NZ ports (including Napier) and the west coast of Nth. America.

Tonga-Fiji Shipping Service

The Tonga Shipping Agency operates a regular cargo and passenger service between Nukualofa and Fiji (Suva, Lautoka) with MV Aoniu (500 tons). Calls are made as required at Haapai, Vavau, Niuatoputapu and Niuafoou; also occasionally at Apia, Western Samoa. Turn-round in Suva is usually two days, and the Agents there are W. R. Carpenter (Fiji) Ltd.

Next voyage: Dep. Suva Dec. 20, Vavau Dec. 22, Nukualofa Dec. 23.

Netherlands NG - P-NG

MV Karossa (Dutch KPM Line) operates from Singapore about every three months to Portuguese Timor, Netherlands New Guinea ports (Sorong, Manokwari, Biak, Seroei, Sarmi, Hollandia, Fak-Fak, Kaimana, Kokonao, Merauke), and Port Moresby in Papua-New Guinea; return by same route.

MV's Kaloekoe and Kasimbar, three monthly service on route as above—but omitting call at Port Moresby.

MV Sungei Bila operates from Manokwari to Geelvink Bay ports; and occasionally from Hollandia to Wewak, Madang, Lae and Rabaul, in P-NG.

UK-Papua-NG-BSI

Bank Line operates a direct service from Europe to P-NG and BSI, vessels going on to Australia for cargo-loading and returning to UK via Suez. Next vessels:

Weirbank: From Continent and UK, due Port Moresby Jan. 12, Samarai Jan. 13, Lae Jan. 15, Madang Jan. 17, Wewak Jan. 19, Rabaul Jan. 22, Kavieng (opt.), Honiara Jan. 26.

Streambank: From Continent, dep. London Jan. 11, due Pt. Moresby Feb. 15, Samarai Feb. 17, Lae Feb. 19, Madang Feb. 21, Wewak Feb. 23, Rabaul Feb. 23, Kavieng (opt.), Honiara Feb. 28.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney. (BU 2041).

Europe-Tahiti-Noumea-BSI-P-NG - Netherlands NG

A regular service from the Continent and UK, via Panama, to New Caledonia, BSI, P-NG and Netherlands NG is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Schie Lloyd (RL): From Continent, dep. London Dec. 19, due Noumea Jan. 20, Honiara Jan. 24, Pt. Moresby Jan. 27, Rabaul Jan. 30, Lae Feb. 2, Madang Feb. 4, Hollandia Feb. 7, Biak Feb. 13, Manokwari Feb. 16, Sorong Feb. 19, thence Europe, via Borneo, Far East and Suez.

The call at Papeete (Tahiti), formerly made by vessels of this service will be omitted in future, due to rearrangement of services; Papeete now will be a scheduled port on the Europe-Panama-USA-NZ service. Next calls: Batjan (N Jan. 15, Seine Lloyd Feb. 14 (approx.).

Details from Royal Interocean Lir 255 George St., Sydney. (BU 6771).

NZ-Papua-N. Guinea

Cargo vessels of Crusader Shipping (UK), running between New Zeal and Japan, call at Pt. Moresby (Pap and Lae and Rabaul (New Guinea) their northbound run.

Next vessel: Amalric dep. Auckland 13, due Pt. Moresby Jan. 19, Lae Jan. Rabaul Jan. 22, thence Japanese port

Details from Shaw, Savill Line, age 101 Queen St., Auckland. (Tel. 30-31

Far East-Sth. West. & Cent Pacific

China Navigation Co., Ltd., ve maintain monthly service from Ja southwards through P-NG, BSI, Hebrides, Fiji and N. Caledonia; usu return to Japan direct.

Chengtu: From Japan and Hongk due Madang Jan. 3, Lae Jan. 6, Ra Jan. 9, Samarai Jan. 11, Pt. Mor Jan. 17, Santo Jan. 21, Vila Jan. 23, S Lautoka Jan. 26, Noumea Feb. 2, th Japan direct, arr. Feb. 18 (approx.).

Chungking: From Japan, dep. Hongk Jan. 4, Madang Jan. 16, Lae Jan. Kavieng Jan. 22, Rabaul Jan. 24, Moresby Feb. 3, Honiara Feb. 6, S Lautoka Feb. 10, Apia Feb. 15, Nou Feb. 24, thence direct to Japan, Mar. 9.

Chekiang: Dep. Japan Jan. 16, H kong Jan. 27, Wewak Feb. 12, Ma Feb. 15, Lae Feb. 18, Rabaul Feb. Pt. Moresby Mar. 3, Honiara Mar Suva/Lautoka Mar. 10, Noumea Mar thence direct to Japan.

Details from China Navigation Co., (Swire and Yuill Pty., Ltd., agents Bridge St., Sydney. (BU 1712).

Sydney-New Hebrides-BS Bougainville, Etc.

MV Tulagi makes a round trip No Is., Vila, Santo, Honiara and BSI p Bougainville ports, leaving Sydney a once every six weeks. Next Sydney ings: Dec. 23, Feb. 6 (approx.).

Details from Burns, Philp and Co. 7 Bridge Street, Sydney. (B 0547).

Sydney-New Caledonia-New Hebrides-Tahiti

Vessels of Messageries Maritimes from Marseilles, via West Indies Panama, call about every six week Papeete, Vila, Noumea and Sydney, return by same route.

Next inwards voyages, ex-Marseille Tahitien: Papeete Dec. 29-Jan. 2, Jan 9-10, Noumea Jan. 11-15, Sydney 18.

Melanesien: Papeete Feb. 22-26, Mar. 7-8, Noumea Mar. 9-13, Sydney 16.

Next outwards voyage, ex-Sydney: Tahitien: Dep. Sydney Jan. 20, No Jan. 23-26, Vila Jan. 27-Feb. 4, Pa Feb. 10-15.

Polynesie maintains monthly passe sailings between Sydney, Noumea, and Santo. Next Sydney sailings: 19, Feb. 9.

Details from Messageries Maritimes Grosvenor St., Sydney. (BU 2654).

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NZ-Noumea-Vila

ls of Crusader Shipping Co. (UK) ll at Noumea and Vila (as required) ir way from NZ to the Far East. essel: Saracen dep. Auckland Jan. umea Jan. 15, Vila Jan. 16.

urope-Sydney-Noumea

vessels of Messageries Mari- run monthly between France and via Fr. East Africa and Australian From Sydney, vessels go to e and Noumea; return to France stralian coastal ports. sailings from Sydney for Noumea: Jan. 12, Vivarais Feb. 9.

MM vessels run between France ydney, via Panama Canal and ports. Next vessel: very: Papeete Jan. 23, Noumea Feb. ey Feb. 12, Vila Feb. 18, Noumea), returning to Dunkirk via Aus- ports. ls from Messageries Maritimes, 36 or St., Sydney. (BU 2654).

NZ-Fiji-Tonga-Samoa

maintains a service from Auck- Suva, Nukualofa, Vavau, Niue, Pago, Apia, Suva and return to d. Next Auckland sailings: Jan. 6.

a maintains a service from d to Lautoka, Suva, Nukualofa, uva, Lyttelton, Wellington and re- Auckland. Next Auckland sailings: Feb. 22. ls from Union Steam Ship Co. Quay and Commerce Sts., Auck- (Tel. 49-430).

ydney-Pacific Ports-Panama-UK

Savill's liner Southern Cross makes ound-the-world voyages per year, st-bound, then two east-bound, at Fiji and Tahiti every trip. nt voyage: From UK via Panama, peete Dec. 29-30, Suva Jan. 4, Jan. 13-15, thence via Sth. Africa hampton, arr. Feb. 19. ls from Shaw Savill Line, 8a agh St., Sydney. (BW 1828).

ew Zealand-Cook Is.

Moana Roa (40 passengers) makes mately monthly voyages from d (NZ) to Rarotonga (Cook . with calls at Niue and some ook Islands when cargo warrants. s from NZ Department of Island ies, Wellington (Tel. 45-117), or ce of Union SS Co. of NZ, Ltd.

America-Tahiti-Central Pacific-NG

Islands Transport Line's vessels e and Thor I maintain approxi- six weeks service from West Coast merican ports to Pacific Islands. isle: Dep. San Francisco Jan. 3, geles Jan. 4-6, Papeete Jan. 17-20, ago Jan. 23-25, Apia Jan. 26-27, an. 30-31, Noumea Feb. 2-5, Apia Pago Pago Feb. 17-20, Los Mar. 6-7, San Francisco Mar. 8. I: Dep. San Francisco Jan. 26, Los Jan. 27-30, Papeete 9-12, Pago eb. 15-17, Apia Feb. 18-20, Suva -24, Noumea Feb. 26-Mar. 1, Rabaul -8, Apia (open), Pago Pago Mar. Los Angeles Mar. 28-30, San o Mar. 31. s from General Steamships Cor- Ltd., 432 California St., San o, USA, and Islands Agents.

US-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks passenger-cargo service from Los Angeles with the Sonoma, Sierra and Ventura. Terminal ports, in Australia, vary with cargoes offering. Vessels call at Papeete, Pago Pago, Suva, Sydney, Brisbane, etc.

Next trans-Pacific sailings from Brisbane: Sierra Dec. 31, Ventura Jan. 30 (approx.).

Details from Matson Lines, 82 Elizabeth St., Sydney. (BU 4272).

American Pioneer Line has seven ships (Pioneer Gem, Isle, Glen, Reef, Surf, Star Tide) on US Atlantic Coast-Panama-Sydney service with periodical calls at Tahiti on southbound voyage. Next Papeete calls: Pioneer Reef Jan. 1, Pioneer Star Feb. 4.

Details from Wilh Wilhelmsen Agency, 13 Bridge St., Sydney. (BU 6301).

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter and Co.) operate a service three times yearly with the 10,000 ton, 98-passenger vessel Lakemba along the above route with calls at Suva, Lautoka and Honolulu. Next Sydney sailing: Jan. 25 (approx.).

Details from American Trading and Shipping Co. Pty., Ltd., 19 Bridge St., Sydney. (BU 4147).

Sydney-Fiji

MV Rona (4,500 tons) leaves Sydney approximately every three weeks for Suva and Lautoka with cargo and passengers

Linking the Pacific Islands with

S.S. SOUTHERN CROSS



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(accommodation for eight). Last Sydney sailing: Dec. 18. Next Sydney sailing: Jan. 10.

Details from Colonial Sugar Refining Co Ltd., 9 Bent St., Sydney. (B 0151).

