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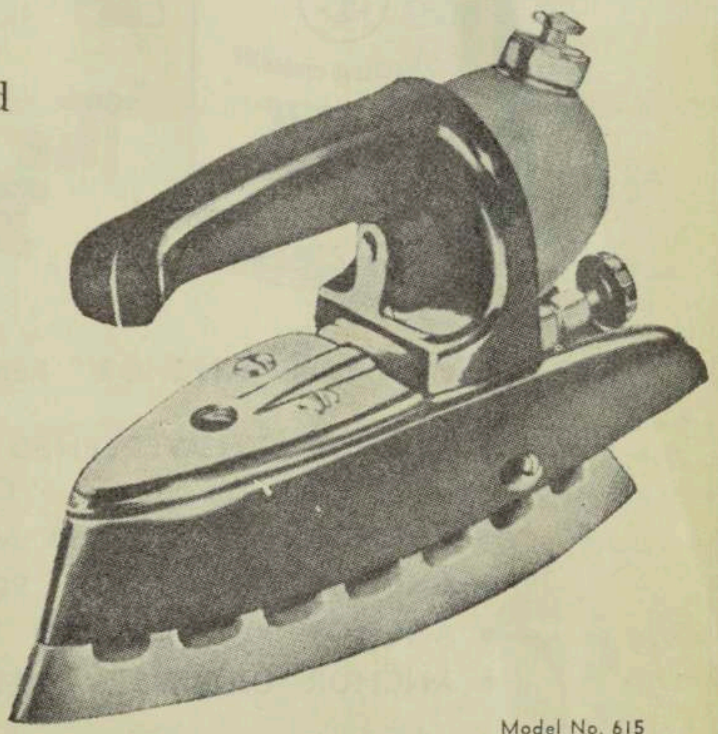
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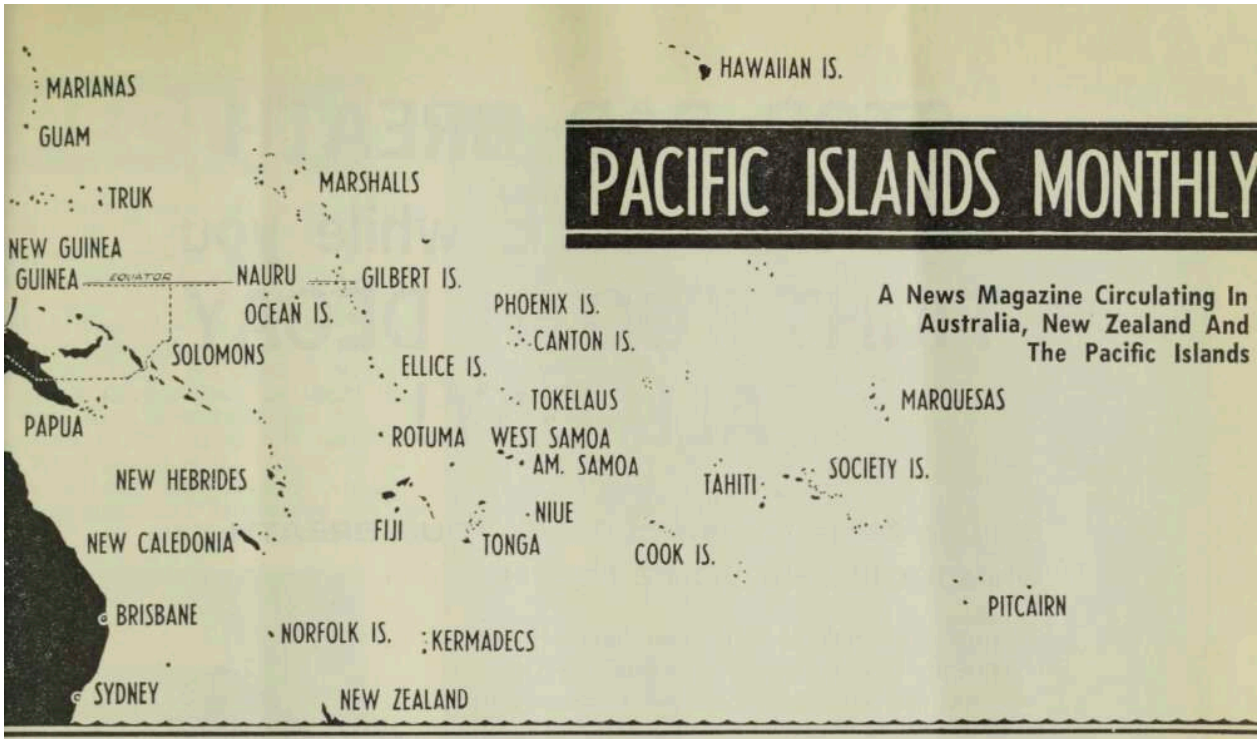
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THE COVER: The dawn of modesty in the South Seas. A piccaninny whose father is a launch boy from Lilihina Plantation, British Solomons, is not so sure that the camera isn't intruding on her water sports. But she might just as well have saved herself the trouble as far as her little companion is concerned. The charming picture was taken in the BSIP by Paul Brown.

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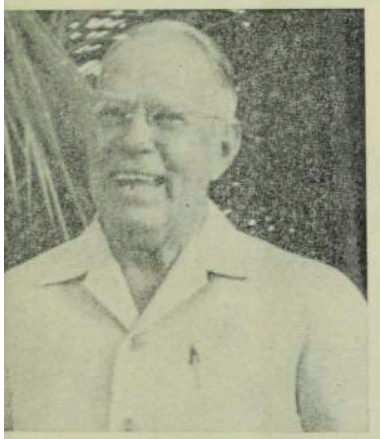
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PEOPLE

he Commissioner of Police in , Mr. R. H. T. Beaumont, col- ed with a sudden "black-out" at ney Airport on February 4, when was on his way to a Police Con- tion in Tasmania. He was taken at e to South Sydney Hospital for ialist treatment. No cause of Mr. umont's collapse could be found, three days later he caught the e back to Fiji, apparently quite . When he fell at the airport, he red his head rather severely, and the circumstances he decided to el his visit and return home.



y festivities, and a flood of letters and grams from all over the world, greeted iji veteran, Sir Hugh Ragg, last month, he attainment of his 80th birthday. ry 26 is a significant date—Australia born on that day, and so was "Hughie" almost exactly 100 years later, in Fiji.

r. Richard Salisbury, assistant essor of anthropology at the Uni- ity of California, at Berkeley, re- ed to San Francisco in January another field trip to study the e in the Eastern Highlands of Guinea. On this trip to New nea, he was accompanied by his , a sociologist, and their two ll children. A former Australian onal University scholar, Dr. sbury, 35, also studied the pro- es of economic change among the i people of the Gazelle Peninsula. is book, *From Stone to Steel*, is e published soon by the Mel- rne and Cambridge University ses.

* * *

rs. Vida Mozzell, of Sydney, is g to keep alive her memories of ar she spent in New Guinea 30 s ago. t the back of her Sydney home



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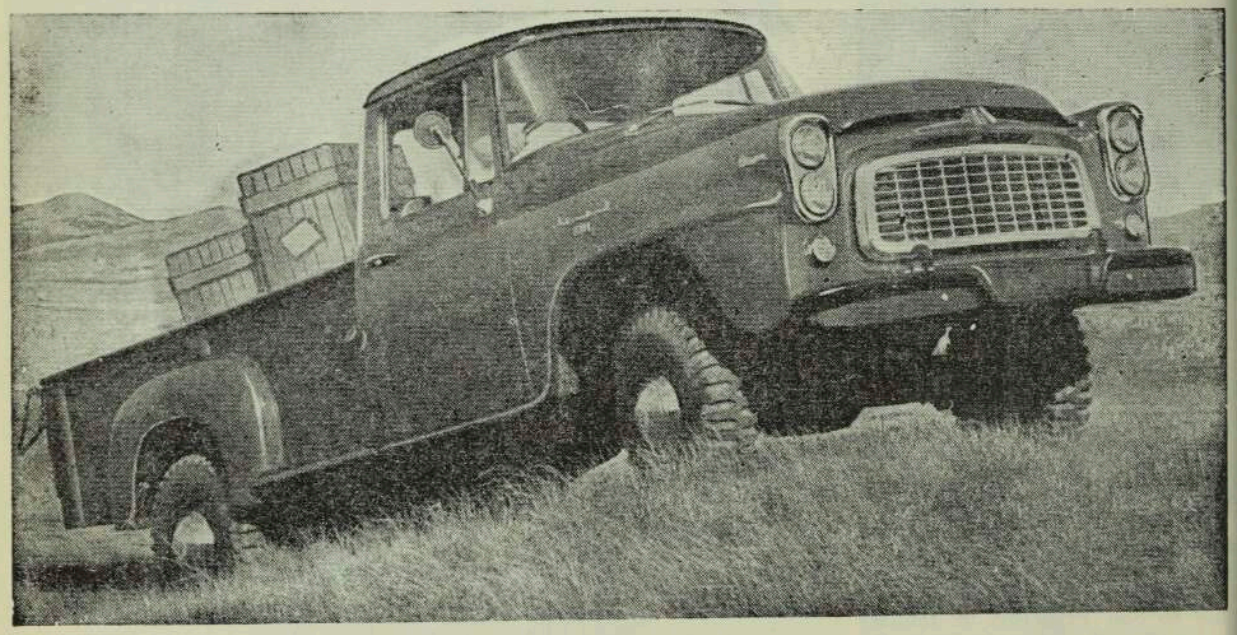
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corrugated iron and fibro shed
sing relics and reminders which
collected during her visit. All the
s she collected are hand-made,
range from clam shell bracelets
eadstones, which are carved from
d and bear a likeness to the head
chief who has died. Most of her
ction comes from the Sepik.

* * *

hen the committee of the Kone-
Club, Port Moresby, rejected
pplication for membership from
ixed-race public servant, Julius
, Mr. J. K. McCarthy, Director
Native Affairs, who nominated
, resigned. The club was asked
reconsider in January. Result:
was still not admitted.





ed from leave recently were Mr. and Ken Nizette, of Lae (top) who with their children went off to Singapore and a of Malaya. And passing through Lae the same time on their way to Aus- to begin leave were ADO Alex Zweck, Mrs. Zweck, of Bougainville, but well wn in Lae and other parts of P-NG.
Lower photo: Pat Robertson

e island paradise of Moorea, 12
across a channel from Tahiti,
be home for a small group of
eologists from Auckland Uni-
y for the next two or three
hs. They are, Mr. Roger Green,
r lecturer in pre-history and his
y and Miss Janet Davidson, a
ber of the University
aeological Society. They will
the beautiful volcanic valley of
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and contains the remains of
than 500 stone structures. Their
is being supported by the
rican Museum of Natural
ry.

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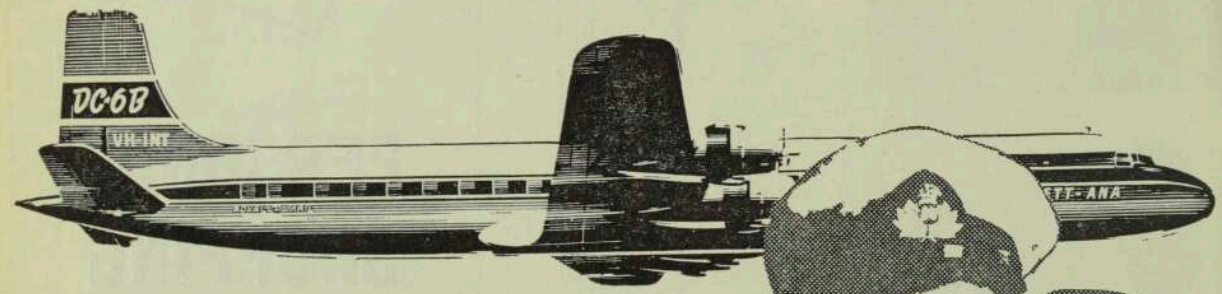
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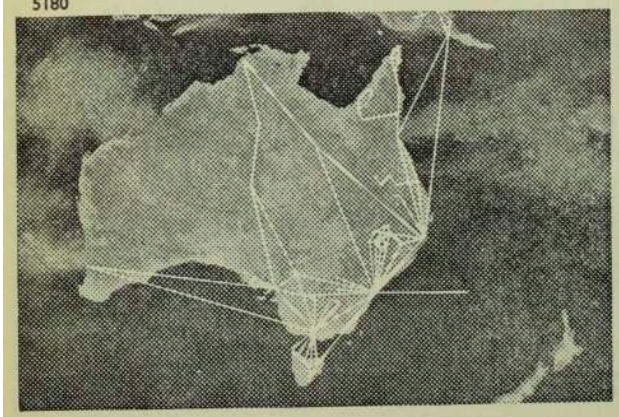
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nong the recent farewells to long- Islands residents were two of cular interest—one in Rarotonga, Islands, to Mr. Maurice Baker, has retired as Director of Agri- re in the Cooks, a position he eld since 1939; and another, in New Hebrides, to Dr. Knox eson, Medical Superintendent of elebrated Paton Memorial Hos- since 1947. Dr. Jamieson will ving in Australia. Besides being st-rate medical man he is ac- ed in the New Hebrides as a anic of no mean ability, a htsman, musician, actor and lawyer!

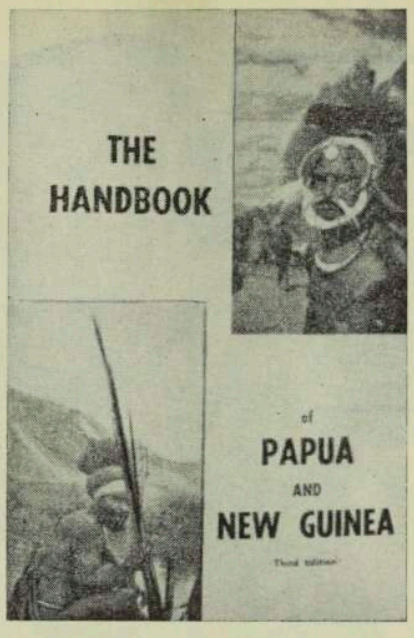


led to return to Suva from Sydney in were Mr. and Mrs. William Wildin. ildin is Pasture Research Officer with i Agriculture Department but for some e has been doing research in Australia he CSIRO. His object is to develop a which will resist the long dry as well short wet seasons of northern Viti Levu. Tele-Photos

M's New Caledonia corres- nt Fred Dunn reported in ry that Noumea was in the of an invasion of stage acts Australia—"they include Ger- Italians, Filipinos—and even alians," he said. "There are e singers, copies of Elvis y, a strip teaser and a hypnotist. usly, all these artists, like Aus- n visiting boxers, are billed as umber ones of Australia . . . e locals must think Australians weird mob. NZ and Australian riders have also been appear- n local tracks."

* * *

new expedition to the snow- ed Cartensz Peaks in the NNG al Highlands has set out to reach



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ore than 15,000-feet high Car- pyramid. The expedition is led e Austrian alpinist, Heinrich (49), a noted climber who experience in Europe, Africa e Himalayas. In the party are l Kippax (30) an Australian, Temple (22) New Zealander, ree Dutchmen, Dr. Valk, Mr. ga and Mr. ter Laag. The ex- n will also carry out observa- in the ethnological and geo- fields.

* * *

West Samoan policemen in y found that Samoan youth aking its new found inde- nce seriously. The two left police car in the street while nade a purchase in a nearby returned to hear that it had een heading out of town with y-riding youths at the wheel.



happy about spending four months leave in India is Rabaul, NG, Police Ron Curtis. Ron was born in India served in the Police Force there.

Australian long jump cham- Alan Crowley, of Brisbane, to stay in Papua and represent -New Guinea at the Perth e Games this year.

wley's decision was announced nuary by the secretary-treasurer e Papua-New Guinea Empire s Organisation Committee, Mr. Townsend. Mr. Townsend said ley decided not to return to the rsity of Queensland. Crowley, as born in Papua. P-NG will its own athletes competing in ames for the first time.

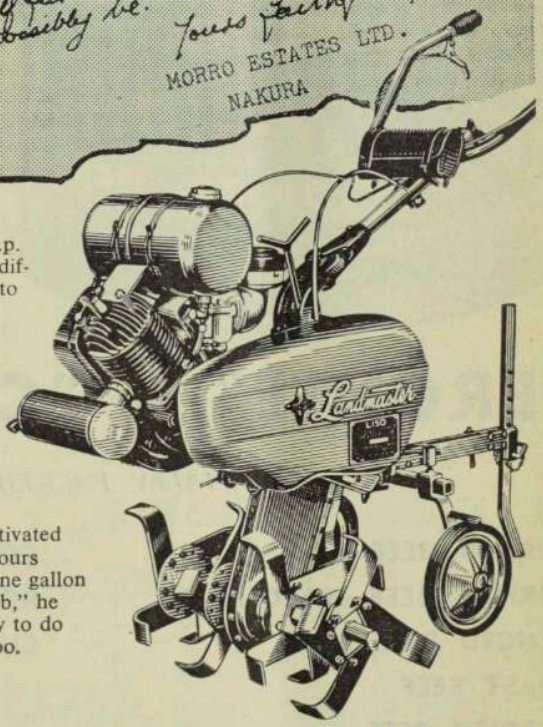
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ıst six years, received the OBE
e New Year Honours—shortly
he had been told of his appoint-
as Government Secretary in the
rt and Ellice Islands. Mr. R.
s; who at present holds the post,
been appointed Secretary for
ctorate Affairs in the BSIP.

* * *

I. F. Donovan, accompanied by
ife, has taken up duty in Nor-
Island as the new Official Secre-
of the Administration. He is
chelor of Economics, and for
time he has been Administrative
r at the CSIRO research station
iffiths, NSW. Mr. Donovan suc-
Mr. Powell who, after some
in NI, now goes with his wife
wo children to the Trust Terri-
of Nauru, as Official Secretary
Nauru, close to the Equator,
t as desirable a place of resid-
as Norfolk; but Nauru's official
, last century, was "Pleasant
l"—so named by early navigators
liked the people and the climate.



ugged up for weather that isn't as kind
i's, Mr. J. P. Amputch, Fiji's Com-
ıer of Labour, visited a British
um refinery in Kent recently while
on leave.

ss Margaret Gunther, daughter
Dr. J. T. Gunther (Assistant
inistrator of Papua and New
ea) and Mrs. Gunther, arrived
in Australia in December from
r's wander abroad with a friend,
Jan Cullen. With three other
they bought a car in London,
ravelled 20,000 miles in Europe.
heir way home, the two girls
d many Asian countries.
garet Gunther plans to rejoin
parents in Port Moresby in
h.

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Burns Philp (New Guinea) Limited: Kavieng.
Burns Philp (New Guinea) Limited: Rabaul.
Burns Philp (New Guinea) Limited: Kokopo.
Burns Philp (New Guinea) Limited: Daru.
Burns Philp (New Guinea) Limited: Kainantu.

Steamships Trading Company: Port Moresby.
Kam Hong: Lae.
Scotts New Guinea: Lae.
Tang Mow: Wewak.
Laurie Chan: Rabaul.
Wong You: Buka Passage-Bougainville.

HONIARA, B.S.I.P.
A. C. Blair Ltd., Honiara
F. C. Symes Pty. Ltd., Honiara

FIJI
Burn Philp (South Sea) Co. Ltd., Suva.
Burns Philp (South Sea) Co. Ltd., Lautoka

NORFOLK ISLAND
Burns Philp (South Sea) Co. Ltd., Norfolk Island.

B231

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Fiji Enters 1962 With Two New Economic Bosses

There is plenty of resilience in the politico-economic structure ıe British Colony of Fiji. It will need every ounce of it if it is g to surmount the rigours of 1962, without acute social suffering.

CAUSE of treacherous intrigues within the Colony's main in- y—sugar production—in 1960- ıe Colony's income this year is £2 million to £3 million below it should have been. The con- nt obligation to tighten belts, consume less, falls directly upon lasses least able to accept it— ly, unskilled Indians and Euro- ns, and the detribalised Fijians. o agencies now are fiercely at trying to introduce measures to er the effects of sugar-industry ganisation, and too rapid in- e in population. They are the new Development Commissioner the equally new Sugar Industry d.

ey are full of promise, but sadly lue.

ch is a product of recommenda- made by highly skilled and ex- ıced commissioners: Sir Alan s, who was asked to find out Fiji is to feed a population that — and is — increasing in a ɔmenal way; and Sir Malcolm ram Eve, QC, who undertook ask of putting behind the sugar try an organisation which would ct it against various disruptive nces.

e great majority of Fiji's 400,000 e sincerely support the two plans ı new staffs, literally working by side, are trying to put into tion.

either or both should fail, owing competence without or treachery n—or a combination of both— Fiji's plight becomes indescrib- worse.

Factors in Fiji's Problem

e great majority of the people onscious—they do not know why ıt menace hangs over Fiji.

en the minority who may under- something of national eco- cs—officialdom, and the top pro- ınal and commercial classes—do seem to see the situation very ly. Their comments are often eyed and confused.

t the causes of Fiji's troubles, the obstacles in the way of dial action, are plain to see, and be simply stated:

● The extraordinary Indian birth-rate, over three decades, and a high Fijian birthrate over two decades, have produced a population which cannot be fed through the resources now available.

● Normally, an increasing population is provided for by a correspondingly rapid development of natural resources — primarily, the land. But in Fiji the land is held generally by the indigenous people—namely, the Fijians—and Fijians generally live under a communal village system, which tends to prevent the full and proper utilisation of the land.

● The responsible administering authority—the British Colonial Office—although it was warned again and again of what must happen when the irresistible force (of Indian birth-rate) met the immovable object (Fijian land-ownership), failed to deal with the situation when it could have been simply dealt with. It ignored significant reports (for example, the urgent representations of Governor Sir Ronald Garvey, the land settlement plan submitted by W. G. Johnson in 1956, the urgent Legco warning sent to Whitehall in 1952, on the initiative of Mr. Maurice Scott).

● Now, the harassed Colonial Office is trying to do in a year or two, with Fiji's developing local troubles falling thick upon it, what it should have done, slowly and scientifically, over the last 25 years.

● There are five distinct communities in Fiji (Fijian, Indian, European, Euronesian and Chinese) and no spirit of unity between them.

The people of Fiji obviously are hanging on every word and action of the Development Commissioner and

LOOK FOR THESE IN PACIFIC REPORT

Fiji Pay Rise, Armadillos to Fight Snails, p. 115; NG Native Sergeant for Trial, US Samoa Reviews Liquor Laws, 117.

Oil Hopes in NG, Attack on Anti-CSR "Snipers", 119; Fuss Over Lae's Eclipse, 121; NG's New Industry Director, 126.

Agenda for Fifth South Pacific Conference, NNG Research Body Formed, 127; W. Samoan Tourism, 128.

No Elected Legco for BSIP, P-NG Tax-dodgers, P-NG Government at Grass Root Level, 129; BSIP Trade Scheme, 130.



Tafaigata, Class of '62!

Here they are, class of '62, Tafaigata Gaol, Western Samoa—the class that will go down in local history. These gentlemen were all behind bars for various offences, including murder, when in January it was announced all prisoners were to be given an amnesty to mark West Samoa's independence on January 1. The men, about 100, were released on January 6 and January 8, thus leaving the guards with nothing to guard. This group was photographed outside Apia police station on January 6 just before their release.

—Photo: S. A. Whippy.

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the Sugar Industry Chairman, and wish them well. But it would be idle to deny that these two vital instrumentalities are embarking on their jobs under disheartening conditions.

Development Commissioner

The Development Commissioner, Mr. E. R. Bevington, was (according to the Burns Plan) supposed to be the chairman and executive officer of a Natural Resources Council; and it was supposed that the Council would include local residents of experience and skill.

But in this respect, as in some other important directions, the specifications of the Burns Plan were not followed.

SUGAR COUNCIL MEMBERS

The Fiji Sugar Advisory Council, set up by legislation recommended in the Trustram Eve Report, had its teething troubles.

AN election for a representative of the Sugar Employees' Union was declared invalid, and another had to be held. Then the independent chairman (Air-Chief Marshal Sir Arthur Sanders) had a spell in hospital.

Sir Arthur, before he left for England (where he expected to have talks at the Colonial Office about the Fiji sugar industry) saw the Sugar Industry Advisory Council, completed, as follows:

Sir Arthur Sanders (independent chairman), Ratu Edward Cakobau (independent vice-chairman), Mr. J. W. M. Tidex (independent accountant);

Government representatives—the Financial Secretary and the Director of Lands (posts held at present by Mr. H. P. Ritchie and Mr. D. T. Lloyd);

Millers' representatives—Mr. J. C. Potts (chief manager of the CSR Co. in Fiji), Mr. J. M. Aitken (manager of the Lautoka mill), Mr. A. S. Hermes (manager of the Labasa Mill), Mr. L. M. Sherwood (the CSR industrial manager in Fiji), and Mr. Lil Ram Sharma (a CSR field officer);

Growers' representatives—Swami Rudranand, Mr. Ujagir Singh, Mr. G. R. Bhola, Ratu Marika Latianara, Mr. Ram Jati Singh;

Mill workers' representatives—Mr. Mohammed Ramzan (secretary of Public Works and Allied Workers' Union), and Mr. Mohammed Tora (secretary of Wholesale and Retail Workers' General Union);

Fiji Sugar Tradesmen's Union—Mr. C. A. Eyre.

There is no Natural Resources Council.

Probably, that suits Mr. Bevington very well. Top bureaucratic planners, the world over, do hate to be cribb'd, cabin'd and confined to down-to-earth advisory bodies which want to see 20/- worth of gain from each £1 spent.

Instead, Mr. Bevington has in a sense been removed from the influence of the Burns Report—it never was very much liked in Government circles, anyway—and he has been, instead, made Chairman of the Land Development Authority, with a Council consisting of Mr. Balgovind (Indian businessman), Ratu Penaia Ganilau (high Administration officer), Mr. G. I. Firmston-Williams (Colonial Development Fund official), Mr. J. C. Potts (Fiji head of CSR Co. interests), Mr. H. P. Ritchie (Financial Secretary), Mr. J. S. Thomson (head of the Native Lands Commission).

It is claimed that this Land Authority really gives substance and shape to that part of the Burns Report which urged the greater and planned utilisation of all unused native land.

"Experience"

Perhaps it does. It also, in some respects, has a singular resemblance to the land settlement plan produced by Mr. W. G. Johnson in 1956, and submitted for consideration.

That plan represented decades of experience and months of thought and planning by Mr. Johnson, who was born and reared in Fiji, and whose quality has been proven beyond question in the world of commerce. The bureaucrats greeted it with praise and honeyed smiles; but it got precisely nowhere. After all, what could a mere *Kai Viti* know of the highly specialised science of administering a British Crown Colony!

It was noticeable that, after that, "Tui" Johnson just quietly faded out of public life, to which he had given decades of useful service, and he took his land settlement plan with him.

There may be here a clue to why the Fiji Government gets only limited help from residents with know-how.

During January, the Development Commissioner—who is one of the most industrious and tenacious Colonial Office men Fiji has seen, and who richly deserves success—has published details of his plans; and of the elaborate, Colonial-Development-based finance structure behind them.

Those finance plans are impressive, but they don't look practical.

(Continued on p. 138)

A Step Towards Self-Government

New Moves In New Guinea Public Service

From a Correspondent

PORT MORESB

Official statements made Port Moresby towards the end January concerning the future of t Public Service in Papua-New Guin had a mixed reception although mo Territorians agree that what is pr posed is another step toward eventu self-government in P-NG.

THE statement that triggered t reaction was made by Admi strator, Sir Donald Cleland, January 25. It concerned the bro proposal of the Australian Gover ment to reorganise the Territo Public Service and absorb into it t present Auxiliary Division (for nati public servants) and about 10,0 other natives who are at prese classed merely as "administrati servants".

The way had been cleared for t Administrator's statement the pr vious day when the Public Servi Arbitrator and the Public Servi Association announced agreement relation to claims lodged by the PS on behalf of members of t Auxiliary Division.

But what Sir Donald said was, fact, a reiteration of what t Minister for Territories, Mr. Pa Hasluck, had already said in Parli ment in Canberra on October 1961. This had been mixed up wi a general statement on "education social and economic advancement Papua and New Guinea" (see *PI* Nov., p. 59), but was introduced the last week of that Parliamen life and failed to attract any atte tion. (Except from the Oppositi which was not concerned so mu about what he said as *when* he sa it—they claimed that he gave the no time to debate what he said).

The Minister's statement concern the five year period commencing Ju 1, 1962. The Minister said that those five years, it was expected th 2,000 expatriate officers and 2,5 indigenous staff would be recruit to the P-NG Public Service. addition, consideration was bei given to the idea of absorbing som thing like 10,000 "administrati servants", at present employed outsi

(next page please)

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PS as drivers, agricultural kers, postal workers, firemen, etc., the service in a section com- ble to the Fourth Division of the tralian Commonwealth Public ice. If this were done, it was cted that the percentage of native ers in the PS would be over 66 cent. by 1967.

r. Hasluck did not say anything ific about the abolition of the nt Auxiliary Division of the PS t the Administrator did:

he broad intention of the Gov- ent was the inclusion of the r Administration native servants he Public Service proper, the tion of the Auxiliary Division as , and the absorption of its mem- into divisions of the new Public ice. This reconstruction would ably result in a Public Service our divisions, arranged according ualifications and nature of duties. objective is a unified Public ice which in due course would within the capacity of a self- rning Territory to recruit and ce."

(Continued on p. 138)

Eyes on Torres Strait

Nauruans 'Won't Accept' Resettlement Offer

From PIM's Nauru Correspondent

With less than two months to go before the arrival in Nauru of a United Nations Mission which will take a first-hand look at Nauruan resettlement plans, the Nauruan people have shown no signs of changing their attitude.

THEY are still adamant against accepting proposals by the three Trustee powers — Australia, Britain and New Zealand — which would result in their being moved to one of the metropolitan countries, probably Australia.

They still want an island of their own, where they can retain their national identity. They still feel that Australia has not done all it could in locating a suitable island.

The Nauruan leaders have several islands in mind close to the Australian coast.

One of these appears particularly attractive to them—the large Prince of Wales Island off Cape York Peninsula, right alongside and within sight of Thursday Island.

The Nauru Council wants a small delegation sent to Prince of Wales Island to examine its possibilities for resettlement. It would also like to see some of the other islands. Until this is done, it is unlikely that they will reach a decision on the offer of the Trustees.

[Prince of Wales is the largest island in the Torres Strait group—having an area of about 70 square miles. It is uninhabited, apart from occasional hermits and weekend visitors. *The Pacific Islands Year Book* quotes one writer as saying, "There seems to be enough road metal on the island to build a Prince's Highway from Cape York to Brisbane, enough soul-satisfying waterfalls, palm trees, pandanus, and tinkling and translucent falls to make a tourist traffic, enough fruit land (so they say) to feed Manila, which usually buys oranges from Sydney, and a climate which in winter is full of the wine of life. Fish and game abound but not humanity!"]

The last UN visit to Nauru was in 1959. It was led by Mr. Chiping H. C. Kiang, of China. The new Mission will be led by Sir Hugh Foot, former Governor of Cyprus. The Mission will also visit New Guinea. It is expected to arrive in Nauru in March, and in January the Administration was preparing the airstrip.

The last Mission said in its report that it felt that if a suitable island could not be found for the Nauruans, "earnest consideration" should be given to the community's gradual integration into one of the three metropolitan countries involved, or into a territory of any one of them where living standards were comparable to the high standard at present being enjoyed by the Nauruans. The

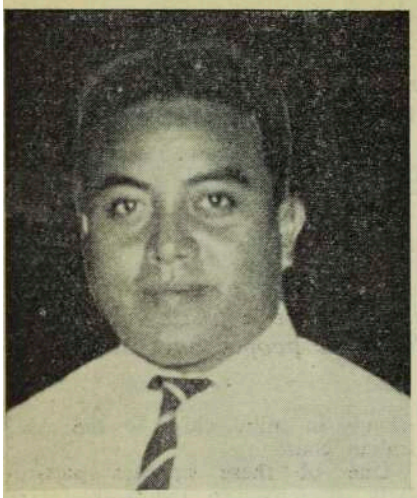


Christmas With Queen Salote

It was a great thrill for these Tongan students in Australia when they spent Christmas with their ruler, Queen Salote. The Queen was in Sydney for a month over Christmas—her first spent in Australia—and the students were invited to join in a real Tongan Christmas with her. While in Sydney, Queen Salote did some research to gather material which will be used for the first official history of Tonga. She learned for the first time—with great interest—of the part played in Tonga's history by the Spanish navigator Malaspina (his story is reported on p. 19). In the evenings the Queen was a TV fan, with a preference for mysteries and adventure.

Photo: "Sydney Morning Herald"

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FROM PROBLEM TERRITORIES. Buraro Detudamo and Petrus Tangkatana were both in Australia in January, Buraro as a fine representative of the Nauruan people and Tangkatana as a fine Dutch New Guinean. Buraro, a Nauruan leader, has been appointed buying agent in Australia for the Nauru Co-operative Store. Petrus, from Hollandia, was attending a Students' Christian Movement Conference. He currently lives in Port Moresby where he attends the Medical School —one of seven NNG students who hope to be trained as doctors. There are 29 students at the school and first graduates are expected in 1966.—Top photo by Christmas Bam.

Mission suggested the South Pacific Conference might help in solving the problem [the next Conference is in July at Pago Pago].

Australia, as the administering authority, looked at the situation, and then sent Mr. Dudley McCarthy, an assistant secretary of the Territories Department, to Nauru to outline proposals for a resettlement scheme. The scheme he outlined at public meetings in Nauru was the one he eventually announced at the UN last June. The UN announcement was the first made publicly, for there had been a certain amount of secrecy involving the whole scheme. Some Nauruans were even taken to Canberra for discussions, on the quiet.

(Continued on p. 137)

NG COUNCIL DISCUSSES DILEMMA

By F. A. Jones, of the Australian Broadcasting Commission*

HOLLANDIA.

In Hollandia, West New Guinea, in late January, the newly created Legislative Council began the most important meeting of its short history.

THE Council was set up by the Netherlands Administration as a voice for the Papuan inhabitants of West New Guinea. Originally it was required to submit to the Netherlands Government by next April its views on the target date for self-determination—the Dutch proposal is that the inhabitants should decide their own future.

However, in view of the tense situation which has developed over West New Guinea, a special meeting of the Council was called for January 22. It is expected the session will last for two or three weeks.

The opening coincided with the arrival in Hollandia of the Netherland's Secretary of State for New Guinea affairs, Dr. Theo Bot. Dr. Bot says the aim of his visit is to see for himself the progress made since his last visit. He hopes also to see more of the country and get the feeling of the people.

Local Reaction

How do the Papuan leaders in the Council feel about all this? Among the more vocal of them, feelings seem to be running high. They say they have not until now been consulted on what their future will be if the area is handed over to Indonesia.

Herman Womsiwor, one of the most articulate members of the Council, claims there is a real fear among educated Papuans that if West New Guinea comes under Indonesian control, there will be no possibility at all of the people being allowed to run their own affairs. He says that Indonesia would be substituting Asian colonialism for Dutch colonialism. Womsiwor and some other members say that Indonesia doesn't have the "know-how" economically or technically, to run the country.

Although there is no party system in Papuan politics, the members of the Legislative Council can roughly b divided into two groups—the co servatives and the progressives. Th conservative group doesn't want rush into self-determination, for says that freedom before the peop are ready for it would be meaningles The progressives, on the other han are talking about self-determinatio in five or at most 10 years.

The conservative leaders claim th can out-vote the progressives alo with proposals for self-determinatio It's likely that the conservatives w propose to the Council a scheme f closer ties between West New Guin and Australian Papua-New Guinea.

Some conservatives say that pla should be formulated now for future federation of New Guine Another proposal the Council w dicuss is one for over-all conscriptio to raise a force of Papuans to defe

(Continued on p. 137)

* Broadcast by the ABC on January 23 and printed by permission.

A SHOOTING WAR

A naval clash between Indonesians and Dutch off the south-west coast of NNG, east of Etna Bay on January 15, brought the NNG situation back into world headlines.

When three Indonesian motor torpedo boats opened fire on a Dutch reconnaissance aircraft, one of the two Dutch naval vessels opened fire on the MTB's, sinking one. The other two raced off. The Dutch ships picked up 35 armed survivors from the MTB, and the Dutch announced that captured documents revealed that the three MTB's had contained more than 100 Indonesian army men who were to be put ashore in rubber boats near Kaimana to wipe out the Administration post there.

The captured men were later returned by the Dutch.

The clash led to great activity at the United Nations, but there were no later developments of any importance until February 5 when following a violent Indonesian demonstration outside the US Embassy in Djakarta, the US withdrew permission for Dutch troop planes to land on American airfields (notably in Hawaii). The US decision caused criticism inside and outside America.

(For the latest Australian attitude on the NNG situation see "Canberra Report", page 93.)

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168 Years Old— But It's News



Newspapers and magazines do not usually publish news that is more than a couple of weeks old. But this month "PIM" publishes a story that is 168 years old—and still news!

It is the story of how a Spanish navigator, Captain Alejandro Malaspina, visited the Vavau archipelago of Tonga in 1793 and took possession of it for the Spanish Crown during an official voyage to the Pacific lasting nearly five years.

Although two accounts of Malaspina's voyage have been published in Spanish, this is the first time that the story of his visit to Tonga has been told in English. Pacific historians have apparently been unaware that the visit ever took place.

Sydney journalist Robert Langdon (pictured), who dug up the story at the Sydney Mitchell Library, says his discovery of it was the result of "a sudden flash of inspiration".

"Several years ago," he says, "I read of Malaspina's visit to Sydney in a letter from Acting-Governor Grose to the British Colonial Secretary, which was published in the 'Historical Records of Australia'.

"Then one day recently it occurred to me that if Malaspina had visited Sydney, he had probably also visited other places in the Pacific.

"Hieing to the Mitchell Library, I found the accounts of his voyage published in Spain in 1849 and 1885.

"Since I can read Spanish following several years in Spain and South America, I soon learned that Malaspina had visited Vavau and had actually taken possession of it.

"I felt pretty sure that nothing about this had ever been published in English, and a check through literature on Tonga and the Pacific confirmed this."

Langdon, who is a frequent contributor to "PIM", is the author of a history of Tahiti called "Island of Love", which was published by Cassell in 1959 and issued as a paperback in 1960 by Ace Books.

Forgotten Navigator Annexed Vavau For Spanish Crown

BY ROBERT LANGDON

Of all the island groups in the South Pacific, Tonga is the only one that has never been a olony of a European power. Yet if the Spanish Government had followed up the action of ne of its navigators in the last decade of the 18th century, Tonga—or at least its Vavau archi-elago—might now be a colony of Spain.

The navigator in question was Captain Alejandro Malaspina, commander of the Spanish ships "Descubierta" and "Atrevida", who planted the Spanish flag in the Vavau archipelago and annexed it on behalf of his government on May 30, 1793.

THOUGH Malaspina's action was a notable event in the annals onga, there is no mention of it y book on Tongan or Pacific y.

is, however, is not really surpris- s few deservedly famous men been more forgotten than spina.

laspina, who made the last out- ing sea voyage for Spain, was gned to oblivion in his own life- and his name has never been rehabilitated.

Like Columbus, Spain's first great navigator, Malaspina was an Italian. He was born in Lombardy, Italy, on November 5, 1754, and joined the Spanish Navy when he was 20.

He visited China in 1776, fought against the British in 1779, commanded the frigate *Asuncion* on a voyage to the Pacific and Asia from 1782 to 1784, and later commanded the frigate *Astrea* on a voyage round the world.

On his return to Spain in the *Astrea* in 1788, Malaspina and another senior naval officer called Jose Bustamente y Guerra wrote to the Minister for Marine suggesting that the government should send two ships to the Pacific in the interests of science.

They said that for 20 years France and England had been sending expeditions to the Pacific for the benefit of navigation, geography and humanity, itself, and that a Spanish



The picture above, one of the ma excellent ones drawn by artists of t Malaspina expedition, was publish in Malaspina's "Voyage Round t World" in 1885 over the captio "Dance of the Men in Vavau Below—Captain Alejandro Malaspin the forgotten Spanish navigator. Bo pictures are from copies in t Mitchell Library, Sydney.



expedition should be along the lines of those of La Perouse and Captain Cook.

They said that the Spanish expedition should also prepare hydrographic charts of the most remote regions of America and investigate the commerce and political situations of Spain's American colonies.

The two officers suggested that the expedition should visit the Falkland Islands, round the Horn, run up the western coast of South America to Mexico, visit Hawaii and California, sail up the coast of North America as far as the snows permitted, call at Canton, the Philippines and the Marianas, sail down the eastern coast of Australia to Botany Bay, visit Tonga and Tahiti, then sail home via the north of Australia and the Cape of Good Hope.

This plan, Malaspina and Bustamente said, would take about 3½ years, and they suggested July 1, 1789, as the starting date.

When the Minister for Marine submitted the plan to King Carlos IV, the King immediately approved it and ordered two corvettes to be specially built for the expedition.

Malaspina, whom the Minister had described to the King as the most talented and able seaman in the Spanish Navy, was given command, and Bustamente was named as his deputy.

The two corvettes—*Descubierta* (Discovery) and *Atrevida* (Daring)—sailed from Cadiz on July 30, 1789. The flagship was the *Descubierta*.

Each ship had a complement of 102 men, including two naturalists and two artists. Another naturalist and two more artists were added to the expedition in South America.

The two ships rounded the Horn in December, 1789, and spent about two years on the western coast of America before crossing the Pacific to the Philippines. From there, they sailed to Sydney passing north of New Guinea, and via the New Hebrides and Dusky Bay, New Zealand.

Reaching Sydney in March, 1793, Malaspina and his men were greeted cordially by Acting-Governor Grose and other leading officials in the five-year-old penal colony. Grose gave them permission to make astronomical observations and to collect botanical specimens.

When Malaspina left Sydney on April 12, 1793, he sailed for the Vavau archipelago of Tonga with the express purpose of taking possession of it for the Spanish Crown.

He wrote in his journal that the discovery of Vavau by the Spanish navigator Antonio Maurelle in March, 1781—12 years earlier—had made that archipelago a Spanish possession by right of discovery, but that it was desirable to annex it publicly to put the matter beyond dispute.

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ıe *Descubierta* and *Atrevida* ıed the island of Vavau on May 793, and many canoes came off em before they had anchored.

nong the canoes was a large le canoe bearing "an old, fat called Tubou"—an ancestor, loubt, of Queen Salote Tubou, a's present Queen. Maurelle also met Tubou.

bou climbed aboard the *Des-rta*, greeted Malaspina with a ing of noses, welcomed him to u, and presented him with a club, a fowl, and some roots—ably taro or yams

alaspina, in return, gave Tubou ngth of cloth and asked him ne at his table, which Tubou did, ducting himself with much um and admiring everything ıd him".

eanwhile, many other natives had aboard the two ships. They m carried arms, but if they did, were the first objects they d for the Spaniards' trinkets.

brisk trade in coconuts, bananas roots also developed so that e nightfall the Spaniards had ned fresh food in abundance.

make conversation possible, the iards used the vocabulary pub-l in Captain Cook's *Voyages*. they soon found that the dif-ces between English and Spanish ounciation exposed them to gerous and silly mistakes", so switched to a smaller vocabulary ared by the pilot of Maurelle's *Princesa*.

Pilferers Active

a precaution against attack and s, Malaspina ordered all the es to leave his ships at night-But two managed to remain oard—one in each ship.

ıe one in the *Descubierta* was noticed until he had opened al portholes and had escaped canoe with several suits of ing. On being caught and ght back with Tubou's help, he lashed to a cannon and given ste of the cat, besides being ght the terrors of the musket".

is punishment, however, did not other natives from pilfering, the Spaniards were plagued by nuisance for the whole of their

ıt apart from this, the Spaniards' ırn was not marked by any un-antness. The natives helped to water their ships. They ided dances for their entertain-. And they conducted the

(Continued on p. 140)

STORY OF BURIED TREASURE —WITH A DIFFERENCE

Ever since the first Spanish navigators entered the Pacific in the 16th century, stories have been cropping up about fabulous treasures which Spanish seamen are supposed to have buried on various islands.

FOR instance, there's the story of an enormous treasure which is reputedly hidden on Pinaki atoll in the Gambiers. This is said to comprise four tons of gold and a huge quantity of pearls, diamonds and amethysts—all in metal caskets sealed with lead and bearing the face of Father Combes.

Then there's the story of the Spanish galleon which is supposed to have left 15 tons of gold bullion in the Tautira district of Tahiti in 1774.

Another story concerns a huge hoard of Spanish-American dollars reputedly buried on Suwarrow atoll in the Cook Group; another concerns a fortune in loot on Cocos Island, 500-odd miles from Panama; and, as a final example, there's the age-old tale about another Spanish hoard on an atoll in the Tuamotus.

All these stories have three things in common:

(1) No contemporary documents exist to show where the various treasures are hidden, or even that treasure was buried at all.
(2) No one can explain why the Spaniards would have left such valuable caches where they reputedly did.
(3) Despite numerous expeditions to the various islands, no treasure has ever been found.

Now we have a story of buried Spanish treasure with a difference —the story of the document that Captain Alejandro Malaspina had buried in a bottle at Vavau to prove that he had taken possession of the archipelago for Spain.

Unlike the other stories, there is no doubt that this one is true. And because no one seems to have bothered about it previously, there is every likelihood that Malaspina's "treasure" is still where his men buried it 168 years ago.

I believe I know to within a few yards exactly where the bottle was buried. I have been told by a Tongan official who, with the editors of *PIM*, shares my secret, that no one would think of looking in this particular spot for buried treasure.

In the next few months it is hoped to organise an expedition to search for Malaspina's "treasure". If it is found, it will make no one rich, but it will make as interesting a museum piece as the Dirk Hartog plate, left on the coast of Western Australia in the early 17th century and now in a Dutch museum.

According to the journal of Francisco Javier de Viana, the document in Malaspina's bottle bears the following inscription:

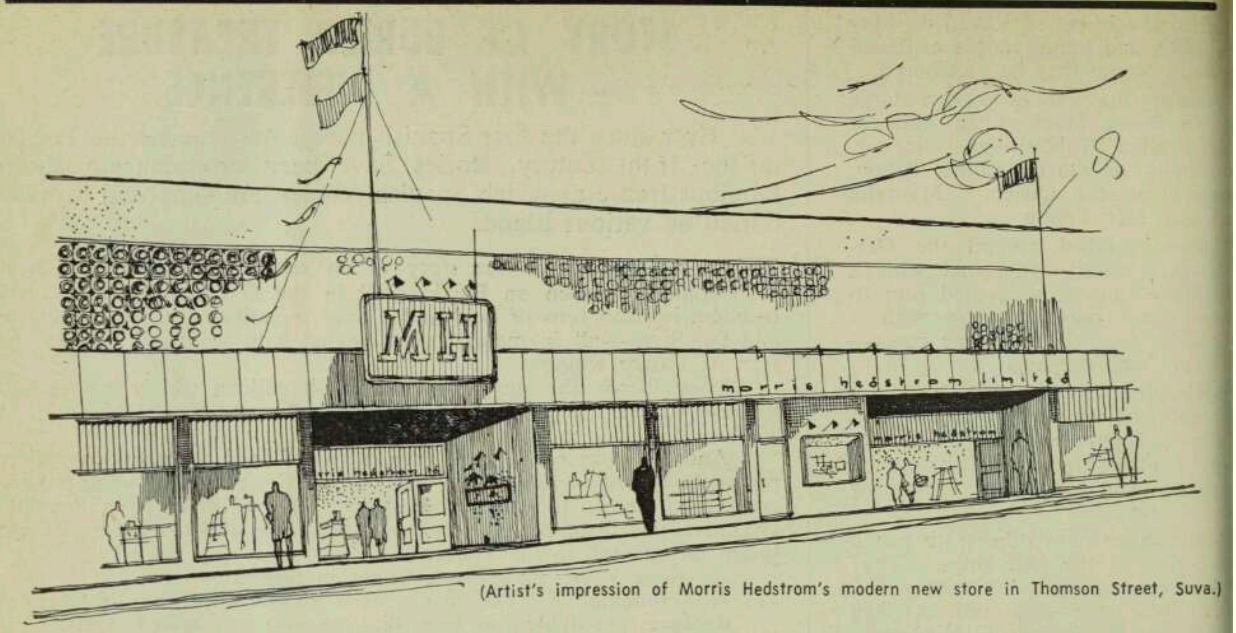
"Las Corbetas Descubierta y Atrevida de S.M.C. a las ordenes de los Capitanes de Navio D. Alejandro Malaspina y D. Jph. Bustamente y Guerra estuvieron en este puerto en el mes de Mayo del ano de 1793 y reconocido todo el archipelago inmediato de Vavao tomaron posesion de el a nombre de S.M. desplegando la bandera en el parage del observatorio, y correspondiendo a este acto solemne con siete voces de 'viva el Rey', si tambien los naturales presididos por su Eigui Buna, los cuales repitieron otras tantas veces 'Vavao toxa Espana', esto es, 'Vavao, hijo de Espana'."