Sydney-(or NZ)-North America

Cargo vessels Waihemo and Waitomo and others, operated by the Union Steam Ship Company of NZ, Ltd., maintain a monthly service across the Pacific from Sydney to Vancouver and USA ports via Suva, Lautoka, Nukualofa and Apia, as cargoes offer. Occasional calls are made at Fanning Island.

Next Sydney sailings for USA, via Islands ports: Waitomo Dec. 22, Waiana Jan. 25 (approx.).

The Waitemata, from NZ ports, makes 3-4 trips yearly to Vancouver (via Rarotonga and Papeete).

Details from Union Steam Ship Co. of NZ Ltd., 247 George St., Sydney. (2-0528).

UK-Panama-Samoa-Fiji

The Fiji Direct Service is maintained by Conference vessels, sailing at regular monthly intervals out of London, via Panama, for Apia, Suva and Lautoka. Bethell, Gwyn and Co., Ltd., act as Loading Brokers in London.

Next sailing dates from London (subject to alteration): Dec. 28, Feb. 1.

Far East-Fiji-NZ-Sydney

Royal Interocean Lines operate a service from Singapore to Fiji, NZ, and Australia, with three vessels (Van Cloon, Van Noort and Van Neck) calling periodically at Suva and/or Lautoka. Next calls at Fiji: Van Cloon Suva/Lautoka Jan. 19-20, Van Noort Suva/Lautoka Feb. 17-18.

Details from Royal Interocean Lines, 255 George Street, Sydney. (BU 6771).

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

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

BY QANTAS EMPIRE AIRWAYS
(Boeing 707 V-Jets)

NORTHBOUND

Tues., Thurs. and Sun.: Sydney (dep. 7 p.m.), Nadi (arr. 12.35 a.m., dep. 1.30 a.m.), Honolulu, San Francisco.

Wed. and Sat.: Sydney (dep. 7 p.m.), Nadi (arr. 12.35 a.m., dep. 1.30 a.m.), Honolulu, San Francisco, New York, London.

Fri.: Sydney (dep. 7 p.m.), Nadi (arr. 12.35 a.m., dep. 1.30 a.m.), Honolulu, San Francisco, extending to Vancouver.

SOUTHBOUND

Mon. and Fri.: London, New York, San Francisco, Honolulu, Nadi (arr. 4.10 a.m., dep. 5.15 a.m.), Sydney (arr. 7.15 a.m.).

Tues., Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 4.30 a.m., dep. 5.15 a.m.), Sydney (arr. 7.15 a.m.).

Sat.: Vancouver, San Francisco, Honolulu, Nadi (arr. 4.10 a.m., dep. 5.15 a.m.), Sydney (arr. 7.15 a.m.).

(International Dateline is crossed between Nadi and Honolulu.)

Qantas Electra International Mk. II aircraft, under charter to TEAL, from Auckland, connect at Nadi on Thursday and Saturday with Qantas northbound flights, and on Thursday and Saturday with southbound flights (see Table 18).

TEAL Electra International Mk. II aircraft from Auckland, New Zealand, connect with Qantas northbound flights at Nadi on Wednesday, Sunday and Monday and Thursday (from Christchurch connecting at Auckland with chartered Qantas aircraft) and at Nadi on Tuesday and Sunday (to Auckland) and Wednesday (to Christchurch) for southbound flights.

BY PAN AMERICAN AIRWAYS
(Intercontinental Jet Clippers*)

Tues., Thurs. and Sun.: Dep. Sydney 5 p.m. for Nadi (arr. 10.55 p.m., dep. 11.59 p.m.), Honolulu and Los Angeles (arr. Tues., Thurs. and Sun. 4.30 p.m.). Connections at Honolulu for San Francisco, Portland and Seattle.

Tues., Fri. and Sun.: Dep. Los Angeles 8.30 p.m. for Honolulu, Nadi (arr. 5.45 a.m. Thurs., Sun. and Tues., dep. 7 a.m.) and Sydney (arr. 9.15 a.m., Thurs., Sun. and Tues.).

(International Dateline is crossed between Nadi and Honolulu.)

* PAA use DC7C aircraft on connecting services Auckland, Nadi, Tafuna (Am. Samoa), and Honolulu (see table 21).

BY CANADIAN PACIFIC AIRLINES
(Super DC6B, Bristol Britannia and DC8 Jet)

Fri.: Dep. Sydney 11 a.m. by DC6B for Auckland, Nadi (arr. 12.01 a.m., dep. 1 a.m.), Honolulu (arr. Fri. 3 p.m., dep. Sun. 12.30 a.m. by DC8), arr. Vancouver 7.35 a.m., dep. Sun. 3 p.m. by Bristol Britannia for Edmonton, Amsterdam (arr. Mon. 4.10 p.m.).

Sat.: Dep. Amsterdam 1.25 p.m. by DC8 for Edmonton, Calgary, Vancouver, Honolulu (arr. 10.50 p.m., dep. Sun. 6.30 p.m. by DC6B) Nadi (arr. Tues. 5 a.m., dep. 6 a.m.), Auckland, Sydney (arr. 4 p.m.).

(International Dateline is crossed between Nadi and Honolulu.)

FAR EAST SERVICE

1A. Sydney-Pt. Moresby-Manila-Tokyo

BY QANTAS EMPIRE AIRWAYS
(Super Constellation)

Wed.: Dep. Sydney 3.30 p.m., Pt. Moresby arr. 10.30 p.m., dep. 11.30 p.m., Manila arr. 7.30 a.m. (Thurs.), dep. 9.30 a.m., Tokyo arr. 5.15 p.m.

Fri.: Dep. Tokyo 11.59 p.m., arr. Hongkong 7 a.m. (Sat.), dep. 1 p.m., Manila arr. 4 p.m., dep. 5 p.m., Pt. Moresby arr. 5 a.m. (Sun.), dep 6 a.m., Sydney arr. 1.15 p.m.

[Note: As this is an International service, Qantas is not permitted to carry Sydney-Pt. Moresby or Pt. Moresby-Sydney passenger traffic.]

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Trans Australia Airlines and Ansett-ANA operate from Sydney to Lae and return with DC6B's. TAA runs the service Mondays, Wednesdays, Saturdays; Ansett-ANA Tuesdays, Thursdays, Fridays.

NORTHBOUND

Mon., Wed. and Sat. (TAA)	
Dep.	Arr.
Sydney, 9.45 p.m.	Brisbane, 11.50 p.m.
Tues., Thurs., Sun.	Tues., Thurs., S
Dep.	Arr.
Brisbane, 12.40 a.m.	Pt. Moresby, 6.10 a
Dep.	Arr.
Pt. Moresby, 7 a.m.	Lae, 8 a
Tues., Thurs. and Fri. (Ansett)	
Dep.	Arr.
Sydney, 9.45 p.m.	Brisbane, 11.45
Wed., Fri., Sat.	Wed., Fri., Sat.
Dep.	Arr.
Brisbane, 12.45 a.m.	Pt. Moresby, 6.05
Dep.	Arr.
Pt. Moresby, 6.50 a.m.	Lae, 7.50

SOUTHBOUND

Tues., Thurs., and Sun. (TAA)	
Dep.	Arr.
Lae, 9.15 a.m.	Pt. Moresby, 10.15
Dep.	Arr.
Pt. Moresby, 11 a.m.	Brisbane, 4.15
Dep.	Arr.
Brisbane, 4.50 p.m.	Sydney, 6.55
Wed., Fri. and Sat. (Ansett)	
Dep.	Arr.
Lae, 9.30 a.m.	Pt. Moresby, 10.30
Dep.	Arr.
Pt. Moresby, 11.30 a.m.	Brisbane, 4.40
Dep.	Arr.
Brisbane, 5.30 p.m.	Sydney, 7.35

2A. Qld.-New Guinea

TOWNSVILLE-P-NG-TOWNSVILLE
TAA, with Fokker Friendship Prop-

Alt. Mon.: Dep. Townsville 12.40 Cairns arr. 1.40 p.m., dep. 2.45 arr. Pt. Moresby 5.05 p.m. (Dec. Jan. 8, 22, Feb. 5, 19, etc.).

Alt. Wed.: Dep. Lae 12.30 p.m., Moresby arr. 1.30 p.m., dep. 2.15 Cairns arr. 4.45 p.m., dep. 5.30 arr. Townsville 6.30 p.m. (Dec. Jan. 10, 24, Feb. 7, 21, etc.).

CAIRNS-PT. MORESBY-CAIRNS
Ansett, with Fokker Friendship Proj

Alt. Sat.: Dep. Cairns 3.35 p.m., arr Moresby 5.45 p.m. (Dec. 30, Jan. 27, Feb. 10, 24, etc.).

Alt. Sun.: Dep. Pt. Moresby 9.05 arr. Cairns 11.15 a.m. (Dec. 31, 14, 28, Feb. 11, 25, etc.).

CAIRNS-PT. MORESBY-BRISBANE
Ansett, with DC4 (Air Cargo Only

Alt. Mon. (Jan. 1, 15, 29, Feb. 12, 26, Dep. Cairns 6.30 a.m., arrive Moresby 9.25 a.m. Dep. Port Mo 11.30 a.m. (same day), arr. Bris 6 p.m.

3. P-NG Internal Service

Operated by TAA

PT. MORESBY-LAE-PT. MORESB
(Fokker Friendship Prop-Jet)

Alt. Tues.: Dep. Pt. Moresby 6 a.m., Lae 7 a.m. (Dec. 26, Jan. 9, 23, 6, 20, etc.).

Alt. Wed.: Dep. Lae 12.30 p.m., arr Moresby 1.30 p.m. (Dec. 27, Jan 24, Feb. 7, 21, etc.).

LAE-RABAUL-LAE (Fokker Prop-J

Alt. Tues.: Dep. Lae 8.45 a.m. Rabaul 10.45 a.m. (Dec. 26, Jan. 9, 23, Fe 20, etc.).

Alt. Wed.: Dep. Rabaul 10.10 a.m., arr. 12 noon (Dec. 27, Jan. 10 Feb. 7, 21, etc.).

PORT MORESBY-BAIMURU-KIKO
(Catalina)

Wed.: Dep. Pt. Moresby 8 a.m. Kerema, Baimuru, Kikori, retu same day via Baimuru, Kerema.

PORT MORESBY-DARU (DC3)

Alt. Fri.: Dep. Pt. Moresby 8.45 a.m Daru, via Baimuru, returning same via Balimo (Dec. 29, Jan. 12, 26, 9, 23, etc.).

(Catalina)

Alt. Thurs.: Dep. Port Moresby 6 via Daru, Lake Murray, D'Albertis, 11.10 a.m., returning same day Daru, Kerema (Jan. 4, 18, Feb. 1 etc.).

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MORESBY-SAMARAI (Catalina)
urth Mon., dep. Port Moresby 8
for Samarai, returning same day
1, 29, Feb. 26, etc.).
n.: Dep. Port Moresby 8 a.m.
Samarai, Esa'ala, returning same
(Dec. 25, Jan. 8, 22, Feb. 5, 19,

urth Monday, dep. Port Moresby
n. for Samarai, Deboyne, return-
same day (Jan. 15, Feb. 12, etc.).

E-MADANG-WEWAK-MANUS-ENG-RABAUL SERVICE (DC3)
ri.: Dep. Lae 7 a.m., Madang arr.
a.m., Wewak, Manus, Kavieng,
ul, arr. 3.45 p.m.
at.: Dep. Rabaul 7 a.m., Kavieng
s, Wewak, Madang, Lae, arr. 3.55

RAL HIGHLANDS (DH Otter)
p. Lae 7 a.m. for Wabag, calling at
of: Goroka, Nondugl, Minj, Banz,
Hagen, Baiyer River, Wapena-
la, Wabag. Arrival back at Lae
ds on stops made.

ER HIGHLANDS (DH Otter)
Dep. Lae 7.30 a.m. for Goroka,
g at any of: Aiyura, Kaiapit,
antu, Gusap, Goroka, Arona.
al back at Lae depends on stops
(Note: Fortnightly calls at
u—Dec. 26, Jan. 9, 23, Feb. 6,
tc.).

RESBY-WAU-BULOLO-LAE (DC3)
Sun.: Dep. Pt. Moresby 10.30 a.m.,
arr. 11.25 a.m., dep. 11.45 a.m.,
arr. 12 noon, dep. 12.15 p.m.,
rr. 12.45 p.m.
Sun.: Dep. Lae 7 a.m., Bulolo
.30 a.m., dep. 7.45 a.m., Wau arr.
., dep. 8.20 a.m., Pt. Moresby
.25 a.m.

ADANG-MT. HAGEN (DC3)
p. Madang 10.30 a.m., Banz arr.
a.m., dep. 11.40 a.m. Mt. Hagen
2 noon, dep. 12.30 p.m., Madang
.30 p.m.
Dep. Madang 3 p.m., arr. Mt.
4 p.m.

E-GOROKA-MADANG (DC3)
Dep. Lae 9 a.m., Goroka 9.55
then via Minj, Banz, Mt. Hagen,
g arr. 1.30 p.m.

RESBY-GOROKA-MADANG (DC3)
es., Thurs.: Dep. Pt. Moresby 8
Goroka arr. 9.50 a.m., dep. 10.30
Madang arr. 11.05 a.m.
es., Thurs.: Dep. Madang 7 a.m.,
a arr. 7.35 a.m., dep. 8.05 a.m.,
Moresby arr. 9.55 a.m.

LAE-RABAUL-LAE (DC3)
hurs., Sun.: Dep. Lae 9.30 a.m.,
Rabaul 12.05 p.m.
es., Thurs.: Dep. Rabaul 6 a.m.,
ae 8.35 a.m.
ep. Rabaul 8 a.m., Jacquinot Bay
.m., Talasea 10.20 a.m., Finsch-
11.50 a.m., arr. Lae 12.25 a.m.
Dep. Lae 9.45 a.m., Finschhafen
a.m., Talasea 12.10 p.m., Jacquinot
.15 p.m., Rabaul 2.10 p.m.
at Hoskins, on request

MT. HAGEN-LAE (DC3)
Dep. Mt. Hagen 6 a.m., then
Minj, Goroka, Lae arr. 8.45 a.m.

E-FINSCHHAFEN (Cessna)
ep. Lae 7.15 a.m., arr. Finsch-
7.50 a.m., dep. 8.10 a.m., Lae
.45 a.m.

BAUL-BUIN-RABAUL (DC3)
alt. Mon. (Dec. 25, Jan. 8, 22,
, 19, etc.): Dep. Rabaul 7 a.m.,
Wakanai, Aropa, Buin arr. 11
dep. 11.30 a.m., Aropa, Wakanai,
Rabaul arr. 3.30 p.m.

l by Ansett-Mandated Air Lines
MAL DC3's, connect at Lae with
ey-Lae-Sydney DC6B services as

ep. Rabaul 5.45 a.m., Lae arr. 8.25 a.m., dep. 9.20 a.m., Rabaul arr. 12 noon, dep. 12.30 p.m., Kavieng arr. 1.30 p.m.
Wed.: Dep. Madang 7 a.m., Goroka arr. 7.35 a.m., dep. 7.50 a.m., Lae arr. 8.45 a.m., dep. 8.55 a.m., Goroka arr. 9.45 a.m., dep. 10.05 a.m., Madang arr. 10.35 a.m., dep. 11 a.m., Wewak arr. 12.15 p.m.
Thurs.: Dep. Kavieng 3 p.m., Rabaul arr. 4 p.m.
Fri., Sat.: Dep. Rabaul 5.45 a.m., Lae arr. 8.25 a.m., dep. 9.20 a.m., Rabaul arr. 12 noon.
Fri.: Dep. Wewak 6.15 a.m., Madang arr. 7.30 a.m., dep. 7.45 a.m., Lae arr. 8.50 a.m., dep. 8.55 a.m., Wau arr. 9.25 a.m., dep. 9.45 a.m., Madang arr. 10.55 a.m.
Fri.: Dep. Goroka 7.30 a.m., Lae arr. 8.25 a.m., dep. 9.05 a.m., Kainantu arr. 9.45 a.m., dep. 10 a.m., Goroka arr. 10.20 a.m., dep. 10.40 a.m., Minj arr. 11.10 a.m., dep. 11.20 a.m., Banz arr. 11.25 a.m., dep. 11.35 a.m., Mt. Hagen arr. 12 noon, dep. 12.10 p.m., Wabag arr. 12.35 p.m., dep. 12.45 p.m., Mt. Hagen arr. 1.45 p.m., dep. 1.55 p.m., Minj arr. 2 p.m., dep. 2.25 p.m., Goroka arr. 2.55 p.m.
Sat.: Dep. Madang 7 a.m., Goroka arr. 7.35 a.m., dep. 7.55 a.m., Lae arr. 8.45 a.m., dep. 8.55 a.m., Goroka arr. 9.45 a.m., dep. 10.05 a.m., Madang arr. 10.35 a.m.

Other Ansett-MAL scheduled internal P-NG services include:

Mon.: Dep. Lae 6.30 a.m. for Goroka, Kainantu, Wau, Pt. Moresby, Wau, Goroka, Lae.
Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Rabaul.
Tues.: Dep. Rabaul 7 a.m. for Madang, Wewak, Madang, Goroka, Lae.
Wed.: Dep. 6.30 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Lae.
Dep. Lae 8.55 a.m. for Goroka, Madang, Wewak.
Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul.
Dep. Madang 8 a.m. for Minj, Banz, Mt. Hagen, Madang.
Thurs.: Dep. Madang 7.30 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Madang.
Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.
Dep. Kavieng 3 p.m. for Rabaul.
Fri.: Dep. Wewak 6.15 a.m. for Madang, Lae, Rabaul.
Dep. Lae 6.30 a.m. for Goroka, Wau, Pt. Moresby, Wau, Goroka, Kainantu, Lae.
Dep. Lae 6.30 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul.
Dep. Lae 8.55 a.m. for Wau, Madang.
Dep. Lae 9.05 a.m. (by Piaggio) for Kainantu, Goroka, Minj, Banz, Mt. Hagen, Wabag, Mt. Hagen, Banz, Minj, Goroka.
Dep. Goroka 7.30 a.m. for Lae.
Dep. Madang 8 a.m. for Minj, Banz, Mt. Hagen, Madang.
Sat.: Dep. Rabaul 5.45 a.m. for Lae.
Dep. Madang 7 a.m. for Goroka, Lae.
Dep. Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.
Dep. Lae 9.20 a.m. for Rabaul.
Dep. Lae 8.55 a.m. for Goroka, Madang.

3A. P-NG - Netherlands NG

LAE-HOLLANDIA (Neth. New Guinea)
TAA, with DC3 aircraft

Dep. Lae 6 a.m. alt. Fri. (Dec. 29, Jan. 12, 26, Feb. 9, 23, etc.), calls at Madang, Wewak, and arr. Hollandia 10.35 a.m.
Dep. Hollandia 11.35 a.m. alt. Fri. (Dec. 29, Jan. 12, 26, Feb. 9, 23, etc.) and with calls at Wewak and Madang, arr. Lae 5.05 p.m.

BIAK (NNG)-LAE
NNG Airlines with DC3 Aircraft

De Kroonduif NV (Netherlands New Guinea Airlines) maintains a fortnightly service between Biak, Hollandia and Lae with DC3 aircraft. It connects with KLM's DC8 service to Europe (see table 4).
Alt. Thurs. (Jan. 4, 18, Feb. 1, 15, etc.): Dep. Biak 7.30 a.m., Hollandia arr. 9.35 a.m., dep. 10.20 a.m., arr. Lae 1.50 p.m.
Alt. Fri. (Jan. 5, 19, Feb. 2, 20, etc.): Dep. Lae 9 a.m., Hollandia arr. 12.20 p.m., dep. 1.15 p.m., arr. Biak 3.25 p.m.

NNG INTERNAL SERVICES
NNG Airlines

DC3 aircraft link Biak with Hollandia (see above), Sorong, Merauke, Tenah Merah, Kaimana, Manokwari, Kebar, Wamena, Ransiki, Genjem; Twin Pioneer to Seroei, Steenkool, Manokwari, Noemfoer, Inawatan, Teminabuan, Sorong; Beaver to Wasior, Fakfak, Kaimana, Teminabuan, Ajamaroe, Napan, Wisselmeren, Kokonao, Inawatan.

4. Aust.-Netherlands NG

KLM Royal Dutch Airlines

Weekly DC8 service between Sydney (dep. Fri. 10.45 a.m.) and Holland, calling at Biak, NNG (arr. Fri. 3.40 p.m., dep. 4.40 p.m.), Manila (Philippines) and Amsterdam (arr. Sat. 12.25 p.m.). Dep. Amsterdam Wed. 2 p.m., via Manila and Biak (arr. Fri. 12.35 a.m.) for Sydney (arr. Fri. 7.30 a.m.).
DC7C aircraft dep. Biak Mon. (9.45 a.m.) and Fri. (5.15 p.m.) for Japan, en route to Amsterdam (arr. Tues. 4.20 p.m. and Sat. 11.30 p.m.). Dep. Amsterdam Tues. and Fri. 9 p.m. for Japan and Biak, arr. Thurs. and Sun. 11.59 p.m.