Translated, this reads:

"The corvettes Descubierta and Atrevida of His Catholic Majesty, under the orders of Captains Don Alejandro Malaspina and Don Jose Bustamente y Guerra, were in this port in the month of May of the year 1793, and having reconnoitred the whole archipelago around Vavau, they took possession of it in the name of His Majesty, raising the flag at the site of the observatory and accompanying this solemn act with seven cries of 'Long live the King', as did the natives presided by their chief Buna. The natives repeated the same number of times, *'Vavao toxa Espana'*, which means, 'Vavau, son of Spain'."

—Robert Langdon.

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COMMENTARY

Can Grow It—But ere To Sell It?

M New Guinea eastward to ahiti there are at least ten and growing South Pacific ories with a common problem. h of them, urgently, is seeking of selling more of its primary ts. Each has the embarrass- of a growing population, or standards which are too low; combination of both.

the publisher's desk, at the nt, are:—*From W. Samoa*, a ly-compiled, forward-thinking by the Minister for Economic pment. *From New Guinea*: s official documents describ- epartmental activities. *From Hebrides*: Reports of attempts made to establish or expand ies. *From the Solomons*: l report of Council debates. *Fiji*: Discussions of ways to age industries other than *From Tonga*: Indications of developmental planning by Tungi.

have a common factor. All are new or better markets for ts now available, or being ed—copra, coffee, cocoa, s, oranges, peanuts—so that may be provided for raising standards, and feeding more

and large, the population in rious Territories of the South has doubled in the 30 years this journal was established: e rate of increase is accelerat-

e are various organisations to assist the South Pacific es generally in their adminis- problems. Most are based on ited Nations. The most prom- s South Pacific Commission, ined by cash grants from Aus- France, Britain, USA, New l, and Netherlands.

an extraordinary thing that, ll this planning, nothing has one to create a sort of central ing bureau or clearing-house rmation, to which any South Territory—or, for that matter, ding-firm or individual—could reliable and statistics-supported bout the markets available y Islands product or enter-

world markets for copra, cocoa, coffee and similar leading crops are regularly reported on, and most Islands traders can supply a quotation.

But what of other crops which can be produced in the Islands, but the oversea buyers of which do not look to the Islands? Into that category come peanuts, beef, cotton, tobacco, forest products, mineral ores—an endless list of things. "We can produce it—but where can we sell it?" is a common cry.

There is constant liaison, and frequent exchange of data between the various Territories' Departments of Agriculture. It should not be difficult to add a marketing information section to each Department.

POSTSCRIPT: The records show that in 1959 the Commission offered to assist in the promotion of trade (including inter-territorial trade) and industry, including tourism. It even offered to publish "guides to investors" and arrange inter-territorial studies of established industries. It repeated the offer in 1960 and again in October, 1961. . . . The trouble, of course, is that the development of inter-territorial (or inter-continental) trade and industry calls for agencies much tougher and much more hard-driven than anything seen these days in the comfortable planning rooms of high bureaucracy.

☆ ☆ ☆

High Finance of Some High Bureaucracies

THE official report of the South Pacific Commission which met in late October shows that, in 1962, it is proposed to spend over £300,000; of which over £80,000 goes to "general administration", nearly £200,000 to activities under the "Research Council", and £20,000 to cover the costs of the Fifth South Pacific Conference (which is held every three years, and this year, in July, will be held in American Samoa).

Australia provides 30 per cent. of the funds; Netherlands, New Zealand and Britain each 15 per cent.; and France and USA each 12½ per cent.

In the mind of the cynical Australian taxpayer, the 30 per cent. (nearly £100,000) goes into the same bin as the £15 million allotted to Papua-New Guinea, and the many millions given away each year under the Colombo Plan.

We have heard much about the many millions provided lately for Fiji's help and development by Britain's Colonial Development Fund.

A Fiji publication reminds us that the Sugar Stabilisation Fund was established in 1959, with deductions from the earnings of cane growers and millers. By December 31, 1960, there was over £3,250,000 in the Fund—a little of it invested in Fiji, but most tucked away in London and in other Commonwealth countries. By the end of 1961, this must have increased considerably.

The presumption that this fat Fund is available for financing by Governmental instrumentalities outside of Fiji takes some of the glitter out of the lending of the money (over £5 millions) to Fiji by the so-called Colonial Development Fund.

☆ ☆ ☆

The Role of The Press in Samoa

THE radio stations and newspapers of Fiji, Tonga and New Zealand gave much space and time early in January to a description of the way in which Western Samoa celebrated Independence Day (January 1) and to the fascinating story of how the Samoan community (reduced to 35,000 some 40 years ago) has now achieved nationhood with a population of 115,000.

Australian public media almost ignored the event. Two or three newspapers published special, syndicated articles about the appearance of the new nation; but the picturesque story of Samoa, which could have been most effectively presented, was practically neglected by radio and television. A notable exception was the ABC TV stations. When next Samoa organises such a celebration, it should include a massacre or two, and a couple of fights between screen celebrities, so as to capture world attention.

One commentator in an American weekly magazine reported that Apia folk crept around cautiously at midnight on December 31, fearful of an outbreak by thugs and revolutionaries; but that, strangely, Independence Day dawned without bloodshed. That's the stuff to give them!

Western Samoa's own Press registered a fine performance. Eugene Paul's *Samoa Bulletin's* special issue contained over 30 pages, enclosed in a cover which reproduced the red,

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blue and white flag of the new nation, in colours. The special issue of *Samoana*, which is owned by the Nelson family and vigorously edited by Mr. R. F. Rankin, also was large and impressive. Both contained valuable material covering the history of Samoa, innumerable photographs of notable Samoan personalities, the text of many goodwill messages.

West Samoan newspapers are partly in Samoan, partly in English. It looks like lively rivalry between editors A. H. Russell and R. F. Rankin—which means good newspaper service for that community. A strong and responsible Press can do a very great deal to help independent Samoa meet the many problems ahead, for constructive criticism is part and parcel of democracy.

☆ ☆ ☆

The Hand in the Dyke

NOW that America has withdrawn permission for Dutch aircraft carrying NNG troop replacements to land on American airfields, and Australia seems to have decided it isn't expedient to support the Dutch because bully Soekarno is going to grab his toffee apple, anyhow, those stupid Hollanders might just as well face the facts and leave the Papuans to their fate. The Dutch have nothing to offer but honest principles, and *they* don't count for a cupful of cold water any more.

The Editors' Mailbag

How Do They Fix Those Airline Fares?

A reader in Lae, New Guinea, who says that he likes travelling (and our Travel Talk section), wonders why air fares can't be fixed on a mileage basis. He points out that the air fare from Sydney to Noumea, a distance of a little over 1,000 miles is £A56/18/- first-class, single (£A40/13/-, economy class); while that to New Zealand, something under 1,200 miles, is £A53/12/-, first-class, single (£A41/3/- economy class).

We've been told by the airlines that all fares are fixed by the International Air Transport Association and mileage is only one aspect in costing. To an increasing degree, airport charges are another.

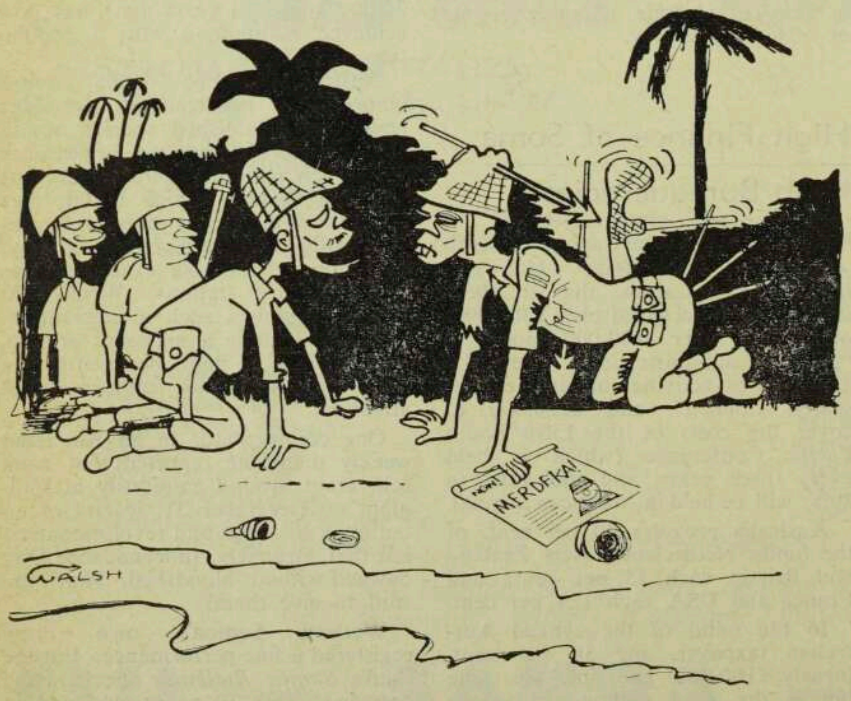
When IATA met in Sydney for its annual conference last October its director-general, Sir William P. Hildred, said that the only way to get vacant seats full in international aircraft was to get fares lower—but this was difficult when airport charges were always going up—an estimated 64 per cent. since 1957.

Some countries are whacking on tax more than others on the theory that the air-traveller (like the moto of a previous generation) is amon the new rich and always good for extra bob.

Every time a jet lands at Lond airport, its owners pay £375— highest landing charge in the wo (All outgoing passengers pay 5/- ea in addition). Sydney is amongst highest priced airports in the worl it costs £217 a time to land a there.

Maybe this answers part of reader's question—although he still go on wondering why the fi class fare from Sydney to Nou is more than it is to Auckland, the economy fare less.

Since 1945, we have been promi faster, better and cheaper air tra We've got the first but not the and the only relief in that dep ment has been, first, the introduct of tourist fares, and now econo fares. (Same thing, different na First-class (it was the only class) NZ 10 years ago was £A39/ What's more, although in those the aircraft were slow, air travel were all pampered like VI economy class travel today—if happen to strike a full plane—has the austerity and discomfort o suburban bus ride.



"You mean, they don't WANT to be liberated!"

Tolais "Just Bearing The Brunt"

A little bit late (our fault) woman reader in Port More comments on Mr. J. R. Foldi's cr ism of the New Britain Tolais the last meeting of P-NG Legisla Council. Mr. Foldi, District C missioner of New Britain, feels the Tolais are his own partic cross, no doubt. Our correspon feels, on the other hand, that can't help being as they are, more than they could help b born with lame legs. This is how sums up:

Mr. Foldi's criticism (though could have been expressed m kindly), is basically true, but no m so for the Tolais than any o groups of native people, who doubtless, thankful they have Tolais to bear the brunt of it. view that they are "unable to see necessity for planning for the fut or for self-discipline" may be c accurate, but to criticise them for is like criticising someone for b born lame.

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anto House Cost Divided by Five

We said in the January issue the PIM that some of the ged salaries and the cost of sing, etc., in the New Hebs (page 131) seemed extrainary but they were "as plied" by a correspondent. One was extraordinary— incorrect. The cost of the ish Agent's new house at to was £11,000, or thereuts, and not £55,000. We e the word of D. J. Gubbay Co. (NH) Pty. Ltd. for this nd they were the builders. ven more amazing than the ged cost of the house was the re given as the salary of a dominium official — £800- per month. We are still ing to hear that this is ng. Over a year it would add to just a few hundreds short what the Governor-General Australia is paid.

ir way of life has never held ought of planning for the future -discipline, as we know it. Can e expected to master this in neration? Or two? I can think ny Europeans, with countless tions of such planning behind who are still not much more ed than the Tolais in this re- What is being done to overcome fficulty? Or are the Tolais ex- to "adapt" (that marvellously word, so often in use up here) e with the challenge?

ould be far more heartening se Europeans and Tolais who enuinely concerned, if a few il Members who let fly with barrage of criticism, came up ome constructive criticism to some hope of overcoming this m, instead of just high-lighting tion which we all know exists.

ABC and tivity

got ourselves in Dutch (no pun d), when we defended Aus- Broadcasting Commission's Australia (January *PIM*) as the "impersonal, unemotional, odied BBC approach". A in Fiji comes back with this: ote that the *PIM* reply to a int about ABC treatment of ekarno ranting says that the ews is detached, like the BBC's. fully agree. It always seems to me that the ABC stuff is a reflection of the standards of Australian metropolitan dailies—the same sensationalism and coloured reports. During the war I was often horrified. A lot of bulletins could have come from Radio Tokyo and there was obviously no discretion in the editing. I don't know who their correspondents are elsewhere but here they use the staff of the Fiji Broadcasting Commission and as a result their Fiji reports are often incomplete and sometimes inaccurate because their correspondents are not trained reporters. My experience has been that there is a big difference between the objectivity of the BBC and ABC."

That cuts the ABC, Australian newspapers and the FBC to size.

But the BBC is not blameless, either, and whatever objectivity it achieves with its overseas news-services it undoes with some of its other activities—to the point where the listener and television viewer may sometimes wonder if the institution's first duty is to provide a voice for the rat-bag element in the UK. Come the protest march—about once a week in Britain—or the sit-down strike amongst the puddles of Trafalgar Square, and the BBC is there interviewing the duffle-coated brigade and sending its opinion over the air waves. Its treatment of more vital, British Commonwealth matters is frequently just as slanted.

Of Melancholy Poets

A letter during the month was from ex-Territorian Jos Holmes, who now lives in Dorset (and swears it has a lovely sunny climate although his wife, Florrie, in another letter describes how the curtains froze to the windows in the recent big UK freeze). Jos discusses Kendall, the Australian poet of last century, wonders why all early Australian poets had such a wide streak of melancholia (probably because they *were* poets, and Australia in the mid-19th century was enough to give anyone the pip), then he goes on:

"I see that Tolala, in December *Talk-Talk* has me down at Numa Numa, Bougainville—I was there, but in 1915 and not 1913 as he says. I was in the Solomons in 1913."

He sends regards to Tolala and continues: "He had several poems published in an old Australian magazine called *Life*, writing under the name of GELT. One of these began:

"Did you ever chew the betel-nut
Talking Pidgin-English to a chief,
etc., etc."

Come in Tolala. *Did* you ever write anything like that in your misspent youth?

Famous Fiji Melody Is From Tonga

From a Correspondent

SUVA.

Who was the composer of *Isa Lei*, the haunting Fijian farewell melody that is known to every South Seas traveller and which grows in popularity each month?

FOR years it has been popular opinion that it was Ratu Tevita Uluilakeba, Tui Nayau (King of Lau), father of Ratu K. K. T. Mara. Fiji basked in that knowledge till about the middle of January when a Tongan noble, the Hon. Tuivakano, on arrival at Auckland from Sydney with Queen Salote, told reporters he had written the song in 1915.

In Fiji at the time this astonishing news broke was the Premier and Crown Prince of Tonga, Prince Tungi, who supported the Hon. Tuivakano's claim. Tuivakano, said Prince Tungi, had written the song when his (Prince Tungi's) father became engaged to Queen (then Princess) Salote.

Soon after Ratu Tevita heard the song sung by Tongan visitors to Fiji and asked a forestry assistant, named Inoke Sateki, to write Fijian words to the same tune in honour of a young woman of rank who was living in Fiji.

Prince Tungi said that in Tonga the song was invariably sung with the Tongan and then with the Fijian words. Only in Fiji was it sung with the Fijian words alone.

"Wide Publicity"

The Tongan account was given wide publicity here, and as a result Ratu Tevita was contacted in Lau.

Ratu Tevita tells a different story, and claims that Tuivakano's story told to NZ reporters was not correct. He agrees that the tune and the Tongan words were brought to Fiji by a couple of Tongans who were accompanied by a Tongan noble. They told him that a man named Paula had written the original music and the Tongan words.

He fell in love with the tune the first time he heard it and wrote to Tonga for the music. When he received it he sent it away to be interpreted into the international scale.

He claims he wrote the Fijian words, which are different in sense

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from the Tongan. Prince Tungi's belief that he (Ratu Tevita) had asked Inoke Sateki to write the Fijian words was not true. Inoke, in fact, had nothing to do with *Isa Lei*, but featured in another Fijian song.

It seems, at any rate, that the melody of *Isa Lei* is Tongan.

The original Tongan title is "Viola lose hina", which means, "With a white rose".

Footnote: The Maori farewell, *Now is the Hour*, was written by an Australian.

Pitcairn's Xmas Was Delayed

Christmas on Pitcairn Island was delayed. "Christmas Day" was held on December 31, when, at 5 p.m., Santa finally arrived and the children received presents.

The delay was caused by a serious influenza outbreak on Pitcairn, which struck all but only six or seven of 112 people who were on the island when the outbreak began. Most of the Islanders were still in bed on Christmas Day.

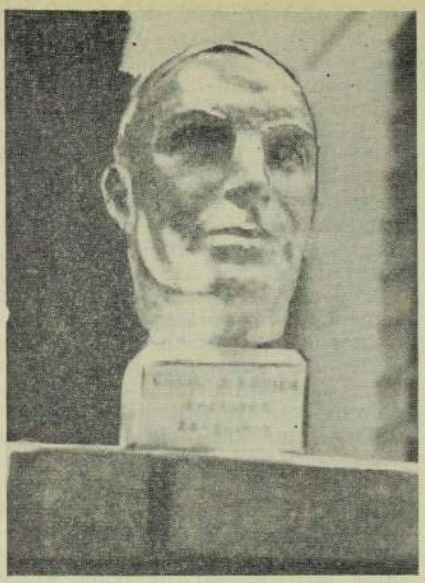
The medical officer, Mrs. E. M. Davies, said it appeared Pitcairn had picked up the epidemic from passing ships (50 ships stopped off the island during the year). One symptom was extreme weakness which persisted long after the fever had subsided.

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. . . . . Margaret Merril.



The bust of Cecil J. Levien.

Memorial To A Famous NG Pioneer

From a Correspondent

LAE

The very expensive head, in bronze, of Morobe District's most famous pioneer, the late Cecil J. Levien, has been set up inconspicuously in the beer-garden of the Hotel Cecil, Lae, for some time past—and scarcely draws a second glance from anyone.

THE hotel expects to move the head out to the front of the hotel at some future date and install it suitably in the middle of flower-beds so that residents and visitors can see it. The head was done by a Melbourne sculptor called Greenhalshe and is said to have cost 150 guineas. It apparently was given to the original owners of the local hotel (the Stewart family) because they knew Cecil Levien well.

The hotel is now owned by a company and many of the present residents of Lae have never heard of Levien—which is as good a reason as any why this memorial to him should be on public view.

Levien was District Officer, Morobe, just after the First World War. He had gone there gladly because he suspected that in the mountains of the then wild, bush district, there was gold to be found.

At the end of 1921, W. ("Sharkeye") Park following a trail blazed illegally by Arthur Darling in 1913 (he had border-hopped into the t German territory from Papua), fo rich gold at Koranga Creek, n present day Wau. Levien was first to hear about it, and in 1 he resigned from the Administrat and went gold prospecting himse

He took out the first Miner's R in New Guinea, under the mi laws then recently promulgated, disappeared into the interior. found about 17 other miners es lished about Koranga, living u the most primitive conditions, w ing fantastically rich gold and tr to keep it quiet.

Levien, too, did well, but he a man of vision who saw beyond lone prospector and gold-digger. was he who investigated the flat the Bulolo Valley, miles below rich workings of Wau and Kora and found there sufficient allu gold to excite overseas interest. was through Levien's efforts those of an Adelaide syndi formed by his wartime friends Placer Development Ltd., a mi company based in Vancou Canada, but with a great deal Australian money in it, bought Bulolo leases, tested them and in sold them to Bulolo Gold Dred Ltd., an operating company in w Placer had a substantial interest.

The BGD operation in the Bu Valley was among the wo most successful gold dredging e prises.

But even while the prelimi financial manoeuvres were ta place, Levien was already reali that no big mining enterprise c be established on the sort of c munications then existing. The g fields were at the end of a 100 m of heart-breaking, foot track wound up and down 8,000 ft ra and along which native car straggled along carrying everyt that went in and out of the g fields in 50 pound packs.

At a time when the world scarcely interested in air transp tion, Levien thought of aviatio a means of solving the proble how to get anything as large dredge into the Bulolo Valley. went to Germany to the Jun factory for the only plane then able of carrying a 3,000 lb tails —the largest single item of e ment in the making of a dredge. this way was Guinea Airways b and until the outbreak of the Pa war it was the most important transportation company in NG.

Levien did not live to see the first real fruits of his enterp He died of meningitis in Melbo in 1932.

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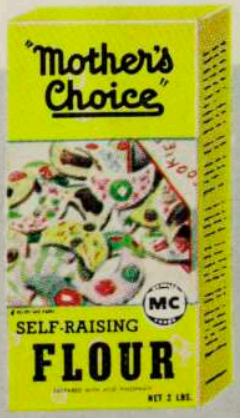
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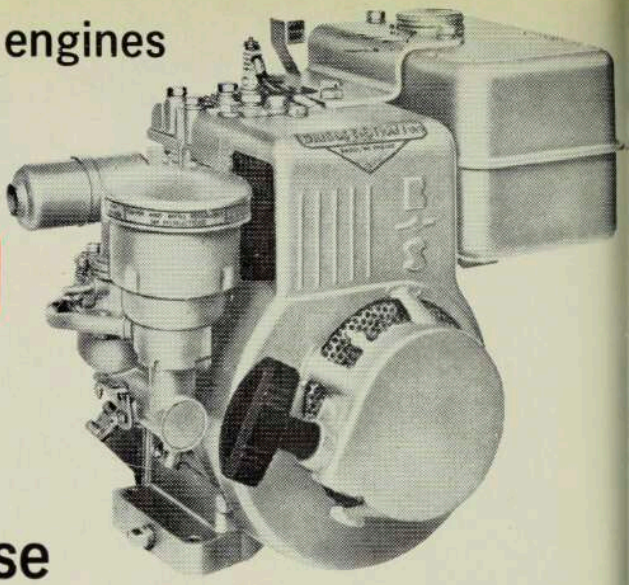
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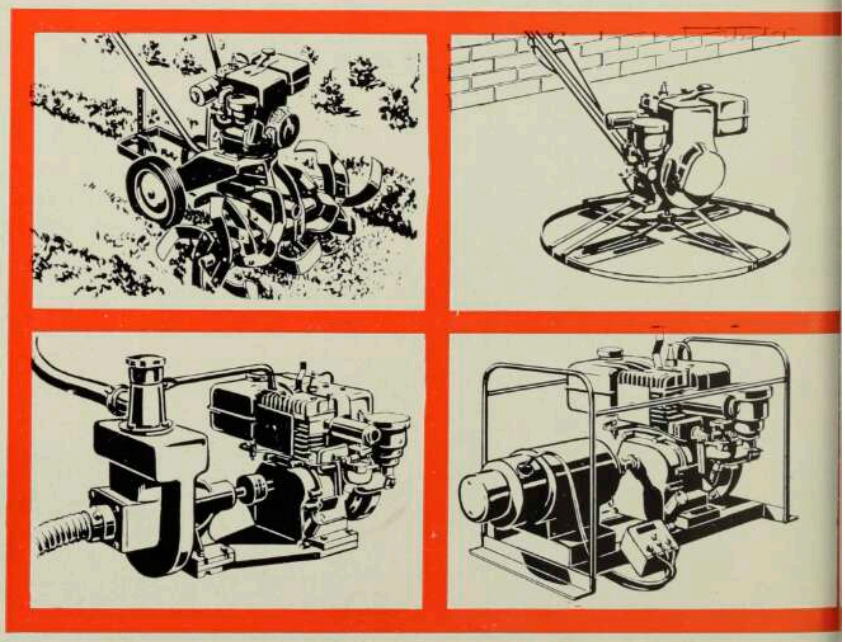
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erritories TALK-TALK

With TOLALA

"Liberator" Soekarno has certainly made world news since put up his Dutch New Guinea smoke-screen to cloud the easy issues around his own home-fires. I refrain from commenting on future developments; much can happen in this anging world between Now and Date of Publication.

COMMENT I will make, however, is the danger of the West ating the actions of the East, naking attempts at analysing rn thinking and logic, according e Western yard-stick of ethics tandards.

must not fail to realise that, our own Halls of Learning are with Eastern students, absorbur thoughts, ideas, standards and al Know-How, we as the nant West (as we are pleased to ourselves) know nothing of rn Ways, or are unable to "think rn" as they are able to "think ern", and so act accordingly, ing only too well what our re- is will be. They have the "wood " in this respect, and we should e it.

s a thought tossed into the Pool eduction and one to remember estimating the value of Eastern is and words. It also applies, ally, to the evaluation of our P-NG natives. How many of us, after years of association with native people, are capable of king native"?

atter of omics

nouncements made by the Joint s of State of Western Samoa that country's independence had proclaimed, referred to the inacy of Samoa's economy to the demands of its fast-growing ation, despite the generous aid ised by New Zealand.

stralian Minister for Territories, Hasluck, who was present at the ony, must have felt that such nouncement was a possible fore- r of what New Guinea Heads ate would remark on their inde- nce when, and if, he attends ceremony.

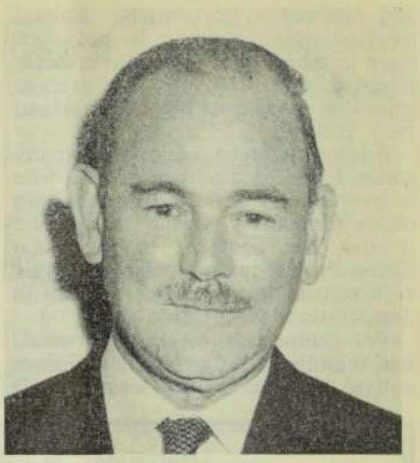
ere are several analogies between ern Samoa and New Guinea: A ered German colony, placed the League of Nations; the lishment of a Public Service e with which to administer the area; the subject of sniping from the League and UNO, and periodically a certain amount of internal unrest. Although, admittedly, the Samoans are of a higher intellect, their tendency for intrigue probably is matched by the New Guineans' primitive mode of life and reasoning.

But what will be the result when New Guinea attains its independence and starts constructing its internal budget?

To begin with, Australia, as mentor and guide, is proud of the fact that it has one of the world's highest standards of living, and in tutoring the world's most primitive people in the ways of "civilisation", it accustoms them to expensive prefabricated houses and paying some of them at the rate of £140 a month.

How will the independent New Guinea government be able to meet such expense without colossal grants to maintain such a standard? Is the Australian taxpayer prepared, out of the goodness of his altruistic heart, to foot such a bill?

With the UNO on our back we are, at present, cutting a very fine figure (or we hope we are), but once independence is granted will our generosity still continue, even prompted by the fear of Communism?

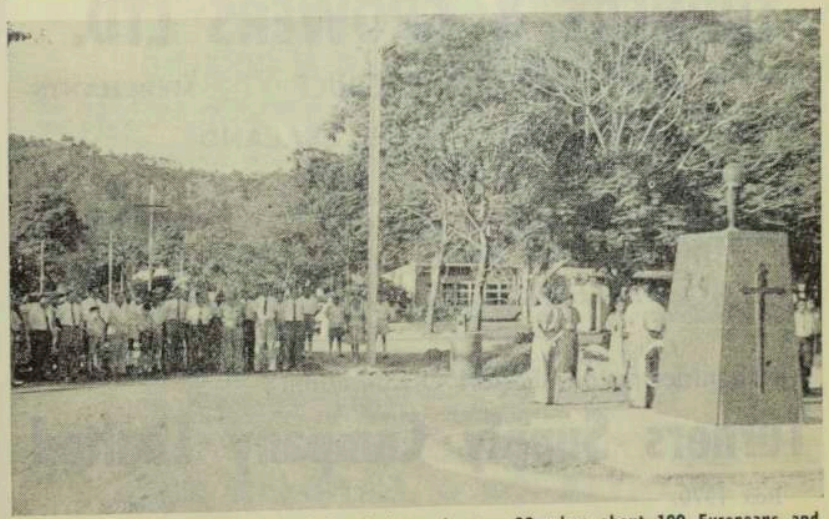


Australian Minister for Territories, Mr. Paul Hasluck.

At the moment in New Guinea we have such economic machinery as the Madang Economic Committee. Does it comprise New Guineans? No. It consists of the District Commissioner, the District Officer, the District Agriculture Officer, the Registrar of Co-operatives and the ADO Local Government. All are officials in the higher income bracket.

Is this a coterie suitable for preparing a primitive people in the intricate ways of present-day economics?

As an indication of the absurdity to which native economic thought may extend—based on our tuition—one does not need to seek further than the extravagant statement by the chairman of the Hanuabada Council when he informed the meeting that the price for brides was £1,000 in goods



This was the scene at the Rabaul Cenotaph on January 23 when about 100 Europeans and natives attended a service commemorating the dark days 20 years ago when the Japanese occupied Rabaul. "Tolala" refers to the date in this month's column.

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and money. Fortunately Rabaul representatives, residing in not such close proximity to Konedobu, later reported that £10 was an average price for a bride in New Britain and New Ireland.

Another feature of our economy comes from the report of a Tolai who is prevented from erecting his own cocoa fermentary, owing to the fact it does not conform to the Tolai Cacao Project protective laws. Surely such restrictions do not conform with democratic ideals. Or do they?

For centuries (how many I would not venture to say) the New Guinea native has made his own simple economy of bartering and living off the land and sea. The fact that he has "got by" with such a system is proved by the mere fact of his survival and the fine physique of the most primitive types when first contacted by Europeans.

And now, in this present age, we are trying to "civilise" him and thrusting on him our own method of western economy; an economy, which even the expert realises, is anything but perfect and which is changing almost from day to day, because it has become so complicated and lacking in co-ordination.

It is this with which we are replacing the old simple system of the New Guinea economy.

It makes one think. Or should make one think, anyway.

New Guinea Art

In December a Mr. L. R. Webb who lives in Hawaii, is reported to have said in Port Moresby: "I have been trying to convince the Administration that it has a nation of native artists like nowhere else in the world. If only it realised this it would make more out of it than coffee."

General Cariappa, then India's High Commissioner to Australia realising the potentialities of New Guinea art, presented a shield a few years ago to encourage such a trend. It was first won by the Sogeri Education Centre under the able guidance of Teacher K. Little. Mr. Little did not interfere with the native idea of art.

A critic of the exhibition this year however, remarked that "it is a tragic disappointment. The once flourishing plant has withered and died. Only the vestige remains here and there . . . One gropes in vain for the native legend in the picture of the Sydney Harbour Bridge or the coastal work boat . . . A far cry indeed from the strange beauty of emerging indigenous art seen in the 1955 Little paintings . . . Has the flame been allowed to die out?"

The obvious remark is: The clash of cultures. But surely it is possible to permit the native art and its expression to travel hand-in-hand with Western education along the road of social development?

Where are many of the old-time treasures so patiently and proudly worked by the natives of yesteryear. The flying-fox teeth tambu-money of Buka; the white sticks of Aua, whale-bone and shark vertebrae with inlaid mother-of-pearl; the King spear of Buin; the weaving of the Mortlock Islanders; the beetle-leg necklaces of Emirau and the tortoise-shell finger rings with silver inlay from Matupi Islanders? And these are but a few of the old artifacts which pleased the eye of the pioneer, but now I suppose have gone with the wind of change.

Let's hope, at any rate, that the exploiters are not permitted to denude the Territory of all its native art objects before the local museums have had their pick.

There was a time in TNG when native arts were a prohibited export and a close check was kept on them. Let's hope it still exists and, what is more, it is well policed.

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Kiki and his wife, who represented P-NG e Western Samoan independence celebra- visited Canberra in January before re- g to the Territory. Kiki is the President ie Kerema Welfare Association in Port by and works in the Pathology branch e Administration's Department of Health. ife is an infant welfare nurse. "Tolala" to the independence celebrations this month.

nty Years

got a shock this morning when rned the leaf of my bunch of calendar and read "January 23". istant bell was ringing in the y of my memory. I paused a ent . . . and then I realised it was 20 years ago—January 23, —that the Japs occupied Rabaul. was of all the town's dark days darkest and most tragic, and for few who have survived a day never to be forgotten, whether they were fighting on the beaches, sheltering in Refuge Gully or starting out on a hazardous journey down the coast, which ended in freedom for some and for others, death.

I wonder whether there will be any formal ceremony to observe the day in Rabaul?

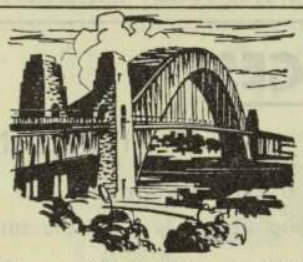
Postscript: A few days later came a letter from a friend in Rabaul. He wrote: "23/1/62. Twenty years later! I am going to an RSL Service at Cenotaph at Rabaul at 5 p.m." And, after speaking to Mrs. Foxcroft, President of the Sydney NG Women's Club, on the following day, she told me that about a dozen old NG residents assembled at the Sydney Cenotaph at 10 a.m. and wreaths were laid. The Club, she added, received a Message of Remembrance from Mrs. Una Adams in Rabaul.

The day was not forgotten.

Another Postcript

This deals with Rabaul's 20th anniversary of its darkest day.

I have only just now read Steve Simpson's "Conquerors Who Squealed Like Pigs" in the *NG Times Courier* of 24/1/62 which was a



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"20 Years' Flash Back at Rabaul".

Presumably the article entailed quite a lot of research by the writer. It is unfortunate that his informants did not have better memories. There are several discrepancies between his story and the facts:

It was, as I have said, January 23, 1942, not the 24th, when the Japs landed.

The surrender party consisted of R. L. Clark (Chief Warden), the only official remaining in the town at that time, Hector Robinson, senior remaining public servant in Rabaul, and myself.

Each of us had a *perfectly good* bed-sheet tacked to a pole, not a "bit of rag", as reported. We proceeded as far as the intersection of Namanula Street and Casuarina Avenue, when we faced a machine-gun nest and there received our first taste of Japanese Co-Prosperity—with knobs on it!

It was not until some days after the occupation that the printing presses of the *Rabaul Times* churned out the proclamations, some time in the month of February, although the native dialect and pidgin ones were dated "January 23". I should know, I have copies of them.

The wording of both the Tolai and pidgin proclamations was the work of Ron Wayne (Court Interpreter) and E. W. Pearson (of the Methodi Mission), who personally told m about their task.

And, incidentally, the Japs nev bombed the town with high explosive They wanted to preserve the town their base.

Nevertheless, thank you, Ste Simpson, for your Flash Back. An excuse me for trying to keep th record straight. As you say, the are not many who know what act ally did happen during that perio and I happen to be one of the few.

Philatelic Enquiries

For some unknown reason I r ceive quite a few enquiries fro stamp collectors regarding NG stam and I do my best to answer the questions. But, let it be understoo I do not pose as being an expert the subject.

Lately several enquiries have bee about the old German Marsha Islands surcharged stamps of Wor War I—the Yacht series surcharg GRI with values.

For general information I quo the highest values as shown in Stanl Gibbons Catalogue, 1961 editio 3/- on Mk 3, £125; 5/- on Mk £225 and 1/- on Mk1, £70 and 2 on Mk 2, £40. For the respecti German New Guinea issues they a priced, £80, £150 (unused) £17 £70, £70. Unused and used spec mens are the same value, excepti the NG 5/- as noted.

None of the NG lesser values priced more than £5.

A War Time Incident

A link with World War II and Ne Guinea came into Sydney port t other day in the person of Germa sea-raider Capt. Adolf Herz wh during 1940, was navigator of t German raider *Orion*, which did co siderable damage to Allied shippi in the Pacific during that year.

There is an interesting story to about the activities of his vessel Sydney *Sunday Telegraph* (Janua 7) and mention is made of the tim when *Orion*, together with its com panion raider *Komet* and supply sh *Kulmaland*, made for TNG wate after sinking seven ships around t Nauru Island area, and landing t 495 survivors on Emirau (Squall Island, much to the surprise of t Administration.

Well do I remember the incide It was all very hush-hush so far Rabaul was concerned, but the A ministrator (Sir Walter McNicol naturally seeing no danger in letti

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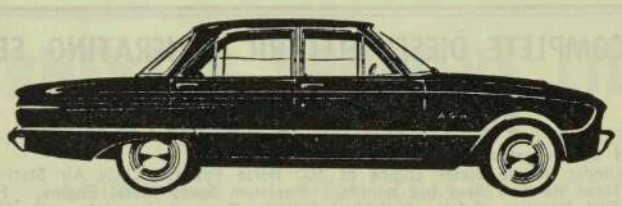
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or Bagita, P-NG's most famous police- roudly shows a Port Moresby visitor the medals and service stars gained his 45 years in the police. Bagita our chevrons and a cap as well as ial badge of rank. The chevrons and m to be his own idea, but Bagita an institution in himself, with a f loyalty and service—and efficiency— sed, that it is not likely officialdom r draw attention to his non-regimental attire.

t out of the bag once the sur- had been landed on Emirau, me over and gave me the de- or publication.

romptly put into type and, as he custom at that time, sub- a press-proof to the Chief who at that time was rer Orton Townsend. He the item and the press to roll off the issue; ay through, however, an urgent rom the Chief Censor told me d been forced to reverse his n after confirming with Aus- authorities. The news item *ut*.

e than half the issue had been ; newsprint was at a premium se days and I couldn't bear to e waste of so much paper so d to obliterate the censored y overprinting. The Censor ap- and everyone was happy, I did hear later that in some copies of the paper the item uite legible.

survivors landed at Emirau later taken off by one of the A. liners and the manager of antation—a Mr. Cook, I think —was probably as much re- as the survivors.

Where Due

the beginning of last month the conference of P-NG Native Government Councils was held ubada and Minister Hasluck personal message giving them a pat on the back and a pep talk. Amongst other things he remarked: "It is 11 years now since the first Local Government Council was formed . . ."

Such a remark is liable to give the impression that there were no Native Councils functioning earlier than 11 years ago. Certainly the Hanuabada Council was established in September, 1950, and the Ealeba one at Milne Bay in November, 1951, but in the Rabaul area 14 groups of villagers had established Councils in 1936!

Post-war officialdom should not try to hog *all* the credit.

Pitcairn Has a Man Shortage

Population of Pitcairn Island in December was 127, including 10 temporary residents. But of this total there were only 19 men on the island under the age of 60. Of the population there were 39 adult males, 38 females, 20 boys under the age of 16, and 30 girls. 28 islanders left Pitcairn during 1961 and 10 returned. The tally of dogs as at December was 19!

During 1961 50 ships stopped off Pitcairn.

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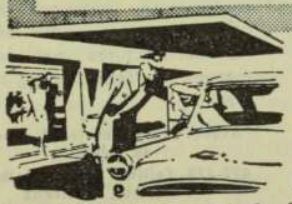
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Rewa Sugar Scheme Ends —At La

From a Correspondent

SUVA, January 30

A forlorn hope from the sta the Fiji Sugar Milling Co., Lt has decided to wind up its affai The company was formed 1958, about 18 months after CSR Company, Ltd., planned close its Nausori mill.

THE farmers of the Rewa area, by Mr. Vishnu Deo, then a le ing Indian MLC, and against the vice of expert opinion, decided t sugar would still be crushed in area. With a flourish of trumpet company with a nominal capital £1,000,000 was formed, with shares at £25 each.

The company promoters, ignor Government and CSR advice cane growing had never been e nomic in the wet zone of Fiji, sou other advice, which led them to ahead. But capital was hard to f especially among the farmers, in s of determined efforts to sell sha Even had a mill been built and c growing started again the comp would then have had to fight fo share of Fiji's quota.

Faced with all these obstacles directors in November called shareholders together and put position squarely before them. this time the Eve Commission made a report on the sugar indu in the Colony, and their report not favourable to the re-establishm of the industry in the Rewa area.

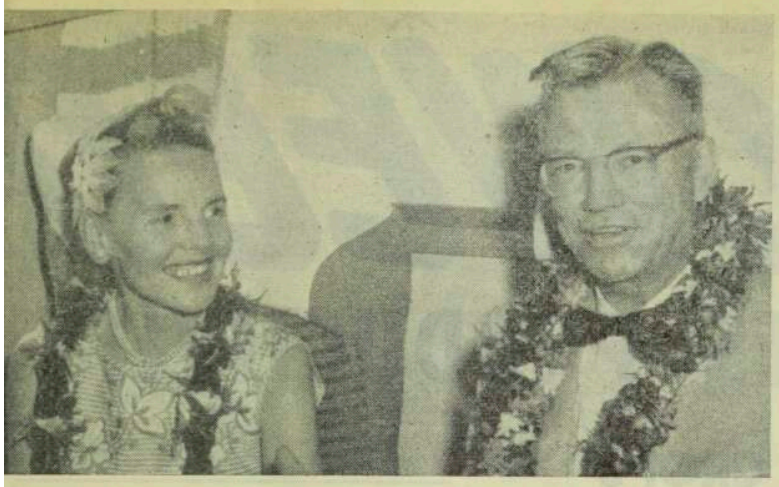
On top of that there was enough capital to build a mill cap of crushing 1,000 tons of cane a There were two alternatives:

- Wind up the company; or
- Use the capital in some other dustry which might be condu to an improved financial posi for Rewa farmers.

The shareholders went away consider the alternatives, and retur in January to tell the directors wind up the company.

Now the farmers can go back their rice and other crops with the nagging thought in their m that the much-easier-to-grow crop sugar might some day return to Re

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American Samoa's Governor H. Rex Lee, shown here with Mrs. Lee, has worked hard since taking up the appointment last May, in succession to the Hon. Peter Coleman. Leading citizens from all over the Pacific will have a chance to meet him personally in July when American Samoa plays host to delegates at the forthcoming South Pacific Conference, which will be held in Pago Pago.

TEAL Photo

\merican Samoa Has Hopes Of TV Station

m Ralph Craib in San Francisco

nited States Secretary of the ior Stewart L. Udall told *ic Islands Monthly* that "quite pleased" with Con- ional appropriations for rican Samoa.

is the feeling of my depart- nent," he said, "that Samoa has the poorhouse of the Pacific for years. We are now getting the ients which will make possible mic development, and we be- that we can demonstrate to the ess that investment in Samoa ay most handsome dividends."

ngress late last year granted a mental appropriation of $4½ n for American Samoa. The priation contains about $3½ n for construction to replace dated structures and to meet lemands.

ucational requirements take the t priority under the supple- ry appropriation.

of the ideas the secretary to see come to fruition is an ional television station capable rving both the Samoas. Some 00 has been appropriated for a ility study.

am of the opinion that we l try to get about $1 million ablish a station," Secretary Udall

lucation is the real key to success over the years for the Samoans. The educational system is now very, very weak. Only a handful of people have university training. Television would enable us to do a first-rate job of schooling these people. And it would enable us to do work in the field of adult education, continuing education, too.

"We are thinking in terms of providing schools with sets, then using a master teacher to give lessons to all those tuned in. Teachers actually in the classroom would do the follow-up training and ensure understanding.

"The school houses could also be used as community centres in the evening, for classes designed for older people. And television would certainly be valuable to the Legislature as a means of communicating with the people," Udall said.

The school system of American Samoa is admittedly an inferior one. Samoan Governor H. Rex Lee told a House of Representatives Committee last year that "we are turning down two-thirds of the students that graduate from junior high schools (seventh through ninth year of school)". Enrolment in the one high school in the territory is currently limited to approximately 200 students, contrasted to the 4,000 youngsters attending lower schools.

Included in the special appropriation budget were funds for expansion of the high school, funds for dock repairs, money for water service improvement, and an allocation for new power generating units. "The existing power system is subject to frequent failures and is unable to meet the present demand for power, to say nothing of future demands," an Interior Department spokesman said.

Saipan to be Capital of US Trust Territory

From Ralph Craib in San Francisco

Saipan will return to civilian administration on July 1 and will also become the first provisional capital of the US Pacific Islands Trusteeship Territory.

Saipan has been under Naval administration since January 1, 1953. After July, however, it will return to the Trusteeship Territory headed by High Commissioner M. W. Goding.

United Nations Visiting Missions have urged that Saipan's administration be co-ordinated with that of other islands administered by the United States under UN Trusteeship. The United States told the UN Trusteeship Council last year that it agreed "in principle" with the idea.

High Commissioner Goding will now send a survey team to Saipan to make future plans for the area.

Under Naval administration, the 8,500 residents of the Saipan District have become largely self-supporting. They export both beef and a variety of agricultural products. UN Visiting Missions have commended the Navy for its health and educational programmes.

The capital of the Trusteeship Territory has been at Guam, outside the Territory, because shipping and airline connections made this advantageous. When Saipan becomes the capital, however, the Trusteeship area will be administered from within its own boundaries for the first time.

Government spokesmen said that they hoped that the move of administration headquarters would assist the islanders toward self-determination.

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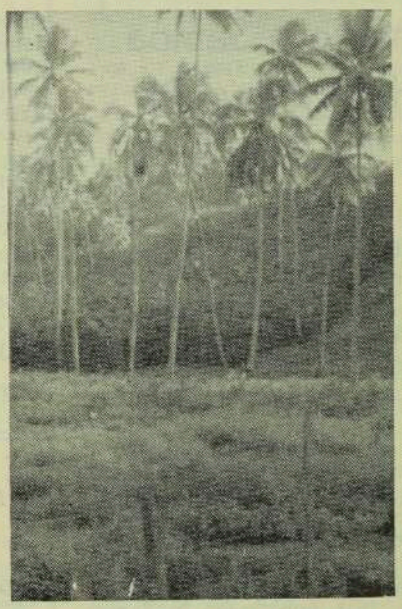
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anberra OMMENTARY

m our Canberra Correspondent

nfucius said: "When rape nes inevitable, relax and en-

T seems to be the guiding inciple of Australia's external s in 1962—and what a switch rom the Spender line of the fifties.

e no mistake about it! There en no sudden, dramatic re- of policy.

er it has been a gradual change udes, an adjustment of ideas ts. Most thinking Australians alised that the national attitude Indonesian claims on West Guinea has been changing.

rnment statements have been so for a long time—although by their omissions than by g which was spelt out.

is why for some people it a shock when the *Melbourne* last month announced a in Government policy.