5. N. Guinea-Solomons

TAA, with Fokker Friendship Prop-Jet and DC3 Aircraft

Alt. Tues. (Fokker): Dep. Lae 8.45 a.m. for Rabaul, Buka, Munda (BSI), Honiara arr. 4.10 p.m. (Dec. 26, Jan. 9, 23, Feb. 6, 20, etc.).
Alt. Wed. (Fokker): Dep. Honiara 6.45 a.m. for Munda, Buka, Rabaul (NG), Lae arr. 12 noon (Dec. 27, Jan. 10, 24, Feb. 7, 21, etc.).
Alt. Mon. (DC3): Dep. Lae 6 a.m. for Rabaul, Buka, Munda, Yandina, Honiara arr. 4.20 p.m. same day (Jan. 1, 15, 29, Feb. 12, 26, etc.).
Alt. Tues. (DC3): Dep. Honiara 7 a.m., for Yandina, Munda, Buka, Rabaul, Lae arr. 3.05 p.m. same day (Jan. 2, 16, 30, Feb. 13, 27, etc.).

6. Sydney-Noumea

QANTAS, with Boeing 707 Jet

Thurs.: Dep. Sydney 11 a.m., arr. Noumea 2.20 p.m.
Thurs.: Dep. Noumea 3.45 p.m., arr. Sydney 5.30 p.m.

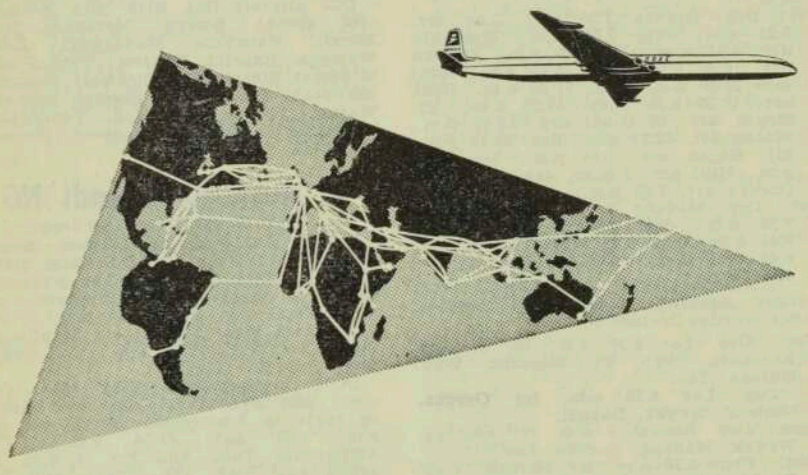
7. Paris-Sydney-Noumea-Fiji-Tahiti-USA-Paris

TAI, with DC8 Jet Aircraft

Dep. Paris Mon. 2 p.m., eastbound for Athens, Teheran, Karachi, Bangkok, Saigon, Darwin, Sydney (arr. Wed. 7.05 a.m.).
Dep. Sydney Wed. 8.20 a.m. for Noumea (arr. 12.05 a.m., dep. 3 p.m.), Nadi (arr. 5.50 p.m., dep. 6.50 p.m.), crosses International Dateline, Papeete (arr. Wed. 1.10 a.m., dep. 10 a.m.). Los Angeles, Montreal, Paris (arr. Thurs. 9.35 p.m.).
Dep. Paris Wed. 4.45 p.m. westbound for

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BRITISH OVERSEAS AIRWAYS CORPORATION in association with Air-India, Qantas (BOAC General Sales Agents for Australia) and TEAL.

A73AU.84

Montreal, Los Angeles, Papeete (
Thurs. 7.20 a.m., dep. Sat. 1.40 a.
crosses International Dateline, N
(arr. Sun. 4.20 a.m., dep. 5.20 a.
Noumea (arr. Sun. 6.30 a.m., (
8.30 a.m.), Sydney (arr. 10.30 a.m.
Dep. Sydney Sun. 11.40 a.m. for Dar
Djakarta, Saigon, Bangkok, Kara
Teheran, Rome, Paris (arr. Mon
p.m.).

7A. Tahiti-Hawaii

TAI, with DC8 Jet Aircraft

Thurs.: Dep. Papeete 9.30 a.m. for Hō
lulu, arr. 3.05 p.m. same day.
Thurs.: Dep. Honolulu 5 p.m. for Papé
arr. 10.35 p.m. same day.

8. Sydney-Lord Howe Is.

**Ansett Flying Boat Services Pty. Ltd
with Sandringham Flyingboats**

Regular return flight from Rose Bay
each Tuesday and Saturday (with e
flight Thursday as required).

9. Sydney-Norfolk Is.

QANTAS, with Skymaster DC4 aircr

Sat.: Dep. Sydney 8 a.m., arr. NI
p.m.; dep. NI next day, Sun.:
2.45 p.m. for Sydney, arr. 6.45
Flight extends NI-Auckland-NI.
table 12.)

10. New Caledonia-New Hebrides

TAI with DC4 aircraft

Tues., Fri.: Dep. Noumea (N.
7 a.m. for Vila (arr. 8.55 a.m.,
9.30 a.m.), Santo (arr. 10.45 a.m.,
12.15 p.m.), Vila (arr. 1.30 p.m.,
2.05 p.m.), Noumea (arr. 4 p.m.)

11. N. Caledonia-Wallis

TAI with DC4 aircraft

Monthly (second Wednesday),
Noumea on Jan. 10, Feb. 14, etc.
Dep. Noumea, Wed., 7 a.m., arr. V
Is. 2.30 p.m.; dep. Wallis Is. T
11.30 a.m., arr. Noumea 5 p.m.
day.

12. Norfolk Is.-Aucklan

TEAL, by Qantas Skymaster (Char

Sat.: Dep. Norfolk 4 p.m., arr. Auc
7.45 p.m. Ret. next day, Sun.:
Auckland 10.30 a.m., arr. Norfolk
p.m.

13. Auckland-Sydney

**QANTAS and TEAL jointly, with E
International Mk. II's**

Daily: Dep. Auckland 9 a.m., arr. S
11.20 a.m.
Mon., Tues.: Dep. Auckland 8 a.m.
Sydney 10.20 a.m.
Thurs.: Dep. Auckland 10.30 a.m.,
Sydney 12.50 p.m.
Fri., Sun.: Dep. Auckland 7 p.m.,
Sydney 9.20 p.m.
Daily: Dep. Sydney 1 p.m., arr. Auc
6.35 p.m.
Daily (except Sat.): Dep. Sydney
a.m., arr. Auckland 6.05 a.m.

14. Sydney-Christchurc

**QANTAS AND TEAL jointly, with E
International Mk. II's**

Mon., Wed., Thurs., Sat., Sun.:
Sydney 9 a.m., arr. Christchurch
p.m.
Tues., Wed., Fri., Sat., Sun.: Dep. C
church 4 p.m., arr. Sydney 6.20

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Christchurch-Melbourne

AS and TEAL jointly, with Electra International Mk. II

Thurs.: Dep. Christchurch 4 p.m., Melbourne 6.55 p.m.
Fri.: Dep. Melbourne 8.30 a.m., Christchurch 2.40 p.m.

6. Sydney-Wellington

AS and TEAL jointly, with Electra International Mk. II

Dep. Sydney 12.15 p.m., arr. ington 6.15 p.m.
ep. Sydney 12.30 a.m., arr. Welling- 6.30 a.m.
Dep. Wellington 7.30 p.m., arr. ney 10.05 p.m.
ep. Wellington 8 a.m., arr. Sydney a.m.

. Auckland-Melbourne

S and TEAL jointly, with Electra International Mk. II

Fri.: Dep. Auckland 6.30 p.m., arr. ourne 9.50 p.m.
ep. Auckland 10.30 a.m., arr. Mel- ne 1.50 p.m.
un.: Dep. Melbourne 11 a.m., arr. land 5.25 p.m.
)ep. Melbourne 11.59 p.m., arr. land 6.25 a.m. (Sat.).

18. Auckland-Fiji

with Electra International Mk. II's

at., Sun.: Dep. Auckland 8.30 p.m., adi 12.15 a.m.
ri.*: Dep. Auckland 8.30 p.m., arr. 12.15 a.m.
Sun.: Dep. Nadi 8.45 a.m., arr. land 12.35 p.m.
)ep. Nadi 1.30 p.m., arr. Auckland p.m.
Sat.*: Dep. Nadi 5.30 a.m., arr. land 9.25 a.m.
.. Fri. flights ex-Auckland, and Sat. flights ex-Nadi are operated as under charter to TEAL.

19. Fiji-Christchurch

with Electra International Mk. II

Dep. Nadi 8.45 a.m., arr. Auckland a.m., dep. Auckland 2.20 p.m., Christchurch 4 p.m.
Dep. Christchurch 6 p.m., arr. and 7.30 p.m., dep. Auckland 8.30 arr. Nadi 12.15 a.m.
rated by Qantas under charter

Fiji-Am. Samoa-Tahiti

with Electra International Mk. II

ep. Nadi 3.30 a.m., crosses Inter- nal Dateline, arr. Tafuna Sun a.m., dep. 7.45 a.m., arr. Papeete 12.50 p.m.
ep. Papeete 7 a.m., arr. Tafuna a.m., dep. 11 a.m., crosses Date- arr. Nadi Tues. 12.40 p.m.

NZ-Fiji-Am. Samoa-Hawaii

PAA, with DC7C Aircraft

kland 5.30 p.m., Sun. and Thu- Nadi 10.15 p.m.; dep. Nadi M- 12 noon, crosses International ne, arr. Tafuna (American) 4.05 p.m., Sun., dep. Tafuna ., arr. Honolulu 5 a.m. Mon. olulu 12.45 a.m. Tues., arr. Tafuna m. Tues., dep. Tafuna 9.15 a.m., s International Dateline, arr. Nadi a.m. Wed.: dep. Nadi 7.15 a.m. Thurs., arr. Auckland 12.05 p.m.