Herald said nothing new. All said had been written in one another, piecemeal, at some another. But stated boldly article, the old facts looked to some people, frightening.

is what the *Herald*, and its aper the *Sun News-Pictorial*,

Government has accepted view that Indonesia will soon control of West New Guinea;

believes that it is better to e Indonesia as a friendly ghbour with a common front ier than to risk our security supporting what may be a rt-lived Dutch presence in lG;

tralia may join with the US seeking to influence President karno to accept a compromise ition;

h a solution would satisfy both onesian nationalism and allow Dutch a dignified retreat from osition which can no longer maintained "except at the t of losing goodwill for the te man throughout most of a";

tralia feared that if it sup- ted the Dutch this might be wed in Asia as a form of nite colonialism";

- There were fears that this would strengthen the cause of Communism in Indonesia itself;
- The UN debate on NNG had shown that Asian sympathy was on the side of Indonesia; and
- Hopes of a compromise settlement have been encouraged by Indonesian statements hinting at possible acceptance of a transitional period in which the emphasis would be on Indonesian administration—rather than on Indonesian sovereignty.

The articles caused an immediate sensation, especially as they appeared within hours of the Minister for External Affairs, Sir Garfield Barwick, having passed through Melbourne on his way to Hobart.

Sir Garfield issued a statement describing the articles as "unofficial" and "speculative"—two words which said nothing, because they did not deny their truth.

He certainly said that there had been no change in Australian policy, which had been set out by the Prime Minister, Mr. Menzies, after Cabinet had spent two days discussing New Guinea early in January.

Meant Nothing

This also meant nothing, because although the articles suggested that there had been a sudden change, the real change was by gradual evolution from the Spender policies of the early 'fifties, through the Casey-Subandrio talks of 1959, through the period in which Mr. Menzies himself administered External Affairs, right up to Sir Garfield Barwick's recent accession to External Affairs.

But to anyone with the wit to read between the lines of history, the articles presented a viewpoint which was a far cry from the not-so-far-off days when Australian efforts were concentrated on persuading the somewhat reluctant Dutch to remain in NNG—in Australia's interests.

Labour men were quick to seize on an opportunity to embarrass Sir Garfield Barwick.

First into the field was the Deputy Leader, Mr. Gough Whitlam, who pointed out that the stories had appeared "on the very day that Sir Garfield passed through Melbourne".

He challenged Sir Garfield to say whether he had been in any way responsible for these reports of a change in policy.



"Public opinion was restive . . .", said Australian Opposition Leader Mr. A. A. Calwell.

Mr. Whitlam's Leader, Mr. Arthur Calwell, was far more specific.

Mr. Calwell said that he had every reason to believe the newspaper reports were inspired by Sir Garfield at a conference he had held with editors in Melbourne.

(Over)

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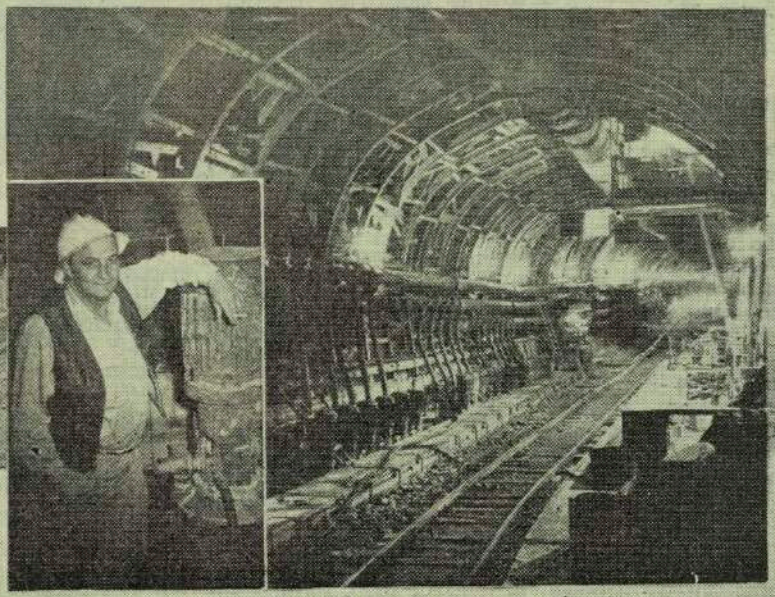
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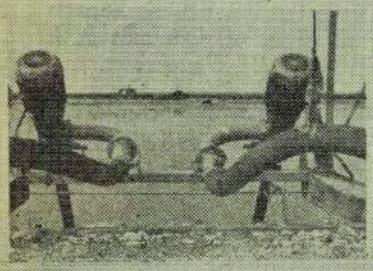
Mr. 'Oakey' Blehm, Tunnelling Supt.: "These pumps do the job."

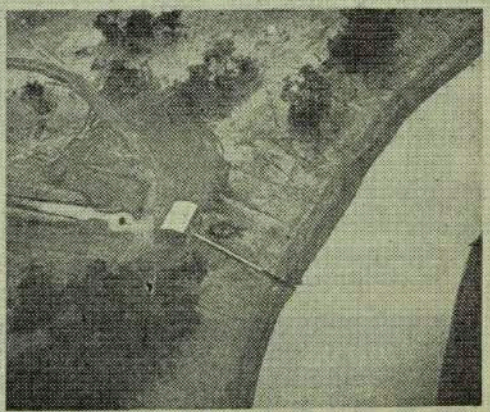
17 of the 40 high head Ornel sump pumps on the Snowy Mountains Project.

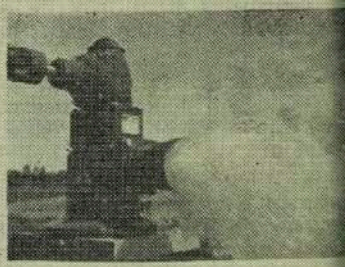
Photograph by courtesy of Kaiser-Perini-Morrison-Raymond.

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r Sir Garfield to pretend the published something of its own ıg instead of something inspired m was dishonest, hypocritical auseating," Mr. Calwell said.

Calwell—still trying to gain tical point or two—went further. ıggested that the articles had l great concern in Government

h concern, he said, that he be- Mr. Menzies had ordered Sir ld to try to mollify Australian opinion, which was becoming singly restive about the issue.

ıe observers thought that they see support for Mr. Calwell's ıtion of "orders" to Sir Garfield phrasing of Sir Garfield's state- describing the articles as lative".

ch of the statement was devoted stating principles which Mr. es had enunciated after the y Cabinet discussion. (See te.)

l some of the phrases used by arfield were so typically those Prime Minister that many ob- believed Mr. Calwell could ave been justified in concluding lthough the voice was that of the hands behind the state- were those of Esau—the elder al son.

Said Enough!

then, Sir Garfield apparently ıt that he had said enough.

en the Calwell charges were ıt to his notice his answer was: an talk until he is red in the

Calwell accused Australian ıats in New York, Canberra lsewhere of "peddling a new ılian Munich line".

anxiety to take points for the f short-term political expediency ose difficulties for the Labour when the show-down comes in ıl Parliament on New Guinea. ıough he has presented the t policy as a sort of "Munich- ılonglo" and has bitterly at- President Soekarno as a dic- many Labour men feel that t Government policy is much realistic than the old line.

s when Caucus meets its prob- ill be to decide just how far to the Government on the New a crisis.

t in such a finely-balanced ment that will be a delicate n indeed.

OTNOTE: In this major state- of Australian policy, the Prime er implied that Australia would to war over NNG.

He said that: "No responsible Australian would wish to see any action affecting the safety of Australia on the issue of war or peace in this area except in concert with our great and powerful friends."

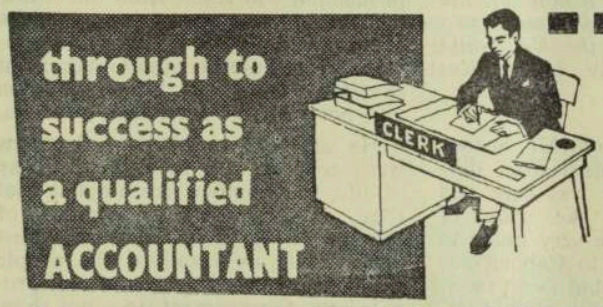
The "great and powerful friends" were clearly Britain and the United States—neither of which has given the slightest hint that it would embroil itself over NNG.

In his statement, Mr. Menzies emphasised Australia's reliance on Indonesian assurances that force would not be used.

Later, on February 10, Mr. Calwell again attacked Mr. Menzies "appeasement" policy and declared: "If Indonesia . . . seeks to use force to create a potential threat to Australia's security then the threat must be faced."

To this, Mr. Menzies replied that Australia would be "crazy" to declare war on Indonesia in the event of aggression against NNG.

"It is inescapable that although we have throughout recognised Dutch sovereignty, every nation in Asia supports the Indonesian claim," he said. The Prime Minister said Australia was ready and willing to protect its own territory of P-NG.



It pays to QUALIFY!

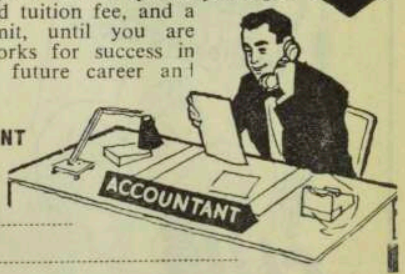
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ASTUTE MR. SPENCE LOOKS WEST SAMOA OVER

A Samoan News Round-up from "PIM's" Apia Correspondent

APIA.

Following the advent of independence, the most important event in January has been the visit of United Nations Regional Representative for South East Asia, Mr. Harry Spence. Mr. Spence came as personal representative for UN Secretary General U Thant to Samoa's independence celebrations, and on behalf of the United Nations he also made a two weeks' study of how the UN could best assist the newly independent Samoan Government.

A VERY astute person, Mr. Spence gained considerable respect during the short time he was here and his observations on the state of Samoa's economy were very much to the point. His report to Cabinet has not been made public but in an interview he said that Samoa should expect to use expatriate personnel in key positions for at least 15 years; provided resources are utilised and developed properly, Samoa can sustain its anticipated huge increase in population; agriculture is of top priority and increased production from existing plantations first concern; the system of land tenure will slow up development but development is still possible under the system; a better standard of living and increased production will result from the efforts of the people themselves; and a change of policy is necessary to convince the people that the Government is a Government of Western Samoa and not just a Government of Apia.

He also did not believe Samoans were content with their present way of life and Samoan custom but that they did want the amenities of modern living; an urban area must be built up in Savaii or the people would leave that island; and that provided the Government does not show indecision and lack of policy, the successful implementation of a development plan with set targets is possible, provided the plan can "sold" to the people.

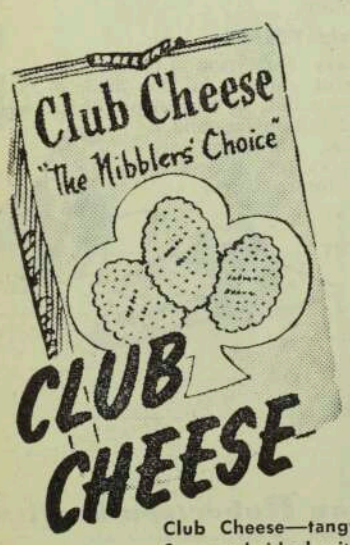
Mr. Spence envisaged preliminary assistance from the UN in the fo of five or six experts in fields des nated by the Samoan Governme and a similar number of fellowsh for more senior Samoans who wo be used in expanding Government tension services, particularly in field of agriculture.

He emphasised that before assistance will be given it must formally requested by the Sam Government.

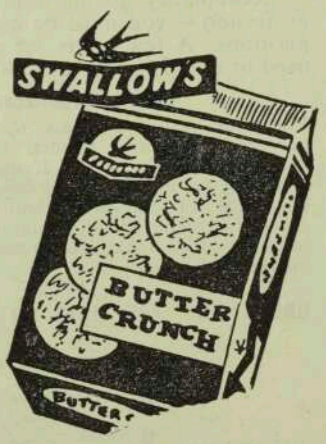
Another visitor concerned w UN assistance to Samoa was P fessor T. L. Green who spent a w surveying the educational needs Samoa. He too amazed local peo by his rapidly formed but remarka perceptive appraisal of the situati Head of the School of Education the University of Malaya, Singap Professor Green has been used fore by UNESCO on similar assi ments. It is expected that follow his recommendations greater atten in the near future will be paid adult education, long neglected the Samoan education set-up.

OVERSEAS Press reports publis prior to independence, predic violence and claiming that fear

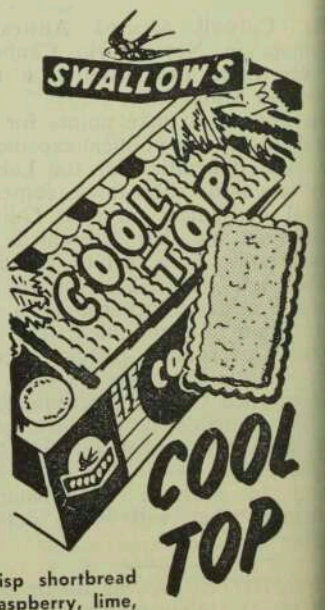
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SE-104

was widespread among Euro-
ns in Samoa, have caused concern
ng Samoans both here and in
Zealand.

NOTHER matter giving some con-
cern and cause for a good deal
criticism has been the general
esty given prisoners at Tafaigata
l, Samoa's only prison, to mark
ccasion of independence.
n interesting legal point still to
decided, and apparently not
ght about at the time of the
esty, is what is to happen to
pending. The Court is well
nd schedule and it can be easily
n that many of those facing trial
d have been behind bars—so
free—had their cases come up
ut delay! Who is to say that
people should now go to prison
use their trials were delayed?

COMMON rumour in Apia of
another airline starting up be-
n Western and American Samoa
given substance in January by
cation made to aviation authori-
here and in New Zealand for a
service by an amphibian Sea Bee
d by former Samoan Airlines
Robert Cox. It will carry four
ngers and freight and it is
ed that their passengers will be
ago Pago by the time it takes
airline passengers to get from
to Faleolo airport.
lynesian Airlines ran into more
le just after New Year when one
eir pilots was dismissed after an
ent in the air.

E Miss Samoa contest sponsored
by the Samoan bi-lingual weekly
oana was won by 19-year-old
a Fabricius with over 7,000 of
8,000 readers' votes cast during
ive weeks before independence.
and her chaperone, as yet un-
ed, win a free return trip to
lulu by PAA.

ILIMA, home of Robert Louis
Stevenson and for 42 years resi-
of New Zealand administrators
Western Samoa, has now been
over by the Samoan Govern-
A move to convert the build-
into Government offices was
ed by Prime Minister Mataafa
it has been decided that apart
the setting-up there of the offices
e Heads of State the building
e preserved in its present form
retained for official functions.
first of these functions was a
ail party held by Mataafa to
me UN representative Spence.
w £20,000 residence for the New
nd High Commissioner is ex-
pected to be completed in another few months one-half mile above Vailima, and it will be occupied by High Commissioner J. B. Wright and Mrs. Wright shortly after their return from New Zealand where they are now on holiday with two of their sons.

CUSTOMS officials in Apia are now in uniform. This is an innovation of Controller of Customs Vincent Brebner, a local appointee who is making an outstanding success of his job. It will eliminate the practice, occasionally reported, of strangers impersonating Customs officers and collecting dues off ships' passengers at the Customs jetty.

US Wants to Attract Pacific Tourists

An appointment of interest to the South Pacific in January was that of Mr. C. A. (Sam) McGee, an American who has been given the newly created post of Director for the South Pacific of the United States Travel Service. His main task will be to promote the U.S.A. as a travel area while showing that the United States is in easy reach of people within the "ordinary" income group. Mr. McGee plans to have his own headquarters and staff in Sydney shortly and extend operations throughout Australia and New Zealand.

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Fiji Whale's Tooth Causes Furore

Some hundreds of persons interested in developing and promoting tourism in the Pacific countries met in Hongkong in January.

IT was the Pacific Area Travel Association convention; and Fiji was represented there by Mr. D. P. Ragg (interested in the hotel and travel agency business) and Mr. Don Lane (secretary of Fiji Visitors Bureau).

All the Pacific countries were trying to cash in on the publicity value of the Hongkong convention. It looked as if little Fiji could be lost sight of. Mr. Lane tried to think of something—and his eye fell on an ancient tambua (whale's tooth) which he had had around the Bureau for a long time. He put it in his luggage.

In Hongkong, Mr. Lane proposed that he, as representing Fiji, should present the tambua in open session to the Convention president, explaining the great ceremonial significance of the emblem, and why the tambua is treated by the Fijians with such extraordinary respect.

Mr. Ragg supported the idea. So did the Convention president. The Press seized on the picturesque incident—and Messrs. Lane and Ragg thus obtained, for Fiji tourism, some publicity that actually went around the world. In that respect, the idea certainly paid off.

On the Warpath

The item went out from Hongkong in the Press agency services, and duly reached *The Fiji Times*. There it was published as an announcement that Mr. Lane made a gift of a tambua to the head of the convention, with a demonstration of how the ceremony is performed.

Immediately, the more protocol-conscious citizens of Fiji were on the warpath. The suggestion was that the tambua ceremony—which goes deep into the traditional private lives of the Fijians, and is rarely understood by Europeans—had been cheapened. It was pointed out, with vigour, that no tambua could be removed from Fiji without the express permission of the Native Affairs Department.

A few days later, Mr. and Mrs. Lane arrived in Sydney, where he was to attend a special exhibition of Fijian pictures and artifacts in the Qantas building, boosting tourism, before he went on leave. He was horrified to learn of the in-

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xample of a Fiji tambua, or whale's tooth, in Fiji ceremonial. These were re- ed into the custody of the people of in 1958 by Lady Rodwell, wife of a former Governor.

retation placed in Fiji upon his licity enterprise.

But I have the tambua with me," exclaimed. "It's going back to . I never intended to part with

n explanatory radiogram was off at once for publication in *Fiji Times.*

is not generally known that e is an embargo on the removal tambua from Fiji. The raw erial of the symbol (whales' h) may be purchased cheaply by bushel in Norfolk Island. Tam- are on exhibition in public places Australia and New Zealand—two be seen hanging in a dentist's gery in the T and G Building, in ney.

Nonetheless, Fijians are exceed- y sensitive in relation to the dling of Tambua, and especially Tambua ceremony, by non- ans. Mr. Lane has learned this hard way.

Mr. Michael Allen, an anthro- ogist who has just spent a second od of nine months on Aoba, con- ing his study of social organisa- , left Vila in January.

Cook Is. Library And Museum Go Ahead

From Gordon Russell, in Wellington

In the culture centres of ancient Polynesia were the Houses of Learning, where the hereditary leaders were nutured in the wisdom, the knowledge and the procedures that sustained the tribes in peace and war.

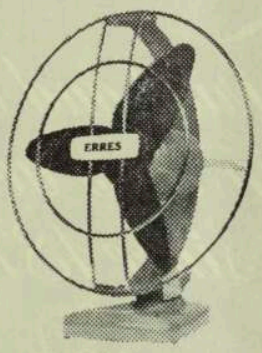
IN taking over the burden that was theirs we of the West have been slow in promoting equivalent institutions within these culture centres. At last a tangible gesture in this direction is being made in Rarotonga. Following upon some earlier but abortive efforts, the Cook Islands is to have a library and museum.

Such an acquisition has been mooted often enough since New Zealand embraced the Cook Islands within its territorial boundaries in 1901 but the first active effort towards a museum that is on record took place in 1946 and had the support of Princess Te Puea, of New Zealand, on her visit to Rarotonga in tha year. That attempt, a subsequent on by Dr. Tom Davis, and others by Mr Jack Morgan, now Chief Judge o Cook Islands' Land Court, all col lapsed for want of a suitable site.

The current development took place at a well-attended meeting ir Rarotonga, on February 27, 1961 convened by the Resident Commissioner, Mr. A. O. Dare. At that meeting a strong action committee, headed by Judge Morgan and embracing both Maori and European leaders, was appointed to see this matter through, and that is what it is doing.

Site first, money later, was the initial verdict, and following a thorough survey of potential sites, and just when it seemed that living room was to be the deadlock again, a handsome offer was made by Makea Nui Ariki, CBE, of a generous portion of the grounds of Taputapuatea, a straight gift gratefully accepted. It is doubtful if this site could be bettered. In serene surroundings close to the Avarua Church and School, yet handy to the public, it is one of the most historic spots in an island rich in historical associations.

In June, 1961, the purpose of, and plans for a Cook Islands Library and



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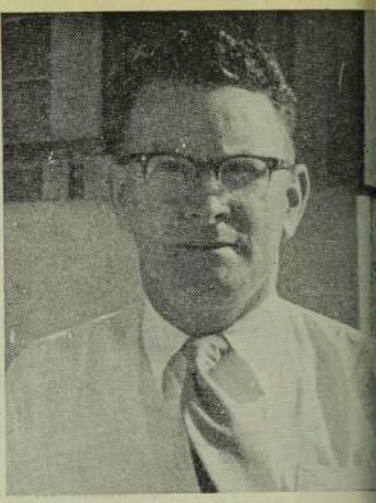
IF5

Always ask for the best . . .
CREAMY VALLEY CONDENSED MILK

Museum were fully discussed by the people's representatives from all islands of the Cook Group at the Legislative Assembly in Rarotonga. As an outcome the Assembly agreed to subsidise this project £ for £ to the extent of £2,000 annually for three successive years, it being agreed that £12,000 was a minimum requirement for a suitable and permanent building. Since then no time has been lost by the committee in appealing for public support, by direct approach, through the local Press and radio, at meetings convened in villages throughout Rarotonga and on other islands, and by mail to friends and associates overseas.

In January, some £1,500 was in hand, mostly from the pockets of Cook Islanders and resident Europeans, equivalent with the subsidy to a quarter of the initial goal. With both the Church and the State behind this project it is unlikely that the ball will stop rolling. Cook Islanders give most generously of what they have once their interest is established. This has been the case since the English missionaries first arrived in the Cook Islands in 1823 and per medium of their unquenchable appetite for social gatherings and dances their present-day capacity to raise funds astounds the onlooker from overseas.

Later it is likely that worthwhile financial support will come from o or more overseas institutions.



Mr. A. O. Dare, Resident Commissioner the Cook Islands.

The late Percy S. Smith, a found of the Polynesian Society and edi of its *Journal* for so many yea found a treasure of verbal traditi and genealogies in Rarotonga t served to integrate much of material he had gathered elsewh in Polynesia and gave form and s stance to the story of the origins the Polynesians and their voyagi as interpreted by him in his rema able work, *Hawaiki*.

In spite of this the Cook Isla have been sadly neglected to date the archaeologists and other scient who are now following up the fi ings of the traditionalists. For o a century historical manuscripts artifacts of every description h been carried away from these isla and are now scattered over the gl in public and private collections.

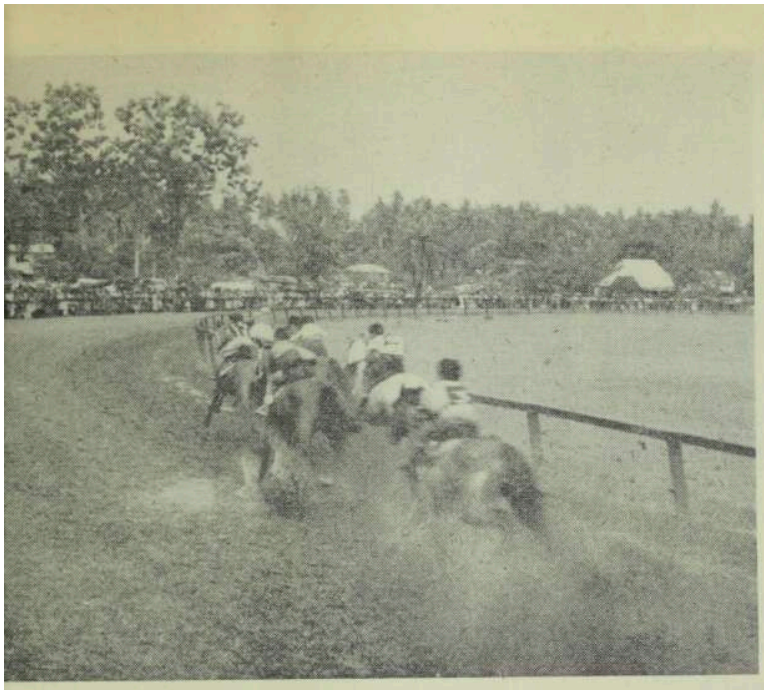
Much of this material will tric back to where it belongs once holders are assured of safe cust and intelligent use of their treasur

Tonga Lawn Tennis Association Formed

Tonga has formed an Amat Lawn Tennis Association—the m object being to conduct a natio championship—but the organi also have their eye on participat in the first South Pacific Games, be held in Suva in 1963. Presid is Mr. G. Peart of the Shell Company; and secretary is Mr. Sayers.



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in Independence Week let itself n an orgy of entertainment and tacle that had something for ybody. There was horse racing at Park (a few shirts were no doubt on that group above), band petitions, longboat racing, des, athletics, everything. Top shows the leader of one of the winning bands, in traditional oan costume, with the band at rear. Below, crew of Limulimu from Manono Island, a placer in the major longboat races, show their style.

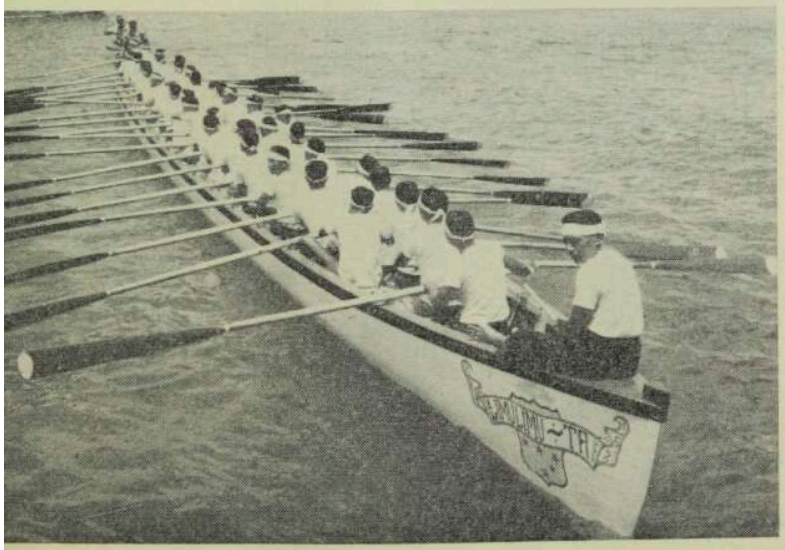
Photos: S. A. Whippy

Happy Scenes As Samoans Celebrate Independence

From a Staff Correspondent in Apia

Events in Apia, Western Samoa, from January 1 to January 5, ran true to programme planning, but not to history. It was a very happy occasion, planned and conducted most successfully by the new Samoan Government.

THE attainment of independence by Western Samoa, on January 1, when the United Nations and the Trustee nation (New Zealand) gracefully bowed out, and the Samoans took over the government, was celebrated with fervour over five full days.



Samoans from all over the Western Group, and a large number from American Samoa, in the east, filled Apia to overflowing. Every class, Samoans, part-Europeans and Europeans, joined in with zest.

For a week, the century-old, bayside town echoed to the joyful noises of singing, feasting and dancing. For a week, distinguished guests from all the countries bordering the South Pacific were lavishly entertained.

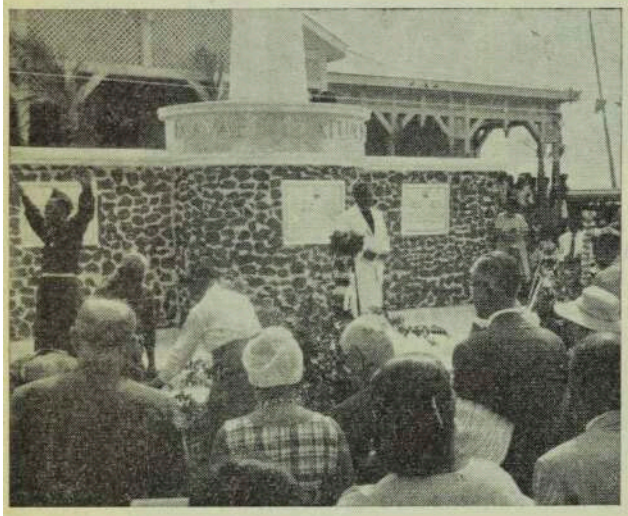
Apia's famous Beach Road was not always so happily occupied.

It is not quite 100 years since it was filled with bitter fighting, while the armies of rival claimants to kingship slugged it out on the stark shingle beaches and in the lovely valleys, and the unburied dead lay where they had fallen. It is only 30 years since the last shootings in Apia, when the dead included High Chief Tamasese, brother of the distinguished man who

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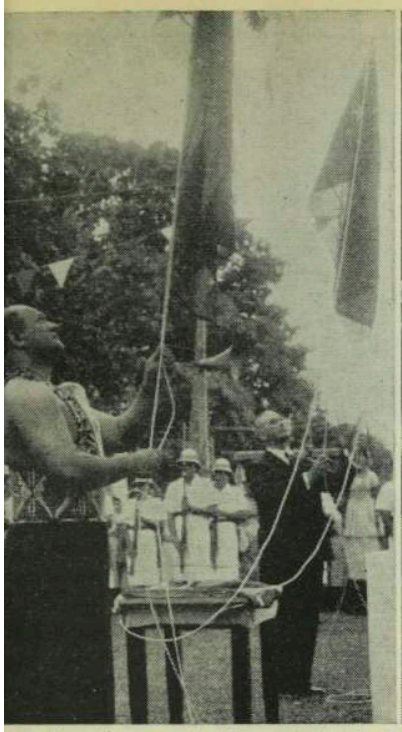


The procession of floats was one of the highlights o the celebrations. Here are two of them on the mov —with Apia turning on some damp weather whic didn't damp local spirits. At left, some of the offici guests at the unveiling ceremony at the Mulinu' Independence Monument, which was built by the Gover ment Schools Ex-Pupils' Association. Man on left o the picture is conducting a choir. Picture lower le shows Mosese Tevita, "baby" of the Samoan Methodi Band which voyaged from Auckland to take part i the celebrations. He knows how to blow that cornet And below is the scene at the Independence Races afte the rain had come down, turning the ground to mu and making heavy going of it for both punters an horses.

Photos: S. A. Whipp









most since the war, when Samoa designed a flag of its own, both it and the New Zealand gs have been flying side by side in Samoa. On Independence Day Prime Ministers Mataafa d Holyoake ceremoniously hauled down both flags (left) and the Joint Heads of State, Malietoa and Tamasese (right) together flew Samoa's flag free for the first time.

is one of the two Heads of State. hose dark days seem now to be pletely forgotten.

ll Samoans, irrespective of old al differences, came together, in icings that seemed completely ernal. The present-day heads of kingly families (Heads of State, Prime Minister) co-operated rteously and amiably in showering n their guests the hospitality for ch Samoa is famous.

he only sour note came from ter Pluvius. That unpredictable sent heavy showers upon the d every day. This really was not arkable—when the Samoans de- d to celebrate independence be- en January 1 and 5, they asked it, because that is the very heart he wet season.

ut the Samoans saw a portent in way in which the rain-god be- ed.

n the Monday morning, while the Nation was being created in t solemn ceremonies on Mulinu'u nt, the assembled thousands looked asily over their shoulders and ched the clouds creep down over lima, and a veritable downpour upon Mount Vaea, only 2,000 ls away.

ut the deluge stopped there. Not ugh drops fell on Mulinu'u to pen the proud new flag.

The proceedings began solemnly, with prayers—nominally, at least, Samoa now is wholly Christian.

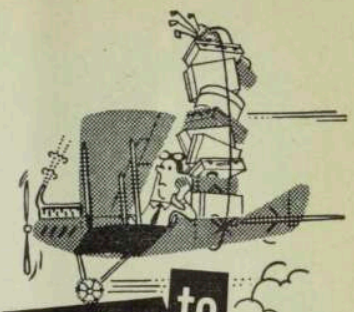
They continued solemnly to the moment when New Zealand's Prime Minister, Mr. J. K. Holyoake, and Western Samoa's Prime Minister, Faime Mataafa, stepped up to the old flagpole, whereon the flags of Western Samoa and of New Zealand had flown together for so many years. Both flags were lowered: This was the end of the Trusteeship—of "foreign rule".

The two Prime Ministers stepped back. The two Heads of State—Malietoa and Tamasese, both the descendants of Samoan kings—walked across to the flagpole; the flag of Western Samoa arose, triumphantly, alone; the choirs sang Samoa's national anthem—and the little nation joined the ever-growing company of free countries.

Even the hardened old politicians felt the emotion of the great moment. Many of the mature Samoans among the thousands who watched and cheered were in tears.

There were many official speeches, all brimming with goodwill towards the new Polynesian nation.

None was more important than that of New Zealand's Prime Minister: You are no longer our child, said Mr. Holyoake, in effect—you now are our young brother and, as such, we



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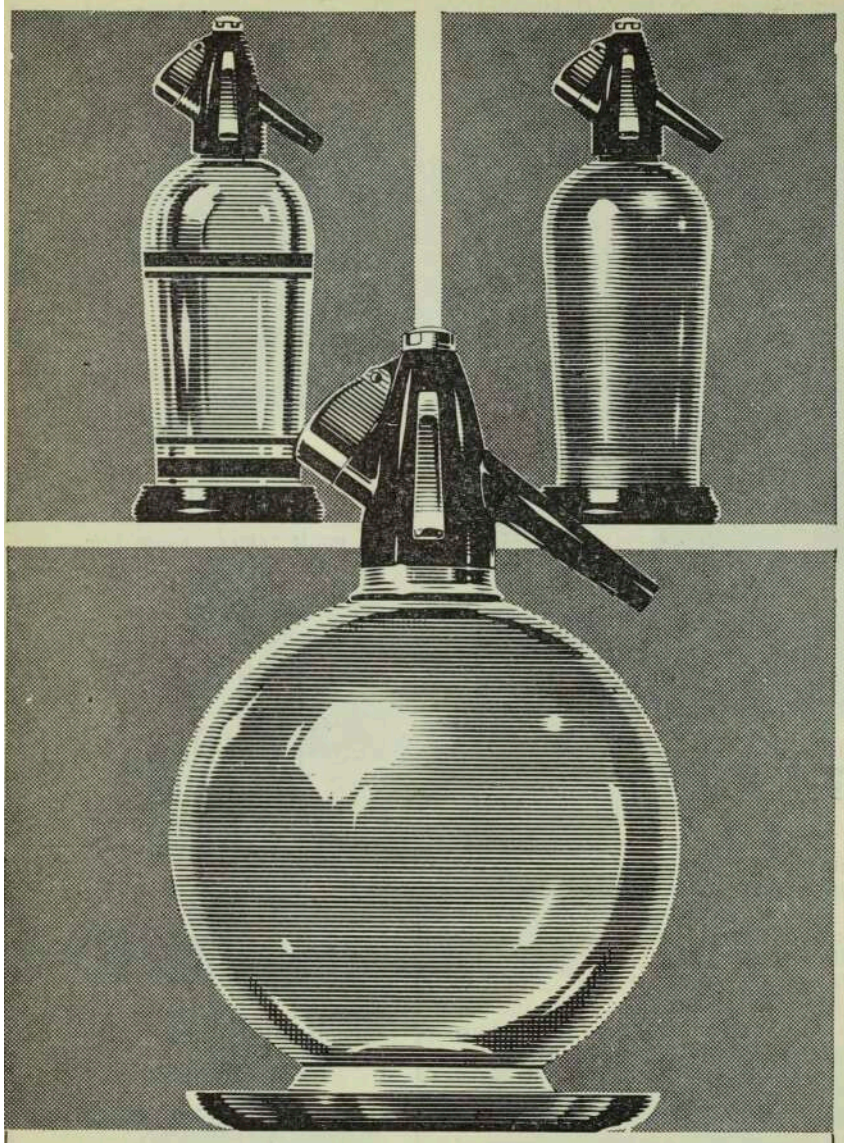


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Aggie Grey's celebrated Apia Hotel was important cog in the social wheels duri Independence Week. Aggie herself (abo published a big newspaper advertisement wis ing all of Samoa well and pointing out th "Samoa's work was only beginning".

must see that you prosper and gro And thereupon he told the Samoa that New Zealand had arranged give Samoa £45,000 per annum, f a while, to help it over its adminis trative teething period—this is addition to the £80,000 per annu with which NZ subsidises Samoa education.

Kindly sentiments were expresse by the representatives of neighbourin Islands countries, Fiji and Tong American Samoa, Cook Islands, Niu by the larger Pacific countries—Au tralia, whose delegation was led b Territories Minister Paul Hasluck an included a New Guinean nativ official; and by the overseas nations— Britain, and The Netherlands an West Germany. All sent valuabl gifts.

There was another solemn momen when Tamasese unveiled the Inde pendence Monument, built at a co of £800, by the Samoan Governmen Schools Ex-Pupils' Association.

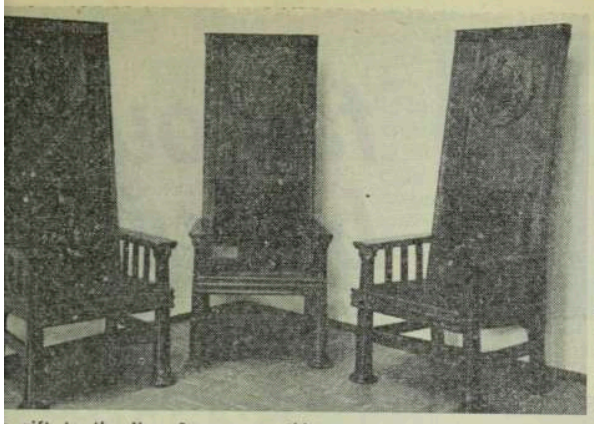
The events generally followed th programme published in Decembe *PIM* (page 36).

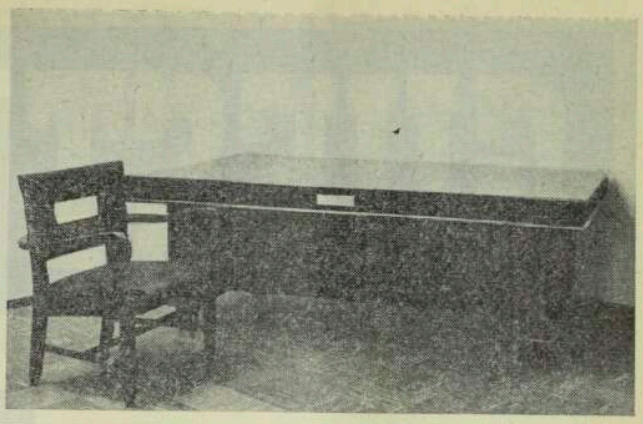
Probably, the two most picturesqu events were the presentation mad by the Districts, and the great cano races in Apia Bay.

Some scores of Tongans, led by th Premier, Crown Prince Tungi, wit their famous brass band, arrived i Apia in the Tongan motor-vesse *Aoniu*.

When the time for District gift

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gift to the New Samoa was this set
ee chairs designed in generous pro-
s for the bigger-than-average Samoan
entarians. Fiji presented the desk and
t right. The five items were designed
ilt by the Fiji Public Works Department
a Fiji timber known as yaka, with
of different timber. George Griffen
d the chairs and Frank Smith the desk.

some 50 Tongan men and
n, with traditional songs and
s, laid before their hosts a huge
precious mat, long lengths of
and 100 bottles of scented
ut oil.

nce Tungi, with his famous smile
huge red umbrella, was pro-
t in all proceedings. The
an never will forget the friend-
of their nearest neighbour and
ze of that umbrella.

procession of "floats" greatly
ed the judges—all the trading
had spared neither ingenuity nor
se in their exhibits.

first prize eventually went to
Nelson and Co., Ltd., with
Philp (SS) Co. in second
An exhibit by the Public
Department depicting the
of Samoa in an ingenious way
armly applauded.

thing from 15,000 to 20,000
gathered around the bay to
the races between the *fautasi*
tyle Samoan longboats with up
rowers on each side) which had
en seen since 1948. Sala'aumua
l off first prize (£200) easily,
vo boats from Manono Island
neck and neck for second.
re were some accidents.

l-known Dean Knowles Ryer-
ormerly United States Commis-
on the South Pacific Commis-
and here as a most interested
tor, fell and dislocated his
er when visiting the tomb of
t Louis Stevenson, and was
to hospital.

Zealand's Prime Minister, Mr.
ake, cut his visit short and re-
to New Zealand, when advised
sudden death of one of his
ers.

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"Marking Time" In Fiji

From a Special Correspondent

ings in Fiji seem to be at narking-time stage as far as ugar industry and the copra try are concerned.

VE heard little objection to the pra Development Bill, although r two planters have written to wspaper about it. One wonders er it really was necessary as r towards extra production— its primary purpose is to en- e the Fijian producer to bring land into copra production.

Savusavu, I was told that one has 300 acres of suitable land g for the "Go" signal to com- planting.

o heard that a Taveuni planter 1,000 acres 18 months ago, hat Fijians on the Macuata planted 96,000 coconuts last (Of course, these two areas not be eligible for the sub-

se instances show that not all nting community are standing ach planter, however small, o bring in a few extra acres ear.

course, a great deal of copra on an overgrown plantation. owth of weeds and jungle on plantations is amazing. One s how the owners can ever nough coconuts for a ton of

Policy and Practice

e have been two very good in *The Fiji Times* by a Mr. ng about Fiji's economic situa- d, like Mr. Carfax Foster, he me good ideas of how to things.

ten wonder why Government o follow these ideas. Is it s easier to theorise than to m into practice? What are the ng blocks? Our multi-racial nity? Does the Government o hold all the authority?

ly the Government has its full with administration duties trying to run the various ies as well. Surely a Board ian, European and Indian s' representatives could man- copra industry; other similar could manage banana, timber, fishing, rice-growing.

the members of those boards, mmittees, would not be expatriates, but local people, chosen for their knowledge of Fiji, its people and languages, and for their knowledge of, and interest in, the various industries, and their qualities of energy, honesty and leadership. What is the use of expatriates, who are only here for a few years? *This country needs continuity of policy—and practice.*

Mr. T. G. Lashmar, formerly Marine manager of Thornycroft (Australia) Pty. Ltd., has now joined the staff of Ferrier & Dickinson Pty. Ltd., of Sydney.

Delays Cause P-NG Deaths

Many of the 1,413 native children who died in P-NG hospitals in 1960-61 could have been saved had they been taken to hospital earlier.

This is stated in the latest P-NG Health Dtpartment report, released by Public Health Department Director, Dr. R. F. Scragg.

The report said that 40 per cent. of the 1,413, all under the age of 10, suffered pneumonia, and 12.5 per cent. intestinal infection.

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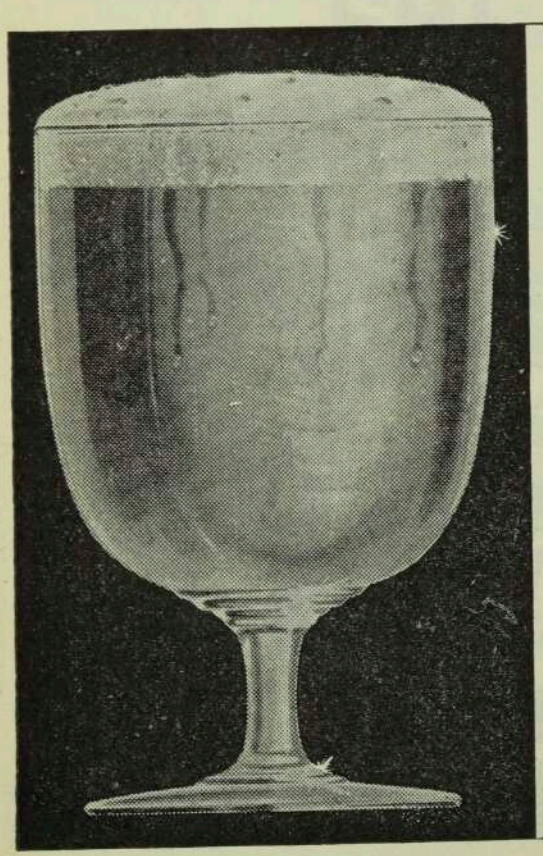
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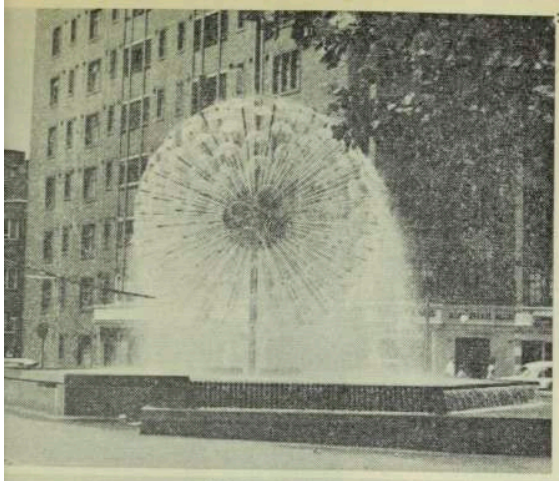
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This silver ball of dandelion-fluff is made of over 200 discs . Opened last November in the heart of King's Cross, it rates the Australian forces' part in the batttle of El Alamein.

E: Diana with bow and Apollo with lute greet each other he bronze and marble of the Archibald Fountain in Hyde is the mecca of mid-day sandwich eaters, small boys and

: The Walker Fountain, also in Hyde Park—three strange ures gaze with contemporary scorn from the under-brush. for close-up.

Sydneysider At Home Base

Fountains Are For Art's Sake

Whether to fount and where to fount has been the question in Sydney since a late-model Lord Mayor went overseas a few years ago and came back with the idea that our city should be turned into a water garden.

IT was this same Lord Mayor who was carried away with those hanging baskets of flowers that festoon Oxford Street, London (or "festooned", past-tense; they were missing from London last summer). Sydney got its baskets of petunias—great prospecting-dishes full, hanging in threes from tripods along the Elizabeth Street side of Hyde Park. The fountains took a little longer, but in 1961 the deliberations of the 1958 Fountains Committee began to bear fruit.

Unfortunately, Sydney suffers from the same disadvantages fountain-wise as London: No town-planners were present at their birth and they, Topsy-like, just grew, minus the open plazas and squares of most Continental cities, their streets long, narrow, off-square or boomerang-shaped.

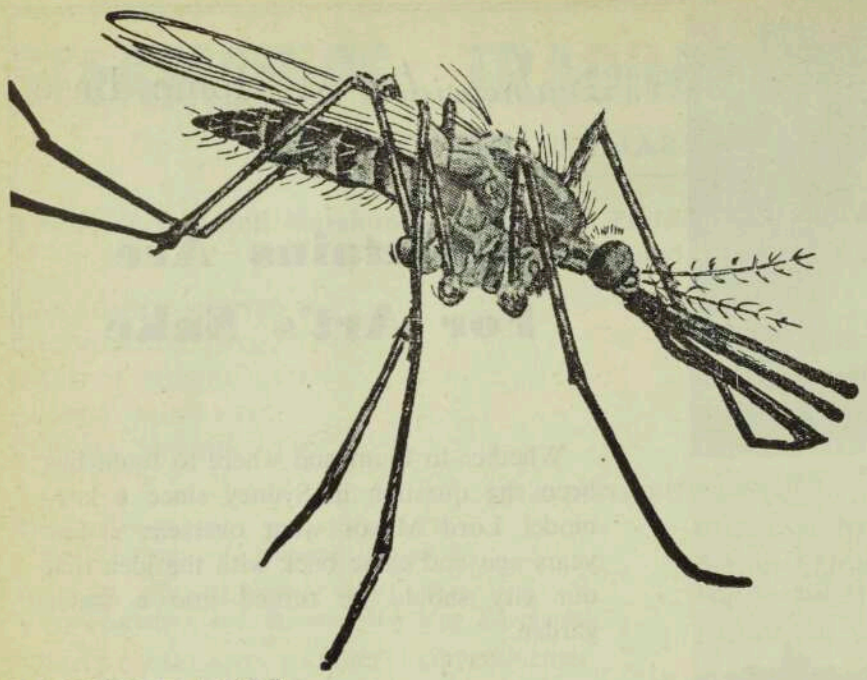
Add, in Sydney's case, the strong, saving nor-easterly sea-breezes of summer; the blustering westerlies of winter; and the cool-change, wild southerlies of any season, and it will be seen that a fountain in Sydney needs space if her citizens are not to get a bath every time they move within 100 yards of it.