22. Fiji Internal Services

Fiji Airways, Ltd., with Heron and Drover Aircraft and Beaver Amphibian

Suva-Nadi-Suva: Two flights daily (Wed. and Sun. morning timetables half-hour earlier): Dep. Suva 8 a.m., arr. Nadi 8.45 a.m., dep. Nadi 9.15 a.m., arr. Suva 10.05 a.m.; and dep. Suva 3 p.m., arr. Nadi 3.45 p.m., dep. Nadi 4.10 p.m., arr. Suva 5 p.m.
Suva-Labasa-Suva: Dep. 11 a.m. Wed., Thurs., Fri., Sat.
Suva-Labasa-Savusavu-Labasa-Suva: Dep. 11 a.m. Tues.
Suva-Savusavu-Matei-Suva: Dep. 11 a.m. Mon.
Suva-Savusavu-Matei-Savusavu-Suva: Dep. 11 a.m. Wed.
Suva - Savusavu - Labasa - Savusavu - Suva: Dep. 11 a.m. Thurs., Sat., Sun.
Suva-Ura-Suva: Dep. 7.45 a.m. Thurs., Sun.
Suva-Labasa-Matei-Labasa-Suva: Dep. 11 a.m. Mon.
Suva-Matei-Labasa-Matei-Suva: Dep. 11 a.m. Fri.
Suva-Levuka-Suva: Dep. 8 a.m. Tues., Wed.
Suva-Kadavu-Suva: Alternate Fri., dep. 2.30 p.m. (Jan. 5, 19, Feb. 2, 16, etc.) and alternate Mon. dep. 8 a.m. (Dec. 25, Jan. 8, 22, Feb. 5, 19, etc.).
Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

22A. Fiji-Tonga

Fiji Airways, Ltd., with Heron aircraft

Alt. Thurs. (Dec. 28, Jan. 11, 25, Feb. 8, 22, etc.): Dep. Suva (Nausori) 7 a.m., arr. Nukualofa (Fua'amotu airfield, Tongatapu) 11.15 a.m.
Alt. Fri. (Jan. 5, 19, Feb. 2, 16, etc.): Dep. Suva 7 a.m., Nukualofa arr. 11.15 a.m., dep. 12.30 p.m., arr. Suva 2.45 p.m.
Alt. Sat. (Dec. 30, Jan. 13, 27, Feb. 10, 24, etc.): Dep. Nukualofa 9.30 a.m., arr. Suva 11.45 a.m.
Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

22B. Fiji-Western Samoa

Fiji Airways Ltd., with Heron aircraft

Alt. Thurs. (Jan. 4, 18, Feb. 1, 15, etc.): Dep. Suva 7.45 a.m., crosses International Dateline, arr. Apia (Faleolo airfield, Upolu) 1.25 p.m. alt. Wed. (Jan. 3, 17, 31, Feb. 14, 28, etc.).
Alt. Thurs. (Jan. 4, 18, Feb. 1, 15, etc.): Dep. Apia 10 a.m., crosses International Dateline, arr. Suva, alt. Fri. (Jan. 5, 19, Feb. 2, 16, etc.).

22C. Fiji-New Hebrides-BSI

Fiji Airways Ltd., with Heron aircraft

Alt. Sun. (Dec. 31, Jan. 14, 28, etc.): Dep. Nausori 8.30 a.m., Nadi arr. 9.15 a.m., dep. 10 a.m., Vila arr. 1 p.m. Next day (alt. Mon.) dep. Vila 8 a.m., Santo arr. 9.20 a.m., dep. 10 a.m., Honiara arr. 2.45 p.m.
Alt. Tues. (Jan. 2, 16, 30, etc.): Dep. Honiara 7 a.m., Santo arr. 11.45 p.m., dep. 12.30 p.m., Vila arr. 1.50 p.m. Next day (alt. Wed.) dep. Vila 8 a.m., Nadi arr. 1 p.m., dep. 1.45 p.m., Nausori arr. 2.35 p.m.

23. Hawaii-Tahiti

South Pacific Air Lines with Super-G Constellation aircraft

Weekly from Honolulu to Faaa International Airport, Papeete.
Wed.: Dep. Honolulu 8.30 p.m., arr. Papeete Thurs 6 a.m.
Sat.: Dep. Papeete 10 p.m., arr. Honolulu Sun. 7.30 a.m.
Details from South Pacific Air Lines, 311 California St., San Francisco, USA.

24. New Caledonia-NZ

TAI with DC4 Aircraft

Sun.: Dep. Noumea 9.45 a.m. for Auckland, arr. 4.25 p.m.
Mon.: Dep. Auckland 9.30 a.m. for Noumea arr. 2.30 p.m.

25. Samoan Inter-Island

Polynesian Airlines Ltd., with Percival Prince aircraft

Between Western Samoa (Faleolo airfield) and American Samoa (Tafuna aerodrome).
Dep. Faleolo (W. Samoa) Sat. 9.15 a.m., Sun. 7.15 a.m., 2.30 p.m., Mon. 9.15 a.m., 2 p.m., Tues. 8 a.m., Wed. 9.15 a.m., Fri. 9.15 a.m., 2 p.m.
Dep. Tafuna (Am. Samoa): Sat. 10.30 a.m., Sun. 8.30 a.m., 4.30 p.m., Mon. 11 a.m., 3.15 p.m., Tues. 9.30 a.m., Wed. 10.30 a.m., Fri. 10.30 a.m., 3.15 p.m.

Booking agents: Gold Star Travel Service, Apia; R. E. Pritchard, Pago Pago.

26. French Polynesia

Reseau Aerien Interinsulaire with Bermuda flyingboat

Services to the Leeward Group (Isles Sous le Vent), Society Islands.
Mon., Tues., Wed., Thurs., Fri.: Dep. Papeete 7.30 a.m., Raiatea arr. 8.30 a.m., dep. 9.15 a.m., Bora Bora arr. 9.30 a.m.
Mon., Tues., Thurs.: Dep. Bora Bora 3 p.m., Raiatea arr. 3.15 p.m., dep. 3.35 p.m., Papeete arr. 4.35 p.m.
Wed., Fri.: Dep. Bora Bora 10.15 a.m., Raiatea arr. 10.30 a.m., dep. 11 a.m., Papeete arr. 12 noon.

Details from RAI, Quai Bir Hakeim, Papeete, or any TAI office. (Over)

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(ASSETS EXCEED £9,000,000)

9½%

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5 OR 6 YEARS

REGISTERED FIRST MORTGAGE DEBENTURE STOCK

INTEREST	PERIOD
9½% P.A.	5 or 6 years
9% P.A.	4 years
8½% P.A.	3 years
8% P.A.	2 years
7½% P.A.	12 months
6½% P.A.	6 months

REGISTERED REDEEMABLE DEPOSIT NOTES

INTEREST	PERIOD
9½% P.A.	4 years
9% P.A.	3 years
8½% P.A.	2 years
8% P.A.	12 months
7% P.A.	6 months
6½% P.A.	3 mths: notice
6% P.A.	1 month's notice

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Any Branch of the BANK OF N.S.W.

OR

The Company's Offices, Suite 53a, 5th Floor, T. & G. Building, 137 Queen Street, Brisbane
'Phones: 24-509, 26-981

OR

Any Member of a Stock Exchange

Underwriting Brokers:

RALPH W. KING & YUILL, 340 Queen Street, Brisbane
(Members of the Sydney Stock Exchange)

CORRIE & CO., 400 Queen Street, Brisbane
(Members of the Brisbane Stock Exchange)

LEONARD G. MAY & SON
(Members of the Stock Exchange of Melbourne)

Trustee: Bankers & Traders' Insurance Company Limited

Registrar for Debenture Stock: Bank of N.S.W. Nominees Pty. Ltd.

Registers: Brisbane, Sydney, Melbourne, Adelaide, Canberra.

Applications for the debenture stock accepted only on one of the forms of application attached to a printed copy of the prospectus.

CC.112/1G

P.I.M. 12/61

27. N. Caledonia Internal

TRANSPAC, with Herons and Rapides

Noumea-Mare: Tues., Wed. dep. Noumea p.m., Mare arr. 2.50 p.m., dep. 3 p.m., Noumea arr. 4 p.m.

Noumea-Lifou: Tues., Wed., Fri. d Noumea 8 a.m., Lifou arr. 8.50 a. dep. 9.10 a.m., Noumea arr. 10 a Sat.: Dep. Noumea 2 p.m., Lifou a 2.50 p.m., dep. 3.10 p.m., Noum arr. 4 p.m.

Noumea-Ouvea: Tues. dep. Noumea a.m., Ouvea arr. 11.50 a.m., dep. 1 p.m., Noumea arr. 1.30 p.m. Sat.: D Noumea 8 a.m., Ouvea arr. 8.50 a. dep. 9.10 a.m., Noumea arr. 10 a.m

Noumea-Koumac: Wed., Sat. dep. Nou 1 p.m., Koumac arr. 2.30 p.m., d 3 p.m., Noumea arr. 4.30 p.m.

Noumea-Isle of Pines: Mon., Wed., F Sat. dep. Noumea 10.45 a.m., Pines 11.15 a.m., dep. 11.30 a.m., Noumea 12 noon. Sun.: Dep. Noumea 8 a. Pines arr. 8.15 a.m., dep. 4.30 p Noumea arr. 5 p.m.

28. Micronesia

Trans Ocean Airways

Using Grumman Albatross twin-moto amphibian flyingboats, TOA operates service throughout the Trust Territory Micronesia (Caroline, Marshall Mariana groups) on behalf of the Government.

Details from Trans Ocean Airw Agana, Guam.

PACIFIC AIR FARES

(APPROXIMATE ONLY)

[NOTE: Exchange rates for equiva of Australian currency in other Territo Aust. £1 equals approximately 16/- NZ, or West Samoa; 18/- Fiji; 20/- To Solomons and WPHC areas; 196 Pac $US2.25.]

FROM SYDNEY (Aust. currency) TO

	Single			Return			
	£	s.	d.	£	s.	d.	
Moresby	48	14	0	92	5	0	
Lae	59	13	0	112	19	0	
Rabaul	69	18	0	130	9	0	
Noumea	56	18	0	102	8	0	
Honiara	91	14	0	169	13	0	
Norfolk Is.	27	10	0	49	10	0	
Lord Howe	16	9	0	32	18	0	
Nadi	85	9	0	153	17	0	
Suva	92	0	0	167	0	0	
Auckland	53	15	0	96	15	0	
Christchurch	53	15	0	96	15	0	
Wellington	53	15	0	96	15	0	
Honolulu	282	12	0	508	14	0	
San Francisco	350	9	0	630	17	0	
Vancouver	350	9	0	630	17	0	
Papeete	181	5	0	326	5	0	1
Biak	103	15	0	186	15	0	

FROM AUCKLAND (NZ currency) T

Nadi	**41**	**7**	**0**	**74**	**9**	**0**
Norfolk Is.	19	15	0	35	11	0
Papeete	114	10	0	206	2	0

FROM SUVA (Fiji currency) TO

Nadi	5	16	0	11	12	0
Levuka	5	17	0	11	14	0
Nukualofa	18	10	0	34	0	0
Apia	25	0	0	45	0	0
Honiara	57	9	0	103	7	0
Vila	26	10	0	47	13	0
Santo	34	2	0	61	8	0

FROM NADI (Fiji currency) TO

Noumea	32	13	0	58	16	0
Papeete	87	0	5	157	1	0

Fares quoted are First Class.

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Pacific Commerce and Produce

Price Still Low

It's Soyabeans Before Copra

...use world export supplies of ...and coconut oil are being main... at a relatively high level and ...e of an increasing European ...nce for crushing high meal... oil seeds (particularly soya... there seems little likelihood ... price improvement for copra, ...e time being.

...SE are the two main reasons ...hy the average London price of ...was down to £Stg56/17/6 for ...ber, according to Mr. Ian ...ald, chairman of the Papua ...ew Guinea Copra Marketing ... in his report made on De... 1.

...h of the present difficult posi... relation to copra lies in the ...at soyabean crops will be some ...lion tons above last year's pro..., Mr. McDonald continued. ...t is rather paradoxical to find ...lthough stocks are building up ... largest surplus in history, ...have been advancing slightly to ...ively high level, whilst at the ...ime depressed prices are the ...r almost all other oil seeds. ...apparent, therefore, that US ...an prices are not determined ...law of supply and demand, but ...vernment price support tech...

... on relatively high prices it ...expected that Western Europe ...an imports will decline, for the ... that at the present time in ... there is a chronic over... in oils and fats, and a close ... and demand balance in meal. ... other oil seed has the quality ...ding so little oil for so much ...hen crushed, the demand for ...an is for its meal output rather ...s edible oil. Another reason is ... considerable part of the oil ...apacity of Europe has been ...l to soyabeans, returning the ...t profit to their owners when ...rticular raw material is used.

P-NG Prices

...a-New Guinea copra produc... being maintained at a total of ...108,000 tons this year, with ...y a slight increase in 1962. As far as price is concerned, with the fixing of the November Philippine FM average (which covers December P-NG shipments) 1961 values ranged from £Stg61/2/6 in January to a low £Stg58/15/- in May; recovered to £Stg60/12/6 for August-September and fell away again to £Stg56/17/6 for December. Average for the year thus works out at £Stg59/17/6, which is indicative of a final P-NG price adjustment of around £A6/10/- per ton in due course.

It is intended to maintain present tentative price levels (Hot Air £A54/10/-, FMS £A53, Smoke £A52) for as long as possible, but should any further decline occur, this policy may have to be reviewed early in the New Year.

Philippines Production Down

Philippines copra production is down at present, mainly as the result of a declining rainfall throughout practically the whole of this year, which will probably result also in a further lowering of production during the first half of 1962. However, it is surprising to note that, although over the last few months Philippines copra exports have been running at a low level, exports of coconut oil have been increasing.

World stocks of coconut oil are high at the present time, though, for various reasons, coconut oil is no longer required for strategic stockpiling. Stocks are now about 170,000 tons, compared with 176,000 tons 12 months ago, notwithstanding the considerable quantities which have been released ex-stockpiles by the US Government.

Ansett Earns A Million

Ansett Transport Industries Ltd., parent of Ansett-ANA, which (with TAA) operates the Sydney-P-NG air services, showed group profit of £1,012,290 for the year ended July 1.

In addition to air services, travel coaches, and tourist accommodation centres, Ansett's activities have been widely diversified in recent years (it took over Chromesteel (Sydney) Pty. Ltd., chrome furniture makers, during the year, for instance).

Ansett last year also acquired Mandated Airlines Ltd., a W. R. Carpenter subsidiary in P-NG—in the group accounts, £100,000 was written off goodwill, arising from this purchase.

New US Search for Oil in Papua

A 10,000 square miles exploration area in Western Papua has been granted to Triton Corporation, of Dallas, Texas, USA, announced Mr. D. A. McInnis, Petroleum Advisory Board chairman, in Pt. Moresby, in November.

The area granted is bounded on the west by the Papua and Netherlands New Guinea border, and on the east by Mt. Bosavi. It encompasses most of the headwaters of the Strickland River and extends to within 80 miles of the Southern Papuan coast.

Much of the area has been explored by Australasian Petroleum Company and Islands Exploration Company, both members of the Australian Oil Search group. Islands Exploration sank a 6,614 ft well at Aramia before surrendering its permit in 1959.

Triton Corporation has a number of subsidiary oil companies in USA. Its executives and backers are geologists, bankers and investment brokers, several of whom operate on the New York Stock Exchange.

In its original application to the P-NG Mines Department two years ago, Triton did not give any estimate of the amount of money it planned to spend in Papua nor any indication of its oil search plans.

Italian Airline Opens Office in Suva

The international Italian airline, Alitalia, opened an office in Suva, Fiji, on December 6, under Mr. S. W. Welinkar, area manager for the Pacific Islands.

Before his departure for Fiji, Mr. Welinkar said that Burns Philp (SS) Co. Ltd. had been appointed general sales agents for Alitalia in Fiji, and the airline would operate at first from the BP office in Suva.

Alitalia runs a weekly service by Super DC8 jet from Sydney to Europe—to be increased in April next year to two services a week.

Mr. Welinkar said that while Alitalia initially would operate its service to Europe and the rest of the world from Sydney, with connecting flights to and from Fiji, the airline was negotiating for a trans-Pacific service from Sydney to Los Angeles, via Nadi, possibly commencing in 1963. The company believed that Fiji was becoming of increasing importance as a tourist centre, he added.

Mr. Welinkar was formerly stationed with Alitalia in Bombay for seven years. He was married just last month.

P-NG's New Director Of Trade and Industry

Mr. D. G. Cannon, newly appointed Director of Trade and Industry in Papua and New Guinea, will leave Uganda this month for consultation in Australia prior to taking up his appointment at Port Moresby.

The P-NG Department of Trade and

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Industry has been created to enable trade and industrial matters, in which there has been considerable development recently in the Territory, to be co-ordinated within the one organisation. When the Department commences to function, after the new Director takes up his appointment, it will absorb the existing Department of Customs and Marine. Other functions of the Department will relate to the sale and marketing of P-NG products, the promotion of industrial development, tariff questions, promotion of native co-operatives and other business activities, and control over migration.

A Victorian, Mr. Cannon is 44. During World War II he served with the RAAF in the Middle East and Europe, and was awarded the DFC. For the past 15 years he has lived in East Africa where, in addition to business activities, he has been a member of both local and central government bodies and also a member of various marketing, financial and commercial boards.

Enterprise of NG Misses Out Again

Directors of Enterprise of New Guinea Gold and Petroleum Development NL report that its application for Oil Permit No. 32 has been refused by the P-NG Administration.

Application for a permit to search for oil in an area in NW New Guinea (near the Netherlands NG border) covering 3,600 sq. miles was refused last year, mainly on the grounds that the company did not have sufficient resources to survey and carry out the necessary investigations in such a large area. Earlier this year, after husbanding its funds carefully, it made this further attempt to secure the permit.

Guam Firm Takes Over Adi Timber Concession in NNG

The logging concession on Adi Island, Netherlands New Guinea, which was abandoned earlier this year when Adi Timber Development Pty. Ltd., of Sydney, folded up after a series of shipping, staff and financial difficulties, has been taken over by an American firm, Jones and Guerrero Inc., of Guam.

Jones and Guerrero Inc. is a well established company with plantations and stores at Agana, Guam, Mariana Group (which is American territory, but not part of the US Trust Territory of the Pacific Is.). It conducts business throughout the SW Pacific and in Australia.

A sawmill will be established at Adi, in addition to the main export of logs. Heavy equipment, light transport, workshop, store and prefabricated houses will be moved to the island by the new concessionaire. Operations will be under an Australian manager, with Australian assistants, and a working staff of Filipinos, Japanese and natives.

Papuan Apinaipi's Partner Will Provide the Money

The advantage of Papuan Apinaipi Petroleum Co.'s tie-up with the new oil exploration concern, Associated Continental Petroleum NL, was referred to in the Directors' report at the annual meeting in Sydney on November 21.

The Associated Group has an active exploration programme over the next seven years in Papua (its Permit 22 covers 8,740 sq. miles), Queensland, Northern Territory and West Australia "but Papuan Apinaipi shareholders will virtually enjoy an armchair ride during this period", declared the report. Associated Continental has assumed responsibility for meeting Papuan Apinaipi's share of the Group expenditure (up to £1,250,000), in return for a half interest in Papuan Apinaipi's equity in the results of the Group's operations.

For the year ended June 30, Papuan Apinaipi spent £196,047 on development, after deducting net Commonwealth subsidy of £34,019; development account stands at £974,848. Costs of exploration and operations increased by £56,395 to £210,184.

Placer Dev. Has New Major Shareholder

International Mining Corporation, of New York, biggest shareholder in Placer Development Ltd., which has a large interest in New Guinea's Bulolo Gold Dredging Ltd. (and for which it made a take-over offer in October) sold 600,000 of 800,000 shares last month to Noranda Mines Ltd., Toronto, Canada, for 25 dollars (about £A11/2/2) a share. Total sale price was 15m dollars (£A6.56m).

Noranda Mines Ltd. is one of the major copper producers and refiners in North America.

Placer's BGD take-over deal is progressing steadily, but much work has to be done both in New Guinea and in Australia in connection with the preliminary formalities of lease and property transfers if BGD shareholders agree to the sale. In the meantime, Placer's shares have been making marked gains in price on Sydney Stock Exchange —Placer buyers early December offered £11/8/- per share, against £9/12/- in October.

Fiji's Copper Find Could be Duplicated

What is probably the first discovery of an important porphyry-type copper ore in the South Pacific Islands is soon to be worked in Fiji, at Udu Point mine, on the northeasterly tip of Vanua Levu.

The Japanese Pacific firm, Banno Bros. Ltd., let a contract for exploration drilling to Nippon Mining Company, and 1,000,000 tons of three per cent. copper ore have been proved. Plant and equipment will be imported to set up a treatment mill, and ore will be exported to Japan.

The ore body is described by geologists as "the disseminated 'porphyry' type in acid volcanics", and hypogene ore has been drilled to a depth of 600 ft., well below sea level.