The Famous Archibald

Sites have to be made, searched for or simply popped into one-block-wide, four-blocks long Hyde Park, in the centre of the city. Hyde Park got its first real fountain in 1932 as a memorial to Jules Francois Archibald, founder and editor for 25 years of the *Bulletin*. (He died in 1919.)

It is a classical piece, in bronze, depicting Apollo, Diana and a minor god, with the traditional fixings of lutes, bows and arrows, stags, turtles, hounds and other livestock, which spout in appropriate directions to give the bronze gods their water sheen. Generations of university students have played pranks with it; small boys have relieved the heat of summer by occasionally bathing in it; and country visitors have gazed upon it, slightly bemused by the allegory of it, even after reading the plaque that gives the explanation. (Over)

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They may be even more bemu
this year if they walk half a bl
southwards in the park and co
upon a second fountain, only
year old, and erected to the mem
of one Frederic Joseph, pion
member of the Walker family of
State. It is a walk that takes
from the Glories of Greece, over
grass and 30 centuries into a p
tree secluded nook that is presi
over by three, soaring, stone tot
pole figures.

After Greece a la Archibald, it
the sudden impact of an unexpe
sub-orbital landing on Easter Isl

The fountain that goes with th
juxtapositioned figures is a mo
spout of water falling into a
saucer that empties itself on wa
worn stones below. Its significa
is dwarfed by the stone figures alo
looking on from the background.

The whole thing was executed
Gerard Havekes, and for those
don't catch on immediately, ther
an explanation on a bronze tablet
says:

The Labours and Beauty of
Pioneering Mankind are Depic
by Three Figures—
Water, Fire and Earth and
Flanking Font.
WATER—A Fisherman looking
the sea and new horizons.
FIRE—A Woman, depicting Wor
hood and Intuition, protecting
Fire of Initiative and Progress
EARTH—A Farmer, depicting
pioneering efforts upon which
country has developed.

[There are other existing tri
and pools of water in Hide Pa
like the ancient soot-begrimed
ber that dribbles water from a ce
vase near the corner of Park St
the painted pool of Aboriginal d
at the bottom of the garden to
memory of Georges V and VI;
the reflecting pool in front of
War Memorial.]

Dandelion Fluff at The Cro

Sydney's newest and most ta
about fountain is El Alamein
since November, has sat and
water in silver circles at King's
where Darlinghurst Road, Ma
Street and Elizabeth Bay Road
It was opened by the Lord M
standing under a giant umbrell
the wettest Saturday in the w
spring that Sydney has produced
century of weather recording.

But since the summer has
back, this memorial to the 2nd
Second World War North Af
campaigning, has become a 2

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of the 20 ft high stone figures that the Walker Fountain. The hollow, gentleman, left, is a Sailor, symbolising and far horizons; centre is Woman, the twin fires of initiative and pro- and on the right, a Farmer, symbolising pioneering effort.

lobe of dandelion fluff, neither al Greece nor soul-tortured, Contemporary, but happy en- ng that has somehow managed duce a piece of light-hearted se in keeping with the ian spirit of The Cross.

of action, El Alamein is a giant ine of metal tubes; in action, s forced through the tubes and s from their ends at a suf- y low pressure to form flat f spray before running off into s of terraced pools below.

as designed by Sydney archi- R. R. Woodward and P. o, who are now designing water-work, reported to be revolutionary, which will com- ate another aspect of Aus- military history—this time a l, Sir Leslie Morshead. When , this will grace Shakespeare the small area in front of the and Mitchell Libraries, which ent is in a state of confusion e building of a continuation of Expressway.

e or four other fountains are promised or planned for the a, including another for Hyde which should appear this year. st will be a "descending com- of rocks", designed by John to mark Busby's Bore, where Colonial Sydney got its first ted water supply.

y was the fellow who piped ter from natural ponds three miles away, in what is now Contennial Park, to a point in present Hyde Park. The Water Board has adopted him as a sort of patron Saint and the rest of us do obeisance to him each July when we pay our annual water rates. Now, over a century after he was called to his Fathers, we are going further by erecting a rock composition to his memory.

Americans Want To See Tafuna Busy

AMERICAN aviation flag carriers "should not promote the interests of a foreign area to the detriment of an American territory", said US Secretary of the Interior Department, Mr. S. L. Udall, recently, when reporting to the US Civil Aeronautics Board about Pacific air services.

He was referring to the possibility of an American airline using Papeete as the stop-over on a one-stop service between California and NZ or Australia. Both PAA and South Pacific Air Lines have asked the CAB for authority to fly from the American coast into the South Pacific.

Mr. Udall made it clear to the CAB that Tafuna, in American Samoa, should be used as a stopping point in preference to Papeete by American airlines, or at any rate, Tafuna should also be a stopping point.

He pointed out that apart from national reasons, distances between San Francisco and Sydney, or Los Angeles and Sydney, were shorter via Samoa than Papeete (San Francisco-Sydney is 6,527 miles, compared with San Francisco-Tahiti-Sydney 6,971 miles, and from Los Angeles the respective figures are 6,540 and 6,879).

Mr. Udall said the US was investing more than eight million dollars in the building of Tafuna, and more than nine million dollars this year for Samoan development generally.

Referring to recent public criticism of the US for alleged neglect of American Samoa, Mr. Udall added:

"The government is now making strenuous efforts to improve conditions in American Samoa. Any decision of the Board that favours a foreign area over an allegedly mistreated American possession would provide added room for criticism."

Mr. Udall also said he wanted to put his views when the CAB heard arguments on the Pacific routes from Australian and NZ carriers.

The US trans-Pacific route investigations by the CAB have now been going on for about three years.

STOP ASTHMA SLEEP LIKE A BABY

If you cough, wheeze, can't breathe or sleep well due to Asthma, Catarrh or Bronchitis attacks, get MENDACO from your chemist or store today. MENDACO works through the blood and bronchial tubes to dissolve and remove offending phlegm congestion. Then your cough is curbed, you can breathe freely, sleep like a baby, and regain natural energy. Satisfaction or money back is guaranteed. Save this notice.

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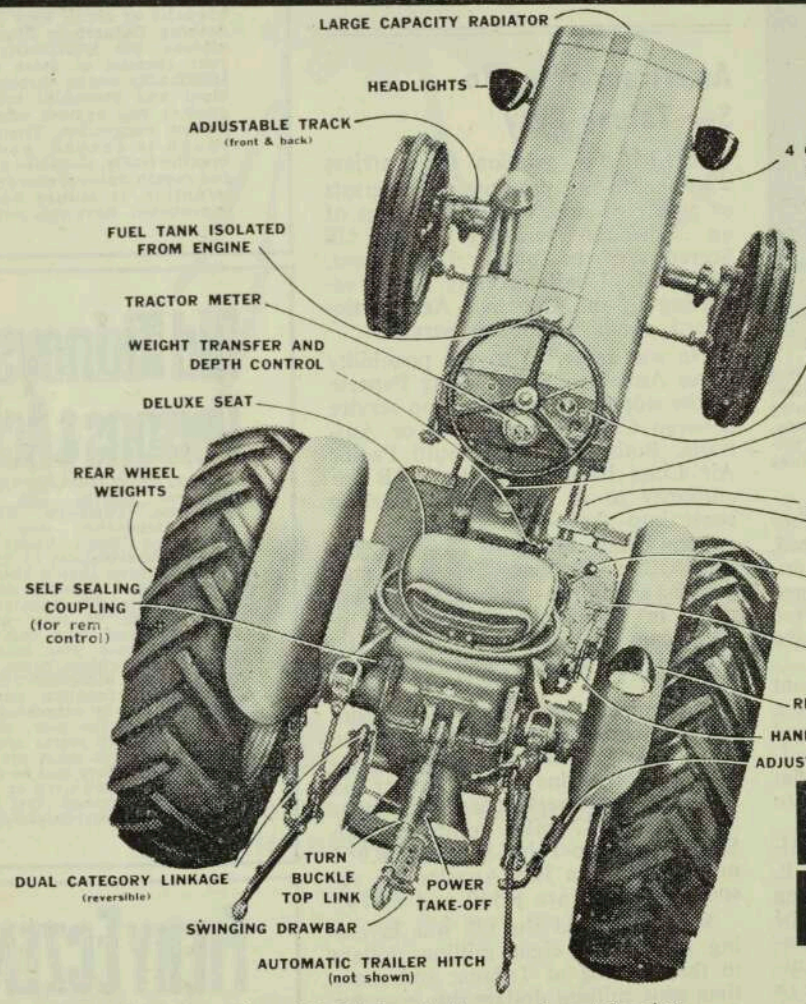
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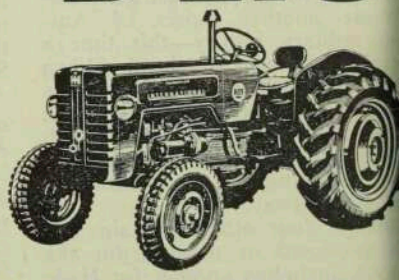
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McCORMICK INTERNATIONAL

B-275



YES, the McCormick International B-275 is a better equipped 3-point linkage tractor designed to carry out all the work you require of it. Built specifically for your needs, the B-275's features (shown above) are standard, not "extra-cost" optionals — you buy it complete ready for work. The B-275 is backed up by a comprehensive range of matched equipment, excellent parts availability and service.

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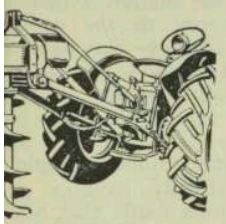
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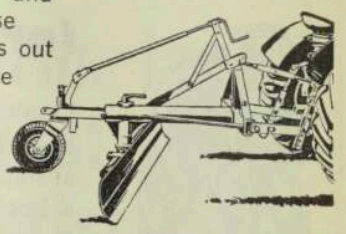
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3 pt. LINKAGE EQUIPMENT

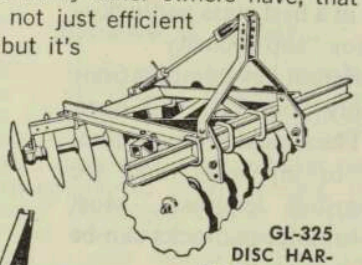
HERE is equipment built by International Harvester, and designed to cut down on manual labour — to increase capacity and productivity and give you highest returns out of your plantation or farm. Ask your IH Dealer for more information about the low-cost McCormick International equipment in which you are interested. Prove to yourself, as many other owners have, that IH equipment is not just efficient and reliable, but it's a real asset!



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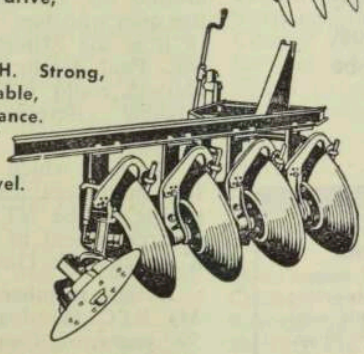


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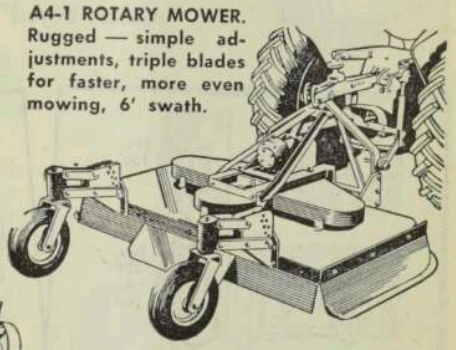


GL-325 DISC HARROW. Most versatile harrow. 5' 3" and 6' wide for open field work, easily off-set for orchard or vineyard work.

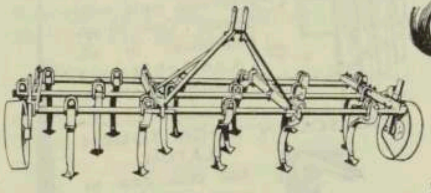
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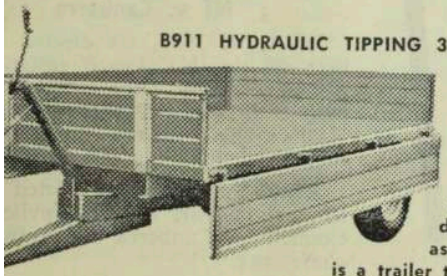


A4-1 ROTARY MOWER. Rugged — simple adjustments, triple blades for faster, more even mowing, 6' swath.

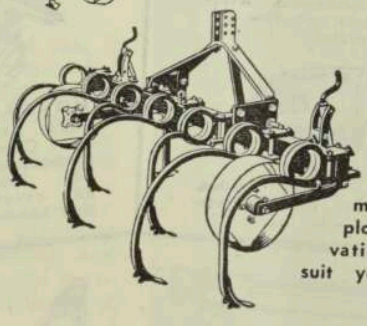


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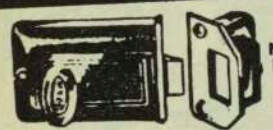
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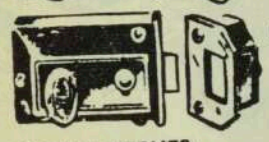
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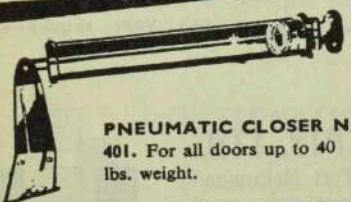


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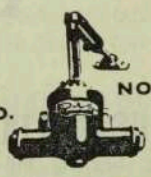
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Is Darwin A Lesson For New Guinea?

From our Canberra Correspondent

It's all quiet in Canberra a present, so this is a good time t review a little matter which is o great importance to the people o Papua-New Guinea—the fight bein waged by Australia's Northern Ter ritory for a greater say in its ow affairs.

THOSE New Guinea people wh might already have a gener idea of the long battle that has bee going on in Australia's north, hav probably realised by now that it's case of, "There, but for the love Allah, go I!"

For the Darwin fight is centre around the Legislative Council, an the man who has been most involve in it is the Minister for Territorie Mr. Paul Hasluck. The trouble Darwin could well be a pointer possible developments in Po Moresby.

The fight which has been going for more political power for t people of the NT is an example the resentment of remote control a paternalistic Government.

As one member of the NT Legc Mr. R. C. Ward, put it recently: " 50 years of Canberra control (the NT), the Government has n once voluntarily conceded a st forward to democratic control."

Here is the outline of events the fight between Darwin and Ca berra:

NT v. Canberra

In April, 1958, six elected me bers of the NT Legco resigned protest against the "off-hande manner in which Territories Minis Hasluck had treated the Counc suggestion for political reform.

After they were re-elected at by-election, Mr. Hasluck invited t Council to Canberra for a two-d conference.

The Council urged him to co sider recommendations put forwa by its select committee on refor It asked for a Senator to repres the NT; full voting rights in House of Representatives for member for the NT; establishm of a NT Executive Council co prising three official and three elec members of the Legco; some fo of limited autonomy on financ

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ers; and five-yearly reviews of itutional progress.

e representative of the NT can o more than a voice on Terri- affairs in Canberra.

e the member for the Austra- Capital Territory he has no except on motions for the dis- ance of Territory ordinances.

e Minister's reply was pretty l—he promised that the Legco sals would be considered " and that the plan for a NT or would be reviewed when the rnment received the report of oint Parliamentary Committee onstitutional Review.

report has been gathering in pigeon holes almost ever because the Government felt ts proposals were too radical.

Minister pointed out that a enator would create difficulties e evenly-balanced Chambers ed so often by proportional entation voting.

ther, that if a vote were given member for the NT in the of Representatives the NT er—representing only relatively oters—could have the power ide the fate of the Govern-

Hasluck's answers clearly did isfy the Council. As he stepped a plane at Darwin a month MLC's Ward and H. Brennan writs on both him and the Administrator, Mr. J. C. . The writs sought to compel o call the Council into session.

y in 1959, there was a new ment.

Hasluck introduced bills appeared to go part of the ward meeting the Council's by providing for a non- majority in the Legco; voting rights (on Territory) for the NT member in the of Representatives; and an strator's Council comprising ministrator, two official mem- d three non-official members.

Legco criticised the conces- as "inadequate" and several members threatened "direct

Pest-Exterminators

1960, quickening interest in co was shown by 20 nomina- r the six vacant seats. Five "rebels" were returned, the w member being one of the omen who had nominated, yn Berlowitz.

opriately enough, Mrs. Berlo- witz was in partnership with her husband as a pest exterminator.

The Legco continued on its stormy way. At one session "Tiger" Brennan denounced the Government for seeking to run the Legco, "not on a shoe-string but on the smell of an oily rag". Then came the Council's big show-down.

It passed two bills of considerable local moment, which were subsequently vetoed in Canberra.

One licensed betting shops in the Territory; the other gave magistrates power to impose fines in offences involving the supply of liquor to aborigines.

Resigned in Protest

Mr. Ward and another member, Mr. L. H. Purkiss, resigned in protest when the bills were vetoed and when Mr. Hasluck rejected bills a second time, on the ground that they were against the public interest, the Council challenged him by deferring for six months two measures designed to raise money by rates and stamp duties.

Elected members spoke of Mr. Hasluck's "contempt" and said that the sooner they had a Boston Tea Party the better.

Late last year, Mr. Hasluck again called five members of the Council to Canberra for talks with himself and the Attorney-General, Sir Garfield Barwick.

The two Ministers in a joint statement commented on the "quite strong views" submitted by the deputation and promised to submit the case to the Government.

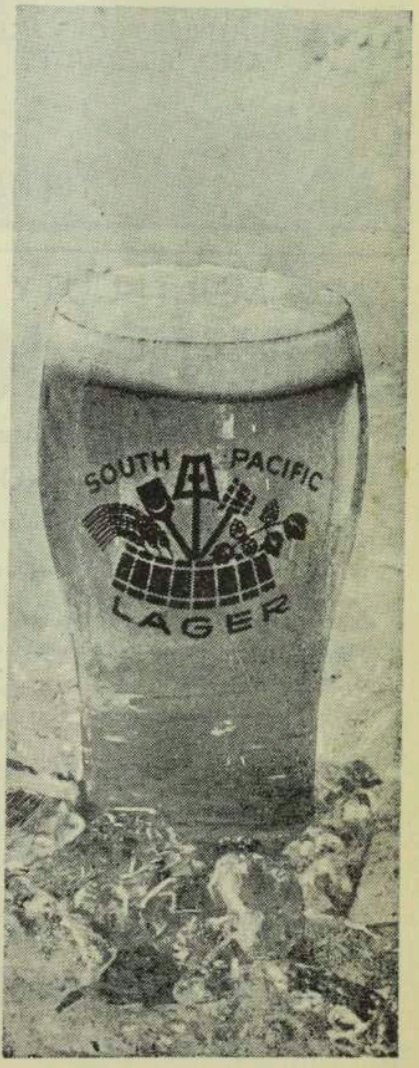
But the delegation claimed that it was "not quite happy" with the Government attitude. It repeated its demands for better Parliamentary representation and also sought greater freedom from disallowance of ordinances, particularly those dealing with local matters; consultation before disallowance; increasing and continuous self-government; and greater participation by Legco members in the executive functions of Government.

Federal elections and the Christmas recess have temporarily put the problems of the Northern Territory in the background. They are certain to be raised again, even more vigorously, this year.

The people of the NT are not likely to be slow in seeking to use the finely-balanced Twentyfourth Parliament to their own advantage.

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Boring and Mortising with built-in collet chuck.

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SEND FOR **ALL** the Details, NOW! Costs MUCH LESS than you'd expect to pay.

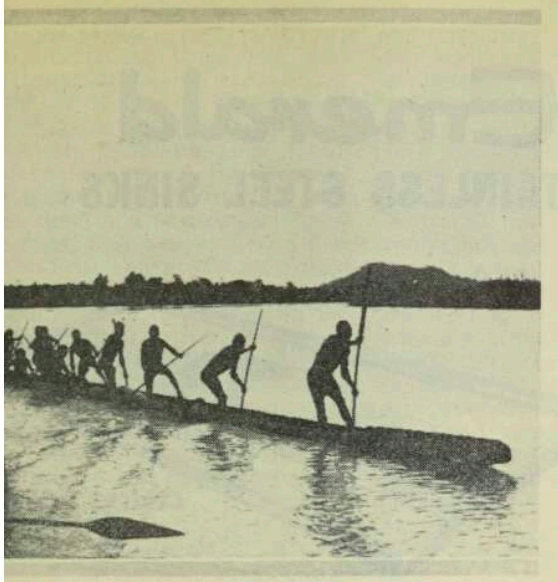


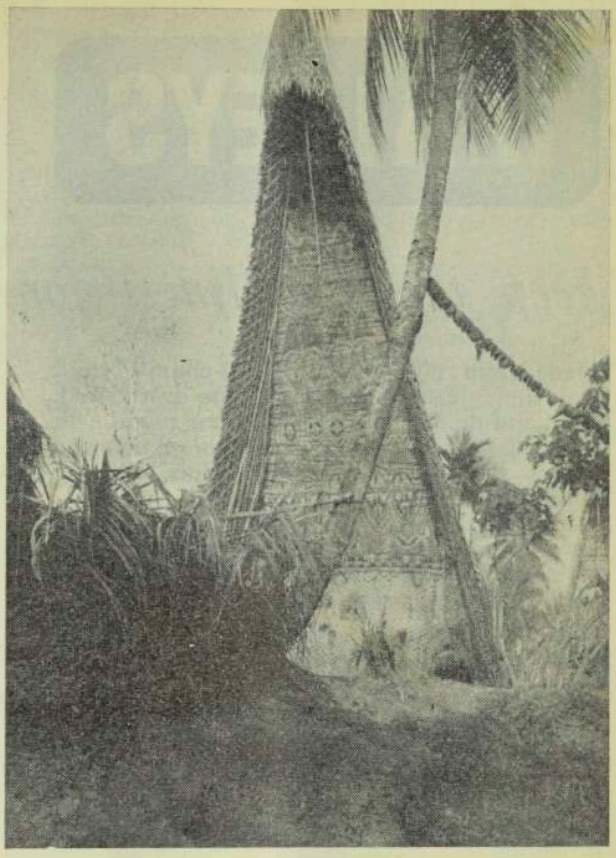
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R A NEW CORNER OF THE VORLD — TRY THE SEPIK

By Lillian Schoedler

Are you an anthropologist, an ornithologist, orchid lover writer? Are you an amateur photographer, a collector of os? Or do you like to play golf, bowls or tennis? Swim, or r ski? Go fishing or crocodile hunting? Or discover new ers of the world ahead of the crowd?

The gigantic Haus Tambarans (spirit houses) like this one at Maprik, and the canoes on the famous river, are points of fascination for visitors to the mighty Sepik.

Wewak and the Sepik District er rich and happy hunting .

ak, the headquarters town, has pean population of 670 (in- Army personnel) and is still enough to absorb the visitor own life, and make him wel-

town's main residential area he flat top of a hilly peninsula juts strikingly into the Pacific East of this, a wide curve of continues against a background mountains, with a nine-hole urse along the waterfront, and ng green next to its clubhouse. ach here offers one of the few be found in the Territory, in common with most Pacific has fringing reefs that prevent breaking on the beach. Further Moem, another good bathing has shaded picnic grounds, e facilities and dressing rooms. ween the two headlands is Bay, where the water ski club enthusiasts with their own power launch (visitors welcome) meet on Sunday afternoons. It is possible to hire boats for fishing; the town's small shopping centre offers some bargains in Oriental and other wares; the Sepik Club offers hospitality to members and visitors and shows weekly movies.

(Over)

Why Not a New Guinea Safari?

Under existing circumstances, New Guinea is not every tourist's cup of tea but with some organisation some parts of it could become an attractive travel proposition for the adventurous. With reasonably simple equipment, South and East Africa have capitalised on the "safari" tour, which is basically comfortable camping, for half a century; put a new twist to it and the same sort of thing could be done in New Guinea. Africa has certain advantages—a drier climate, better road access and wild animals. New Guinea's wild animals are limited to bush pigs and crocodiles, it rains a lot and roads are inadequate. Against that it has some of the most accessible primitive natives remaining in the world, good air services and friendly people. One of the most enthusiastic believers in the tourist potential of P-NG is an American, Miss Lillian Schoedler, who went there in 1959 for a couple of weeks and ended up spending two years in West New Guinea and P-NG. She chooses the big Sepik District as most favoured for the discerning traveller, and although we don't go all the way with her and feel that one Schoedler doesn't make a tourist industry, we are publishing these notes she has made on the District. They may inspire some other traveller to tread this largely unbeaten track; or it may encourage some resident of the Sepik to organise his own small-sized tourist industry. It could be done with the necessary imagination, patience and capital.

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Emerald STAINLESS STEEL SINKS

keep their loveliness for a lifetime

Made from high-quality nickel-chrome steel, they simply cannot rust or become discoloured. Bowl and drainer are formed in one piece, with rounded corners — no ledges or corners to collect grease or to harbour germs. Flat-top fluting gives extra convenience and safety — the smallest glass won't tip over. Gentle slope towards bowl ensures positive drainage. Deep recesses prevent water spill-over. Choose a Malleys Emerald sink to make *your* kitchen a brighter place!

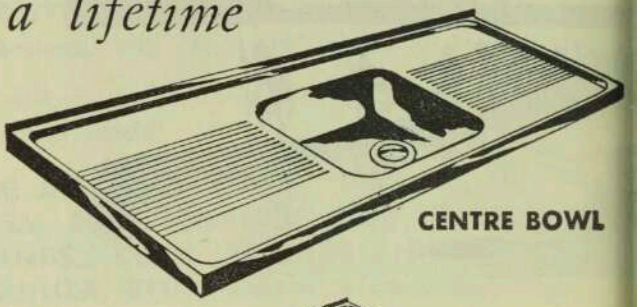
IN A FULL RANGE OF POPULAR SIZES AND TYPES

CENTRE BOWL MODELS in 4 ft., 4 ft. 6 in., 5 ft., 5 ft. 6 in. and 6 ft. lengths.

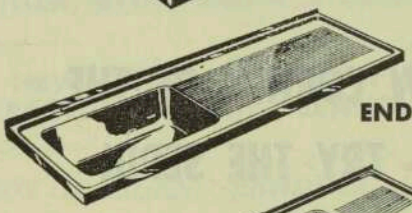
END BOWL MODELS (with choice of left or right-hand bowl) in 4 ft. and 4 ft. 6 in. lengths.

DOUBLE BOWL MODELS in 5 ft., 5 ft. 6 in. and 6 ft. lengths.

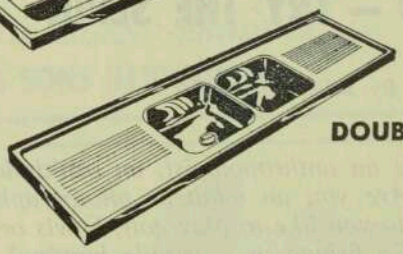
Choice of 2 bowl sizes for all Centre Bowl sinks (except 6 ft.): 18 in. x 12½ in. or 14 in. x 12½ in. All other models have 18 in. bowl.



CENTRE BOWL



END BOWL



DOUBLE BOWL

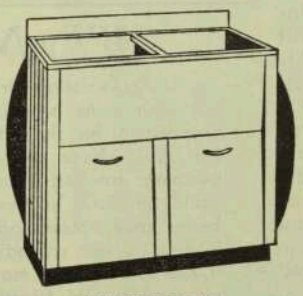
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STAINLESS STEEL LAUNDRY UNITS

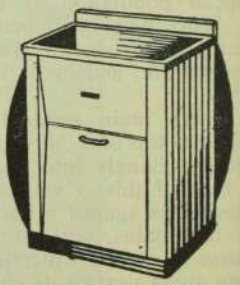
ADD GLAMOUR AND CONVENIENCE TO YOUR LAUNDRY

Spotless stainless steel tubs that will never tarnish, never mark your clothes, housed in a handsome steel cabinet, beautifully finished in full-gloss oven-baked enamel. Gives the advantage of a handy storage cupboard for soap powders, etc. Complete with chromium-plated plugs and washers. (Tubs available without cabinets).

CABINET COLOURS: Single-tub Model, White, Cream, Pink. Twin-tub Model, White.



TWIN-TUB
42" wide x 20" front to back x 34 1/6" high



SINGLE-TUB
25" wide x 17" front to back x 34½" high

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kis are available for trips in town further afield. One drive with scenery and views runs around ase of the entire Wewak pen-. Another extensive view over and sea is possible from a hill-ookout where the Japanese had rchlight station during the war, ne road to it is difficult, especi-during the wet season. Other lead to native villages within rt radius of Wewak; and five out of town is the spot on the Peninsula at which, in August, the Japanese Lt.-Gen. Adachi 4,000 men surrendered to Maj.-H. C. H. Robertson. Anyone in-ed enough can reach it by native . Some day, if the bridges are inished, it will be possible to go ad.

Three Hotels

wak is no exception to the Terri-need for more and better hotel modation, but the area is for-in having three small hotels—t Wewak, one at Angoram and t Maprik. The Wewak Point (tariff £A3/5/- daily), is well d on the edge of a grassy tree-l plateau overlooking the sea. oms are simple, without wash , but an adjoining modern bath-nd-shower unit has a Territory —hot running water! Rooms e reserved well in advance, as s so frequently in New Guinea, are taken for long periods dministration personnel until an find living quarters of their Reservations should be verified learly specify exclusive occup--or you may find yourself with n mate. And you must be pre-for a "certain informality" in and for competition from the haracteristic of so many New hotels). But this is no worse pubs in countless smaller Aus-mainland communities, and they are improved, are best off to "local atmosphere"!

er ships or planes can get you wak. Burns Philp's *Malekula* 3,700 tons gross, carrying 12 gers calls there irregularly er Papua-New Guinea cir-ut of Sydney and Brisbane, tops also at Port Moresby, i, Kavieng, Rabaul, Alexis-Madang and Lae. The *Shansi* ssengers) of the New Guinea lia Line also calls regularly, very seven weeks, on a round yage from Sydney and Bris-which includes also Port y, Samarai, Lae, Madang, g and Rabaul.

TAA and Ansett-MAL have connections to Wewak from anywhere in the Territory and from the Australian mainland via Lae and/or Madang.

Wewak has easy plane connections also to and from all points in the New Guinea Highlands.

The 30,200 square mile Sepik District lies at Wewak's back door, and Wewak is not only its administrative centre but also the principal take-off point for most parts of the area. Its main feature, of course, is the twisting Sepik River, New Guinea's largest, which winds so tortuously from its source near the Dutch New Guinea border to the sea that its entire 700-mile course (500 of them navigable for small vessels) is contained in a corner of the Territory only 200 miles wide.

Planes go from Wewak to Angoram in 25 minutes (£A9/18/- return), and to Ambunti (in 40 minutes, £A13/19/- return), both on the Sepik River; to Maprik (in 20 minutes, £A8/2/- return), with its picturesque tambaran houses, and to remote Telefomin (90 minutes). In addition, planes are available for charter.

Angoram, 68 miles up-river from the sea, is an attractive settlement on a low rise on the banks of the Sepik itself, with a sub-district office, a hospital, two mission stations, two sawmills, a clubhouse, a small golf course, and a good little hotel run by Peter and Meg England. Its varied and interesting residents include

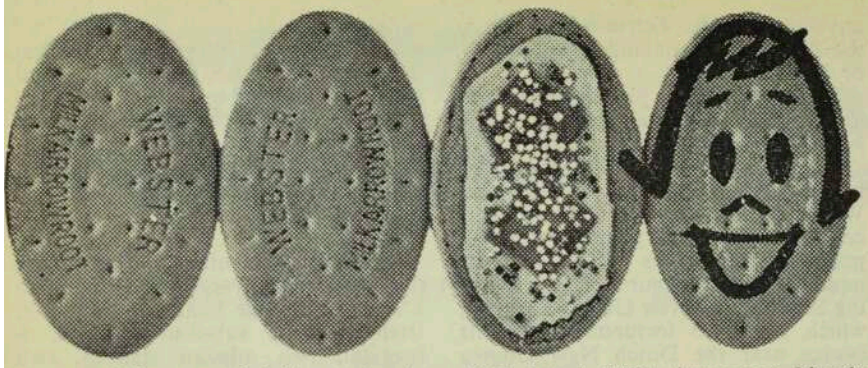
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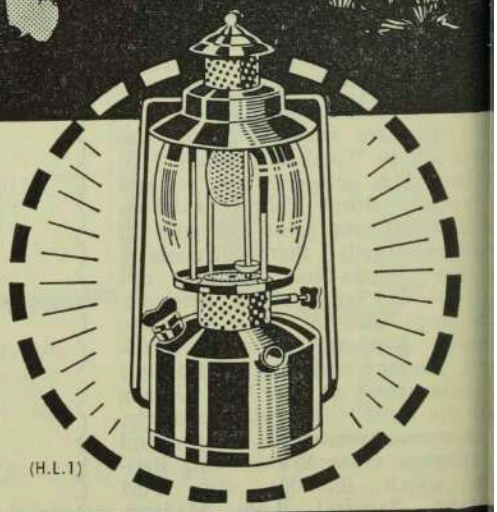


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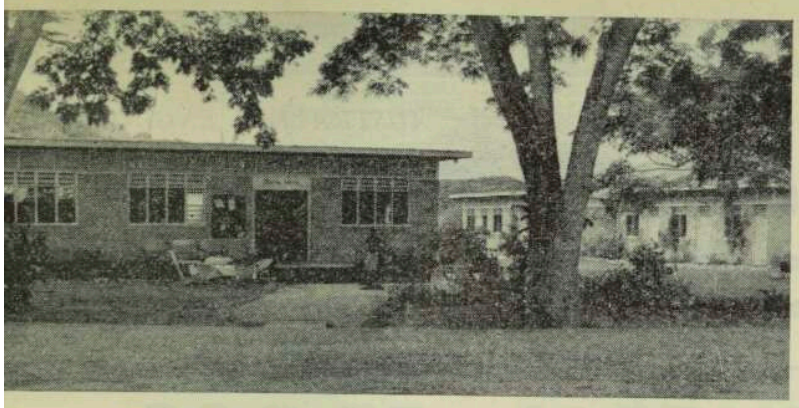
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ik, "one of the most charming inland centres in the Sepik . . . and perhaps in all New Guinea . . ." Here is the Maprik Hotel.

dile hunters and traders who ply ver. Trips on the Sepik in canoes outboard motors can be arranged rious picturesque Sepik villages. -day run up the smaller Keram a tributary, takes you to Goro- and Kambot villages with their ive but picturesque jutting- houses. With an early start on cond day, a detour can usually luded to Kamberamba, another village entirely built over water and with a life that is en- aquatic.

trip is made in a double -driven canoe, with a small ed shelter set on top for sun nosquito protection. The canoe nned by two natives, one of runs the motor while the other, bow, wards off floating logs river grass. Crude overnight is available at a reed-con- d "House Kiap" on the river- at Gorogopa; bedding and food be carried, but the hotel at am can arrange this. In 1960, £15 for the two-day run.

Colourful Ambunti

unti is 180 twisting river miles am from Angoram, but only a air hop. Here the usual Sepik ds give way to low hills, on one of which are Ambunti's overnment dwellings. It is an istrative post and nothing else, w visitors go beyond. The next he patrol post at May River, ree-day boat journey upstream, ittle especially rewarding en Sometimes it is possible to the run between Angoram and nti in one of the small ships y up and down the Sepik from g or Wewak, carrying supplies. schedules are unpredictable, eir passenger comfort negligible ey give the "feel" of the river, an experience are inexpensive even if along most of the Sepik itself the natives are no longer picturesque or outwardly distinctive to the casual observer. Civilisation's influence has brought the sloppy T-shirt and shorts or trousers in place of original native dress—or undress. Many of the tambaran houses (Haus Tambarans) along the Sepik have, unfortunately, been allowed to fall into decay. Frequently their highly-decorated bark fronts have been embellished by photos of movie actresses or pin-up girls put up by the natives. Between Angoram and Ambunti—at Kanganaman—one of the best-preserved is still to be found, set back slightly from the river and not visible from it. It can be reached only by boat or canoe from Angoram or Ambunti.

Charming Maprik

Maprik (el. 600 ft) is one of the most charming inland centres in the entire Sepik area, perhaps in all of New Guinea. There is a dry weather, very rough road to it from Wewak but the usual transport is by air. An attractive Dutch-born couple, Roy and Toos Peters, run a home-like small hotel set under enormous spreading rain-trees near the airstrip (daily tariff £A3/10/-).

The best of the local Haus Tambarans is a three-mile jeep ride from Maprik, at Bainyik, where there is also a government agricultural station and a farmer-training school for natives. Maprik's sport and community-minded residents have a tennis court and have utilised the airstrip as a golf course. Colourful carvings from Haus Tambarans, ceremonial and dance masks, etc., can still occasionally be found in or near Maprik, but are more easily available now from the headquarters of the Native Council, which collects and sells all sorts of native artifacts which range from the ethnologically valu-

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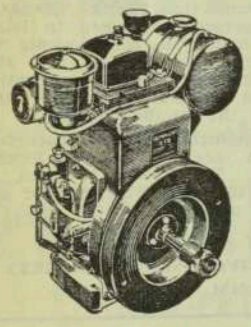
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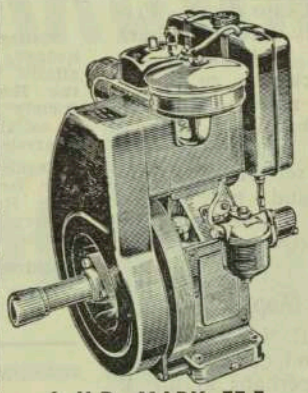
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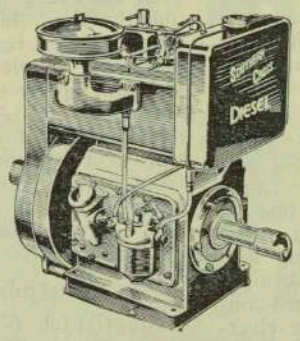
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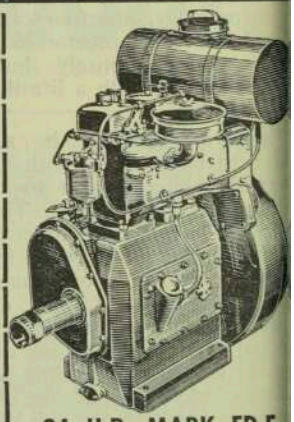
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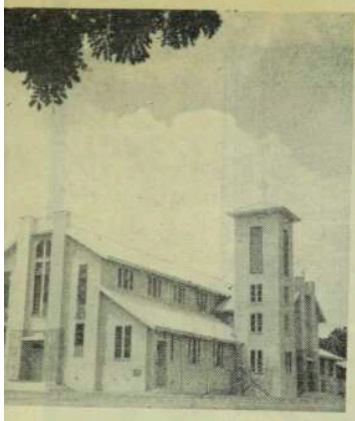
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s interesting Christ the King Cathedral, of P-NG's largest churches, was ed in 1958 by Divine Word missionaries place one built from wartime scrap.

to frankly tourist pieces. On k's many back roads older s often still roam completely

th from Maprik a road leads 30 miles to the little settlement gwi on the Sepik River. This is d take-off place for a day's run to the charming Chambri though this is not an easy trip nge. In one corner of the Lakes, om, a unique and much-sought- type of pottery is made and y the natives—one of the few in all of New Guinea for this of handicraft.

To Telefomin

aps the best flight of all out wak, if the weather is clear, Telefomin on its 4,700 ft in the remote mountains be- he Sepik Valley. A "restricted" ntil very recently, it can now ted freely either on a day-re- ight from Wewak, or for a stay if private accommodation arranged. (There are no public s). Even during a short stop airstrip, however, you can get pictures of the natives, un- xcept for the curious phallo- which are characteristic of the and a photograph also of the ent and plaque in memory of o young Australian patrol- Harris and Zarka, who were ed by the natives there in 1953. r trip from Wewak is rather ve (£A31/10/- for the return but it offers some of the most e views over the Sepik basin, redible windings of the Sepik and on a very clear day, even snow-covered tip of Mt. Juliana e border in West New Guinea. Sepik District has over 50 strips—most of them for light aircraft only—and there are other flights by chartered aircraft than those mentioned, for example, to Lumi, a rugged and beautiful patrol post inland; and to Aitape and Vanimo on the coast north of Wewak. Wewak is also on the regular trunk-line air service between Lae, in Australian New Guinea, and Hollandia in West New Guinea.

[The Administration is not pushing tourism in the Territory, nonetheless, the District Commissioner's office in Wewak will be glad to answer any questions about the Sepik District from visitors, either before or after they arrive in the Territory.]

Industrial Development In Tonga

Work is now under way with the clearing on an area of land south of the present Tonga Copra Board and Construction Co. at Havelu, near Nukualofa.

This extension of the industrial area will be used for factories to extract coconut oil for soap manufacture and for the manufacture of tins for desiccated coconut; the manufacture of hardboard and the making of coir from coconut husks for use in mats, rope, twine, brushes, etc.



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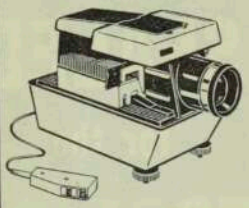
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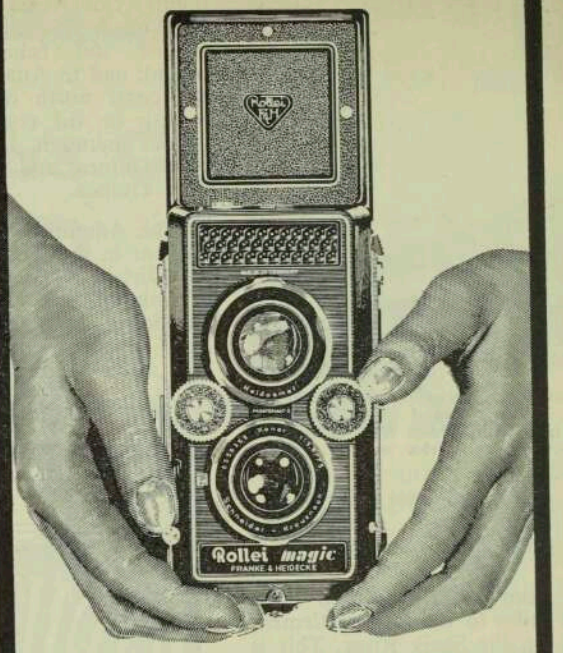
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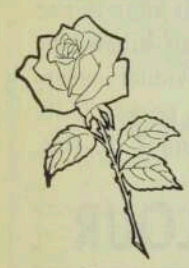
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AMOAN ECONOMIC REPORT IS NOT IMPRESSIVE

From a Correspondent APIA

actically unnoticed in the excite- of the independence celebra- was the report of the Economic lopment Committee on Economic ning.

E report was the work of an 18- man committee of politicians, c servants and businessmen and ad been awaited for several hs.

was a disappointment. Although ontains some interesting and re figures that emphasise the for an accelerated development amme, most of the report is a sh of everything that has been before, and deals in generalities. committee attempts to compro- between modern economic ds and Samoan custom.

e new proposal the report makes lan to form a Government De- ment Corporation.

e report repeats the old fear a tourist industry would spoil ulture of the people and also t them, and also continues the that economic development in rn Samoa can be carried out the present system of land , despite the difficulties that been pointed out by Stace and other visiting economic expert. Matai system of land tenure has seen as the greatest drawback plan of economic development. phasising that priority be given e development of agriculture, port states, "It is clear and be- any doubt that unless vigorous are taken to increase the al income, at least as fast as pulation increases, the standard ng will decline, because an ever- sing proportion of the limited resources will be required for roduction and will not be avail- or export crops."

ulation is expected to increase ,000 to 163,000 in the next 10

are that with the rapidly in- g population it would be im- le to provide an income from nd for all, the committee re- ended the establishment of ary industries using locally pro- materials, and that the Gov- nt give incentives through legis-

committee agreed there were cient capital resources in Western Samoa to implement even a modest development programme, estimating that there was not more than £30,000 available in Western Samoa for this purpose. It suggested the Government should seek overseas aid from established international agencies for specific developmental projects.

It was also agreed, surprisingly in view of some criticism that has been expressed over the past few years, that in the long run education was a type of investment that paid very high dividends, and that there should be increased emphasis on trade training, apprenticeship programmes and overseas scholarships.

The committee suggested the setting up of a Development Corporation charged under Government direction with the over-all planning, co-ordination and operation of specific development projects.

In conclusion, the report emphasised the need of securing the co-operation of the public in its development plans, and recommended that the Government formulate a detailed plan for economic development and then carry out an extensive campaign to publicise it.



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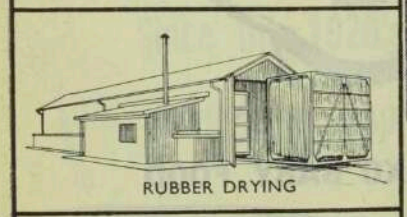
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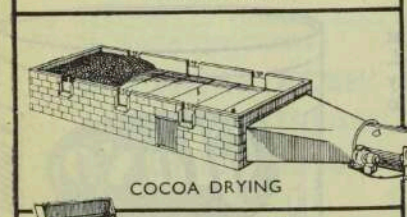
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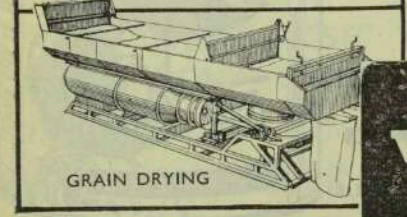
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Pacific Islands Monthly MAGAZINE SECTION







The Pearlers Are Out Again

From R. Boyd, in Rarotonga.

After four years of waiting, the people of Manihiki have been diving for pearl shell again. The Manihiki lagoon, in the northern group of the Cook Islands, was closed to divers in 1957 because shell was being seriously depleted. But it was opened at last in August and there followed three months of intensive activity.

MANIHIKI is said to be one of the prettiest atolls in the Pacific and certainly there can be few prettier sights than the pearling fleet sailing out to their selected spot in the mornings.

White sails make a pleasing blend with the rich blue of the lagoon, while an odd dash of orange or brown from some not-so-conservative boat owner adds a delightful contrast. A backdrop of coconuts seven miles away across the lagoon adds the final touch to a fairy-tale picture.

Diving is carried out by skin divers and from machine diving boats. Machine licences are limited to six and operate in depths over 15 fathoms. Their boats are gaff-rigged cutters with short masts and long booms and bowsprits. Crew usually comprises seven men: two divers, a captain and four seaman-pumpers.

Divers wear a helmet and waist length diving suit. Air is pumped down to them from a hand-operated pump, the seamen working in pairs to keep up the supply. Each diver spends three or four hours fossicking in his underwater world, at home with the fish.

The skin divers generally operate from outrigger canoes, still with the traditional Polynesian rig—a single triangular sail with the apex at the extreme bow of the boat. The outrigger, of heavy wood, is always carried to windward so that it is necessary to reverse the whole thing to "go about".

Dive Deep

Their sole diving aids are diving glasses (usually made by a local craftsman), a cloth glove to protect their hands from spikes of shell or coral, and a lead or iron weight to speed them to the depths. The weight is usually about 10 or 12 lb, but some divers use weights up to 20 lb. General practice is to have an assistant on the boat whose job it is to pull this weight to the surface after each dive.