This discovery might well lead to a change in thinking regarding the Pacific Islands as a source of economic mineral deposits. Recent information suggests that the British Solomon Islands might have copper mineralisation of this type. One area in Western Guadalcanal will be examined by a Canadian mining organi tion, the Commonwealth Geophysics C which has opened up offices in Bla Building, Honiara.

In the past, the only prospecting du in the Pacific has been for gold manganese. The old-time prospectors p no attention to pyrite or other base m sulphides that might have had low valu In recent years, metallurgical devel ments have made payable much lo grade copper deposits than hitherto.

Economic Outlook

MARKING time in the pre-elect weeks of late November and e December, generally business on Syd Stock Exchange was dull and flat—fi the early November index of "ordinar of 300 the decline was almost daily u by December 5, it was at 292.97.

Meanwhile, there was a wave of shares buying immediately after announcement on December 4 that drillers, Union Oil Development Corp tion, had struck oil at Moonie, T While first tests showed a flow, half district, 200 miles west of Brisbane, half water, of 500 barrels a day, it w be a fortnight or three weeks before well would be permanently cased and tests carried out.

The strike is on a concession in S Basin held by Australian Oil and Corporation Ltd. (their shares, quote 10/6 at end of November, doubled wi 24 hours). The drilling site is wi 20 miles of No. 1 Cabawin well whe geyser of oil, gas and mud occurre year ago—but which proved not to b commercial proposition.

SYDNEY SALES PRICES

	Nov. 6, '61	Dec. 6
Bali Plantations . .	8/3	9/
Burns Philp	89/6	91/
Burns Philp (SS) . .	47/9	47/
Choiseul Plntn. . . .	190/-	180/
C.S.R. Co.	£63/-/-	£58/
Dylup Plantations .	6/10	7/
Fiji Industries . . .	17/6	17/
Hackshall's	13/9	13/
Kauri Timber	10/9	11/
Kerema Rubber . . .	6/9	6/
Koitaki Rubber . . .	16/-	15/
Lolorua Rubber . . .	8/5	7/
Makurapau Plntn. .	2/-	2/
Mariboi Rubber . . .	6/9	7/
Norfolk Is. Whaling .	2/8	2/
Pacific Is. Timbers .	5/3	4/
Palgrave	3/10	3/
Plantation Holdings .	2/9	2/
Queensland Insurance	107/6	110/
Rubberlands	5/6	4/
Sangara	2/3	2/
Sogeri Rubber . . .	8/-	8/
Sthn. Pac. Insurance	32/-	32/
Steamships Trading .	42/6	42/
W. R. Carpenter Hold.	31/4½	29/
Watkins Consolidated	5/4	5/
Timor Oil	4/8	5/

OIL AND MINING SHARES

	Dec. 4, '58	Nov. 6, '61	Dec.
FIJI			
Emperor . .	b9/-	b3/1	
Loloma . .	b30/-	b43/-	
PAPUA-NEW GUINEA			
Bulolo G.D.	b32/-	b62/-	b6
N.G.G. Ltd.	b2/3	b1/10	b1
Oil Search .	b9/9	b2/2	b2
Oriomo Exp.	—	b3d	b3
Ent. of N.G.	s11d	b2d	s2
Pac. I. Mines	—	b81/-	b8
Papuan Apin.	b4/6	b2/5	b3
Placer Dev.	b91/-	b202/-	b2

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ANDS PRODUCE

ess otherwise stated, quotations are stralian currency. Aust. £ equals timately 16/- Stg., NZ. or W. ; 18/- Fiji; 20/- Tonga, Solomons & areas; 196 Pac. Frs.; $US2.25.)

COPRA

British Ministry of Food 9-years ct, which governed copra prices ua and New Guinea, Fiji, Western , Solomon Islands, and Gilbert and Colony (and, to some extent, in and Cook Islands) expired on De- 31, 1957; since when each Terri- as made its own arrangements for ion and marketing of copra.

UA - NEW GUINEA:—All production ivered to Copra Marketing Board, led by six members, including three rs' representatives; and the Board distribution and sales, and makes nts to the producers. Production ainly to (a) Unilever (30,000 tons contract covering 1961), (b) Aus- (30,000 tons for local consumption), ishing-mill in Rabaul (40,000 tons),) Japan (300 tons per month or f available). Prices generally tally ruling rate in Philippines, with ms for hot-air dried.

January 1, 1961, P-NG Copra s Tentative Purchase Prices, for delivered main ports: Hot-Air Dried 10/- per ton; FMS, £A53 per ton; Dried, £A52 per ton.

:—No Government control—producers ere they wish. Bulk of copra goes shing-mills in Suva. On Dec. 4 were HAD £F42/7/6; FM 17/6.

STERN SAMOA:—Official Copra takes all production, sells same and payments to producers. In 1961, 000 tons went to Abels Ltd., NZ s, and about 6,000 tons to Unilever, t of an estimated 15,000 tons pro- .

GA:—Sales are under Government . Part of production goes to Europe, arrangement with Unilever con- by Philippines prices, and part pen market.

MON IS.:—All production marketed official BSI Copra Board, at prices on Philippines rates. Of the orate's 1961 output (about 20,000 14,000 tons was to go to Unilever, 000 tons to Australian crushers; e balance sold on the open market. price in Nov. was: 1st grade, -; 2nd grade, £47/10/-; 3rd grade, - per ton, f.o.b., BSIP ports.

ERT AND ELLICE:—Production ed in Europe through official Copra at prices based on Philippines less "stabilisation fund" charges.

HEBRIDES:—On Dec. 1, the copra was just under £A34/10/- (6,900 ancs) per ton delivered Vila/Santo. price then was 78 heavy per metric ton, c.i.f., Marseilles.

K IS.:—Subject to the copra t provisions between Cook Is. s and Abels, Ltd., of Auckland, erate the only NZ copra crushing he price paid is average London for previous three months, less g charges. Price fixed for last of 1961 is £NZ52/13/3 1st grade, /8/3 standard grade—both f.o.b., nga.

OTHER PRODUCE

DA:—Islands prices are based on the for Ghana cocoa which on Dec. 7 Stg.218/15/- per ton, c.i.f., Sydney.

W. SAMOA:—Nominal price quoted in Sydney on Dec. 7: grade 1 £S265, grade 2 £S255, f.o.b., Apia.

P.-N.G.: Dec. 7—Quote No. 1: £230 (top grade), £220 (medium), £210 (low). Quote No. 2: £220 (good quality), £210 (medium), £200 (low).

COFFEE.—P.-N.G.: Dec. 8, good quality A grade, per lb, 4/- to 4/2; B grade, 4/-; C grade, 2/6 to 3/-, c.i.f., Sydney.

Overseas c.i.f. coffee prices were reported on Dec. 7 as: Kenya A, f.a.q., £Stg.441, B £Stg.361, C £Stg.326, TT £Stg.321; Tanganyika A £Stg.431, B £Stg.351, C £Stg.321, TT £Stg.321; Buguishu AA £Stg.395, A £Stg.375, B £Stg.355, PB £Stg.390; Uganda Robusta £Stg.148.

PEANUTS: P.-N.G.: F.o.b., Lae, Dec. 6, Kernels: White Spanish, 1/4 lb; Red Spanish, 1/2; Virginia Bunch, 1/7, in shell 1/1.

RUBBER:—P.-N.G. price is based on Singapore rate, which on Dec. 5 was: No. 1 RSS, Spot, 75¾ Straits cents per lb (26.42d Aust.).

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported Dec. 8: White and yellow label, processed, standard packs, 45/-; green label, 43/-, c.i.f., Sydney.

RICE (Aust.): Prices as from May, 1961—**P.-N.G.:** Dry brown and dressed, 112 lb bags, 5 tons and over, £56/10/- per ton, f.o.w.; under 5 tons £57. Vitamised and enriched white, 112 lb bags, 5 tons and over, £63 f.o.w.; under 5 tons, £63/10/-. **Other Pac. Islands:** Dry, brown, etc., 5 tons and over, £64/10/-; under 5 tons, £65 per ton f.o.w., Sydney or Melbourne.

PEARL SHELL.—Quotations for **Australian M.O.P. Shell** on Dec. 7 by Sydney independent shell agents were. Sound £A825, D £A550, E £A300, EE £A190 (in store Sydney). **Cook Islands: Penrhyn** £NZ500 (approx.), f.o.b., Rarotonga.

TROCHUS: Quote No. 1.—**Papua-N.G.** —£145 per ton, c.i.f., Sydney; **B.S.I.**—£150 per ton, c.i.f., Sydney. Quote No. 2: **Papua-NG, B.S.I.**—£150 per ton, with downward price trend.

GREEN SNAIL SHELL.—Quote No. 1: £460 per ton; Quote No. 2: £460.

CROCODILE SKINS: 12 in. and over, small scale, first quality: **P.-N.G.**—Quote No. 1 13/- per in., f.o.b., P-NG port; Quote No. 2 16/-; **B.S.I.**—Quote No. 1 15/- per in., del. Sydney; Quote No. 2 16/-.

PAPUAN GUM: £95 per ton delivered buyer's store, Sydney.

BECHE-DE-MER: Chang Sing Loong Co., Suva, quote F2/- to F4/- lb for well processed commercial varieties.

SHARK FINS: Suva merchants offer F3/- per lb for well-dried fins of commercial quality.

London and US Quotations

Copra: LONDON Dec. 5, Philippines, in bulk, $158 US per long ton, c.i.f., UK/Nth. European ports. Malayan, FMS, delivered weights, c.i.f. UK/Nth. European ports, £Stg.58/-/- per long ton. NEW YORK: Dec. 5, Philippines $147 US per short ton, c.i.f. Pacific Coast ports. CEYLON: 765 Rupees per ton, c.i.f. (£1 Australian is equal to about 2.25 US Dollars; £1 Aust. equals approx. 10½ Rupees).

Coconut Oil: LONDON, Dec. 5, Ceylon, 1%, in bulk, £Stg.84/10/- per ton, c.i.f., UK/North European ports. Straits, 3%, £Stg.78/-/- to £Stg.79/-/-, c.i.f.

Rubber: LONDON, Dec. 5, c.i.f., RSS No. 1, Spot, 22⅞d. Stg. per lb.; RSS Mar., 1962, 23¼d. Stg. lb.; Nov. shipment 22⅝d. Stg. lb.

Drying Tropical Crops

Mr. Kevin Bowtell, senior executive of Ian Hardy Industries Pty. Ltd., Melbourne, recently visited Fiji, Papua-New Guinea and Dutch New Guinea for discussions with agricultural officers and to investigate possibilities for new equipment for plantations. His conclusion was that oil-fired drying systems would play an increasingly important role in future in the production of such crops as cocoa and copra.

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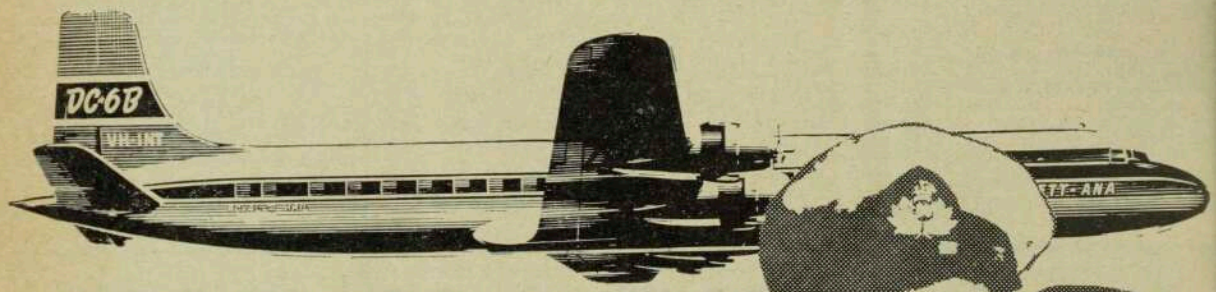
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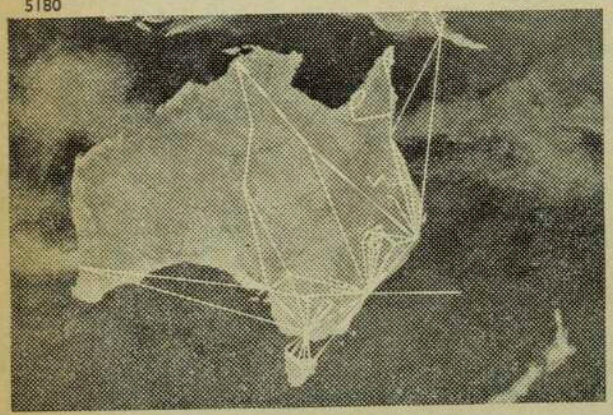
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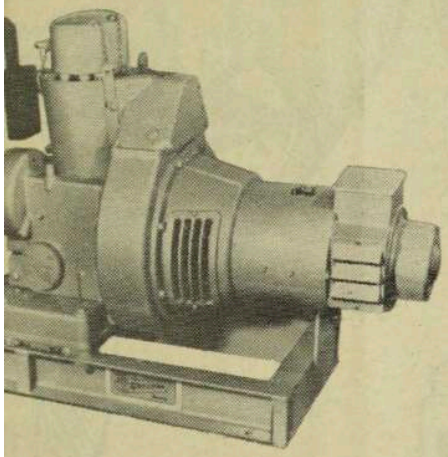
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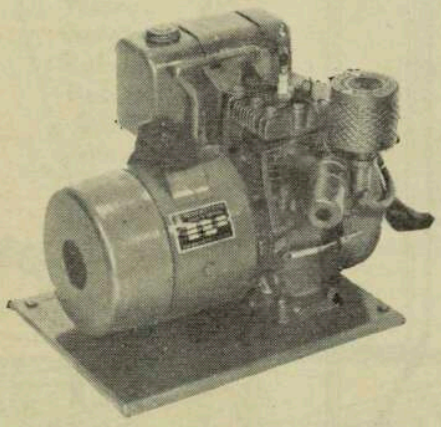


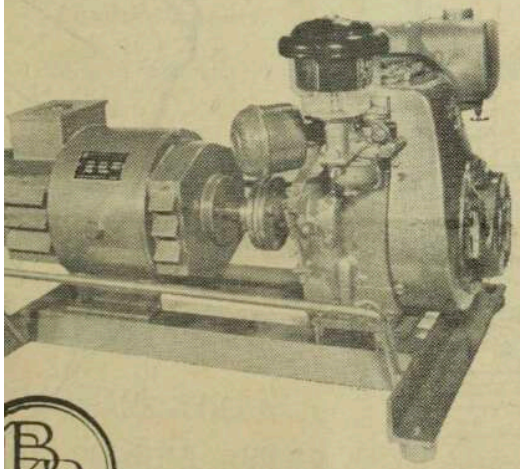
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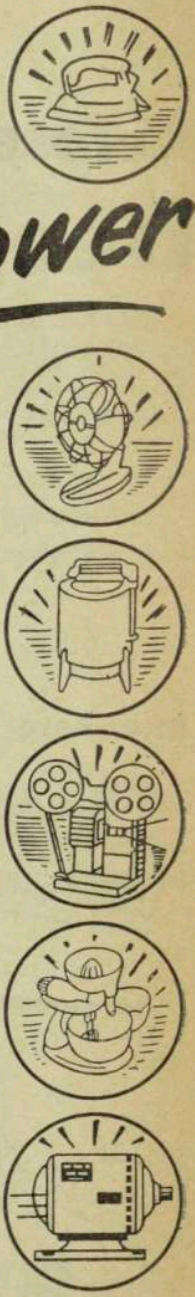
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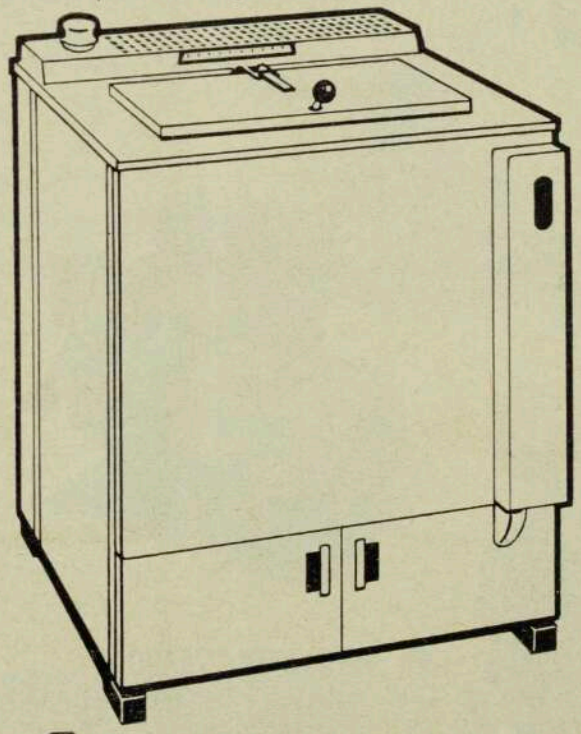
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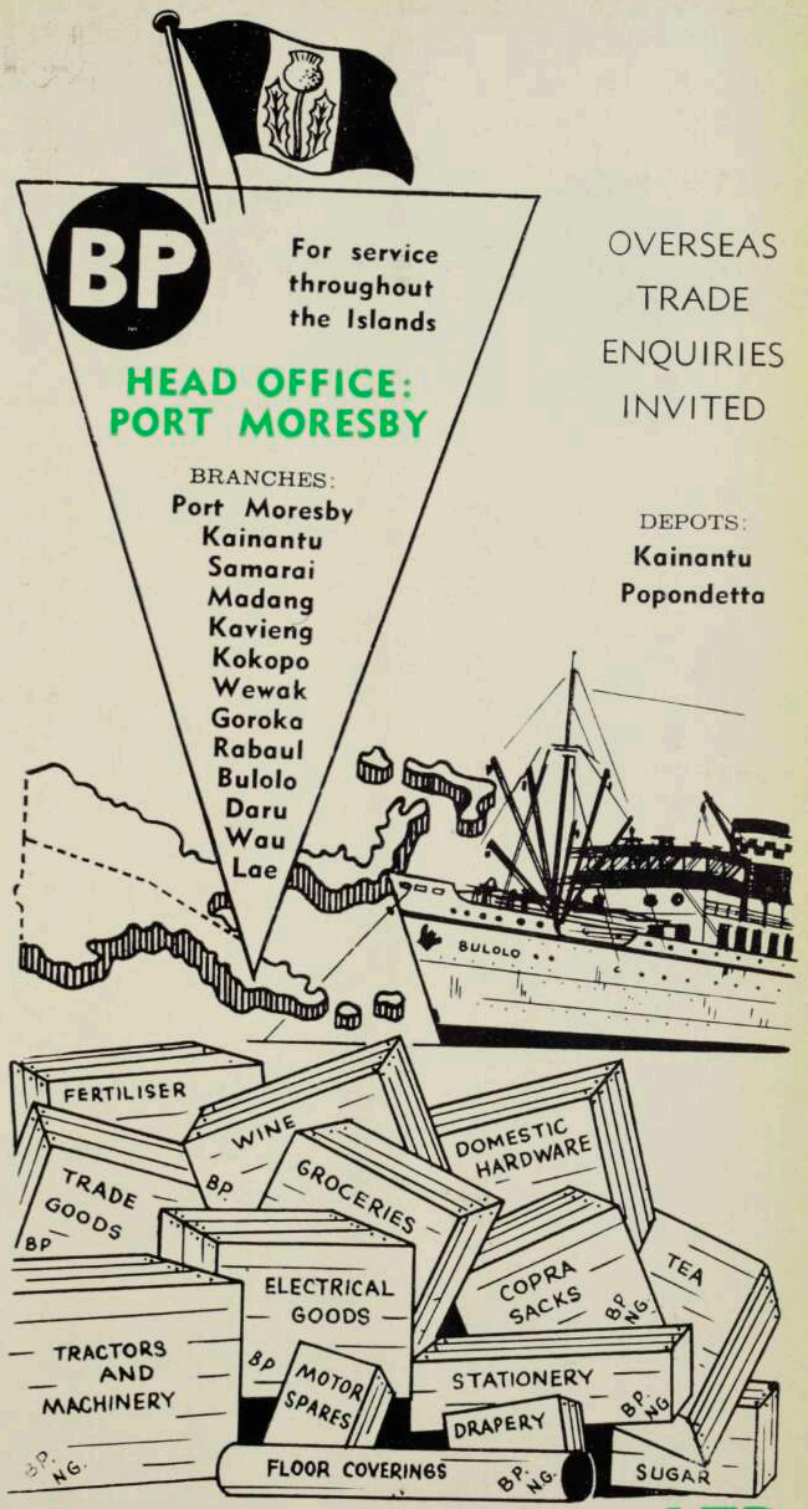
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