Most of the divers operate around 12 fathoms, but quite a few go down to 20. The island's champion diver, a giant of a man called Tekake Williams, has been down to 30 fathoms and stays down for about four minutes. I thought it was impossible until I saw him in action.

(Over)

FASCINATING FIJI

Fiji is one of the few South Seas groups where pottery is made. Top shows a Fijian water bearer, face blackened and oiled for a ceremonial, with his pottery vessel. Bottom picture is a sample of a wide dish produced from clay. After it has been fired it is rubbed, while still hot, with a gum called makadre. Centre picture is not pottery—it shows an unusually designed twin-toed tabili—the wooden vessel used by Fijians to pound yaqona root (kava) to pulp.

Photos: Rob Wright

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A typical diving machine boat operating at Manihiki.

Tekake possesses a sense of humour, and will sometimes scare the living daylights out of the machine divers by sneaking *up* on them in 20 fathoms or so, and knocking on their helmets.

Sometimes he will challenge them to a race to see who can gather two sacks of shell the fastest.

On one occasion, seeing a diver gathering shells in one of his favourite spots, he levelled off above him, and let out some eerie noises. His rival dropped his shells in horror and made off for the surface as fast as he could. Thereupon Tekake carried on down, gathered the shells and surfaced again.

A lowering sun sees the boats meandering their way homewards, but the work is not yet finished. The shells have to be cleaned and chipped free of other growth before they are ready for marketing. Most of the skin divers sell their shells to local traders, where they can buy the food and luxuries that the extra income affords them. The machine crews work on a percentage of the total shell, after the owner has taken his share. The owner, generally a trader himself, disposes of it all as he sees best.

The experienced divers wish the season would last longer, and are already looking forward to the re-opening next season. The rewards are rich and a good diver can make more money in a day than he would normally make in a week.

Yet it is a hazardous occupation, and this season there were two deaths attributable to diving.

ALL OF NEW GUINEA MEETS IN LONDON

By Gilbert Renton

Browsing through the library of the Royal Commonwealth Society, I came across the article in the October issue of the *Pacific Islands Monthly* about the "51-million-to-one chance" of meeting a particular somebody from New Guinea in a doorway in England. But as a man who has travelled to England six times since the war (and twice before the war) I want to say that the estimate is very much out.

BEFORE the war the chance of meeting a New Guinea planter in London was remote. For one thing, the planter's finances were well below zero. But not today. These days most of New Guinea's tycoons hibernate in London, Paris, New York and in Estoril, a lovely watering place on the Portuguese coast 20 miles from Lisbon, where one can live for £Stg.1 a day. Maybe you can even meet more Territorians in London than Sydney!

Do you want some facts?

I remember one trip I made in 1956 when I met no fewer than 13 New Guinea people in the streets of London just by chance!

One day coming from Berkley Square I ran into Ann Page and Una Adams; a day or two later I wa ambling down Oxford Street and ra into Captain Jimmy Duncan and hi wife.

Travelling home one night at 12 o the London underground I was con scious that the fellow opposite wa studying me minutely, and the finally he came over and said: "I' Peter Livingstone, from Port Moresb I remember you at one of Pegg Byron's parties when you sang an gave a few monologues". I replie "Who doesn't? I have had many thick head after one of her parties"

A year or two later, walking alon Upper Regent Street, someo touched me on the shoulder. It w a charming widow who had been my table aboard the *Bulolo* en rou to New Guinea only a few month before. But the real surprise cam when the very next day I met Piccadilly a married couple nam Galbraith who had also been at th table!

Several days later I went into coffee bar off the Strand, and the sitting at a table were Dr. Salam and his wife Jackie Sedgers. We mained at that table for three hou

Shortly before she died in Switz land I met old Mrs. Rundnagle a her daughter and husband mak down Fleet Street to have a drink the "Cheshire Cheese". A few d later I met Eddie Frame, very mu a sick man, making for Austra House. And on yet another da was on top of a bus passing throu Hyde Park gate when I saw Les Cl walking on the pavement.

Territory people in London are l bees around a honey-pot, and can never be short of friends. Peo from the Territory I see *very* of are those anchored there permanen —such as William Bruce Ball, Holmes, June Uwen and Mrs. Bob Cruikshank.

In my experience, the odds could be 51-million-to-one.

And It Struck A Chord In Suva

Sir,—Reading the "51-million-to-one chance" story in October reminded me of an interesting experience I had some time ago. I was Chief Engineer on one of the local ships, and on joining her I had been introduced to the Captain. After some minutes conversation he said, "Don't you remember me?" I had to admit that I didn't.

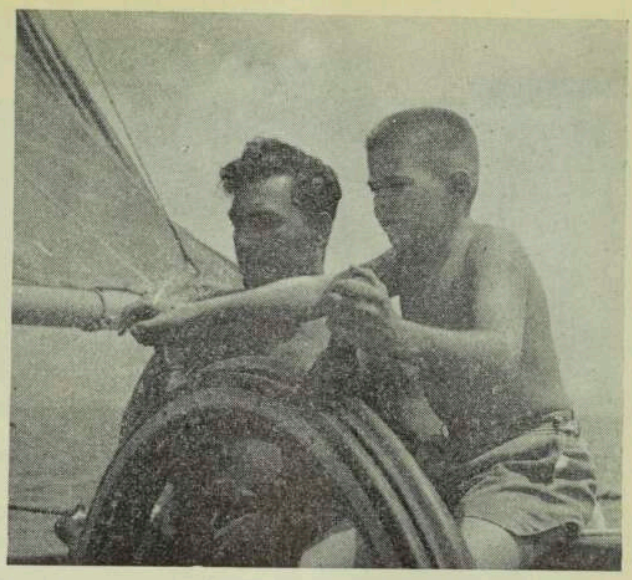
"Don't you remember giving me dinner one night 32 years ago at your place in Colombo when I was a cadet on a ship passing through?"

Apparently his uncle, an old friend of mine, had asked me to look out for his nephew—a cadet on a ship calling at Colombo. But 32 years is a long while and he had altered a lot since then!

Yours,
C. S. Simpson.

Suva, Fiji.





"Abandon ship!" was the order, and the boys put some brawn into the oars! Trying his hand at steering (above) is Robert Cameron, 12, who won the captain's prize for best junior seaman. Below, left, one of the young mariners puts on an expert performance of rock climbing during a shore visit.

Seven Days Before The Mast!

From Captain S. B. Brown, in Suva.

The "Outward Bound" type of holiday for boys has now ead to most countries of the Commonwealth. In one form another, sea cruises or mountain climbing expeditions are ng excellent training to boys in leadership and self-reliance.



AN experiment in this type of holiday was a cruise made in December from Fiji using the ketch *Maroro* as the training ship. In addition to the ship's boats, we carried a sailing dinghy. On this cruise, we took 20 boys, 18 Europeans and two Fijians, on a week's cruise. Ages ranged from eight to 16 years—a good deal younger than the boys in most overseas groups. Instructions were given in seamanship, yacht rigging and steering. Senior boys had lectures on survival at sea and chart work while juniors were taught the rule of the road at sea, knots, and the use of the lead and heaving lines.

The boys took over the work of the ship, hoisting and setting sails and providing a helmsman. Two watches were formed, each responsible for cleanliness of bunks and messdecks in their own part of the ship.

During the week the *Maroro* anchored at Malumu Bay, Dakuni and Stuart Island. At these times the boys "abandoned ship", sometimes donning life jackets and rowing ashore, sometimes sailing independently in the dinghy, and at other times a block and line would be erected to assist "survivors" to land, although the main use of this seemed to be in giving the younger boys a ride!

On shore the boys were taught swimming, skin diving, rock climbing, judo and how to build survival shelters and signal posts. The day usually ended with a bonfire and beach barbecue.

Never did a sailing ship have a more enthusiastic crew. The first day out from port the boys were astir and on deck by 5.30 a.m., ready, and indeed eager, to scrub decks. They actually started before 6 o'clock, the required time to "turn to". By the third morning, however, there was noticeably less enthusiasm for rising, shining and deck scrubbing, although as the week progressed the decks achieved a startling whiteness as the two watches vied with each other to win the competition for the cleanest part of the ship.

As a first venture the cruise was a success. Although it did not achieve all that we hoped, this was due to the big difference in age groups and the necessity for altering the curriculum to suit the younger boys. At the same time this difference in age gave the older boys a chance to take charge of juniors and attend to their welfare as well as their discipline.

Similar cruises are already being planned for the future.

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When the photograph of Hollandia, above, w taken more than 30 years ago, the town w an important centre of the bird-of-parad trade. The recent photo below shows h Hollandia has spread inland.

Hollandia Sweats Behind The Old Invasion Beaches

The day starts early in this capital of the Dutch half of New Guinea, subject of mounting tension over Indonesian intention to "liberate" it.

GOVERNMENT officials are behind their desks by 7 a.m. and the banks are open at 7.30 a.m., housewives are out shopping by 8 a.m. in smart, recently built little shops near the town centre.

They have all begun work before the temperature and the humidity begin their implacable daily rise. By 10 a.m. it is possible to be bathed in perspiration by just standing still somewhere in the shade.

Physical activity for residents, and particularly for visitors, invites a torrent of perspiration, wringing of handkerchiefs and scarlet faces.

This probably explains why all work ceases for the day at 2 p.m. and it is virtually impossible to rouse a Dutchman and his family from sleep between 3 p.m. and 6 p.m. when the town gradually begins to move again.

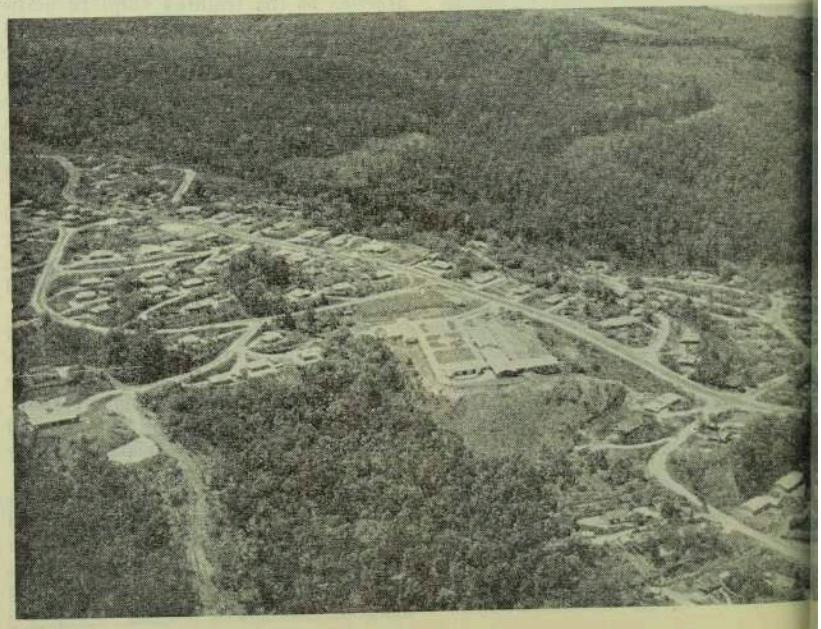
It has been a long working stretch with only a break of 15 minutes during the morning for a sandwich after a breakfast of egg, salami, cheese, fruit juice, bread and jam or peanut butter and heavy black coffee.

Lunch then reverts to Indonesian food, a memory of the days when the Dutch ruled the Netherlands East Indies, now neighbouring Indonesia.

The temperature is in the 90's with near maximum humidity when the Papuan waiters in the Governme Hotel come in with bowls of stea ing white rice. One is set in the cent of each table and then each pers receives a silver dish of extras li curried fish, or a kind of steam steak, with chile pickle and oth Indonesian delicacies.

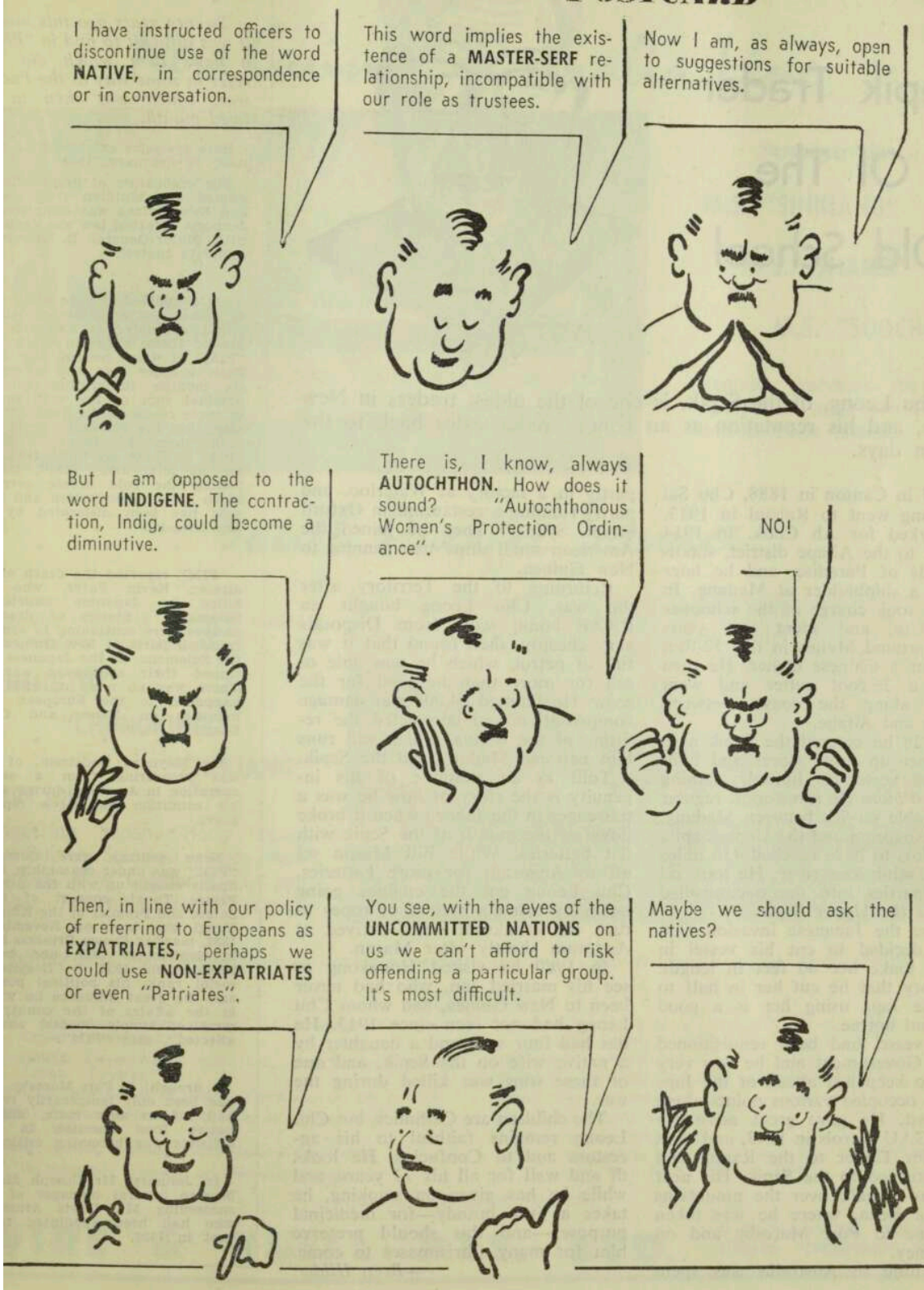
Lunch ends with fruit, and abo 2.45 p.m. the town sleeps—like t rusting tracked landing vehicl

(Continued on p. 97)



New Guinea

POSTCARD



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A Brett Hilder Profile

Sepik Trader Of The Old School



Chu Leong, of the Sepik, is one of the oldest traders in New Guinea, and his reputation as an honest trader dates back to the German days.

BORN in Canton in 1888, Chu Sai Leong went to Rabaul in 1913, and worked for Ah Chok. In 1914 he went to the Aitape district, shooting Birds of Paradise, and he later became a shipbuilder at Madang. In 1922 he took charge of the schooner *New Witu*, and spent two years trading around Manus in this 52-foot vessel for a Chinese owner. He then bought a 26-foot cutter and went shelling along the coasts between Madang and Aitape.

In 1928 he entered the Sepik as a trader, set up three stores and built a 45-foot vessel for himself, naming her the *Winon*. He ran a most regular and reliable service between Madang, Bogia, Angoram and the Upper Sepik, and claims to have reached 450 miles up that salubrious river. He took oil search parties into the uncontrolled areas of the Upper Sepik.

Before the Japanese invasion Chu Leong decided to cut his vessel in half to make her 60 feet in length. The story that he cut her in half to stop the Japs using her is a good story, but untrue.

The vessel had been requisitioned by the Government and he was very lucky to keep just ahead of the Japs as they occupied various points along the coast. He gave great assistance to ANGAU patrols in 1943, and went with Jim Taylor to the Ramu, and then returned to the Sepik. His next trip was a walk over the mountains to Bena Bena, where he was taken by plane to Port Moresby and on to Sydney.

His time in Australia was spent partly in a factory at Waterloo, and partly running a restaurant in Oxford Street, Sydney. Then he joined the American small ships' unit running to New Guinea.

Returning to the Territory after the war, Chu Leong bought an RAAF bomb scow from Disposals very cheaply, then found that it was full of petrol, which he was able to sell for more than he paid for the scow. He claimed £4,000 war damage compensation and completed the refitting of the *Winon*, which still runs him between Madang and the Sepik.

Told as an example of his ingenuity is the story of how he was a passenger in the *Jaboru* when it broke down at the mouth of the Sepik with flat batteries. While Bill Mason set off to Angoram for more batteries, Chu Leong got the engines going again by using a system of ropes to turn the crankshaft, and arrived at Angoram shortly after Mason.

In 1960 he visited Hongkong to see his married son, who had never been to New Guinea, and whom Chu Leong had not seen since 1913. He has had four sons and a daughter by a native wife on the Sepik, and one of these sons was killed during the war.

The children are Catholics, but Chu Leong remains faithful to his ancestors and to Confucius. He looks fit and well for all his 73 years, and while he has given up smoking, he takes a little brandy—for medicinal purposes—and this should preserve him for many Christmases to come.

—Brett Hilder.

Yesterday

Twenty years ago this month it was difficult to find in "PIM" a news item which did not refer in some way to the Pacific war, which was then in its third month.

Here are some extracts from that issue of February, 1942:

The evacuation of practically all women and children from Papua and New Guinea was completed in January. Martial law was declared, with Major-General B. Morris in complete control.

* * *

"PIM" published page after page of names and addresses of Islands people evacuated to Australia and invited them to get in touch with "PIM" if they needed any help. Each evacuee was also offered a six months subscription for the nominal sum of 2/- (not enough to cover costs) in the hope, "PIM", said, that the magazine would help keep them in touch. Added "PIM": "These are tough times for Islands folk, and "PIM", too, is feeling the cold breeze severely. Much of our distribution and business has been dislocated by the Jap. invasion".

* * *

"PIM" reported the death of NG airman Kevin Parer, who was killed by Japanese bullets at Salamaua. Stories of dramatic escapes were continuing to come in from all parts of New Guinea and the Solomons, as the Japanese continued their southward advance. There was no news of what had happened to the European communities on Nauru and Ocean Island.

* * *

Sir Maynard Hedstrom, of Fiji, was recovering from a serious operation in America, during which his condition had been reported grave.

* * *

News sources were slow and "PIM" was under censorship, but it finally caught up with the death of Prince Tungi, consort of Queen Salote and Premier of the Kingdom. Tungi was born on November 1, 1887, married Crown Princess Salote in September, 1917, and became Premier in 1923. "Despite his social rank, his political position and the great influence he wielded in the affairs of the country, he remained simple, modest and unaffected", said "PIM".

* * *

A drought in Port Moresby which had been only temporarily relieved had set in once more, and the native food question in many districts was becoming critical.

* * *

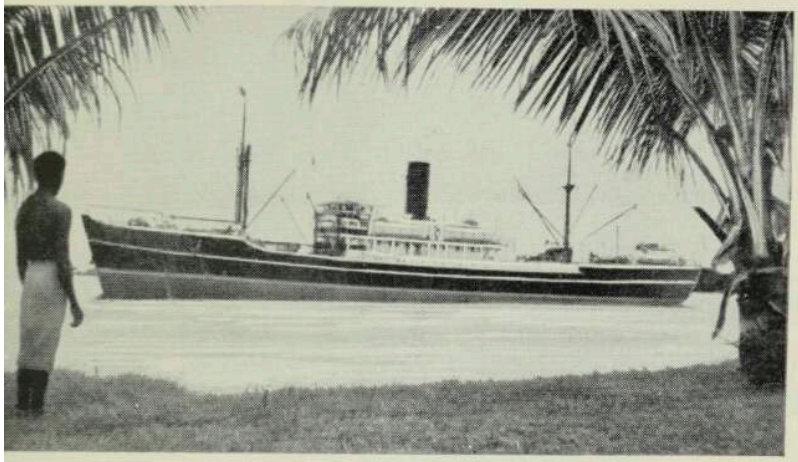
In January, Mr. Joseph Mitchell became general manager of BP, succeeding Mr. Lewis Armstrong who had been appointed to the post in 1928.

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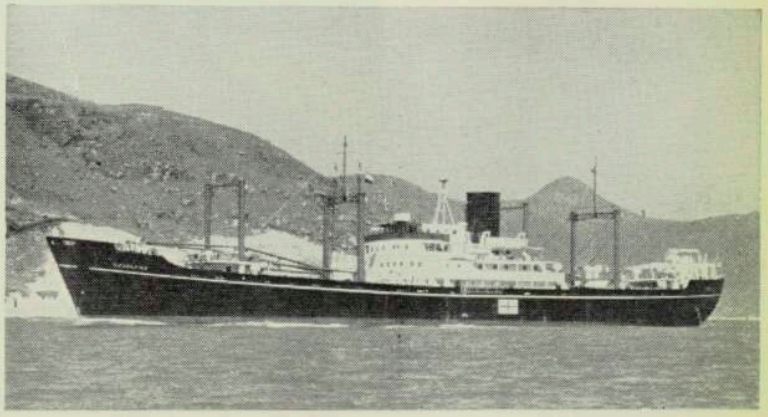
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HE MONTH'S NEW READING

WITH JUDY TUDOR

A Banquet For Shell Collectors

This month, which otherwise has been a dull one for books, least has been distinguished by providing the most expensive lume we have ever had to review—seven guineas worth, called *eensland and Great Barrier Reef Shells*. It is a monumental rk containing no less than 600 separate illustrations in colour, well as the text to go with them.

drawings have been done by . H. Rippingale, a well-known colourist and a keen con- ist. The text is provided by). F. McMichael, Curator of Australian Museum, Sydney, though written with scientific ude, is not so scientific as to er the heads of the ranks of enced shell collectors or even of ers.

the technical side, the book has produced throughout on a matt which gives the illustrations a one-dimensional appearance. depth could, perhaps, have been d by using a different variety per, although the artist may believed that the form in which been produced is more suited medium he used. Certainly, ustrations have the appearance er-colours.

Shell Collecting

n primitive and civilised man been ardent collectors of shells. South Pacific Islands, shells been a medium of trade and ment down the ages; and most at some time or another, have ed shells along ocean beaches. ecent years, with the develop- of swift transportation, more nore amateurs have come into ell collecting field and large of money change hands for rare species. The first Euro- to gather shells along the Great r Reef and adjacent coastlines Joseph Banks and Daniel ler who were with Captain Cook on his 1770 expedition coast of Queensland.

ny have followed in the foot- of these two pioneers since, ne waters enclosed by the Barrier Reef provide a selection of what might be found in the Pacific-Indo area and offer reasonable access at the same time.

Among the shells to be found are many specimens of the *Conus* family which provide some of the most sought-after shells in the world today, although, to date, at any rate, Barrier Reef country has not thrown up a *Conus gloria-maris* Chemnitz, said to be the most valuable shell in the world. There are only 22 specimens in known collections.

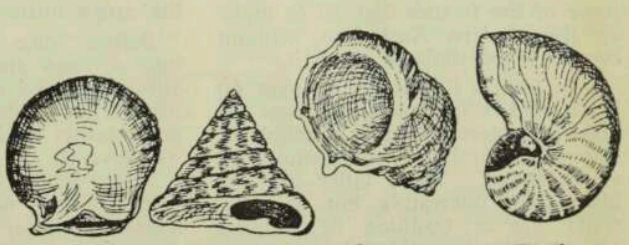
[We had something about this shell in June, 1961, *PIM* and the fact that there was a standing offer, from an American millionaire, of £500 for a good specimen. These rare shells are supposed to inhabit the Celebes Sea—so if Celebes, why not Northern Queensland?]

Queensland's Great Barrier Reef begins off the Tropic of Capricorn and continues north at varying distances from the coast for 1,250 miles until it peters out in a maze of reefs and sand cays between Cape York and the coast of Papua. The sheltered waters and inner islands of the narrow strip of sea between reef and coast provide the environment where Australia's great variety of shell life exists.

As a general rule, says Dr. McMichael, the further north you go the better the shell harvest, but north of Green Island (off Cairns) which is a sanctuary for shells as well as all other forms of life, it becomes increasingly difficult for the amateur collector unless he goes to the expense of organising a private expedition.

The happy-hunting-grounds of shell

A keen Pacific shell collector is Captain Brett Hilder, who drew these samples to illustrate his recently published autobiography, "Navigator in the South Seas" (reviewed in "PIM" last September).



Pacific Churchmen Have New Trade Journal

Under the auspices of the Theological Education Fund of the International Missionary Council, a Consultation on Theological Education in the Pacific was held in Suva, Fiji, in May, 1961.

One of the results of this is the "Pacific Journal of Theology", the first issue of which emerged at the end of the year.

It is a modest little production, and quarterly publication is the aim. As it is, in effect, the trade journal of churchmen in the Pacific it can have little appeal to the general reader and, in fact, the only article in the first number that at all gets away from "trade" matters, is one on the Dead Sea Scrolls from a Dutch missionary in West New Guinea.

The journal is published in Western Samoa where the editor (J. Bradshaw), and circulation manager (C. Norwood), are stationed, but it has an impressive editorial committee drawn from all the other South Pacific Islands.

Subscription is a 5/- minimum in Samoan currency (6/3 in Australian), but those who can afford it can make voluntary additions. The address is PO Box 184, Apia, Western Samoa.

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collectors the world over are the Capricorn and Bunker Reefs off Rockhampton and the Whitsunday and other islands between Bowen and Mackay.

In the legends to the plates, the locality is given from which the specimen actually illustrated was collected. In the text itself, the general area in which the variety of shell may be found is given additionally.

Shell collectors, who tend to become fanatical about their hobby, will probably not so much as shudder at the cost of this book which we should imagine is close to indispensable for anyone planning an assault on the Barrier Reef or on some Pacific Island hunting ground further afield.

(QUEENSLAND AND GREAT BARRIER REEF SHELLS. Jacaranda Press, Brisbane. Price £A7.7.)

An Hour With Australian History

A RATHER odd combination of Harold Rabling, mining engineer and oil company executive (Vacuum Oil Co.), and Patrick Hamilton, Australian Rhodes Scholar and ex-schoolmaster, have combined to produce *Under the Southern Cross*, the story of Australia's 170-odd years.

It is given in capsule form and is not intended as an exhaustive history of the European occupation of the continent. It is something, say the authors, that can be read in a little over an hour and is designed for the swift enlightenment of would-be investors and industrialists, visitors and New Australians.

Within this limited scope, they have done the job well, placing the emphasis on the achievements of that short span of years, made in the face of the natural obstacles of Australia's climate, geography and distance from a European Motherland; and in the face of some unnatural ones, such as the country's penal colony beginnings, recurring wars and depressions. In doing this, the authors have incidentally described some of the factors that go to make up the modern Australian, without becoming too didactic about it.

The text is illustrated by over 60 black and white pictures, some of historical interest; and by a couple of dozen Australian commemorative stamp issues. These latter may be historically interesting but as Australia has a tradition of hideous stamps; they do nothing for the book artistically.

(UNDER THE SOUTHERN CROSS. Macmillans. 20/9.)

'Colonialism' In The South Seas

It has been said that the Pacific Islands, so much written about in romance and legend, have been sadly neglected by students of colonial government.

Well, those days are gone. Rarely does a month pass without the publication of a treatise of some kind by a historian, a political scientist or an anthropologist, who has made a special study of the way in which different nations have fitted a Western form of government to one or other of the Pacific Islands communities.

Part of the study, of course, is an examination of the various techniques of colonial administration; and, as "colonialism" now has become a dirty word among the idealists who did not begin to grow their beards until after World War II, these books have their own peculiar interest.

Political Advancement in the South Pacific is the work of Dr. Francis James West, a Senior Research Fellow in Pacific History at the Australian National University. He is young—he left Cambridge only in 1952—but he has crammed a lot of study into ten years—six months in Papua-New Guinea in 1954, a couple of years lecturing in history at Victoria College, Wellington, six months in Polynesia.

The book's 200 pages do not cover much South Pacific; but it is a very careful, well-written, documented and indexed comparative study of colonial practice in Fiji, Tahiti and American Samoa.

It has a special value in relation to Fiji and Tahiti, both of which now are trying to find a new road from a benevolent metropolitan form of administration to a larger and increasing measure of self-government. Some of the facts lined up, and the conclusions suggested, by this indefatigable scholar could be very useful to future planners.—R.W.R.

(POLITICAL ADVANCEMENT IN THE SOUTH PACIFIC, by Dr. Francis West Oxford University Press, Melbourne. 35/-.)

RUTH PARK IN JUNIOR AND SENIOR SIZES

Ruth Park, one of the most prolific of Australia's crop of post-war writers, is now producing books in twos, published by different publishers in the same month. "The Hole in the Hill" is a children's story background New Zealand: "The Good Looking Women", fully adult based on the usual lower-middle reaches of Ruth's Sydney suburbia.

FOR her children's story, the author has capitalised on her own early childhood in New Zealand and her later, long residence in Sydney. She whisks Brownie (aged 14) and Dunk (aged 12) across the Tasman by plane so that their father can sell an old farm that he has inherited, and sets them to finding out the essential differences between the arid brownness of one land and the green mistiness of the other.

Before long they have tumbled into a cave and a baffling lot of adventures and mysteries. The publishers have done a neat job of presentation and most pre-teenagers will love it.

Since Ruth Park produced her prize-winning novel, *Harp in the South*, just after the war no one has disputed her claim to being a creator of characters. Her good-looking women (four sisters — a nun, an escapee from marriage, the mother of eight children, and an ov protected, after-thought) are ch acteristically well-drawn. They co be said to be typical Sydneysid except that they could equally v be typical New Yorkers, because Ruth Park's books suffer from a thing they suffer from the fact t Ruth, like Elva, her mother of ei is a Good Catholic Woman. L Graham Greene, she lets her relig show in her work.

There is nothing wrong with except that it perpetuates the not that while (a) life is tough; (b) for a Catholic is tougher.

If it weren't for the Catholic of this novel there would be no p to it, as the whole thing pivots the fact that Geraldine, the young over-protected daughter of the f good-looking daughters of Rosa Wally Pond, began to see Vision Our Lady, Herself. No Presbyter or Congregationalist is likely ever

een any sort of Vision—or to
een believed if she did.
is, nonetheless, an excellent
of a close-knit family and its
ary attachments whose diverse
ers rub against each other and
e not only bonds of love but
that sometimes develop into
rations.

HOLE IN THE HILL and THE LOOKING WOMEN. Published ely by Ure Smith, at 18/-; and nd Robertson, at 21/6.)

ralia's
l Heritage

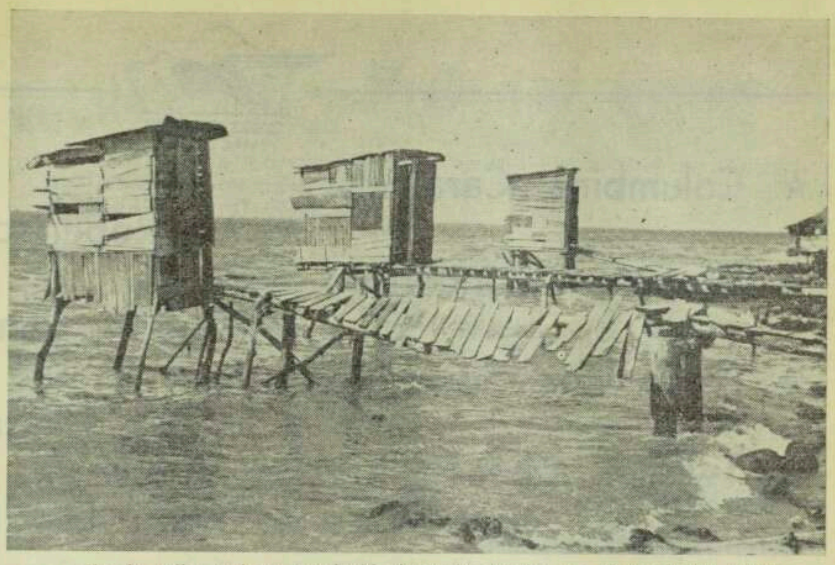
coy reluctance of some pub-
ners to "give", leaves *Wild-*
one of the "Australian Out-
Guides" sitting alone like an
because no one has thought
the list of the other "Guides"
re in the book.
ever, if this is meant as a
of something more to come,
uite good. It is written by
Morris, BA (no other details
l), and illustrated (colour
ack and white) by Margaret

author has made things easier
nateur naturalists and bush
by indexing the flowers by
mmon names and giving their
l names secondary considera-
d by dividing them into groups
g to colour—white and cream
pink flowers, yellow flowers,

as Australian animals are
pieces, so are Australian
ers, many of them existing
else on earth except in
d form. And, despite its
y arid nature, the island
t is rich in the variety of its
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ugh some wildflowers—such
Vest Australian brown boronia
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rting bush-fires; and no less
passion of the wandering
motorist for tearing up wild-
by their roots, has reduced
where they grow to all but
g point in some places.

FLOWERS. Angus and Robertson /-.)



Not in polite society: Ramshackle lavatories at the end of ramshackle jetties.

Two Years' Picnic Amongst The Samoans

Western Samoa's Judge C. C. Marsack, whose book *Samoan Medley* was reviewed here last September, would be the first to take to task his rival scribe, from the other Samoa, Marie Tisdale Martin.

THE first things Mrs. Martin noticed about Samoa, and put in her book, *Samoan Interlude*, were the ramshackle lavatories at the end of their ramshackle jetties that disfigure the Samoan coastline; and the competitive building of churches which is almost the chief outdoor sport of this part of Polynesia.

In his book, the Judge deplored mention of these things; he seemed to think it was the sign of a shallow mind.

Marie Tisdale Martin is a North American and at the end of 1955 went with her Doctor husband to spend two years in Pago Pago, American Samoa. Although her first, reaction to her new home (which she reached via Western Samoa) might be regarded as trivial by one who knows the Group intimately, her story improves as it goes along—so long as one does not require from it those deep, penetrating researches into Life With Primitive People that are so popular amongst the Cultural Upper Crust.

One thing to be notched up to the credit of Author Martin immediately is that although from the American Continent, her book is not called The Something or Other Paradise; nor, as she tells it, are the Samoans badly put-upon, sadly misunderstood victims of white exploitation. It is the Eunopeans who seem always to come out on the wrong side of the bargain and who are ready-made victims for such boomeranging facets of Samoan culture as casual child adoption and family obligation.

Perhaps it is the Canadian in her that makes her see Pago Pago (and the whole of American Samoa) without scales to her eyes; and the cerise satin-and-sequin dancing costumes as poor, tawdry substitutes for the real thing of woven grass and bark. But it is a good-humoured account of a picnic two years amongst people whose manners and culture seem put on back-to-front, and whose actions can be either hilarious, or infuriating, according to the nature of the person at the receiving end.

As part of his medical duties, Dr. Martin made an emergency call at Swain's Island, one of the few reminders of real 19th century adventure left in the Pacific. The island was settled by the original Eli Jennings and his Samoan wife in the mid-1800's and it has remained in the Jennings family ever since. Earlier generations of Jennings lived there in some feudal state but when the Martins visited there, post-war labour

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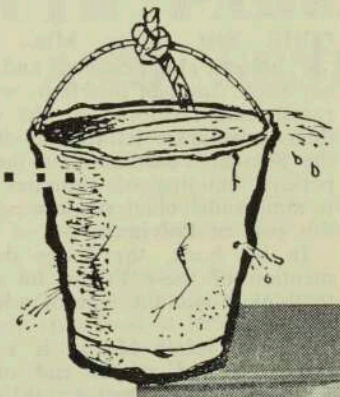
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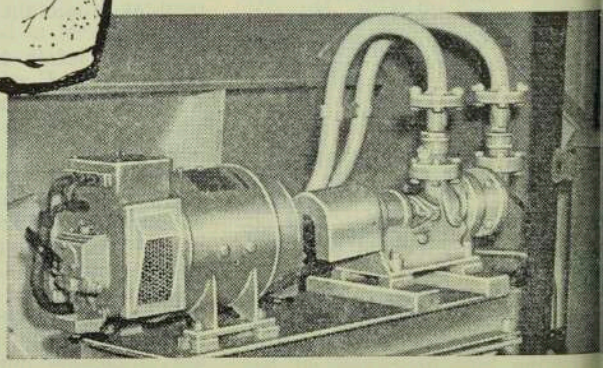
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s and the bright lights of Pago
ad decreased the labour force
once famous colonial mansion
ly Jennings had built for a
on homestead was falling into

life that the present young Mr.
s and his American wife were
vas far from being the lotus-
affair that one might imagine.
is one of the few accounts
dern life on Swain's Island
although it came into the
trative sphere of American
in 1925, still has much about
he romantic Pacific of over
ry ago.
)AN INTERLUDE. Published by
avies. 22/6.)

mon Black
he Boys

'RALIAN Ivan Southall, who
written a number of adult
ional books (including *Bluey*
t and *They Shall Not Pass*
), has probably got an even
ollowing with his Simon Black
or boys.
e latest of these, *Simon Black*
he has his hero in two
s, in a mystery ship that is
at home in air or water.
revolutionary ship looks like
g-boat with fins instead of
Southall served in Sunderlands
the war) and has been built
vish of the Australian govern-
It is the Prime Minister, no
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happens is exciting and sus-
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e Stanley Gardner's mysteries
metimes as interesting as the
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while sunbathing near the
ole of the golf club, she
Perry Mason in to solve the
hich he does with the mini-
rouble to himself and the
m harassment of District At-
Hamilton Burger.
CASE OF THE SUN BATHER'S
Published by Heinemann. Aust.
-.)

Strzelecki — Myth And Mystery

Few men have been able to stir up so much controversy, living and dead, as Paul Edmond Strzelecki, Polish discoverer of Australia's highest mountain peak, Mt. Kosciusko.

THERE have been numerous biographies of this man who cut a swathe in Australian life in the 1830's and 1840's and a swathe in English social life at a later period, but probably few have been put together with such painstaking care as that of Miss H. M. E. Heney in *In a Dark Glass*.

She was in a unique position to do this as she spent five years in Poland in the 1930's and speaks the language.

Most Australians know of the range of mountains in Victoria called after Strzelecki and that he was the first man to climb Mt. Kosciusko and name it after a hero of his own country's struggle for independence. Few Australians of this generation have bothered to find out much about Strzelecki the man, although the wild claims of an American citizen of the same name did something to revive interest in late 1930's.

Early in life Strzelecki began carrying a gigantic chip on his shoulders and this seems to have influenced must of his actions and his obvious craving for recognition. But so much of his own careful build-up of himself was bogus that many of his real achievements were regarded with suspicion also. It has subsequently been proved beyond doubt that neither he nor immediate members of his family had right to the title of "Count", which he used freely, but he went to some trouble to

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icate his right to it and used up to his death.

expedition to what subly became Mt. Kosciusko, was ed and financed by James hur, one of the younger memf the Camden family, and ki was asked to accompany Macarthur was with him in the last of the ascent but in statements Strzelecki ignored hur altogether and Macarthur, tly an extraordinarily modest ade no claims.

rding to the Pole, the final was made February 15, 1840, s is still the official version, h subsequent information, from Macarthur's field notesuggests that the real date rch 12.

made their ascent from what the town of Tumut, and it is ed that the distance from the top of the peak makes arch date more probable. ng their descent on the Omeo the range, the Count claimed discovered Gippsland and on brought down the wrath s who had been there before He started a newspaper ersy that brought interest into s of residents of both Sydney lbourne.

Who Discovered Gold?

ar controversy continued for to whether it was Strzelecki t E. H. Hargraves, as the books have it, who first disgold in NSW. The Pole that he had discovered gold Bathurst district in 1839 but t quiet about it because of t by the then Governor, who that the discovery of gold in al colony would do great In 1851, when a reward for y was given Hargraves by the overnment, Strzelecki, then in , tried to get redress, but uccessful.

ecki left Australia in 1843 years later published *The Description of New South nd Van Diemen's Land* which lered the culminating triumph fe, although in Australia, at , it was received critically in arters.

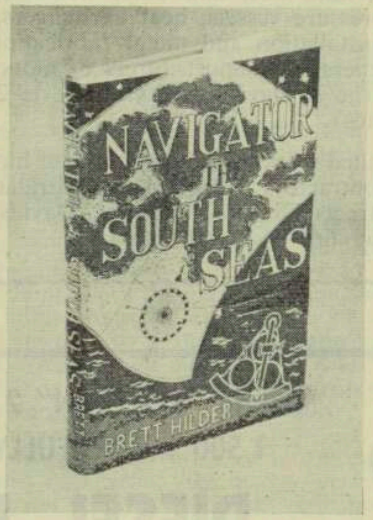
ed in England in 1873, at of 76, leaving an estate of —a modest sum in comwith the fantastic claims that de by his namesake 60 years

inspired the American is' claim in 1935 is not clear nicely filled the sensational newspapers there for some time, as well as others in Poland, France and Australia. Among some of the more extraordinary items the American Strzeleckis put on the bill which they presented to the Australian Government were $560,000 for the cost of the expedition the explorer had led to Mt. Kosciusko (which had been financed by Macarthur, anyway); the land itself (which includes the present Snowy River Scheme) was to be returned to the family; Gippsland, Vic. ("Strzelecki Province") was also to be handed over to the family as a reserve for Polish migrants who were to flow in at the rate of 25,000 per annum; finally, $1,350,000,000 compensation was claimed for the gold taken out of the Bathurst district.

It is difficult to believe that anyone could take such claims seriously although letters exchanged between Miss Heney and the American Strzeleckis left no doubt in her mind that they were in earnest. The reception it got at the hands of the Australian Government can be imagined.

As the author points out in her book, Strzelecki is a fairly common name in Poland, and relationship between the American and Australian Strzeleckis was never proved.

(IN A DARK GLASS. Angus and Robertson Ltd. 45/-.) (Over)



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By BRETT HILDER

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Brett Hilder served in the Merchant Service, the Royal Australian Navy, the Fishing Fleet and also had a distinguished career in the R.A.A.F., attaining the rank of wing commander. "Navigation" — either in the air or at sea — is the central theme of his book and he recalls many thrilling incidents as, at the age of 50 and a senior captain in the Burns, Philp Line, he looks back over a rich and eventful life.

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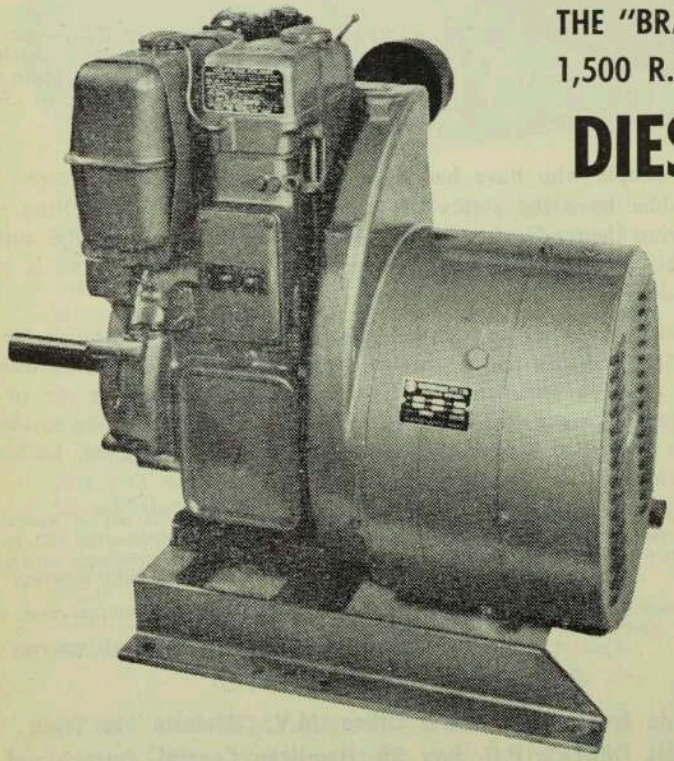
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Career Soldier's Story

great deal of work and a great deal of history have gone into al Sir Frederick Morgan's autobiography, "Peace and War—a r's Life", but it will have more appeal to other soldiers than to neral reader.

OUGH the General was n at the right time and in the rcumstances to be amongst Brass during the last war, ok of his is in no way a on of *his* war in the sense se of the other War Lords, ntgomery, Brooke, Eisenhower shall, were. As the title , it is a plain story of a life—with "plain" the opera- d.

oldier engages in no literary gimmicks and presents a life accomplishment with Public leprecation. This, while no norally praiseworthy, is likely the general run of reader, these days accustomed to ce in his literature, occasion- ed.

n was born in 1894—"one quire's relations"—and there in due course, the right kind ratory school and the right Public School for a pre- military career, and finally h. His first posting to India brief skirmish before being ed with the Lahore Division e in 1914 to try to hold the til Kitchener could finish his army in England.

he Lahore Division Artillery joined a Canadian Division still later one, the 4th Aus- Division.

9 he was back in India and was in the same class at Staff College as Captain J. Slim, who was later to Field Marshal, Chief of the General Staff, and later vernor-General of Australia, Morgan served about 20 India but returned to in 1934 to become part of erial Reserve whose task it prepare for the coming war er.

e moved in the same circles gomery, then a Brigadier, able to have a preview of personal battle with Top t was a time when mounted were turning into mechanised but a General Blimp held should carry on traditionally s, field-boots and riding The Brigadier did not, and persisted in wearing trousers on all occasions. On the day that the General desired to inspect Monty's Brigade, the iron Brigadier was mysteriously confined to his bed and they interviewed him there. A wasp had "crawled up his trousers-leg and stung him on a tender portion"—something which could not have happened if he had been "properly dressed"; the General found it a punishment that admirably fitted the crime.

In 1943, Morgan became Chief of Staff for "Overlord", the operation that led up to D-Day in June, 1944, and handed over gracefully, and, he says, happily, in Christmas, 1943, to Supreme Commander General Eisenhower who brought with him his own Chief of Staff, General Bedell Smith. Morgan, thereafter, became Deputy Chief of Staff at Eisenhower's Supreme Headquarters.

For two years after the war he was Director of UNRRA Operations in Germany, and finished his working life in 1955 as Controller of Atomic Energy in the UK Ministry of Supply.

This is the story of a successful life into which the purely personal is not allowed to intrude very much.

(PEACE AND WAR—A SOLDIER'S LIFE. Hodder and Stoughton Ltd. 31/-.)

Two Novels About Migrants

Both ends of the Australian migration problem are probed in two separate novels this month —*Into the Sun*, by Gwen Meredith; and *La Bora*, by Philip M. Jones. After the theme, all resemblance between the stories ends.

GWEN MEREDITH, who has made a life-work out of writing a marathon radio serial for the Australian Broadcasting Commission (*The Lawsons* and *Blue Hills*), chops off portions occasionally and turns them into a novel. *Into the Sun* is produced on this formula, although adapted for reading, and will hold no surprises for listeners to the

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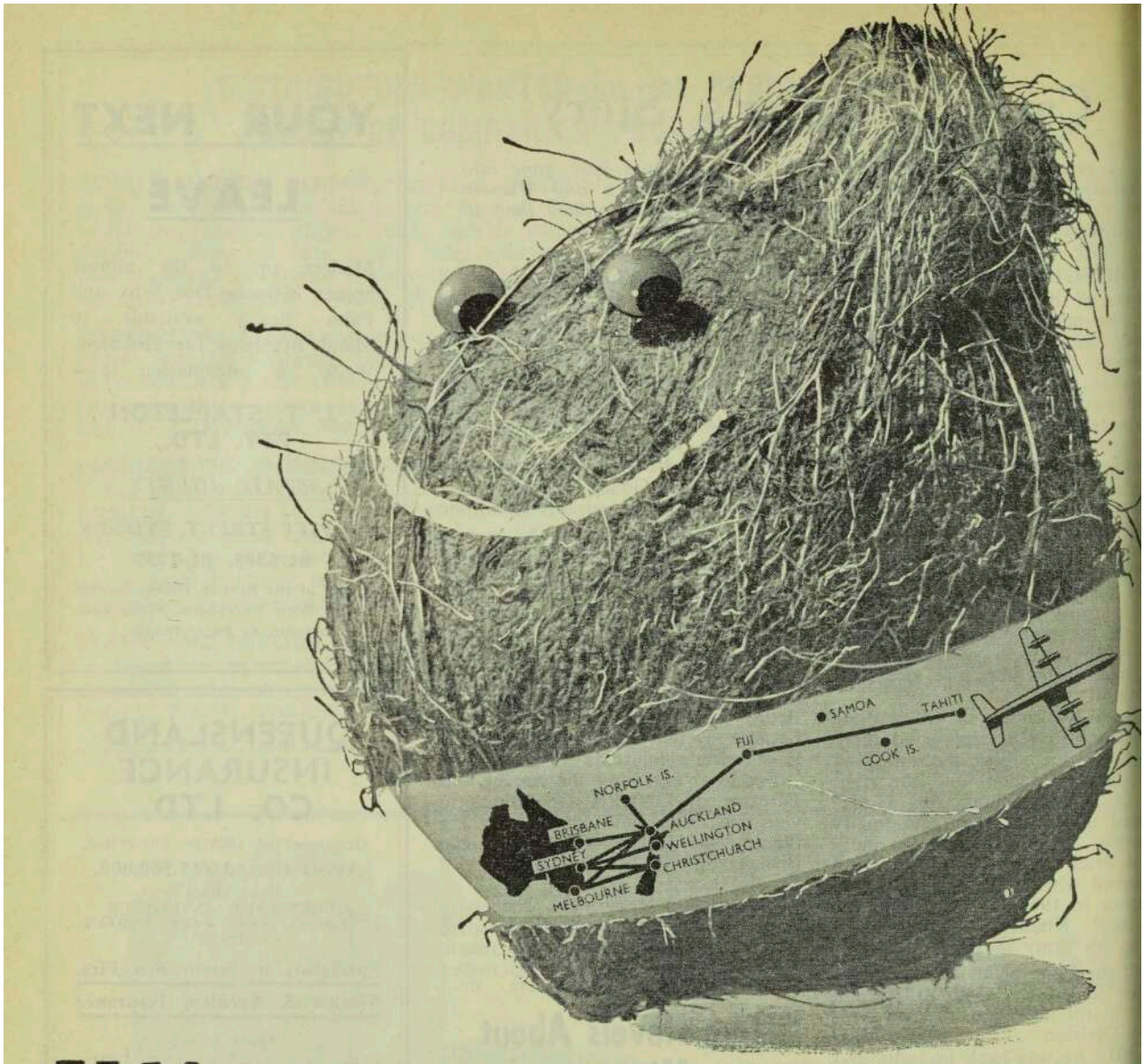
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of which there are alleged to
ons.
ugh this sort of thing is un-
produce anything resembling
e, if you attack it with an
ind without any prior know-
the deathless characters who
through the serial in droves,
ll find it a readable story of
tralian outback.
one contains all the in-
s we have learned to expect
story about the Flying Doctor
and concerns mostly Sister
Jamieson, a nursing sister
ut of Glasgow who, with
rian thoroughness, is deter-
o adjust to anything—even
ying the man she initially
slikes. Her brother Donald
her along the migration trail
cotland, and persuades his
fiancee, Ellie, to follow him
to find when she finally
the sand and the salt-bush of
hat he has got over the idea.
Australians try to avoid liv-
he Centre like they try to
he plague. It needs no
ion to conjure up the added
d tribulations for Heather,
and Ellie and these, with the
redith background, make the

ora is a different kettle of
ving as a background a
camp in Trieste, and Aus-
ing only at the misty end
r-off rainbow—for those who
to qualify for the one-way

uthor worked in Italy for
as an interviewing and
officer for the Australian
ent of Immigration and here
the material for this, his
el. The atmosphere which
es is ideal for moralising,
ising and soul-searching, and
o of the piece, George
does plenty of it.
depressed by the knowledge
has the right to choose
the refugees — Yugoslav,
Austrian and others—should
esh start in a new land or
they'll be condemned to a
t living death in the refugee
Occasionally his heart is
to rule his commonsense,
nay account for the occas-
l-ball migrant thrown up in
).
is not made any easier by
native of Trieste, who while
herself to be drawn into an
h Marston, resents him be-
the power of yea or nay
olds over her people.
e characters in this book
much—which, perhaps, is
life. Most people talk too much. Otherwise it is a competent enough novel although on a very ambitious theme for any first attempt.

(INTO THE SUN and LA BORA. Both Published by Angus and Robertson Ltd. Priced at 21/6 and 18/9 respectively.)

Bony Goes West

THE biggest surprise in Arthur Upfield's Australian mysteries is where his half-caste Aboriginal detective-inspector Napoleon Bonaparte is going to turn up next.

In successive novels, Bony has leaped around from Bermagui, on the South Coast of NSW, to Robertson in the same State, and then taken a long hop to Western Australia. But north, south, east or west, Upfield's Australia is the authentic article and hence the charm of this writer's novels which otherwise lack a lot of the standard equipment of the who-dunnit.

For this newest number, *Bony and the White Savage*, the famous detective does his stuff on the very south-west point of the Australian continent—near Cape Leeuwin.

Upfield tries some psychology, a bit of new-fangled sex and a lot of

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Est La Poussiquette?

you are given to collecting literary pieces you might to add *Le Hibou et la iquette* to what you've got. a free translation—very -into French of Edward s nonsense verses, *The Owl he Pussy-cat.* The culprit ancis Steegmuller and the decorative drawings are Ionique-Alika Watteau.

Owl and the Pussy-cat, if emember,

went to sea
a beautiful pea-green boat:
took some honey, and
lenty of money
apped up in a five-pound ote."

ou and Minou, according French version:

allerent a la mer
une barque peinte en ie-canari;
rirent du miel roux et ucoup de sous
les dans une lettre de lit."

ich is more or less the thing, with added French and sophistication. ists will be relieved to that there is no French se at the end of it, and Hibou made Minou the quette a good, honest n in the best traditions of respectability.

ed by Rupert Hart-Davis Ltd.

tive horse-sense in a typical t will do nothing to estrange

he elevated types who work *Times Literary Supplement* Bony stories—which does redeem them in our un- eyes.

AND THE WHITE SAVAGE. by Heinemann. Aust. price 16/-.)

New in Paper Backs

FEMALE OF THE , by Sapper. This was one riginal Bulldog Drummond rst published in 1928. Sapper of the first thriller writers at a later stage the characters d seem to have been carried nother writer. (Great Pan;

ATHWAY TO THE SUN, Timms. One in the series ustralian author covering the pioneering period in Australia. This particular novel was set in the new State of Western Australia in the 1830's. (Pacific Books; 5/6.)

THE SANDS OF WINDEE, by Arthur Upfield. First of the now famous Napoleon Bonaparte detective stories originally published well over 30 years ago. Bony, in 1924, doesn't differ much from the Bony of 1962 and neither, for the matter of that, does his creator. It is hard to understand why, with Upfield, the badge of refinement is to make conversation with the stilted exactitude of a grammar book. (Pacific Books; 5/6.)

IN FLANDERS FIELDS, by Leon Wolff. Presumably the people of the 1917 generation believed their leaders infallible heroes. It takes the perspective of over 40 years to see them as something worse than common clay. The author of this book cuts generals and politicians down to size and shows the bloody, muddy campaigns on the Western Front in 1917 when British armies suffered half a million casualties in four months as some of the greatest lunacy of the age. (Pan Giant; 5/6.)

MURDER OF OLYMPIA, by Margot Neville. A whodunnit by an

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Australian writer with Melbou background during the Olyn Games of 1956. (Fontana; 4/-.)

BLUE HILLS, by Gwen Mere This contains some of the episod complete in themselves—in the A Country-Hour serial of the s name. This serial—first episodes under the title of "The Lawson has been taken in daily doses by tralian listeners for about 20 y and shows no signs of its author giving up. (Pacific Books; 5/6.)

ZOO QUEST FOR A DRAG by David Attenborough. This is one of the natural results of BBC television programme Quest conducted by Attenboro He went to Indonesia for this ticular quest and saw a great more than dragons. Great 4/-).

MY LOVE MUST WAIT, Ernestine Hill. The classic stor one of the early "greats" of Aust Matthew Flinders, whose life was long frustration. It was he who Australia her modern name, charted so much of her coastline who got little personal happiness life and had to fight hard for r nition. (Pacific Books; 7/6.)

THE CATTLE KING, by Ic Idriess. One of the earlier st from this writer. It tells how of 13 who left home with 5/- i pocket and riding a one-eyed ended as Sir Sidney Kidman, of 100 stations, 100,000 square of property and several millio money. (Pacific Books; 5/6.)

CLAUDELLE, by Erskine well. We reviewed it a coupl years ago—the story of a Sou miss, jilted by a soldier who caught in the draft, and deter to make every other man—incl the preacher—pay in hard (Great Pan; 4/-.)

WE JOINED THE NAVY John Winton. A funny book the way they have in the Royal with recruits, their best girls and officers. It has been a best seller first published in 1959. (Great 4/-.)

THE ENEMY CAMP, by Je Weidman. This is a long-winde count of a Jewish man's strugg keep the place he had won for self in his own world. Out he have the quaint idea that bei Jew is a matter of religion. I tain circles in America it's reg as being some kind of social le This story couldn't have hap anywhere else but the USA. Major; 7/6.)

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HILL OF DOVES, by Stuart
One of a series about south
in the days before it became
Africa with a capital S. It's
n the Transvaal, with the
moving in on top of the
nd the Boers determined that
ll trek no further; this time
lig in and fight. It was part of
liminaries that led up to the
ar. (Fontana Monarch; 7/6.)

E'S LUCK, by Lennie Lower,
John O'Grady came along
nt years to give Australia
e a Weird Mob", this was re-
as Australia's funniest book.
mour of another generation—
ublished first 30 years ago—
still funny in parts, even for
Sydneysiders. (Pacific Books;

DLE BY STARLIGHT, by
hort, who seems to have the
ly of Western literature these
The fight between ranchers
d-hungry squatters who had
ven an open-go by the Home-
ct is the theme of this one.
a; 4/-.)

JEL TO BOLDNESS, by
Pape, is what the title sug-
a sequel to a former book by
ne author, "Boldness Be My
. That one told what hap-
after his bomber was shot
ver Holland in 1941. The
follows the fate of the people
elped him then and of the
who sent some of his friends
deaths. (Great Pan; 4/-.)

Hollandia

(Continued from 76)

l and shell-pocked remnants of
ashing allied invasion of Jap-
New Guinea in April, 1944.
hidden by jungle these heavy
, in which men of the Ameri-
ces died with the waves lap-
ne rear wheels, still dot the
girt sands of "Invasion Beach",
ound the point from Hollandia
r.

ng Dutch songs, little Papuan
nd girls cram a school at In-
Beach right beside the monu-
mmemorating the Allied land-
April 22, after which General
hur set up his Advanced
Headquarters over the hill and
to strike north from his new
base G", as Hollandia, decim-
n the landings, came to be
for the time being.

n they wake up late in the
on the Dutch come out into
the gardens of the little homes in Hollandia. It is a town of seemingly little people. During the day the women shop and do the housework. In the evening they can be seen with their husbands and children watering the garden or strolling in the cool.

Hollandia must be one of the very few places in the Far East and South-east Asia where servants are few. Housewives say it is because the Papuan is not inclined to work. Some girls come in to do house cleaning more out of curiosity than anything else and go off again when they have had enough. Washing machines and other work-saving machines of the house are common here.

There are few big cars. Mostly they are the small ones chosen by the family man of France or Italy. Many men and women ride around on motor scooters.

On Sunday they go to Church. Organ music and hymns can be heard in the streets on Sunday morning and their Christian faith extends to meal times in the Government Hotel where families sitting around their individual tables may be seen to bend in grace and cross themselves.

Hollandia would seem to be a town of ordinarily decent folk rather upset at the fuss they find themselves involved in far from home.—AAP-Reuter.

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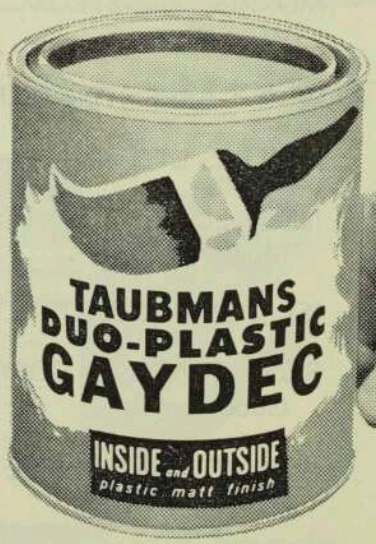
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Page 98
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ACIFIC SHIPPING AND CRUISING YACHTS

The interest of the big international shipping companies the Pacific is growing—a dramatic change from the state of airs of a little over a decade ago when there were no regular senger ships on the trans-Pacific route between Australasia l North America.

ORDING to reports from ondon, even the Cunard Line nking Pacific in its planned ment of the *Queens*. Earlier ear it was planned to build r giant vessel for the *Queen* replacement, as a prestige , as it is generally conceded e day of this type of ship is Although there is some sort value still in having crossed lantic in either of the *Queens*, jority of travellers are willing go this honour and travel by Planes on the Atlantic routes un with the frequency of an buses.

use of the astronomical cost giant replacement for *Queen* his plan was scrapped later in When a replacement is built ll probably be planned with to getting her through the a Canal so that Cunard can he round-the-world trade and in more Pacific cruises in the rn winter. This will limit the 45,000 tons—the tonnage of *Canberra*, which is the largest date to pass through Panama.

HE BIG SHIPS: Pride of the fleet, 42,000-tons *Oriana*, ted her first year of service ember 3. It was a year free able in which the big liner ust about every record in the stralasia-Pacific book. She three round voyages from mpton to Australia, NZ and ; one round trip to Australia, uises—a big year's work for p.

anuary 9, the same company's southbound from US west orts, and the *Orcades*, north- occupied the whole length of ng's Wharf, Suva—the first vo Orient ships have been in gether.

coincidence of their arrival t lost on an Australian tourist which sent a party of 104 n the *Orcades* and transferred t Suva to the *Orsova* for the journey.

e liners left the wharf, *Orcades* each saluted the other with of blasts on their sirens. gether it was a good day for Suva traders, who are already looking forward to the next coincidence.

● ANOTHER CRUISE SHIP AT SUVA: Ten days after *Orsova-Orcades* passengers had been let loose on Suva, the port had a visit from a Dutch-owned, German-registered cruise ship, *Seven Seas*, carrying 560 passengers from Australia and New Zealand.

The vessel is owned by Europe-Canada Line and generally operates between Bremen, West Germany, and Montreal, Canada. Her January cruise included visits to Pago Pago, American Samoa, Nukualofa, Tonga, two days and a night in Suva, and a call at Noumea, New Caledonia.

Suva turned on the full treatment for visitors—including the Fiji Military Band, free hibiscus flowers handed out by two of Suva's prettiest girls, Indian curio sellers—and some rain.

● DID *MONTEREY* PASSENGERS LIKE NOUMEA? The Matson liner *Monterey* made her initial call at Noumea, New Caledonia, on Sunday, January 14, remaining there from 8 a.m. to 4.30 p.m. Local tourist organisations went to a great deal of trouble to prepare a welcome for the 220 passengers, even

In The News This Month

Arcadia
Adi Maopa
Arizona
Apanui
Alize
Beaverbank
Canberra
Crane
Dobiri
Fairweather
Fetumoana
Golden Lotus
Hiroshima Maru No. 2
Hoegh Cape
Iberia
Jeanne D'Arc
Kawerau
Kista Dan
Kalona
Monterey
Matua
Malaita
Marinero
Mahina Ito Pau
Nivanga
Noona Dan
New World
Nordlys
Oriana
Orcades
Orsova
P. J. Adams
Phoebe
Queen Mary
Rotti
Ruvic
Seven Seas
Strathnaver
Strathmore
Stratheden
Strathallan
Strathaird
Slagen
Tui Vunilagi
Tainatoba
Tofua
Tarawera
Taveuni
The Two Brothers
Testbank
Victor Schoelcher
Vivarais
Valkyr
Waina
Waitemata
Yatu Lau
Yankee



This road making machine for Papua had to get ITSELF aboard the "Slagen" in Sydney Harbour. See p. 105.

to the extent of making tidy the part of the wharf where the passengers landed.

According to Matson Vice-President, Mr. Terence Rowe, who was on board, the company was pleased with the experimental stay and so were the passengers. Local businessmen are, however, not so sure. According to our own correspondent: "Only about 50 per cent. of the passengers took an interest in the car tours arranged for them and no one was interested in the air tours organised for the ship's benefit. Very few tourists were seen in the streets and the one or two shops which did open did no business. Indeed one would have *had* to be as crazy as a tourist to leave the air-conditioned ship to stroll in Noumea's terribly hot and deserted Sunday streets.

"We are all trying to figure out why the Matson Co. sent the ship here on a Sunday, especially as it had been announced that it was a trial run and that future calls would depend on its success."

It could be that Matson were expecting Noumea to have a Continental and not a Colonial Sunday.

● AND NOW THERE ARE TWO: With the withdrawal of the P & O Liner *Strathnaver* from service this month, only two of the five Strath-class vessels built in the 1930's, and once some of the biggest ships on the UK-Australia service, will be left. They are *Strathmore*, built in 1935 and *Stratheden*, built 1937.

Strathaird was withdrawn in May, 1961, and has since been broken up in Hongkong; and *Strathallan*, built in 1938, was torpedoed four years later while transporting troops to North Africa. (Over)

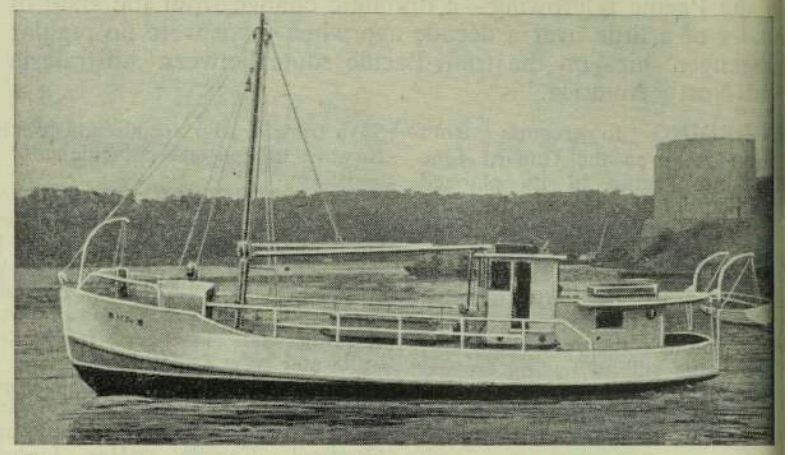
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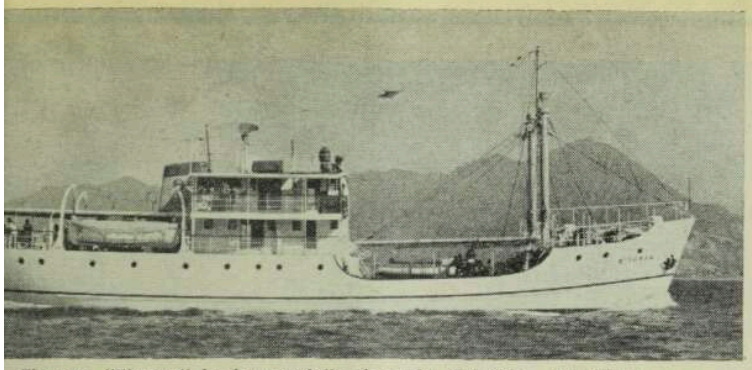
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The new "Nivanga" heads out of Hongkong for the GEIC. See below.

aver is the oldest of the five having been built in 1931; smallest—at 22,270-tons—by of hundred tons. She was of the P & O vessels to come ll white with buff funnels. the vessels of the line had k hulls and stone super-

aver originally had three ut after post-war refit she with one less. One of her time tasks was to transport tralian 2/4 Battalion and ops to the Middle East in 0.

iled 350,000 miles on war returned to her peace-time 1948, becoming a one-class 1954 with the introduction post-war ships like *Iberia dia.*

s, three years older than *er,* and another veteran of Australia service is also being n this month.

STRALIA'S BIGGEST: The hip yet built in Australia nched by Dame Patty wife of the Prime Minister, shipyards of the Broken Co. Ltd., Whyalla, South in January. She is a n super tanker, *P. J. Adams,* the order of the Ampol n Co.

ANGA HANDED OVER: is issue of *PIM* is in cir- the new G & E Islands ip *Nivanga* should be safely to her home port on She left Hongkong on 11, under the command of F. Warrington-Strong and ew from the GEIC. It was that the voyage of 4,000 uld take about 20 days and would be made at any inter- ports. In specially con- magazines she is carrying ad of explosives which will to blast better entrances to & E islands.

Nivanga is a twin screw cargo and passenger vessel of 137 ft over-all with loaded draft of 8 ft 3 in. She is powered by two Gardner Diesel 8L3B engines and was built by Hongkong and Whampoa Dock Co. Ltd.

● FRENCH NAVY VISIT: Port Moresby will entertain officers and crews of two French Navy vessels when they call there between March 7 and 9. The ships are *Jeanne D'Arc,* a cruiser; and *Victor Schoelcher,* an escort frigate. From Port Moresby the ships will go on to Yule Island to call on the Catholic Mission there. (Yule Island Mission was originally established by French missionaries). Next call will be the Indonesian island of Bali.

● AT SEA AGAIN: The 34-ton inter-island trader, *Adi Maopa,* sailed from Suva on January 6 for the first time for three years. She had been out of commission all that time.

The Fiji Government sold her to the Ono-i-Lau Shipping Co. Ltd., a company formed by Fijians for trading in Fiji waters.

The *Adi Maopa* was once a ketch-rigged two-master, but is now a single-masted cutter. She has undergone an extensive overhaul in Whippy's boat yard, Walu Bay.

The company now owns two ships —the *Adi Maopa* and the *Tui Vunilagi.* It is looking for trade anywhere in Fiji.

● WAR THREAT IN W. PACIFIC: Part of the cargo aboard the Dutch freighter *Rotti* which called at Rabaul on January 16 was a new jet fighter on consignment to Biak in West New Guinea.

The fighter, which was completely sheathed in a plastic cocoon, was believed to be a French Mystere.

The *Rotti,* which came from Europe via Panama, later sailed for Hollandia.

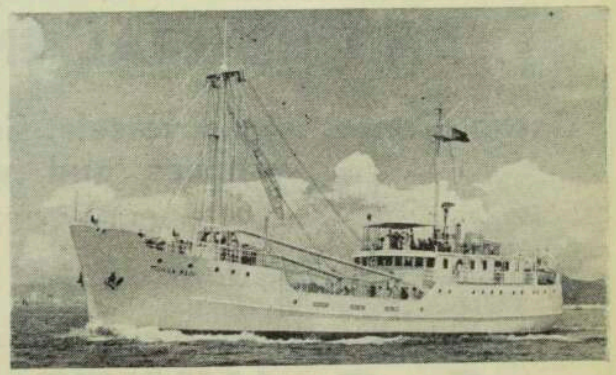
● HAWAIIAN STORM WRECKS JAP BOAT: *Hiroshima Maru No. 2,* loaded with 300-tons of frozen tuna, drove hard aground on the fringing reef two miles from Honolulu Harbour on the night of January 6. It was at the height of the monthly high tide and at the height of the year's worst southerly gale. There were no casualties; many of the crew were taken off by Hawaiian surfboard enthusiasts in water too rough to

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ething Nasty In The Ballast Tank

December 14, after the igeries Maritimes cargo ship rais" got back to Marseilles New Caledonia via Aus- and Suez, a painter found remained of a human body e of the ballast tanks. e ship left France for the bound journey in late July s far as is known the tanks not opened until she was in France again. Before were closed in July a crew- looked into each of them houted to see if anyone present; no one answered the doors were sealed. , who are investigating, e that the man must have there in July, and not any- else on the ship's voyage. ank measures about 24 ft ft and there is no way of now whether the man was ed when water was pumped r whether he died of ation before that.

Over a week later efforts were ng made to keep the cargo ted, but hope was fading that hip or the cargo could be Salvage operations by the US uard were seriously hampered iage problems, with all com- on during the first day being on by international code flag

nations as to the cause of the g were also confused. The as attempting to enter Kewalo , a small harbour about a m Honolulu with a poor that is impassable during storms. The actual ground- ever, was over a half mile channel. The crew is being ed as Japanese vessels pass

Honoluluans have noted that shima, named after the atom- city, now rests close to the ulk of the battleship *Arizona*, tombs many of the casualties st day of the Pacific War.

ORMAL INQUIRY ON DING: The Fiji Marine cided on January 4 that a ourt of inquiry was necessary edient into the stranding of *Lau* on a coral patch in a Balavu lagoon, Lau, on 4.

The Board announced this after a preliminary inquiry when four members of the crew gave evidence. The Board gave no reason for its decision to send the case on, but a conflict of evidence was probably one of the reasons.

The Master, Andre Vuibureta, said it was daylight at the time of the stranding, 4.50 a.m.; but the Mate, Netani Dauvere, said it was still dark.

The ship at the time was travelling at full speed.

The *Yatu Lau* was on the reef till 6.30 p.m. on January 9, when she was refloated. She was then towed back to Suva by *Tainatoba*, arriving January 14.

According to one official estimate the repair bill to *Yatu Lau* will be something like £6,000 or £7,000. She is owned by the Fijian Affairs Board for Lau Province.

● SPEED-UP OF NZ SHIPS: The Union Steam Ship Company has decided to increase its services to the Pacific Islands from New Zealand and Australia. The *Matua*, which previously operated to Wellington and Lyttleton from Island ports, will now go only as far as Auckland.

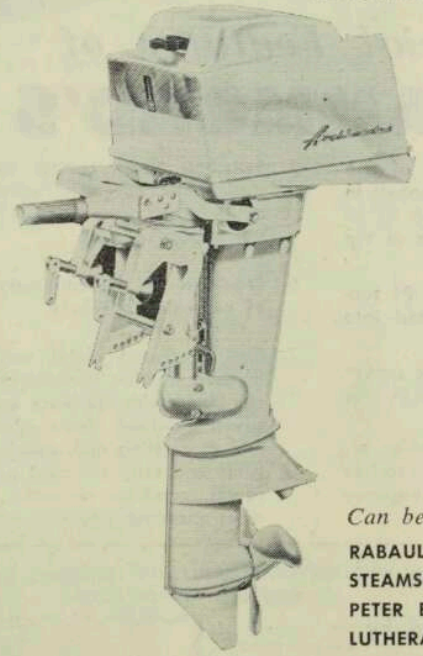
She will thus be able to operate, in conjuction with *Tofua*, a fort-

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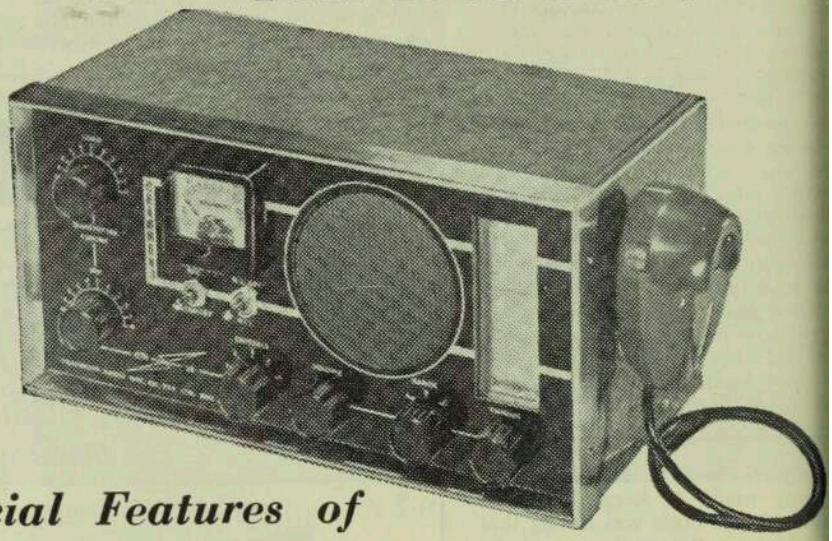
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service to the Islands from nd. To compensate for the the *Matua* service to southern rts, the company will run a monthly service with *Tara-*hich, in addition to taking in on and Wellington, will call edin and Napier.
he islands, *Tarawera* will call toka, Suva and Apia.
Waina and *Kawerau* will main-gular monthly services from irne and Sydney to Lautoka, Apia and Nukualofa, and to Auckland, before return-Australia.

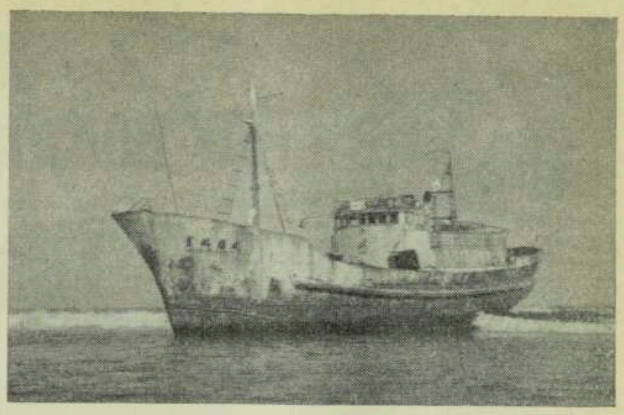
LL OR NOTHING IN P-NG: irns Philp Line *Malaita* had a r of about three weeks in in January so that the sailings s on the Sydney-Papua-New service would be staggered a Even so, six of the eight largest f this run were scheduled to Sydney northbound between 12 and January 31.

use of this pile-up of ships, were complaints from some y ports during the month. Lae it was reported that there 2 vessels in and out of port in istmas-New Year period when 6,000 tons of cargo were .

all added up to confusion—ertime to be worked and great put on cargo handling and facilities. The task was not ny easier by the fact that an stoms shed had been pulled ust before the rush started in tion for building a new shed.

about every ship that trades the Territory visited Lae dur-period—followed by the in-lull. It is always a feast or e with Territory shipping, al-with more and more shipping in those waters the famines tainly getting less frequent. whose main job is carrying can't stick to hard and fast es in the face of variable conditions and the only real to a pile-up of ships is more

ON THE REEF



High and very nearly dry is the "Koyei Maru No. 2" on the Beqa Reef, three miles from Stuart Island, Fiji. The "Koyei Maru" ran aground last November and had to be abandoned by her crew. Photo was taken recently by Capt. S. B. Brown, of the "Maroro".

and better wharves and more and bigger cargo sheds. (Which requires more and more millions from Australian and Territory taxpayers.)

● SUVA BUSINESS MEN ON WARPATH: Members of Suva's Chamber of Commerce were in a complaining mood at their January meeting—firstly about the "filthy wharf", and secondly about the repair quay at the new Government slipway.

It was suggested that as the Customs Department "had men sitting down doing nothing" it should be responsible for cleaning up the wharf instead of leaving it to the Harbour Master's staff which "had enough work to do attending to ships". (Customs Department reply not recorded.)

The new repair quay at the slipway, which was also discussed, had only a depth of 10 feet alongside, members complained, although it was supposed to accommodate local vessels up to 1,000 tons. "It is obvious," said a C of C member, "that a 1,000 ton ship won't go into a 10 ft. berth unless it is a flat-bottomed barge."

The quay had been built under the direction of Wilton and Bell, consulting engineers employed by the Government. They had sent a man out to Fiji to see what was required —and this expert, in turn, had been advised by the Government what was wanted.



GETS THERE FASTER

Some Bainings planters are finding it easier to travel to Rabaul now—like Sandy Kerr, pictured, who bought a fast motor boat and cut down the travelling time by as much as three-quarters.

● BEETLE BATTLE: Proposed measures to try to keep rhinoceros beetle pest out of the main copra producing areas of Fiji will likely, if adopted, make things more difficult for local shipping.

The beetle is established only on the main island of Viti Levu and one or two small islands off the coast.

The Board has proposed the establishment of a series of "scheduled ports of departure" at which all vessels going to non-infested islands would be inspected before leaving. A special effort would be made to reduce the beetle population in the vicinity of the ports.

The Board is also considering acquiring a patrol boat to check clearance certificates of vessels going to non-infested islands.

● THEY JUST DROVE IT ON: F. H. Stephens Pty., Ltd., shipping agents, used a new method to ship a giant road-making machine to Papua recently on the 750 ton vessel *Slagen*.

There was no floating crane at Circular Quay, Sydney, where the ship was loading, and the vessel itself didn't have the gear to lift the 16-ton machine on board.

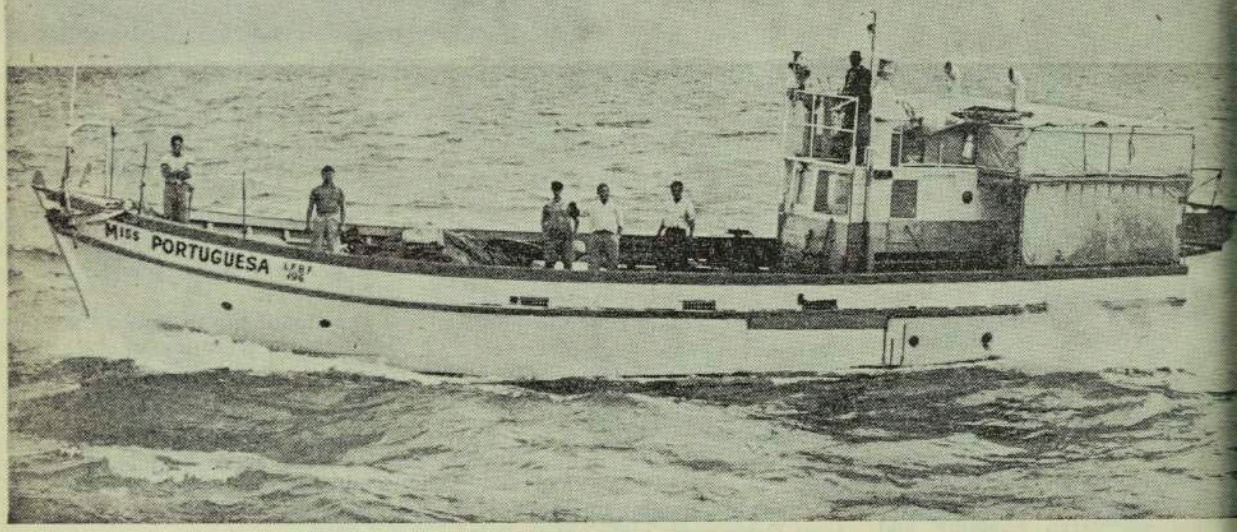
The problem was solved by waiting till the tide brought the vessel's deck and the surface of the wharf to the same level. A bridge of planks was then laid between the wharf and ship and the huge grader driven onto the vessel.

The picture on page 99 shows the machine just after it went on board the *Slagen*. It is now doing road-making work at Oro Bay in Papua.

● FISHING INDUSTRY FOR RAROTONGA?: For some time the Cook Islands Government has been considering long-line tuna fishing with a vessel based at Rarotonga. They have even considered importing

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This 65-ton Cray Boat, after one year's operation, was repowered with CUMMINS Diesel Engines fitted with Twin Disc hydraulic forward and reverse marine gears (MG-512). She is 17 ft. beam, 6 ft. 6 in. draft and is operating out of Fremantle, Western Australia. With 190 h.p. at 1,850 r.p.m. on each shaft, "Miss Portuguesa's" top speed has been raised to 10.44 knots.

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se to teach local fishermen
ıethods.

d Foods, Ltd., who are at
canning orange, pineapple
ımato juice, had stated that
e interested in including tuna
activities and experiments are
commence.

in the New Year the auxiliary
iren is to be put at the disposal
ıeries Inspector Ron Powell
short period of experimental
the equipment for which has
ıported from Japan.

tonga must be one of the most
ved islands in the Pacific and
pplying the local market could
quite profitable for a small
r. But first catch your fish—
f the locals maintain that the
t aren't in the waters around
ea and to fish further afield
entail a considerable capital
ent. Just how much can be
by the proposed couple of
fishing is debatable—while a
fish may be caught one week
ıay be little or none the next,
versa.

I. VESSELS IN NEW ZEA-
Recently purchased Co-
e's vessel, *Dobiri*, previously
by Capt. Hugh Williams, made
trip to NZ in December. She
main in Auckland for the
ıe season, probably returning
tonga in March.

in Auckland at present is
rown's *Apanui*. This vessel
ıcky escape from misadventure
when she had an engine
wn off Manihiki and drifted
ırds the island. Fortunately
ıther was very calm and an
was able to hold her clear
eef while repairs were carried

er Brown, who was Master on
but who has not been taking
ships to sea for some years,
me trouble on the return
in finding Aitutaki. Eventually
ed out the sights with the aid
ıipper on the *Taveuni*, Archie
g, contact being by radio.

TWO BROTHERS IN
LE: Christmas was late this
the 15 passengers in the 45-
Hebrides fishing vessel *The*
ıthers, and for people on Epi
re expecting Christmas sup-
her.

ıe way north from Pila on
er 22 she lost her rudder in
as off Nguna and passengers
be landed on another island;
ys before that her starter
ıad burned out in the same
area and she had to be towed back to Vila by the *Alize*.

● THE NAVY DROPPED IN: Ziz-zagging about in the Pacific in December and January was Her Majesty's Royal Navy frigate, *Crane*. She visited Ocean Island on December 15, two of the Ellice Islands on December 20 and 21, then went on to Fiji, Tonga, the Cooks, Samoa, Christmas and Fanning Islands before heading home to England. She carries seven officers and 166 men.

● RAN AND USN EXCHANGE: The second RAN officer has been selected to work with the United States Navy. He is Lieutenant-Commander I. K. Wilson, who joined the US Pacific Fleet in January. In exchange, the RAN will get a USN helicopter pilot. It's part of an exchange plan between the two navies—the first RAN officer to go to the USA was Lieutenant-Commander G. J. H. Woolrych who's been at the USN's Anti-Submarine School at San Diego for 18 months.

● DANISH EXPEDITION BAULKED BY INDONESIA: The Indonesians, who still see the Celebes and Moluccas as a jumping off place for an invasion of West New Guinea, have caused an alteration in the plans

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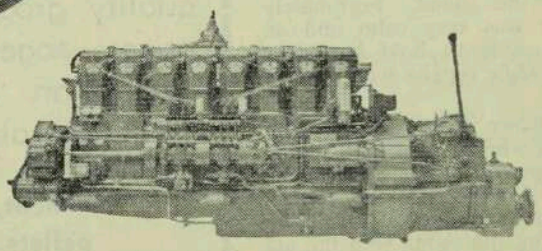
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e Danish Expedition in their *Noona Dan*. The vessel arrived baul, New Guinea, on January re the leader of the Indo-Pacific ition, Dr. Mogens Koie, said ey had been refused permission rate in Indonesian waters. The n scientific team of botanists, ists, ornithologists and a film er had intended using the s as a base for investigations ck of co-operation from the ities had resulted in a switch v Guinea. At first it had been d to go to Biak, in West New , as planned originally but n fears had resulted in the g Committee in Denmark g Rabaul.

vessel left for New Hanover uary 11 and will stay there weeks before returning to to plan the next step in the r expedition.

details of the expedition were in *PIM* of July, 1961. The s schooner *Noona Dan* is by the Lauritzen Shipping Co., mark, and it has been made le, with Captain and crew, free t to the expedition for two The same company owns the *Dan* which has been made le to Australian Antarctic ions in recent years.

EW BANK LINE SHIP: The Line recently took delivery in n, UK, of a new 12,140-tons essel which has been called k.

s one of a number of vessels on order for Bank Line Ltd. s are William Doxford and Shipbuilders) Ltd.

t the same time an older Bank ip, *Beaverbank*, was uplifting d 1,600-tons of copra from , Gilbert & Ellice Islands

SHERIES EXPERTS MEET: vey the progress of the last s, 14 fisheries experts from 10 territories will meet at South Commission headquarters ebruary 5 to 13.

ast SPC Fisheries Conference d in Noumea in 1952 when lecided, amongst other things, int a technical officer. The l officer, appointed in 1954, . H. van Pel, who served with ccess. He resigned in June, nd died shortly after. His will form the basis of dis- at this month's talks.

AITEMATA COURT N: The collision of the *ata* of the Union Steam Ship Company of New Zealand with the Norwegian freighter *Hoegh Cape* off the Northern California Coast last October 26 has resulted in two actions being brought in the Admiralty Court at San Farncisco.

Owners of both vessels have filed suit in Admiralty of the Federal District Court seeking, each from the other, $400,000 in damages.

The freighters collided in dense fog. Both caught fire, but none of the total of 101 crewmen was injured.

In its damage action, the Union Steam Ship Company alleged that the *Hoegh Cape* had "turned off its radar sometime before the collision". The suit also alleges that the Norwegian vessel had no lookouts and was travelling at excess speed.

The New Zealand firm alleges that the Norwegian owners of the *Hoegh Cape* operated an unseaworthy vessel because "the officers and crew could not understand one another". Officers of the vessel were Norwegian, the suit says, and crewmen were Chinese.

The *Waitemata's* owners said that their ship spotted the *Hoegh Cape* when it was 10 miles away on the radar screens. The Admiralty suit says that the *Waitemata* reduced speed, then stopped its engines.

The *Waitemata*, the suit says, was actually backing way when the collision occurred.

Both ships—the *Waitemata* inbound to San Francisco, the *Hoegh Cape*, outbound—were assisted to San Francisco Bay by rescue vessels.

News of Cruising Yachts

● *MARINERO*, American yacht, owned by the Christensons was reported in Auckland, New Zealand, early December, just arrived from Tonga and points north. They intend to stay three or four months, finding the hospitality "beyond belief".

● *NEW WORLD*, owned by Gerda and Bill Graebor, who also think New Zealanders are tops, is at Whangarei, North Auckland, where they have had the yacht slipped again to try to cure a leak. (It's a repeat of the same sort of treatment for the same sort of complaint they had previously in Nukualofa and Suva.) They may sail across the Tasman this month, but when last heard from had jobs ashore.

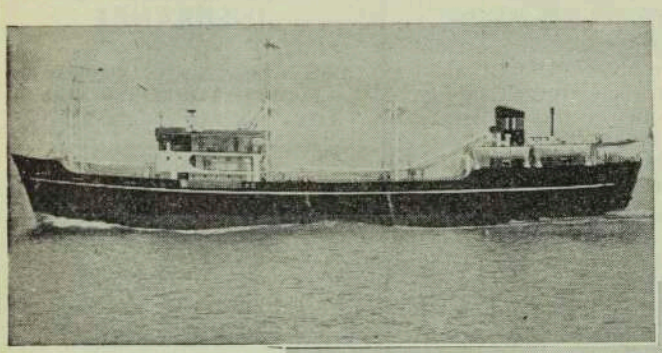
● *YANKEE*, famous world cruising brigantine once owned by the Johnsons (*PIM* January), was in Rarotonga, Cook Islands, just before

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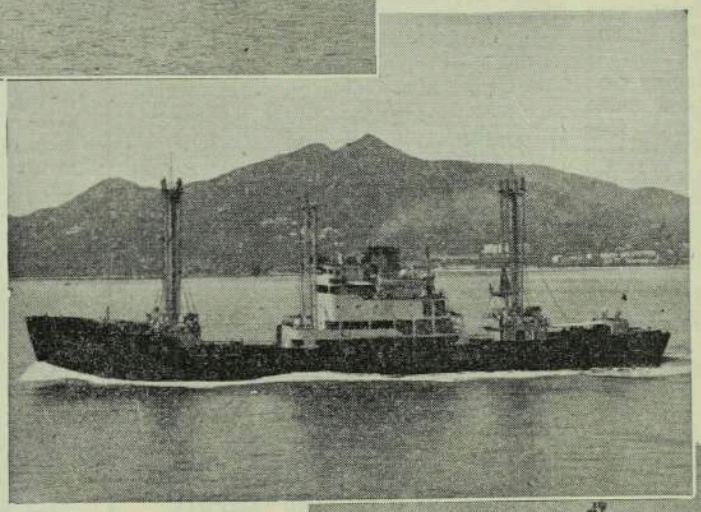
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TAIKOO DOCKYARD HONG KONG



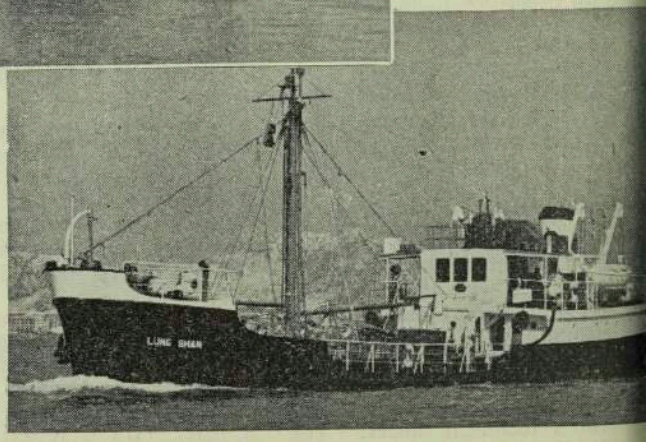
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Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.



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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nas. She is now owned by
n Mike Hurst, who operates
the name of Windjammer
Inc. with this and three other
ers which run out of Miami to
hamas on 10-day cruises.

is the *Yankee's* first round-
ld cruise under his ownership
h she made seven with the
ns. Skipper of *Yankee* in the
cruise is Captain Arthur Kim-
He has 22 paying crew mem-
nging in age from 16 to 79—
rried one of them en route,
s one of the reasons why he
this cruise is more than
ly successful. After Raro-
Yankee went on to Palmer-
nd and East and West Samoa.

ORDLYS, the American 71 ft.
schooner well known in the
Seas (it was originally built
ester Bowles of New York),
Russell, NZ, in January, from
n a year's cruise to the Pacific
tarted from Newport Beach,
ia, last August. It's a two-
affair. Owner E. W. De
(a Portland business man) is
wife and their five children,
brother-in-law, Del Rada-
his wife and three children.
crew of three acquired in
ull complement is 15. Crew
s are Larry Nilsen, Harold
and Nigel Short. Short is
ustralia; Stephens is a writer
collection of articles and
ries around the world. Nilsen
o Tahiti on the *Phoebe*,
y Commander E. K. Watkins,
n Africa, who sold her when
ill. Larry was to sail to Los
for the new owner, but she
nasted 600 miles northeast of
nd reached the Tuamotus
ry rig. She was later shipped
ma.

AIRWEATHER, also Ameri-
o arrived in NZ ex-Suva in
Owner-skipper William
is assisted by his wife, three
daughter and two crew mem-
hey expect to stay around
d for the next six months so
nger children can go to
or a while.

IMARANS—Most people by
e heard of catamarans but
e leave New Zealand (where
to be doing most business
nth), we have to report the
ce there of a "trimaran"—
dging by a photo, looks like
more or less than three boats
gether.
ne was built locally in Auck-
land by Mr. Vic Rogers who launched her in early January and expected to set off across the Tasman in February on the commencement of a five years' world cruise. Named *Ruvic*, she is 28 ft. 6 in. long and carried 430 sq. ft. of canvas on the day of her launching—which was in gale conditions. The result of this was that the mast was soon lost. This is not expected to delay departure.

● *GOLDEN LOTUS*, newly-built, Hongkong junk owned by New Zealanders, left Hongkong on December 2 and was in Singapore in early January preparing for next leg of journey which is supposed to be down the Indonesian islands (Dr. Soekarno permitting), Thursday Island and Suva.

● *KALONA*, 39 ft. LOA cutter was dismasted 2,200 miles outward bound from San Francisco towards Tahiti during January. The hired crew, consisting of Skipper Cliff Slater (English), Pierre Flyte (French), and Tony Carter (American), blamed a faulty spreader and lower shroud failure. They jury-rigged the boat with spinnaker spars and reached Honolulu in good order, with the emergency rig showing

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e of excellent seamanship. ssel's owner, a San Franciscan, tended joining the boat in .

AHINA ITE PUA, a Tahiti left Honolulu in January, towards the Marquesas and st reported putting back to , Maui, with persistent sea- aboard. George Horvath, nd skipper, had recently com- building the boat himself. His was his crew. Present plans orted uncertain, but they will y set out again.

ETUMOANA, Port Moresby ailed by Dr. E. S. Elkington . Edward Price, got to Aus- r Christmas, but not exactly way the owner had planned. ft Port Moresby on December ompany with a third Port man, Mr. Kevin Reid, who ded for medical treatment in , and all went well until in ly hours of December 13 ar Cook's Passage, 200 miles f Cairns, they hit a reef. wn they managed to pull the into deep water and take the situation. They had the f taking the vessel out the ay they entered and chance he same reef, or of heading Lizard Island which they e in the distance.

decided to head for the is- aid Dr. Elkington in Cairns ater: "At this stage our ketch ing so badly we had to travel inutes and then bail for 20 even with the motor pump ll speed all the time". They Lizard Island that day and ext morning sighted a tanker naged to attract its attention rror flashes and safety flares is time Reid was very ill and nedical attention. The tanker ifeboat off and collected the but Elkington and Price re- with the ketch.

were getting her into the ain when a local fishing boat ng to investigate the obvious around Lizard Island and *umoana* in tow. By the time had reached Low Woodie he fishing boat herself had trouble and the tow was ver to another local vessel, , which finally brought the o Cairns on December 18. *na's* hull is pretty badly d will need some extensive efore she is seaworthy again.

LKYR, 25 ft yacht owned and sailed single handed by retired British Army Major, Adrian Heyter, now a new New Zealander, should be seen in the Pacific any time now. He left Balboa, Panama Canal Zone, and expected to make calls at Galapagos and the Tuamotus before heading south to his home port of Nelson, NZ. He bought the yacht in the UK and left there last June. He hopes to be in NZ by March.

Hayter has made other lone-hand voyages—which he has recorded in his book, *Sheila and the Wind*. He says he prefers lone-handing because "I don't have to worry about putting up with somebody else". Which is just as good a reason as any—but he isn't altogether a misanthrope, has his lighter moments and a wife and family in Nelson, to where he migrated some years ago. The reason why he is doing the Pacific crossing in a hurry is the restrictive currency practices of his adopted country—the yacht cost him more than half of the £Stg.800 that the NZ Government let him take abroad.

● GEIC REGATTA: The first regatta to be held at Tarawa for many years, took place at Bikenibeu on January 13. Local reports described it as "most successful". Spectators watched open, challenge and obstacle races for sailing boats and power craft from a large canopied flat top. In the evening a string band went aboard the flat top to provide music for dancing.



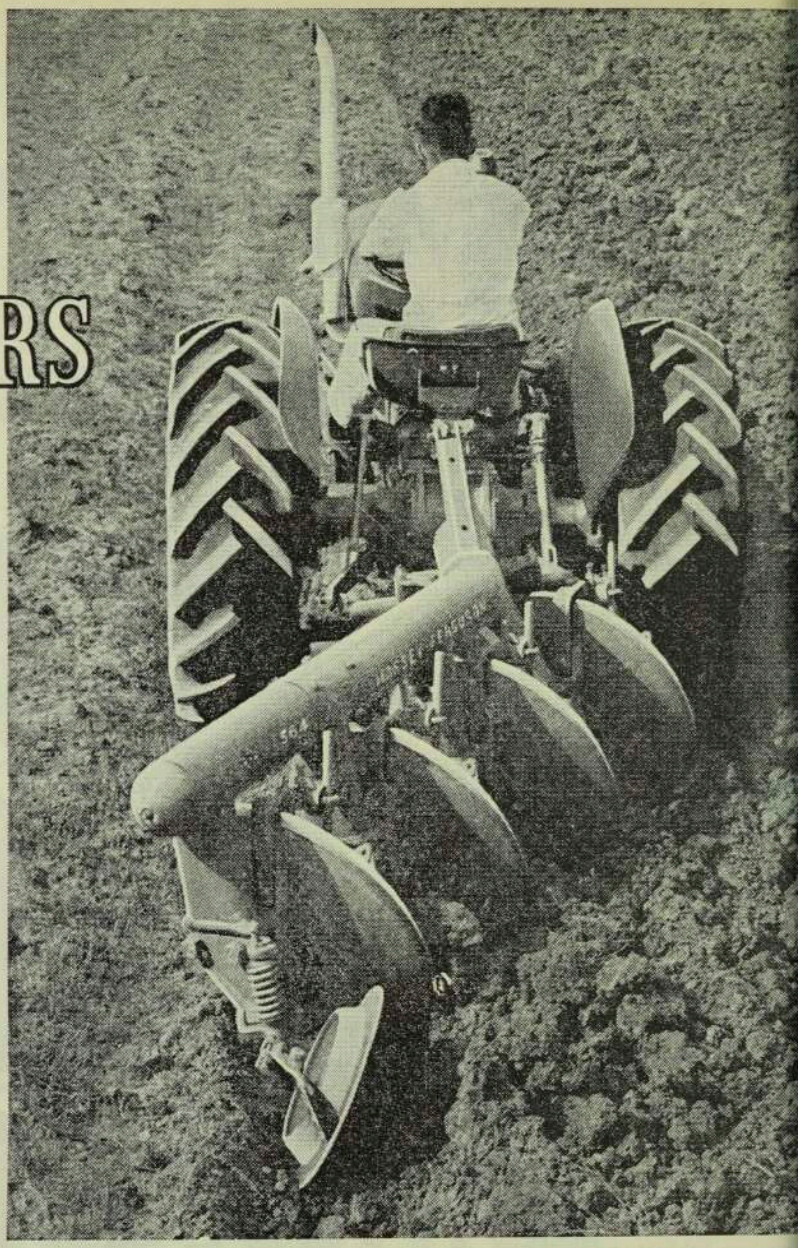


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Pacific Report

The month's round-up of news and pictures of people and nts, from *PIM* correspondents in the South Pacific.

some Pay Rise ome Fiji Officers

e than 300 of Fiji's 2,200-odd ervants received a handsome 25 nt. rise in salary early in y, retrospective to April 1, These "designated" officers are ates, although in many cases rm "expatriate" has been ex- l to include the sons of officers me to Fiji from other countries. sons have lived in Fiji nearly ir lives.

increase is on gross salaries salary plus post allowance, has operated since early in and is in addition to special privileges for officers' wives ildren, and special allowances children.

whole of the increased salaries e pensionable. Previously the llowance was not regarded as nable.

system has left a number of anomalies, and at the best is to cause locally-born officers wistful eyes at the "designated" n the monthly pay day. Locally- fficers, except those "designated" ctly the same grade as the ex- es, will find the difference in s in some cases is £300 to

ocally-born head of department s £2,400 a year, plus £300 post nce. An expatriate in the same ment, on the same basic salary ost allowance, will now receive 5.

new award still leaves the or of Medical Services as the est paid man to the Governor, as apparently not qualified for crease because he is not in the nated" list. The DMS will now £4,687/10/- a year, just £125 than the chief executive, the ial Secretary.

l servants have the right to opt e new conditions, but it is hardly that any of them will knock the 25 per cent. increase. The Civil List, due for publication arch 1, should contain some revealing figures.

The cost of the increase will be borne by the Britsh Government. The plan had its origin in Britain's wish to ensure that as colonies and territories moved towards independence they should have the best officers that money could buy.

Britain will also pay the post allowances to designated officers. These had previously been borne by Fiji. The saving to Fiji has been estimated at £60,000 a year, but against this will have to be offset the higher pensions which Fiji will pay to the designated officers.

The poor old British taxpayer, once again, is caught with the burden, and among the officers who will be accepting the increase are two who have chided local people for consistently crying out for aid from Britain.

Armadillos Will Fight Guam's Snails

Texans have an American reputation for both flamboyance and for somewhat extravagant gestures.

And when the SS *Guam Bear* sailed from San Francisco on January 20, she was a 20th Century Noah's Ark because of these two traits.

Governor Bill Daniel of the Territory of Guam had visited the United States last November, when he talked to his brother, Governor Price Daniel of Texas, about the need for improving the quality of Guam livestock.

The two Governors enlisted support of their friends, including that of another important Texan, US Vice-President Lyndon B. Johnson.

The Texas State Fish and Game Commissioner and Governor Buford Ellington of Tennessee were approached.

As a result, a number of thoroughbred bulls were donated, as well as

Very Special Arrangement

Perfect marriages are made in heaven, they say. And so too, apparently, are arrangements over copyright. Recently the Sydney *Sunday Mirror* published an article on sharks adapted from Sir Arthur Grimble's well-known book on the Gilbert and Ellice Islands called *A Pattern of Islands*. The *Sunday Mirror* said the article was published "by special arrangement with Sir Arthur Grimble". Sir Arthur Grimble died in 1956!



BACK TO SUVA. The manager for the Bank of New South Wales, Suva, Mr. K. L. Shepherd, with his wife and two children, Ian and Susan, made a happy picture as they sailed from Sydney in late January in the Matson liner "Mariposa", after home leave in Sydney.

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quail, milk goats, boars, deer, stallions and peacocks.

But the prize of the unusual list of freighter passengers were two small armadillos, little three-pound armor-plated animals that may take care of one of Guam's worst pests.

Robert Fears, who went along to take care of the animals and to begin a two-year term of duty with the Guam Agriculture Department, said that it is hoped that the armadillos will eat the snails which infest Guam crops.

The snails, the size of a man's fist, are believed to have been introduced by Japanese troops during World War II. They were also introduced to New Guinea. They have caused huge crop damage at Guam, as well as elsewhere in the Pacific. Armadillos like warm climates, Fears said, and should like the snails. "If things go right," he said, "we'll ship armadillos by the hundreds to Guam."

Three huge trucks carried the animals from Texas to San Francisco, where they were placed aboard the Pacific Far East Lines freighter.

Guam now imports about 90 per cent. of its foodstuff, Ed Engledon, the Guam Governor's Press secretary, said. The Governor, he said, "hopes to stop the flow of dollars outside the territory and help Guam's people attain agricultural self-sufficiency".

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Fiji Nurses Qualify Under New Scheme

Four nurses from Fiji (three F and one Indian) recently rece their New Zealand medals certificates. They were the first g from Fiji to qualify under the New Zealand curriculum.

Under the new curriculum nurses took the first part of their wifery course, the maternity co in the final year, and when passed their final professi examination they qualified as ge nurses and maternity nurses.

Those who gained the medals certificates were Sainimili Baini (an erstwhile candidate for Fiji's Hibiscus beauty contest, and later played a special role in a made in Hawaii), Peniana R Pushpwati Reddy and Latu Vi walu.

NG Women's Club Party Fund

The New Guinea Women's of Sydney held its two usual pa at the end of the year—one fo children and one for adults. were successful—also as usual. D tions from members and fri greatly assisted the Club to give children a memorable after The following list of subscribe the party fund has been supplie the Club:

Mrs. A. M. Page, £2; Mrs. B. Perr £10; Mrs. Pye, £1; Mrs. J. Ross, Mrs. R. Allan, £5/5/-; Mrs. Bennie Burns Philp & Co., Port Moresby, New Guinea Co. Ltd., Rabaul, £10 Pacific Publications Pty. Ltd., £2/2/ R. Carpenter & Co., £3/3/-; B. G. E £3; Burns Philp & Co. Ltd., £3/3/- H. Johnston, £1; Mrs. M. Melrose, E. J. Wauchope, £2/2/-; Mrs. M 10/-; Mrs. Sturgess, £1; H. R. & Whiteman, 10/-; V. B. Pennef £6/6/-; Returned Sailors, Soldier Airmens Imperial League of Aust £5/5/-; A. Collins, £1; M. Nott, £ Lady Cleland, £1/1/-; New Guinea Rabaul, £10/10/-; Miss J. Ewen, E. R. Good, £4/4/-; M. W. Laws, £ B. Mears, 16/-; Mr. and Mrs. D Reid, £2/2/-; Mrs. Watt, 10/-; Thomas, £5; Mrs. L. Clark, £1/1/- Mockeff, £1; Mrs. G. Thomas, £ Mrs. Normoyle, £1/1/-; Mrs. Margeth Mr. and Mrs. Baldwin, £2. TO £107/2/6.

In Tahiti Now It's "Gimme a Scooter"

After 26 weeks in Tahiti, Quentin Rafferty, wife of Austr actor "Chips" Rafferty, says although Tahiti may be a man's paradise, for a white wo it is "one heck of a dump".

Mrs. Rafferty accomp "Chips" to Tahiti while he playe

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ne Good Tern serves Another!

ry terns, locally known as , are—or, in January, were ting on top of a radio mast e Secretariat Building on i, Tarawa, GEIC.
e male and female were turns in guarding the egg and the changeover tion was reported quick eat to minimise the risk of g the precious egg from p of the swaying pole!

on the Bounty. She told the newspapers those weeks for e among the most miserable ever spent.

said Tahiti was now in a stage; tourism was boom- the old idyllic ways were ng with it. More and more s were becoming spoilt and ry. Tahiti the Gentle Island, come Tahiti the Takedown with everyone trying to make ranc and prices skyrocketing.

Rafferty said scores of celebrated vahines were hired ing girls for the movie, but of them turned out to be squabbling little minxes".

ng up house with a white still the big thing among ut instead of the traditional give me a blue-eyed baby' lea nowadays is 'Gimme a cooter'."

dded for good measure that number of elderly couples d settled in Tahiti told her d become disillusioned and to quit the place.

Story: Two For in New Guinea

NG police sergeant Gonene 37, on January 25 was com- for trial in Goroka, NG, on e of attempted murder.

ad been charged with the wil- rder of an elderly native near the Wonenara patrol miles south east of Goroka, e 3 last year. The magistrate re was insufficient evidence to Gonene on a wilful murder so it was changed to attempted

e claimed Gonene, in an statement, admitted shooting man while he was carrying patrol officer's order to burn in a native village. The patrol had allegedly been attacked by the villagers who used arrows.

Patrol Officer Otto Alder, 24 was later committed for trial on charges involving arson, and on a charge of having unlawfully wounded a native.

Violent Jap Deaths In American Samoa

The eighth Japanese has now been buried in a graveyard in Fagaalu, American Samoa, in an area set aside by the local Shimasaki family for Japanese from the Van Camp Tuna Company chartered fishing fleet. Of the eight, seven met their death by accident or violence. The last victim, Kiyohanru Yokoyama, aged 25, was found floating on the reef near Leloaloa Village on December 3. His body contained 21 stab wounds. A captain and a boatswain alleged to be implicated in the murder have been sent to Japan for trial. A correspondent says it is well known that the Japanese fishermen are seldom involved in public brawls; but have problems among themselves.

US Samoa Reviews Liquor Laws

American Samoa will establish a liquor board to review some aspects of Samoan liquor laws.

It is hoped the board will submit a report for discussion at the March

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The Carefree Life!

Anyone with first-hand knowge of the South Pacific has g realised that things in the nds are not as carefree and py-go-lucky as the tourist ies would have the world eve. And here's proof, from ecent copy of *Cook Islands vs*:

t is regretted that a small nber of people are not paying r electricity accounts as they ome due. There is no alterive other than to stop the ply of electric power when -payment shows that this is ranted. If you have an over- power account please pay .

The Police Department is king a check on unpaid cle registration renewals and those using bicycles without 1961/62 green sticker should e heed. The fee is only 3/-. ummons are being issued inst a number of people who e not paid road rates and re will be issued. The cost of h summons is 6/- and maxim fine for failure to pay is Why not pay your road s before you receive a mons?

n of the Legislature, so that be dealt with early.

present beer is sold to everyin American Samoa but hard is restricted. The Goat Island which is financed mainly by servants and local businessis the only organisation entitled port liquor for its members, and nor H. Rex Lee feels the presystem shows discrimination.

s expected the board will comthe President of the Legislathe Speaker of the House, anmember, and church represens.

is unlikely the average Samoan ake to hard liquor in quantity se it is much cheaper to drink

nmercial Oil ew Guinea"

e head of the Geology Departat the University of Tasmania, ssor S. W. Carey, said in ry that he was confident there il in commercial quantities in New Guinea. He was to fly to New Guinea in late January to begin a geological report for Papuan Apinaipi Petroleum Pty. Ltd., and Oil Search Ltd., the Commonwealth Bureau of Mineral Resources, and the University of Tasmania.

Professor Carey is an expert on the geology of New Guinea.

In 1936 Professor Carey recommended that a well be sunk at Puri —the well in which small quantities of oil were later discovered.

Attack on Anti-CSR "Snipers"

There was significance in the way that certain Indian members of Fiji Legco attacked the CSR Co. on February 2, when the Fiji Government submitted a bill to allow the company to register South Pacific Sugar Mills Ltd. without incurring liability for stamp duty (which would have been £100,000).

The bill was passed by a large majority. The need for the bill arose out of the Trustram Eve Report on ways and means of bringing stability into the Fiji Sugar Industry. The industry has suffered greatly (£2,000,000 loss in 1960-61) through attacks upon it by a small section of Indian growers, led by irresponsible Indian agitators and lawyers.

One of the recommendations was that the CSR transfer all its Fiji assets to a Fiji-registered subsidiary company, so that the company's Fijian operations would be more readily available for examination by the new authority governing the sugar industry.

The company complied; but quite properly pointed out that, as this new registration was not its idea, it should not be penalised by stamp duty.

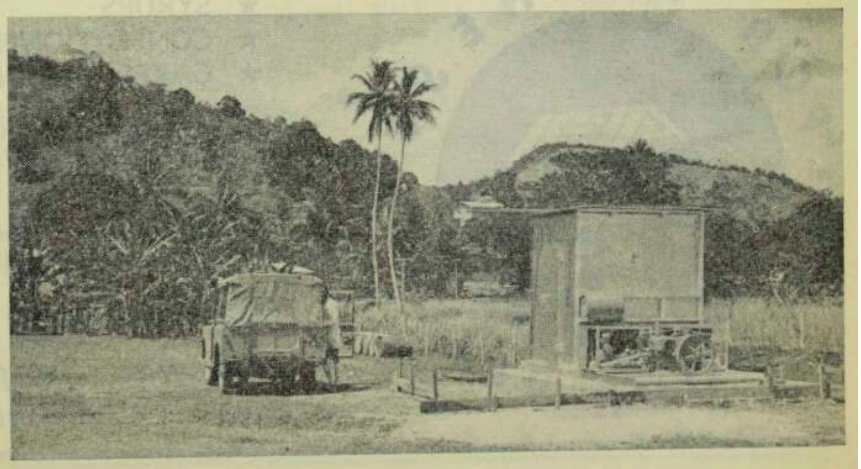
Mr. J. Madhavan, Indian MLC,



Administrator On Tour

Papua-New Guinea Administrator, Sir Donald Cleland, and Lady Cleland took a first-hand look recently at the Kairkua sub-district in Papua's Mekeo area. At one stage (top) the official party was ferried across a river on the Kanosia Road. Another time they got aboard a 60 ft double canoe powered by a 35 hp outboard. In the lower picture is a fish freezing chamber owned by a native controlled company which the party inspected.

Photos: K. Vellacott-Jones



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60 strike of growers, accused
overnment of voluntarily fore-
£100,000 for the benefit of the

said the company was "a
oly which had an assured
and a guaranteed price." It
ndreds of acres of land it had
d very cheaply and which it
ow leasing at a good profit. It
ade millions in the past, and
e Report guaranteed £1,000,000
rofit for each of the next eight

A. I. N. Deoki, an Indian
(who was against the group
led the 1960 strike) supported
Madhavan. He said he would
een happy if there was an as-
e from the company that, at
ght time, shares in the Fiji
ary would be made available
public of Fiji, and that local
rs would be appointed as re-
nded by the Commission.

attack by the two Indian mem-
pon the CSR gave the im-
n that a section of the Indian
s will carry on their war
the company under the new
ons.

general manager of the Em-
Gold Mining Co. Ltd. (Mr.
Cayzer, a nominated member
Council) brought the Indian
ogues back to earth. He said
ad he been elsewhere than in
uncil he would describe some
things said by Messrs. Deoki
Madhavan in a crude word of
etters.

ne of their remarks disclose
abysmal ignorance or sheer
isy, and in any case they are
tely irrelevant," he said.

e question is simply this. Does
ant this company to be registered
Colony, where there will be
to its books and so on, or not?
wants this registration, then
is no question of giving the
ny anything. We will either
it to be registered free—or it
ot be registered at all."

Cayzer said it was time some-
rotested strongly against the
ual sniping which went on in
Council against the CSR. He
o interest in the company, but
the backbone of the industry

n he warned: "The sniping that
n is enough, if it continues, to
the company get out of the
altogether.

ere are thousands of very
Indians in Fiji, and there are
of people among them who are
rous," he said.

want to point out that they would not be here at all if it were not for the CSR. But for the company their fathers and grandfathers would not have come to Fiji, but would have starved on the streets of Calcutta or Bombay. Because they have come here they have thrived—and good luck to them! They have worked hard, admittedly; but it is base ingratitude to the company and to this country, for some of them to behave in the way they do."

That virtually ended the matter although there were other speakers, including Ratu Penaia, who confined himself to: "I support Mr. Cayzer's observations."

The bill was passed in one sitting.

Fuss and Bother Over Lae's Eclipse

In Lae, New Guinea, International scientists on February 5 made perfect observations of the total eclipse of the sun when clouds obscuring it rolled away the minute the eclipse began. Lae was chosen as the best site in the Pacific from which to watch the eclipse.

Groans of frustration came from scientists and a large party of Japanese newspapermen as the first phase of the eclipse began with rain clouds still covering the sun.

Then the groans changed to cheers

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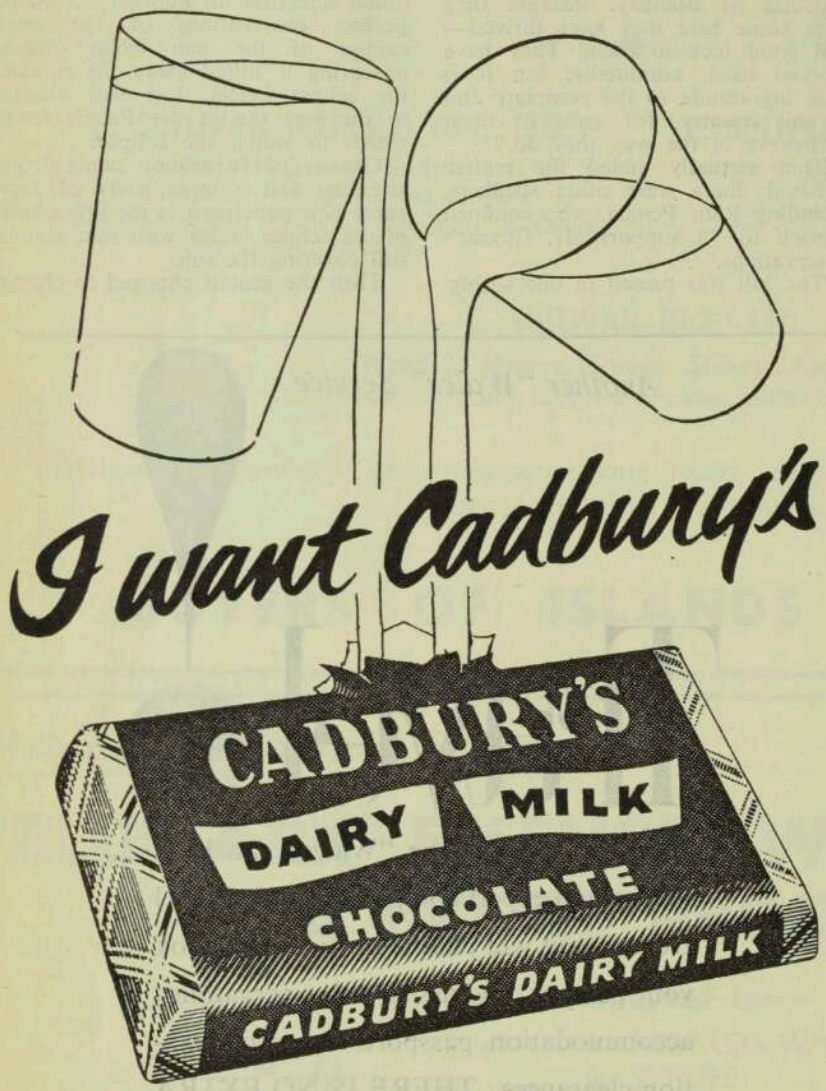
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as 10 minutes later, at 0851 local, t
precise time of the total eclipse, t
clouds parted.

Darkness fell on Lae and two sta
Venus and Mars, could be seen
the sky.

Many native people locked then
selves inside houses and the eer
crowing of roosters could be hear
in the sudden hush.

Townspeople stood in small grou
and traffic came to a halt.

A member of the large Japane
expedition, Dr. A. Saito, said h
party had been able successfully t
carry out their 11 experiments.

The United States, Swiss and Au
tralian scientists also reported su
cess with their experiments.

The 14-man Japanese party, fro
five institutions in Japan, had worke
long hours in the previous few day
checking equipment and making sur
in last-minute preparations.

All the scientists and the larg
party of reporters, photographers an
radio men, were feverishly active be
fore dawn, but as the minutes ticke
by closer to the time of the eclips
and the clouds still loomed, th
atmosphere was tense with frustra
tion.

The moon's shadow had covere
five-eighths of the sun when th
clouds parted, allowing the success
ful observation.

The Japanese interest in the eclips
was particularly intense and one Jap
anese photographer, who was send
ing his pictures by radio direct t
Tokyo, estimated that each pictur
cost a million yen (about £1,250) b
the time it was published.

Japanese experiments included mag
netic observations, polarisation o
the solar corona, observation of flas
spectrum, observation of the day ai
glow, the chromosphere spectrum
studies of the corona and ionc
spherical variations.

The other parties were mainly in
terested in the corona—the flames an
gases emerging from the sun whic
can be observed during the eclipse.

History was made at Lae two day
before the eclipse when two new
pictures were radioed from Lae t
Tokyo. These were sent from La
at 10.30 a.m. and were on the street
in Tokyo at 2.30 p.m. in papers sell
ing three million copies. Never be
fore had picturegrammes been sen
from Lae.

Japanese supplied the equipmen
and they were sent by technicians o
the Department of the Posts an
Telegraphs.

Large numbers of Japanese news
men representing newspapers, mag
azines, television and radio, were i
Lae to cover the eclipse.

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'DNEY. These Fijian visitors were among the guests at a recent social evening of olynesian Association in Sydney. They are Mr. A. Bowerman of Suva, Mr. Alex Manueli, uma, and Mr. George Valentine, of Suva, who has now gone on to the United Kingdom.

eclipse caused many headaches e Administration in attempting y native apprehension.

some weeks before the eclipse were persistent complaints, eventually erupted into a discussion, that members of ehovah's Witnesses sect were ing fear" into native workers he eclipse. The Administration in the discussion officially, but t name the sect.

e plantation workers were re- to have asked for repatriation to await the eclipse. They told mployers they believed "a great eligion would be formed."

this brought a reply from Mr. Beyer, presiding minister of the ongregation of Jehovah's Wit- who said accusations had been and the Witnesses did not what they were being accused ere was no proof of anything.

Mr. Beyer added: "Jehovah's Witnesses are not found teaching the natives anything about the eclipse that would not be found in any reliable encyclopaedia. If there is any suspicion, let's see the names and places involved. I would like to challenge anyone to produce proof that Jehovah's Witnesses are using the eclipse as a means of intimidating the natives either in New Britain or elsewhere."

Whatever the rights and wrongs of the allegations it was pretty obvious to most New Guinea people that many natives didn't need any encouragement from anyone for believing the worst of the eclipse.

Repeated assurances by Administration officers that the sun would be obscured for only 2¾ minutes (making it as dark as when there is a full moon on a clear night) failed to convince many, who prepared for a long period of darkness.

One trader at Bulolo reported that one villager purchased from him seven four-gallon drums of kerosene. This native believed the sun and the moon were going to come into contact with each other and would take a long time to disentangle.

Some village natives in the Markham Valley built very small grass huts to crawl into while the eclipse was on.

Despite warnings of damaged eyesight, other natives bought hundreds of pairs of cheap sunglasses from traders.

Official statements warned that in Australia during an eclipse some time ago there had been many cases of permanent blindness and others had lost more than 50 per cent. of

Latest P-NG Population

apua-New Guinea's popula- at last estimate was 6,779, according to statistics ased in January by the P-NG eau of Statistics Chief, Mr. J. Lindsay.

here were 26,453 Europeans 1,880,326 Papuans and New neans, he said.

he Papua population was 518, and New Guinea popu- n was 1,386,808.

lowever, the accuracy of the res had yet to be determined, Lindsay added.

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. . . . . Margaret Merril.

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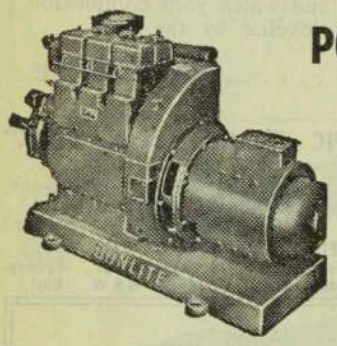
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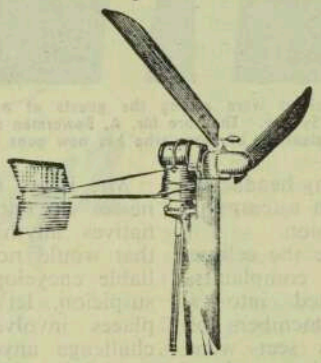
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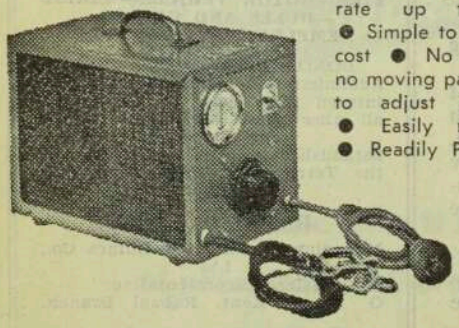
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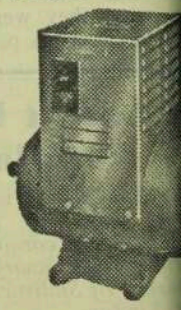
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sight. More than 1,500 schools
e Territory were sent special
ngs. People were advised to
the eclipse through two pieces
oked glass, or else to watch it
hadow on the ground or walls.
total eclipse could be seen not
in Lae, but in the principal
s of Bulolo, Kainantu, Goroka,
lagen and Finschhafen.

n American
New Guinea

m "By the Way" a daily feature
e *Los Angeles Herald*, by
nist Bill Henry (he was a war
pondent in New Guinea during
ar):

v Guinea would seem to be of
r interest and value to arch-
ists, miners and fruit-growers
to ambitious South Pacific
ors. The Papuans themselves
no signs of being able to de-
their vast area but the Aus-
s, in particular, would not look
much tolerance on the presence
orth of their big continent of
dy as grasping and trouble-
as the Indonesians.

body in his right mind believes
he Indonesians have any rightful
to New Guinea but India's
has by his subjugation of Goa,
d the appetite of all sorts of
-grade imperialists who always
more anxious to annex a bit of
bouring territory than to do
ning worthwhile about the ter-
they already control.

v Guinea is an unfriendly island
he men of the Wisconsin 32nd
tfit Henry was with) probably
envy anybody who thinks of it
leasant place in which to em-
n a military expedition though
hemselves did very well down

e for Fiji-Indian
ner in Sydney

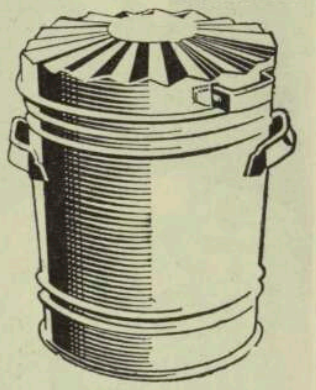
one-man exhibition of hand-
l dress and furnishing fabrics,
l by the Canadian Trade Com-
ner in Australia (Mr. S. V.
at a Sydney store in January,
some high praise from Sydney
s for the talents of Fiji-Indian
designer, Douglas Ram Samuj.

ng Ram Samuj comes from a
nown family in Fiji—his three
, Mrs. Albert Jayant, Mrs.
Narayan, and Sister Leila Ram
, are all prominent in the Fiji-
community at Suva.

cated at Scots College, Welling-

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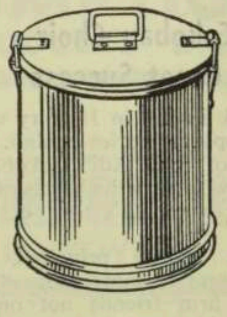


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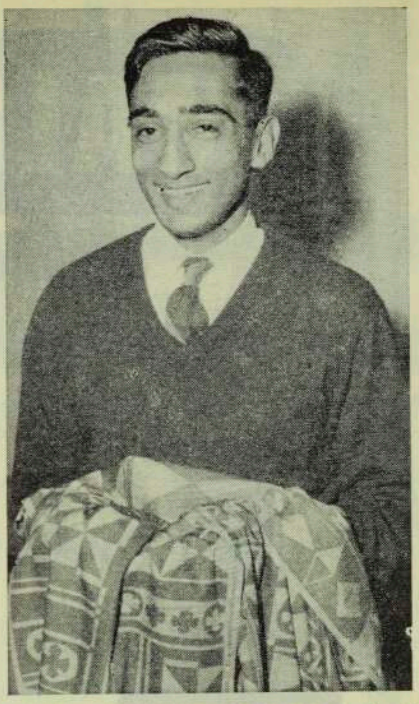
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Mr. Douglas Ram Samuj with a length of his hand-printed "Polynesia" fabric.

ton, NZ, he studied art at Melbourne Technical College, Victoria, then went to England, graduating from Manchester College of Art with both the National Diploma (Design) and the Diploma of Associateship. For the past couple of years, he has been teaching art and allied subjects in Sydney, as well as engaging in free-lance designing.

Ram Samuj is also a water-colourist of some ability—five of his paintings were featured at a Sydney art showing last October.

Adi Cakobau Choir Tour Great Success

Back in Fiji in January with a host of happy memories behind them were girls of the Adi Cakobau school choir who won the hearts of thousands during a month's tour of New Zealand.

The school principal, Miss F. Charlton, commented: "The girls made firm friends not only on the stage but particularly in private houses where they were billeted.

"The people with whom the girls stayed were surprised by the high educational standards and the general deportment of their guests. They repeatedly asked what sort of a school it was that could produce such girls.

"At every town where the choir stayed the hostesses who had billeted them went to the bus to see them off and many of the women cried wh they parted. People frequently ca to me and said how lovely it was have the girls in their home."

When they came to leave New Z land there were so many farev calls for the girls that the 'pl bringing them back to Fiji was layed for half an hour at When pai.

In all, the choir gave 16 conc in New Zealand.

Melbourne Man Will Direct Papua-New Guinea's Indust

A Melbourne man with the big new job in Papua-New Guinea been squeezed into a shared office hind the "smallest desk in the Te tory".

He is Mr. Geoffrey D. Cannon, Papua-New Guinea's first Dire of Trade and Industry.

"It's a very small desk, but th will improve," he said. He had reached Port Moresby in Janu following a flight from Uganda, Melbourne and Canada.

Mr. Cannon is working on an portant job to co-ordinate Pap New Guinea's quickly develo trade and industry. He will steer country's industrial developm native co-operatives, business, control migration and help iron tariff problems.

He was appointed in Septemb He is a one-man department r but he will soon acquire a 30- staff by absorbing the Departmen Customs and Marine.

Mr. Cannon was born educated in Melbourne. He se with the Royal Australian Air F in the Middle East and in Eur winning the Distinguished Fl Cross. He went to East Africa 1946 and, until he left for Papua month, lived seven years in Ke and eight in Uganda.

While there he was a leade Local and Central Governm bodies, and member of var financial, marketing and comme boards.

From 1957 until late Decem last year, he represented Euro commercial interests as a nomin member of the Uganda Legisl Council.

He was for four years a mem of the Uganda Coffee Marke Board and a member of the B of Management of the Uganda C and Savings Bank, the Aerodr Advisory Board and the board governors of the Kampala Techn Institute.

He also was a director of sev Uganda companies.

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Africa, Mr. Cannon said, was 15 years ahead of Papua-New politically and economically.

Papua-New Guinea we must against one thing: Allowing l development to outstrip ic development," he said. "If ppens, the people will suffer." New Guinea's exports earned 3,911 in 1959-60.

Administration's Assistant Ad- ator, Services, Dr. J. T. r, said recently that the 's economy was in a "pre- " position—caused, generally, r-supply on world markets.

la for Fifth Pacific Conference

was going ahead in Pago American Samoa, in January reception of the delegates to th South Pacific Conference, eld there in July. The date was alised in late January, but it to be from July 18-28. New s are being erected to ac- date the visitors, who will from every South Pacific terri- d Tonga.

Conferences are held every ears, and give indigenous rep- ives the opportunity to meet s.

wing the opening by the n, the conference will hear t by the Secretary General, R. Smith, on the SPC's nd receive a review of action on resolutions made at the s conference held in Rabaul 9. Probably the most im- resolution made then, as since been put into opera- one calling for the estab- t of a South Pacific Games be held in Suva in 1963).

g the Fifth Conference dele- ill discuss papers and hear on the following matters:

ods of training Pacific s in business methods and s;

needs for, and methods of, interest and support for steps ove the quality of agricul- oduce, including standardisa- d inspection schemes, and mes to increase marketing y;

changing role of women in th Pacific territories;

of obtaining a reasonable between social advancement nomic development in South territories with due regard ur problems and increasing ons;

The importance of organised adult education schemes in South Pacific territories;

The importance of relating education to the needs of a territory.

They Haven't Much Time Left to Study the Natives

Formation of an International Committee on Urgent Anthropological Research in New Guinea was announced in Amsterdam late in January by Dr. Jan van Baal, former Governor of Netherlands New Guinea and now director of the Department of Anthropology of the Royal Tropical Institute of the Netherlands.

Plans for the international co-ordinating groups were made last year at the Pacific Science Congress.

Representatives of 10 nations and areas have been named to the advisory committee of the group. They include:

Dr. J. A. Barnes of Australia, Dr. C. S. Belshaw of Canada, Dr. J. V. de Bruyn of Netherlands New Guinea, Dr. R. Firth of Great Britain, Dr. W. H. Goodenough of the United States, Dr. Murray Groves of New Zealand, Dr. J. Guilart of France, Dr. Charles

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Julius of Papua and New Guinea, Dr. C. A. Schmidt of Switzerland, and Dr. van Baal, representing Holland.

Because of the rapid spread of administration and mission influence, Dr. van Baal believes that only another 10 years or so remain to study primitive societies which have had no contact with the civilised world. This time limit is, of course, based on Dutch retention of West New Guinea.

Civilisation is "penetrating into the primitive areas of New Guinea with increasing speed and effectiveness", he said.

The committee will promote anthropological field work throughout both halves of New Guinea with hope that knowledge of the primitive societies can be obtained before western influence changes them. It will publish a bulletin twice or three times yearly. The first bulletin contains a comprehensive listing of projects recently completed, now underway or scheduled to begin.

Vila Helps Ship In Trouble

There was some excitement in Vila, in the New Hebrides in late January when the 9,000-ton Swedish vessel *Carla*, en route from NZ to Ja radioed that she was taking in w and needed help. When the mes arrived, Burns Philp, acting as ship's agents, asked help of H *Cook*, then in Vila Harbour on su work.

The *Cook's* navigational o went out to *Carla* in a BP la and brought in the *Carla* five h later. Divers from the *Cook*, local marine engineer W. Gear discovered a 12 ft. crack in ship's side. The ship was the times listing almost 20 degrees the vertical.

Cook's pumps got to work engineers got on to the task of ting their way through the carg heavy NZ logs to repair the from the inside.

Cook was making her third to the New Hebrides in eight mo

She has been concentrating on veying the area near the site o overseas wharf that is to be bu Vila which at present has non

The Condominium Public W Department has meanwhile bu 60 ft. tower of tubular steel w is to be put on the sea bed the site of the new wharf, and house the platform on which g gists will install drilling apparat study rock formation.

"Not Too Many" Tourists for W. Samoa

According to Apia hotel prop Mrs. Aggie Grey, West Samoa more tourists—but "not too m Aggie Grey and other Apia bu people want to see more done t courage tourists to visit Samoa, has been described as a tourists' dise without tourists. The pr strict control of entry pe effectively prevents the entry o wanted beachcomber types, Grey believes.

Apia has four hotels with a of about 150 rooms. Hotel tarif cluding meals range from £2/10/- daily for a single room out a bath to £3/10/- for a co with a shower.

Many Europeans consider the sent Samoan liquor laws a han to the development of the touri dustry. Liquor can be bought with a permit and permits are i on a points system.

One of the joint Heads of Tamasese, said recently, "We d want organised tourism as they in Hawaii. We like people to to see how we live and to enjoy selves. But we do not want it big organised scale. That can

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rime Minister Fiame Mata'afa smayed recently to find that in Hawaii was just like any lay of the week.

report of the Government-ed committee on economic de-ent (see page 71) recommends e Government should not do g to encourage full-scale . The committee did, however, nend that the Government encourage more tourist liners at Apia. The committee's view tourists are less likely to cause if they are living on ships.

ected Legco SIP Yet

unlikely that the British n Islands Legislative Council ve any elected members in or even one, as an example, as d by Mr. E. V. Lawson at nt BSIP Council meeting.

BSIP Legco, which was in-ed only in December, 1960, through a stage of evolution l eventually come up with a cted body—but everything is ccording to the plan and the oesn't include elections this

Lawson recommended that ould be one elected European and a European electoral believed that this would be ning and show the Solomon s "how to run an election gnified manner".

Chief Secretary said there ther ways of teaching the about a democratic form of ent and the Government be-hat the key lay in local gov- first. He said it was a formid-iness setting up the machinery eral elections—the constitu-ould have to be amended, n introduced and voters d.

er member pointed out that r. Lawson was proposing was opean member elected by the n voters—and not a full-scale election at all. But the Gov- in the form of the Chief y, turned the idea down just e.

Patrol Goes After Tax-Dodgers

armed native police led by n Native Affairs officers and fficers moved into villages on and, Bougainville, P-NG, on 6, to arrest villagers who to refuse to pay taxes.

Administrator of Papua-New Guinea, Sir Donald Cleland, said the action followed persistent refusal by 700 natives in four villages to pay personal tax of £2 each.

The four villages, on the north-west coast of Buka, had formed their own "welfare group", which the Administration did not recognise, the Administrator said.

Attempts to persuade this group to join Administration-sponsored Native Local Government Councils had been unsuccessful.

(Native Local Government Councils can levy their own taxes but where native groups refuse to join them, the Administration taxes the natives to raise funds for Local Government purposes.)

Originally the Buka Welfare Society was ostensibly well-disposed towards the Administration and a nearby Roman Catholic Mission but late last year its attitude changed to one of non-co-operation.

Administration patrols into the area had been told that the people refused to pay the tax because there was not enough money in the area and because the Administration refused to give them a medical aid-post.

In fact they have access to an Administration aid-post three miles from their villages and a hospital at the nearby mission.

In spite of the efforts of the Assistant District Officer who had "patiently and sympathetically" explained the reasons for taxation they still had refused to pay the taxes. And additional persuasive tactics by native members of the Legislative Council, Vin Tobaining and Nicholas Brokam, were no more successful.

The decision to send police into the area was taken after consultation with the District Officer for the area.



READY, SET GO! This was the scene in the New Guinea Club, Rabaul, at Christmas when more than 250 youngsters of all ages did a rough kind of justice to their annual Christmas party. There were films, and, of course a visit from Santa.

P-NG Government At Grass Roots Level

A conference of Papua-New Guinea Local Government Councils was held in Port Moresby between January 8 and January 12, and if the matters discussed were not of the same magnitude as those that bedevil the UN, they were of considerable importance to the native people concerned.

Local Government Councils are a post-war growth and are set up in areas where the natives are sufficiently advanced to manage their own affairs. They have the right to levy their own taxes and carry out local road building, school construction, health measures and so forth. The Councils played an important part in the elections last year that gave P-NG its first elected members of the Legislative Council.

The Councils have given the P-NG native people their first glimmering of democratic government but some of them still have got a long way to go, as they were sharply reminded by the Director of Native Affairs, Mr. J. K. McCarthy, during the conference.

When the Vunamami (New Britain) delegate asked, in effect, when the Councils were going to be allowed more power, Mr. McCarthy

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reminded delegates that some Councils had been operating for 11 years, and they still had to seek the constant assistance of Native Affairs officers in the supervision of their every-day Council work. He said that when he was present at a Local Government Council meeting in the Highlands, the people had asked that a patrol officer be made available to each Council to supervise their activities.

Mr. McCarthy told the conference that before there could be any further advancement in the scope of Council responsibilities the Councils must be able to handle their own affairs at the local level. At present the Councils were still not able to prepare their own simple sets of estimates, order stores and arrange to let contracts covering capital works for the Councils.

All this had to be done by the supervising Native Affairs officers, whereas the Councils should be able to organise and carry out these responsibilities on their own with a minimum amount of supervision from government officers. This was what the Administration wanted, and this was essential to any further development of Council activities.

Amongst many matters discussed during the conference was that of bride price. Some delegates from districts that have suffered wild inflation in this commodity were all for getting the practice of making pre-marriage payments to the bride's family down to a standardised sum. It was alleged that up to £1,000 was paid for a bride in the Hanuabada (Port Moresby) community; and that even in the Highlands as much as £200 or £300 changed hands.

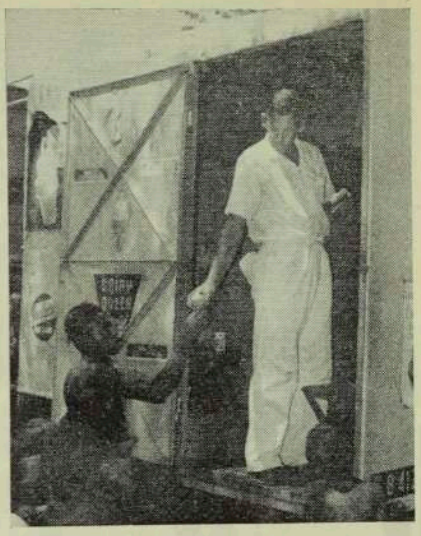
The Rabaul district seems to have got a better grip on the situation than most, and a delegate from there said that the standard price had remained unchanged for years at £10.

A retirement benefit scheme for employees of Councils—clerks, cocoa inspectors, aid-post employees and the like—was discussed and referred to the Administration for further action.

The need for more schools was the wish of most delegates and particularly of delegates from Highlands districts. Although Administration schools in Eastern and Western Highlands have increased from eight in 1956 to 43 in 1961 demand is still outstripping the Department's ability to keep up. The Director of Education assured delegates that everything posible was being done to bring about the desired result.

Other matters discussed included the drift to the towns from village life; adoption of a European system of surnames; a proposal made last year that Councils should put three per cent. of their income into a fund for sending representatives to visit such countries as India and Africa; and the request that European Native Affairs field staff should be allowed to stay in the same area for at least six years.

It was decided at the end of the conference that the 1963 conference would be held in Manus District.





NEW GUINEA SCENE. The travelling van (top), which sells a frozen dairy food similar to ice cream, is popular with Rabaul natives these days. It travels to villages and also does very good business on Saturdays at the Rabaul market. Lower photo shows Mrs. H. West presenting a special prize for child art to Louise Patterson, 11, at the Rabaul Art Society's first Territory-wide exhibition, held recently. There were eight prizes totalling 100 guineas.

Trade Scheme 'Not So Bad After All'

Bids for the purchase of the B Trading Corporation closed January 31 but at date of going press the name of the succes bidder had not been announced.

The Trading Corporation sta life as the Trade Scheme after war and at that time was regar as a socialistic substitute for private enterprise Big Firms that not returned to the BSIP a hostilities ceased in 1945. It created during the UK's post- socialistic period when it imagined that the islands would much better off if "Europ exploiters" did not return to Protectorate.

However, these ideas have b modified with time when it was that even the European capitalist his place in the scheme of thi The Trade Scheme has changed, A few years ago it became Trading Corporation but it contir to be the biggest retail distributo the Group and supplied o services usually undertaken by pri enterprise.

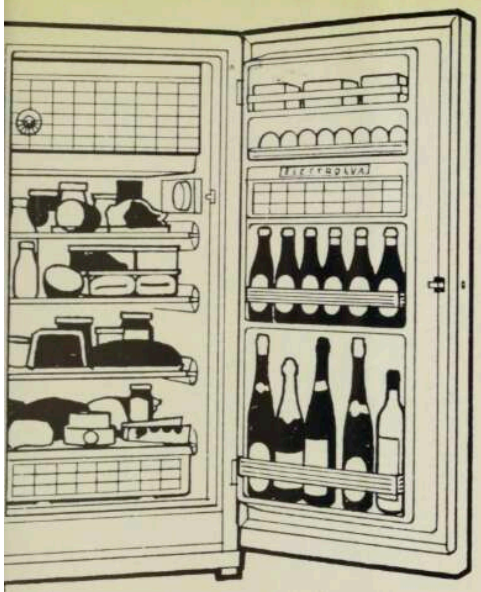
Over the years the Corporation gained friends. It was interestin hear at the recent meeting of BSIP Legislative Council, Mr. E Lawson, who represents private e prise, backing up Solomon Isl members who said they didn't to see it sold.

Mr. Francis Bugotu moved the Government withdraw Corporation from sale. He said the natives regarded it as theirs hoped that some day they n run it themselves. In any event, saw it as a symbol of help friendship from Britain.

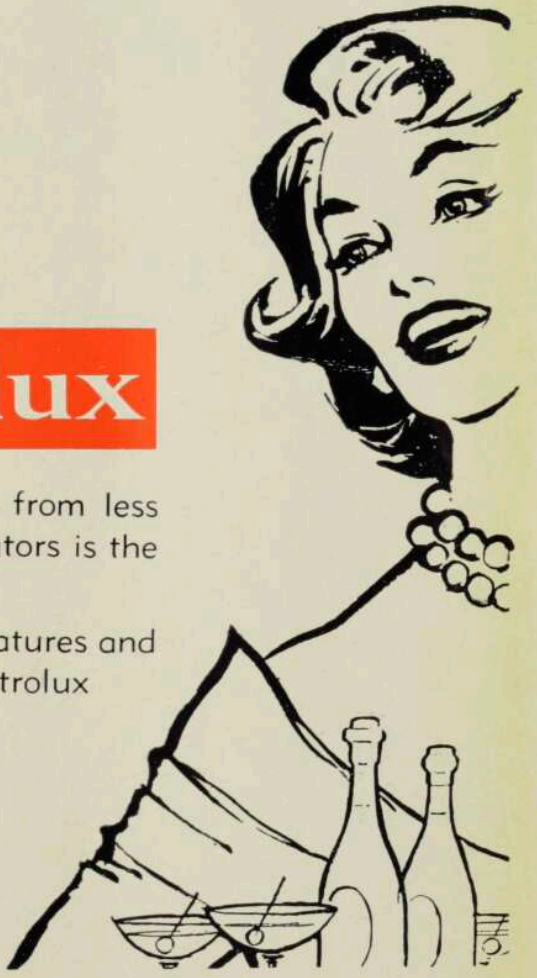
Mr. Lawson said that there w time when the local Chambe Commerce had asked the Go ment to sell the Corporation but the Chamber had changed its and would not like to see an ou concern getting it and sending profits out of the country.

In reply, the Financial Secre Mr. A. M. Wilkie, said that Government believed that it sh not engage in trade either on its account or in association with pr enterprise (which is also a chan heart since 1945); and he couldn its new owners exploiting anyo or if they did, the public had its weapons for dealing with it. any event it was too late to with it from sale. Solomon Isla could get together and make a for it if they liked.

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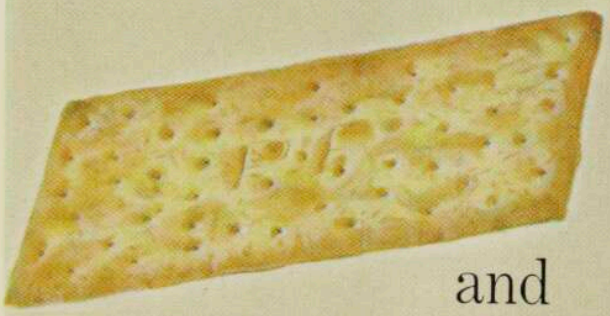
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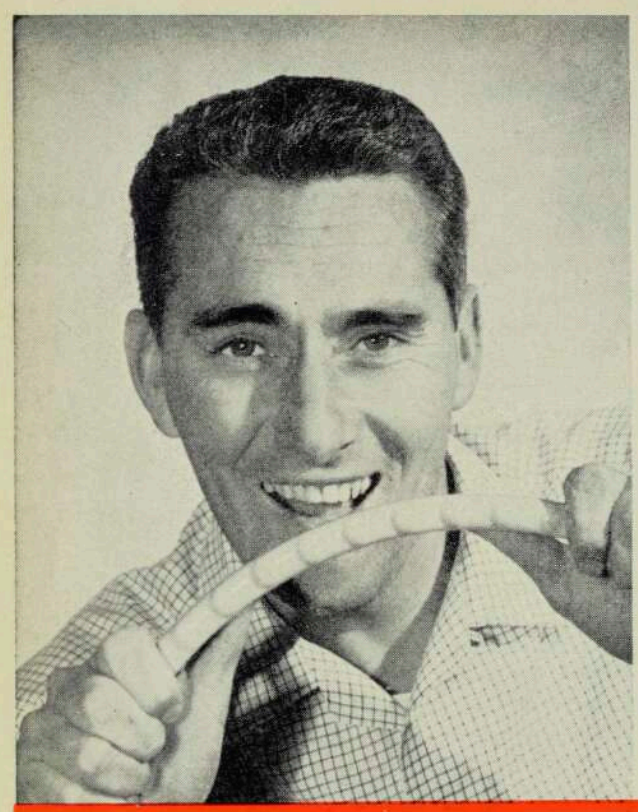
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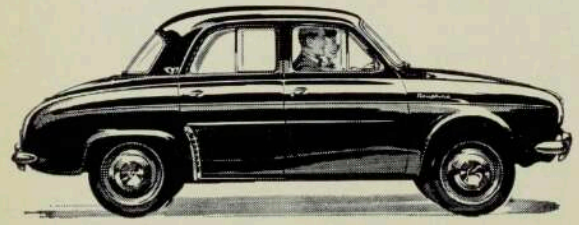
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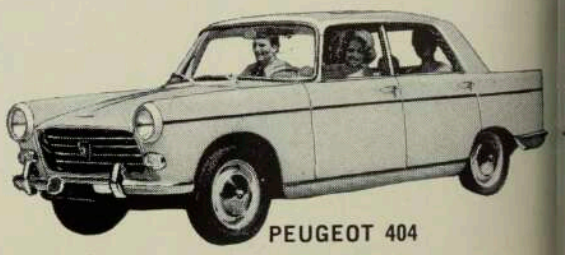


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Are Clue to ll Problem

reliminary report by the BSIP ıment Entomologist, Dr. P. J. eenslade, on research into the of the *Amblypelta* insect, causes early nutfall on coconut ions, states that research work the last 10 years has con- that two kinds of ants will palms from these insects.

e ants, which live in the palms t the insects, are liable to be ed by two other species, which protection to the palms.

Greenslade says that work is ing concentrated on controlling *pelta* by modifying ant popu- attempts have been made by plantation owners to introduce the useful species into coconut but he considers that the suc- failure of these experiments pended on unrelated and spon- changes in the ant population area.

tailed programme of research very aspect of ant life and ment has been planned, in- the study of the relation be- their surroundings and their distribution, and the reproduction rate of each type of ant. This programme is expected to take several years, and in the meantime, field trials are being carried out to find effective deterrents for the two useless ant species, and to encourage the leaf-building ant, which protects coconuts against *Amblypelta*.



WEDDING. Married in Rabaul—Mr. per, of Pondo Plantation, and Miss ckwell, of Sydney. The ceremony abaul Anglican Church of St. George the Martyr.

Planters Carry BSIP On Their Backs

The British Solomon Islands Protectorate is one of the Pacific territories that has the distinction of having both income taxation and an export tax, and with the present low prices for copra this is making life economically difficult for the BSIP planter.

The matter of the 15% export duty on copra was brought up again at the latest Legislative Council meeting in Honiara by Mr. E. V. Lawson, but while sympathising with him, and the planters he represents, the Financial Secretary, Mr. A. M. Wilkie, could give no hope of relief.

The Government depends on export duty for a large slice of its revenue and even if the duty were reduced to 10 per cent., this would lose the Government £80,000 in revenue, said Mr. Wilkie. This sum simply would then have to come from somewhere else.

What Mr. Wilkie says is probably true, but unless prices for copra improve considerably, which seems unlikely, it is hard to see why anyone should want to remain in the copra producing business in the Protectorate.

It was at this same meeting that the High Commissioner, reviewing affairs in the Protectorate, stressed how important it was to encourage economic development. He spoke of the commercial interest there currently is in exploiting timber resources in Kolombangara, and other parts of the Western District. He said, too, that it was hoped to expand the cocoa industry from the 3,600 acres that are now under that crop.

Surveys of mineral resources were also under way—and there was a substantial programme of nickel prospecting on Choiseul. When and if all or some of these experimental crops and surveys bear economic fruit, the heat will no doubt be off the poor old copra industry. In the meantime it is expected to continue as the milk-cow of the BSIP, which may make bureaucratic sense but is also likely to frighten off any other enterprise that otherwise might be encouraged to establish itself there.



OFF TO ENGLAND. Makereta Dawai flew 18,000 miles from Fiji's Nadi Airport to London in January to join her husband, Orisi Dawai, at Rochdale, Lancashire. Orisi, a former Fijian Rugby captain, left for England last year to play Rugby League for Rochdale Hornets. Orisi captained the Fiji team which toured Australia early last year and was also captain of the team which toured New Zealand successfully in 1957. Makereta has been a clerk in the Native Land Trust Board for the last nine years. A brother, George Cavalevu, is also a former Fiji Rugby representative, and was captain of the Fiji Rugby team in New Zealand in 1951. He was an outstanding five-eighth.—Photo: S. A. Whippy.

Queries on Rabaul Volcanic Measures

Construction of an emergency airstrip for use in the event of a volcanic eruption was urged in Rabaul, New Guinea, in early February.

Speaking at a meeting of the Town Advisory Council, Councillor R. Darcy asked what arrangements existed for the movement of essential aircraft should an eruption occur.

The present airstrip serving the town would be out of commission in the first five minutes of an eruption, Councillor G. Kent stated.

In reply, the District Officer for East New Britain, Mr. Harry West, said a plan existed for the construction of a landing strip at Vunakanau, 10 miles from Rabaul.

(Vunakanau is the site of a large wartime Japanese airfield on top of an escarpment west of the town.)

However, chances of an eruption were slight, Mr. West said.

A report from the Government

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Vulcanologist stationed at Rabaul stated he had checked all volcano outlets and found no evidence of pressure build-up which could cause an eruption.

Jubilee of Pacific Islands Society

Of the small group—mostly Islands residents—who formed the Pacific Islands Society in Sydney in 1937, only five still retain membership; and it is hoped that they will have a part in the jubilee celebration of the Society's foundation, which will take place later this year. The five are Mrs. Olga Page, formerly of Samoa and Tonga, who was the Society's hostess for several years; Mrs. M. K. Beasley; Mr. Fred Hennings, of Fiji, who is still an active member of the Council; Mr. Eric Ramsden, now a resident of New Zealand; and Mr. R. W. Robson, publisher of *Pacific Islands Monthly*.

The Society will hold its annual meeting on February 22, when it will wish *bon voyage* to its President and Hostess, Mr. and Mrs. N. H. Foxcroft, who depart shortly on a world tour. The Society meets monthly, and is more a social t a cultural organisation—altho there usually is at each gathering address on some Islands subject.

They Brought the New Year In

It was a pretty good New Ye Eve party for 22 citizens of Cristoval, BSIP. They ended in Kira Court in January to exp away the fact that they had destr young trees, thrown firecrackers invited the village people of H to come out and fight (an invita that the villagers declined).

The court was told that when m bers of the Constabulary went o Ahia village to investigate the c plaint, they were insulted by som the village people. All in all, men of Ahia who obstructed police were each given three mo gaol, and 22 men who played u Hada were given gaol sentence fined.

Beetles Will Attack Flies

The New Hebrides Departmen Agriculture hopes to import a qua of *Pachylister chinensis* beetles, w are used to keep down the com house fly, and were successfully perimented with by the Bu Miniere on Erromanga, last tember.

The current importation is b supplied by Mr. B. A. O'Connor, entomologist with the South Pa Commission, and will be used Tanna. The beetles feed only on larvae of the house fly, and are valuable in fairly densely popul areas like Tanna, as an aid to hyg and general cleanliness.

New Manganese Industry In New Hebrides

A large and important installa now is operating on the east c of Efate, in the New Hebrides; a large and growing production t from of manganese ore is likel strengthen the economy of the Co minium.

The face of that countryside River Forari area) has changed s June, 1955, when M. Obellian geologist of the French Oce Phosphate Company discovered r ganese ore close to the river. company spent three years on s and exploration, and then obta a 25-years' concession over 4 hectares of land, and proceede plan and make the installation.

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plant necessary to mine the as placed on the site of the deposit, at the head of Metensa A wharf was built. A village se the staff, with all amenities, uilt between the wharf and the A pumping station was placed river Forari, and water was d three miles to a reservoir the mine, where it is used to he ore from the crushed rock-bstance in which it is found. aterial is carried from mine her, and on down to the wharf n moving belts.

luction commenced in January, l indications are that this well-d industry will be of great to New Hebrides. The British rench Resident Commissioners New Hebrides on January 8 e first shipment of manganese ing loaded into the Japanese *amaushi Maru.*

ets Plenty ublicity in Sydney

got more than its share of ty on Sydney TV, radio and Press in February when Qantas a fortnight's display of all Fijian, by arrangement with ji Visitors Bureau. Secretary ane was on hand to keep the lling.

foyer of Qantas House was out Fiji style and the local were offered yaqona speci-ported from Fiji. Films of Fiji hown, and reef fish were on

ng the visitors the festivities d was Mr. H. C. Monckton, Manly, a former Secretary of fairs, who brought in some old raphs and had a yarn with rn Don Lane. Mr. Lane, ly, concentrated on interesting agents in the charms of Fiji.

alia's New Interest ighbouring Condominium

e official activity has followed d of research by the Australian ment of External Affairs into lian land interests in the New es Condominium.

Australian Commonwealth ment has held land rights or over 50 years—ever since e Sir James Burns offered the variously estimated then to be n 80,000 and 100,000 of the lago's best acres) to the then new Australian Government. nd, which had been acquired Burns Philp subsidiary which ut of existence, was formally accepted by the Government, about 1906; and for many years Australia maintained, or partly maintained, a solicitor in Vila, who was expected to pursue, before the Joint Land Court, the Commonwealth's claim to formal titles.

The solicitor was not maintained there after World War II, and the matter seemed to be forgotten.

More recently, however, some new data has been collected; certain officials from the Department have visited the Condominium; and now it is authoritatively reported that an Australian legal man will be encouraged to settle in Vila, so that he may be available to press the Australian land claims when opportunity offers.

This is a rich archipelago. It is very near to Australia; and, under the peculiar system of government which it enjoys (joint supervision by British and French Colonial Office officials) it gives more freedom and opportunities to private enterprise than usually are found in this over-governed age.

Ambrym In Eruption Again

When the volcanoes on Ambrym in the New Hebrides erupted in January, volcanic clouds could be seen as high as 15,000 ft. above the island, and the eruption could be seen from as far off as Santo.

The Condominium Government and the British Administration chartered the New Hebrides Airlines Drover, to enable the officer in charge of the Geological Survey, Dr. R. Curtis, and Monsieur Priam, the Condominium Mining Officer, to make an aerial reconnaissance of Ambrym. They saw dense clouds of smoke and steam rising from Marum volcano.

NNG COUNCIL

(Continued from p. 18)

the Territory, should Indonesia try to take it by force.

The first Netherlands Government reaction to this proposal came from Dr. Bot when he reached Hollandia. From his remarks, it is apparent that the Dutch Government at this stage does not want to stir up Indonesian anger by any large-scale military preparations.

Apart from anxiety among the educated Papuans about the future of their country, Dutch and Eurasians who migrated from Indonesia also are worried. There is a steady trickle of people leaving the country by air for Holland. In addition, 300 families left by ship in December, and another 200 already are booked to leave by sea in February.

The feeling among the Dutch and Eurasians appears to be that a year ago they believed they could count on another 20 years in West New Guinea, as Papuans moved along the road to self-determination. As events developed over the past year, they thought they might have 10 and then five years, but now they don't know what to expect.

The Eurasians face a particularly difficult problem. Although they are Dutch citizens, many of them have never seen Holland and have always lived either in Indonesia or New Guinea. They are not happy about starting a new life in another country. The Papuans, or at least, those who can express their views, want the *status quo* maintained and to move along to self-determination as promised.

NAURU PROBLEM

(Continued from p. 18)

The Australian scheme calls for a transfer of Nauruans to Australia over about 30 years. (The Nauru phosphate deposits will last about 40 years.) Children will be brought to the mainland for education and they will be eligible for a deposit on a house when they marry. Adult Nauruans will be given free passage and a house and allowances. Roughly the same scheme would be available in NZ and the UK.

When the plan was announced, Nauru's representative at UN, Australian-educated Raymond Gadabu, said publicly that his people would not accept it, although they appreciated the offer.

The Australian Government attitude seems to be that the Nauruans will have to accept the scheme because there is no alternative. A search for a suitable island, it says, has been in vain.

The UN gave special instructions to the forthcoming Mission "to ascertain as fully as possible the wishes of the Nauruan people concerning their future".

They will find that there has been no change from the attitude outlined by Gadabu.

The Nauruans do not wish to break the ties which bind them closely to their families. Strong family groups have existed for many years and the feeling of "togetherness" is deeply ingrained in the minds of the people.

Closely associated with this is, of course, their national identity, of

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which they are very proud and which they do not wish to lose. The Nauruans think the scheme will mean the virtual extinction of their own thriving race.

Many have expressed the opinion that they would not be able to compete with the other people living in these countries due to their limited experience. Their approach to work, as it exists on Nauru, could not be altered suddenly to conform to conditions in those countries. They can in no way be compared to European migrants who find the changeover to a new country not too difficult.

Although the Nauruans have one of the most advanced standards of living of the islands in the Pacific, they would be lost in their new environment despite the assistance promised by the three Governments.

Another question which must raise its head is how the mainlanders will accept the pleasant, but sensitive, Nauruans. The Nauruans are afraid that in Australia there may come to light racial prejudice which could make their life rather miserable. They think NZ might be better. Over the years NZ has accepted numerous Islands people who are happily co-existing.

The islanders realise that a generous offer has been put to them and how genuine the Governments are in their desire to do what is best for their future. Nevertheless a general feeling prevails that a new island has not been fully sought.

The Administrator, Mr. J. P. White, has completed his tour of duty on Nauru and he left for Australia in late January with his wife and family. Mr. F. W. McConaghy, of the Department of Territories, has been appointed Acting Administrator.

P-NG MOVES

(Continued from p. 17)

The Auxiliary Division of the Public Service was set up in early 1957 to allow native people to enter the service on a permanent basis. Recruitment was by competitive examination and there are probably no more than 500-700 officers in this division at present. Salaries range up to £700 per annum but there was a salary bar at a little over £500—advancement beyond that was contingent on passing an examination. One of the concessions made to Auxiliary Division officers under the agreement announced on January 24 was that this bar is now removed.

There were provisions in the regulations for Auxiliary Division officers to qualify for the Third Division of the P-NG Service.

The people who are pleased with the new reorganisation proposals are the private enterprise group in the Territory, and what pleases them is contained in the last sentence of the Administration's statement quoted page 17: It will eventually be within the economic capacity of the Territory to recruit and finance its Public Service.

It has long been a point at issue between commercial interests and the Administration that the Public Service was planned on an Australian scale and could not, without Australian aid, be supported by the P-NG economy. Wages in private industry had to follow those in Administration, and thus a false economic climate was created.

Those who were not so happy about the statements—which are, of course, in the nature of a major policy matter—are public servants, about 88 per cent. of whom at present are expatriates. Although supporting what is proposed in principle, and although assured by the Minister and the Administrator that there will be no whittling away of salaries or privileges for those now in the service, they feel that the January statements should immediately be followed by some practical details of what is involved.

There is already a feeling of considerable unrest amongst members of the P-NG Public Service—and with the lessons of Africa and other newly-independent countries before them they have reason. There is no other way for them to see the new proposals than as the preliminary to the end, which of course it is.

This affects young men coming into the service far more than it does those near the top, because whatever happens, P-NG is likely to hold together long enough for heads of departments and other VIPs to see their terms out. This, no doubt, reconciles many of them to having to toe the official line.

FIJI'S FUTURE

(Continued from p. 16)

Millions of pounds are to be spent. But if, from the total, there is deducted the huge cost of re-constructing Suva's port, and the further cost of providing instrumentalities for education, what is left is not nearly sufficient to open up new country—by means of roads, bridges, land-clearing, housing and agricultural help—to take care of that large section of population which simply must settled on the land if Fiji' is to saved from social disaster.

Government planning is a fasci ing occupation, and usually is in the air. Implementation of p is necessarily realistic and close to earth.

How soon can the Developn Commissioner get hundreds of Indian and Fijian farmers grov subsistence crops, and hundreds n engaged in industries secondary primary production? That is the test.

As Sir Alan Burns pointed additional social services—even cation—and amenities like new p buildings and reconstructed d must await the day when all this population can be adequately fed housed.

Sugar Industry Commander

Meanwhile, during January, t were events of significance on sugar front.

Immediately after he was appoi "Independent Chairman of the S Industry". Sir Arthur Sanders from the middle of London's A winter, right into the middle of January heat; and within 10 day was in hospital with pneumonia.

However, he was out again in other 10 days; completed his tou the sugar areas; organised the S Council (a body set up to advise Sugar Industry Board and its i pendent chairman); and by February he was on his way bac Britain to settle his personal a and return to Fiji, to perma residence. He displayed en initiative and thrust.

To say that Fiji watched him curiosity would be to put it mildly Fiji watched him with its hea its mouth, and a prayer on its li because, if this 63-year-old Air C Marshal does not take comman the Colony's politically-battered s industry, and prevent further ruption, Fiji will have to face s and political troubles beyond c lation.

Even if Development Com sioner Bevington has 100 per success, it will be years before Fiji industries, primary and second can absorb the Indian popula which cannot be cared for by sugar industry.

If the sugar industry is fur torn about by the Indian poli wolves which hang around its ed in Fiji's north-western jungles, t will be increased unemployn among Indian cane-growers and workers, to add to the unemployn

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dian Association leets Privately

ıe Indian Association of stung by statements by Fijian members at the mber Legislative Council ing ("PIM", Jan., p. 17), d a conference at the end nuary to discuss the Con- ion.

ree Fijian members—Ratu ia Ganilau, Ratu George bau, and Ravuama Vunivalu d said that when the time Great Britain should hand ol of Fiji, politically and nistratively, back to the s.

ter some preliminary city the Indian Association, isingly, held the conference, ded by about 200, behind d doors. It later issued a nent which said the con- ce had resolved to reaffirm nfidence in the UK Govern- in giving just treatment to bjects in Fiji; to appeal to Governor for assurance that itizens would be protected Fiji attained self-govern- and to assure Fijian and pean communities that it no design to usurp their and wanted to work in eration and amity.

eady is growing from natural (e.g., excessive birth-rate). immediate, and unenviable, Sir Arthur Sanders is to keep ır industry steady and stable, the mills will not be ham- their plans to sell, in a world more or less convulsed by surpluses, enough of Fiji's l product to keep Fiji's y at least evenly balanced.

he do it? The tricky, un- part of his task lies among ans, in the field of industry.

dians, Good and Bad

e may judge them by their ar Press, Fiji's Indians seem lit into irreconcilable factions, y and socially; and this dis- a handicap for Fiji, at this ime.

eeds local leaders, to check planning of the sheltered ats, and help keep their feet ground. There is a lot of l ability among the Indians, inite qualities of leadership; e men are swamped in the everlasting turmoil of the Indians' petty, sectional squabbles. Out of that fact, come these deplorable results:

- Fiji loses the benefit of what ever Indian leadership is available.
- The Indian community cannot come forward as a united community, to join other communities in making a united Fiji.
- Sections of the Indians can be led by the nose into mischievous activities that are close to being subversive and criminal—as, for example, the prolongation of the 1960-61 strike of cane-growers.
- The Fijian community becomes fixed in its determination that it will not join the Indians in self-government in any shape or form, and will demand the continuance of the overall administrative authority of the British Colonial Office.

Sir Arthur Sander's task lies not so much in efficiently handling an industry, as in handling a community (the Indians). Necessarily, in relation to that, he will go to the civil authority—namely, the Governor. The recent record of the civil authority, in that respect, does not inspire confidence.

There have been private conversations between the Governor and an organisation called the Indian Association of Fiji, of which Mr. Lateef, an able and trusted lawyer, is president. The indications are that the majority of the Indians in Fiji, if wisely led, will show moderation and tolerance in the difficult days ahead.

But a section of the Fiji-Indian Press in recent weeks has published statements which indicate that the elements whose vendetta against the mills caused disturbance in the industry in 1960 and 1961 is awaiting —in fact, trying to create—an opportunity to upset both growers and millworkers in 1962.

So far, the impression made by Sir Arthur Sanders is not unfavourable. The events of the next few months are awaited with lively interest.

Cynics say that an Air Force Chief Marshal could have the experience needed to put some sort of discipline into the sugar-cane industry. But why bring a Navy Lieut.-Commander, retired, into the same picture, as secretary? (Sir Arthur brought Lieut.-Commander Finley out with him in January, as personal secretary; and he now has been appointed secretary of the Board.)

The combination of Air Force and Navy in the sugar field is a little startling. But Fiji will put up with that if only the vital sugar industry can be kept in good shape, to produce the Colony's life-blood.

Deaths of Islands People

Rev. Father Y. Helliat

The Rev. Father Yvo Helliat, SM, who died at the Catholic Mission, Naililili, Rewa, Fiji, on January 7, was 83 years old, and had spent more than 50 years in the Colony.

Like many of his fellow Marists in Fiji he was born in France. He was ordained in the United States in 1901 and went to Fiji a few years later, where he helped to establish many of the mission stations.

For some years he was chaplain at Makogai. For the three years before his death he had been living in retirement at Naililili.

Mrs. Lilian Crane

Mrs. Lilian Crane, 86, who had lived in Suva for many years, died on December 14 at Auckland, at the home of Mr. and Mrs. D. A. Butler, with whom she lived in Fiji and in New Zealand.

Mrs. Crane was born in London and went with her husband, the late Mr. Harold Crane, to Christchurch, New Zealand and then to the Cook Islands and to Western Samoa.

Mr. Crane became accountant for Morris Hedstrom Ltd. in Western Samoa, and was later transferred to Fiji. He died in 1958 and Mrs. Crane then went to live with Mr. and Mrs. Butler. Mr. Butler at that time was manager of the Union Steam Ship Company in Fiji. She left Fiji with them in 1959, when Mr. Butler retired.

Mrs. M. M. Fenn

Mrs. Melanie Marie Fenn, of Suva, who died at Auckland on December 4, was the wife of a Fiji international sportsman and was herself a noted sportswoman.

She returned to Fiji only a few months ago from leave in the United Kingdom, but was unable to return to her milk-bar business in Victoria Arcade because of illness. She was flown to New Zealand for hospital treatment and died there.

In 1931 Mrs. Fenn toured New Zealand with a Fiji women's hockey team, and made a return visit in 1955 as manager of another women's team. She was president of the Suva Women's Hockey Association, and of the Catholic Basketball Association, and was an associate member of the Albion Rugby Football Club.

(Over)

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Mr. George ('Kassa') Townsend

Mr. George ("Kassa") Townsend died on February 9 at his home, near Montville, Queensland, after 12 days' illness. He was only 65, and had enjoyed good health since he retired from the United Nations Secretariat 5½ years ago.

"Kassa" Townsend had an outstanding career. He went into World War I, at Gallipoli, as a gunner; served on the Western front; and won his commission in the field. He joined the New Guinea administrative service in 1921 and when World War II brought the Japanese invasion and evacuation he was one of the best-known District Officers.

He was closely associated with the organisation of ANGAU; served in FELO with the rank of Lieut-Commander; and was Mentioned in Despatches and awarded the OBE (Military). After the war, in 1946, Australia sent him to New York where he was a member of the Secretariat (Advisor on South Pacific Affairs) until his retirement in 1956.

Mr. Townsend is survived by his widow (Mrs. Lynette Townsend), his daughter Judith (who lives in Tewantin, Queensland) and his son, Mr. George Barry Townsend, of Melbourne.

Advertisement

To Smooth Elbows

Gloriously smooth elbows will be yours if you use this simple method. To a teaspoonful of oil of ulan and another of white sugar, add a teaspoonful of lemon delph skin freshener. Pour into the palm of the hand, cap the elbow and rub to and fro until the skin becomes pink and clean. The method removes the rough dead bits of skin, bleaches and tones the skin, and restores skin suppleness. After rinsing, apply a softening film of oil of ulan.

. . . . . Margaret Merril.

Malaspina

Continued from p. 21)

naturalists on rambles in search of botanical specimens.

Meanwhile, boat parties from the two ships surveyed and charted the coasts of Vavau and neighbouring islands and several officers made astronomical observations at an observatory that was set up on shore.

On May 30, 1793, two days before the Spaniards left to continue their voyage, Malaspina buried a document in a bottle at the observatory site proclaiming the annexation of the "immediate archipelago" in the name of the Spanish King.

To give this act "greater authenticity in the eyes of the natives and those who should follow us", Malaspina had the flags raised and saluted by both corvettes with seven cries of "Long live the King".

The natives then gave seven cries of "Vavao toxa Espana" which the Spaniards said meant "Vavau, son of Spain".

On leaving Vavau, Malaspina decided to sail for the west coast of South America instead of adhering to his original plan of visiting Tahiti and going home via the north of Australia and the Cape of Good Hope.

After clearing the Tonga group, the two ships sailed well south of Polynesia and reached Callao, Peru, without sighting any more land. From Callao, they made their way homewards via the Horn.

When the ships reached Cadiz on June 21, 1794, after an absence of four years and 11 months, Malaspina was given an enthusiastic reception.

Taken to court, he was promoted to the rank of brigadier by the King and publicly praised by Godoy, the Prime Minister. Many people predicted that he would be rewarded for his services by being made Minister for Marine.

A year after Malaspina's return, the King commissioned a priest, Father Manuel Gil, to edit for publication the expedition's vast collection of journals, charts, drawings and reports. Meanwhile, Malaspina was given permission to visit native Lombardy.

While he was gone, some occurred at court which caused stocks to drop to zero. One was that he was the victim court intrigue. A more pro story was that both the King an Prime Minister were annoyed an outspoken report he had w urging more self-government fo South American colonies.

At any rate, in November, soon after Malaspina returne Spain, both he and Father Gil arrested and imprisoned—first i Barracks of the Guardias de and then in the Castle of Antonio de Corunna. The also gave orders that all the p of Malaspina's expedition we be seized and withheld from lication.

Malaspina languished in until March, 1803, when he released through the interventi a friend of Napoleon, de to Lombardy, and forbidden turn to Spain under pain of de

Broken in health, humiliated, broken and forgotten, Mal lingered on for six more years the fruits of his expedition ga dust in the Spanish archives. died in Lombardy on April 9,

The world knew almost n of his expedition's work until when a journal kept by Fra Javier de Viana, an officer *Descubierta,* was published i Spanish town of Cerrito Victoria. The journal, whic apparently escaped the g seizure, was published by sons.

Thirty-six more years passed Malaspina's own journal — edited on account of its length published in Madrid in a big of nearly 700 closely printed This volume also contains by many of Malaspina's office scientists. Among these vocabulary of the Tongan lan and a long "physical examinat the Archipelago of Vavau a productions".

Both Viana's journal and volume published in Madrid ar rare, but both are to be fou Sydney's Mitchell Library.

I have not yet read the two thoroughly, but a quick surve given me the impression Malaspina was equal in among Pacific navigators t Frenchman, La Perouse, and for patience, thoroughness understanding he was not far Captain Cook, whom he admired.

1F3

Always ask for the best...

TOORALAC FULL CREAM POWDERED MILK

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JOR change in the technical ning of native apprentices in IG has been announced. The tem will be introduced during y for a 12 months' trial. At apprentices attend classes for lay a week in the employer's r four hours a week in their ne at night. Under the new once each year apprentices nd a continuous course of 23 days at a technical school.

* * *

Mary Claudette, of the Mission at Tanagai, BSIP, head injuries when she fell motor bicycle.

* * *

s have been disappearing ndreds of coconut palms in a of Fiji estigations at people area have king them e brooms at the arket. An estimates the leaves to dis- t the same palms will be destroyed in ree months.

* * *

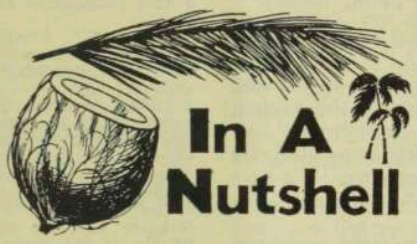
-NG Assistant Administrator), Dr. J. T. Gunther, has re- complaints made by private practitioners in Rabaul that ration Medical Officers were competition against them. her said this was "not true", it was the Administration's o encourage private prac- But the Administration pro- general practice service, and d that members of the public ght to attend clinics if they

* * *

Fowler, a refrigeration en- Rabaul, NG, died instantly ary 12 when equipment on was working exploded in Fowler, who went to Rabaul 18 months ago was working his workshop when the blast

* * *

ican announcement in Jan- ned Father Michael Dar- 44, Bishop of the Wallis and Islands. This is a newly- post. Father Darmancier, n New Caledonia in 1952. holidaying in France when is new appointment.



In A Nutshell

Mrs. Peter Sellars, of Lami, Fiji, in January, was the proud mother of triplets, a boy and two girls, born at the Colonial War Memorial Hospital. They are her first children and the first triplets to be born to a European in Fiji for many years.

* * *

In Port Moresby the Australian Tariff Board has ended its inquiry into the P-NG coffee industry. The first session was held in Sydney in October, the second in Melbourne in November.

* * *

A committee set up to consider tourist problems in Fiji is to ask the Government to consider th e possibility of organising a State lottery Government to consider the posjects — including the development of tourism. The committee agreed that the establishment of a casino in the Colony was not, at present, "a practical proposition". Members of the Committee were appointed at a special tourist conference held in Suva recently.

* * *

The P-NG Administration is trying to think of a diplomatic way to convince some Papuans they should give up village dances that last up to three years. Missionaries complain that the dancing keeps children from school for long periods, enthnologists claim that the dancing is a vital part of village life, and the Administration claims it cannot think of an alternative—yet.

* * *

A Sydney girl, Robyn Goddard, 22, died in Rabaul Hospital in January from poliomyelitis, despite the aid of an iron lung flown from Lae.

* * *

A check with officials of the Medical Benefits Fund of Australia has confirmed that all residents of P-NG are eligible to contribute. This information may have special value to many Asian and Mixed Race people who prefer to be treated in the paying rather than non-paying sections of Administration hospitals.

* * *

A low cost housing scheme at Lautoka, Fiji's second biggest town, is well under way and the Housing Authority has invited applications for rent of 15 houses. The rent is £7 a month and after a two-year probationary period the tenants are given the opportunity of buying their homes, the rent already paid being credited to their account. The Housing Authority already has one large estate in Suva and it plans to build more homes in Suva and Lautoka.

* * *

Former Sydney typist Joyce Harrison, 19, has become the first woman in P-NG to win a yellow belt for judo. She is employed at Port Moresby by the Commonwealth Audit Office.

* * *

A Papuan native in January saved the life of his wife by battling bare handed with a 14 ft crocodile. Gunua Kaha, 24, twice fought off the crocodile. His wife's arm was badly mauled, and Ganua's leg was badly cut.

* * *

A wild electric storm, accompanied by heavy rain, hit Tanna, NH, on the night of Thursday, January 11. It caused widespread damage to gardens.

* * *

The BSI Financial Secretary, Mr. A. M. Wilkie, said in a recent debate that the Government felt that processing of cocoa beans should, as far as possible, remain in the hands of growers and not pass to middlemen, and it was therefore proposed to register persons rather than fermentaries as licensed buyers.

* * *

The busiest road in Fiji is the section of the Kings Road between Suva and Nausori. The latest traffic census showed that at a point three miles from Suva the road carries 4,395 vehicles a day and 10 miles from Suva, 1,536 vehicles a day. On the main roads between Suva and Lautoka the flow was as low as 100 vehicles a day.

* * *

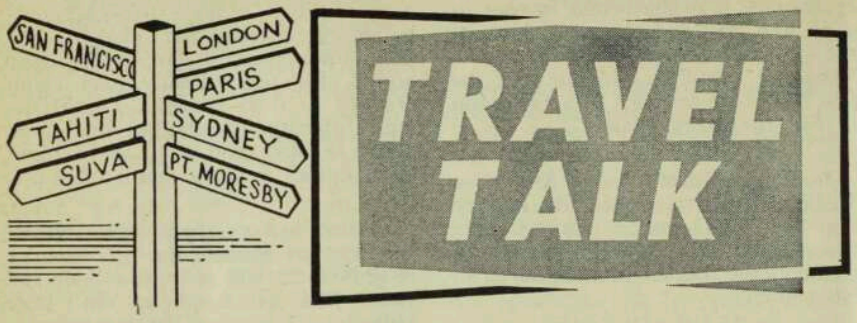
Rt. Rev. J. C. Vockler, is to become on March 21 the new Bishop in Polynesia. It is the largest Anglican diocese in the world. He will be enthroned in Suva by the Archbishop and Primate of NZ, the Most Rev. N. A. Lesser.

* * *

A rugged bush aircraft made its first appearance in Sydney in mid-January on its way to Mt. Hagen in the NG Highlands under charter to Ansett-MAL. The plane, an American Lockheed 60, was specially built for outback flying and needs very little runway.

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The "Pacific Islands Monthly" is a member of the Australian National Travel Association (ANTA) and the Pacific Area Travel Association (PATA), which are pledged to promote tourist travel in their areas.



What New Caledonia Has To Offer

According to calculations made by the Pacific Area Travel Association in 1961, New Caledonian tourism that year showed one of the biggest percentage increases of all the South Pacific territories.

THIS does not mean that thousands of extra tourists are rushing into New Caledonia each month—they aren't. But figures have certainly gone up since the jet-air age dawned in the Pacific a couple of years ago and New Caledonia found itself involved—rather at the tail of the kite, to be sure—in the tourist boom that hit Tahiti.

Any resemblance between French Polynesia and Melanesian New Caledonia is purely promotional; therefore, many Americans who follow the airline services down through Tahiti and Fiji to New Caledonia are apt to be disappointed.

New Caledonia is a different type of country, with a different type of people and its main business in life has been exporting such things as nickel and chrome. It hasn't got so much of the Polynesian *laissez faire* about it, but it has sufficient of its own peculiar charm to be interesting. After all, if all that is required is an American-type tourist hotel, a warm sea and a few palm trees, why go further than Honolulu which has all three, *ad infinitum*?

New Caledonia started to talk tourism over three years ago and in some respects hasn't got past that. There has, however, been an improvement in the number and type of hotel rooms and apartments available, particularly in Noumea, although in country districts lack of suitable tourist accommodation is still a bottleneck.

For Australians and New Zealanders, New Caledonia is the nearest foreign country—about 1,000 miles from Sydney or Auckland—and New Zealanders are said to be the most numerous tourists to the French territory currently. (There is one DC4 plane per week, operated by TAI, Auckland-Tontouta; fares £A73/4/- (£NZ58/10/-) return.

GETTING THERE: A large proportion of the Pacific cruises that originate in Sydney include a call at Noumea. These cruises are run irregularly but usually occur in the Australian Winter months, or the Christmas-January period and are additional to the vessels' regular schedules between Europe and Australasia. The big Dutch, Italian and English shipping companies all operate cruises as a regular practice.

The ships of Messageries Maritimes, on their regular voyages from Europe through the Panama Canal call at Papeete, Noumea and Sydney and return by the same route. It is possible to get a berth on one of these vessels from Sydney to Noumea and return by air.



The smaller MM vessel "Polynesie", 2,400 dw tons, runs a regular monthly service between Sydney and Noumea and then goes on to ports in the New Hebrides. The complete round trip Sydney back to Sydney is £A140; however, the return fare to Noumea is £A84 and it is possible to leave the vessel there, spend 10 days in New Caledonia while she is away on the New Hebrides part of her voyage, and pick her up on her way back to Sydney.

Qantas, the Australia airline and TAI, the French airline, both run jet services between Sydney and Tontouta—New Caledonia's international airport 30 miles from Noumea. Fares are £A102/8/- return first class and £A73/4/- economy class. (As far as TAI is concerned, this is a section of the weekly service from Paris via the Middle East, Bangkok, etc.).

From America, there is a weekly TAI service that originates in Montreal, Canada and calls at Los Angeles, USA, and Papeete, Tahiti en route.

ACCOMMODATION: There is one building of holiday apartments right in Noumea, half a dozen hotels in Noumea or its environs and several country hotels in the ouside districts two of cater for tourists.

Not all of these establishments a dining room or restaurant althoug including the apartment house, se Continental breakfast.

These are listed as the best be tourists:

LANTANA HOTEL, Anse Vata, No Room with bath and breakfast, approx. £A3 single; £A4/10/- doubl night ($6.70 and $10). Bar and d room adjoining.

TRIANON HOTEL, Route d l'Anse Noumea. Room with bath and bre approx. £A2/15/- single; £A4/2/- ($6 and $9) per night. Dining and bar attached.

LA PEROUSE HOTEL, Rue Seba Noumea. Rooms with bath, a £A2/15/- single; £A4/2/- double ($ $9). Dining room and bar.

LUTETIA HOTEL, Quartier Noumea. Rooms with bath, and bre approx. £A2/10/- single; £A3/10/- ($5.60 and $7.80). Dining room attached.

HORIZON HOTEL, Mont Noumea. Rooms with bath, a £A2/5/- single; £A2/15/- double ($ $6).

HOLIDAY APARTMENTS, Ru Salonique, Noumea. These are room bath, and breakfast is supplied. approx. £A2/10/- per night; £A3/10/- ($5.60 and $7.80).

THE S. T. H. BUNGALOWS, Anse Noumea. There are about 10 units with four rooms. Each room has its room. Single approx. £A2/5/-; £A3/10/- per night ($5 and $7.50).

The favourite beach resorts Noumea are Isle of Pines, right SE tip of the main island, 75 mile Noumea; and Touho, three-quarters way up the east coast about 100 m road from Noumea.

At Isle of Pines the bungalow-typ is called Relais de Kanumera. All are included in tariff which for room with bath is from approx. £ and double £A12/12/- per day ($38). There are more expensv and some less expensive, without

At Touho, there is the Hotel de where rooms with bath range from £A3 single and £4/2/- double ($5. $6.81). The cheaper r without bath ing room ar

TRANSPOR TION: The l service, TRA using Heron Rapides, regular sc to all the centres, including the Loyalty which lie to the east of the main and to the Isle of Pines. S schedules in the Timetables sect this issue.

For getting around in New Ca itself, the tourist would do well a drive-yourself car for the dura his stay. There are three firm rent cars—usually baby Citroens. are approx. £A2/10/- per day plus 6d per mile after the first 50 ($5. 5c). It will be necessary for all to get a temporary driving permit is obtained on production of your driving licence.

GENERAL NOTES: New Caledoni well down in the Southern tropics between 19 deg. S. Lat. and 2 S. Lat.) it has a very pleasant for most of the year, being re cool in the southern winter months hottest and rainiest months are J and February, when there is an occ hurricane. Because it lies across t vailing wind and has a moun

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it has a wet and fertile side
st coast), and a dry and arid
ie west coast). Noumea is on
t coast. Except in the extreme
er it is well roaded.
necessary for everyone except
citizens to get a visa. Apply
nearest French Consulate. (Aus-
are charged £A1/1/11 for three

hings most tourists like to do
Caledonia are (apart from
g the French atmosphere), visit
illages; the famous aquarium at
ta Beach about three miles out
city—where the South Pacific
ion has its headquarters; visit
, the once notorious convict
it right in Noumea Harbour; swim
ulge in water sports; and drive
e East Coast.
is some work of local natives
carving and pearl shell to
as well as French perfumes and
ut the cost of living in New
a is very high and bargain
will probably be disappointed.
are several local travel agencies
ea and the Government tourist
ntality is Office du Tourisme,
Marechal Foch, Noumea, which
you literature on request.



el Digest

month we offer you a digest
current travel news. We hope
h item hits the spot for some
ive traveller:

MERANGS COST MORE: -Orient Company has upped Boomerang excursion fares ustralia to the UK. From 1, the return fare ex Sydnimum accommodation, for lass has been increased from to £A363; one-class Boominimum return, has increased A300 to £A375; first-class ng minimum return from to £A426.
sailings on these excursions en restricted also—from the n end you must sail beugust 1 and December 31, if or first-class; and in Oc- November, if tourist. From tourist sailings are restricted h and April; but if first-class lass you may sail any time January 1 and May 31.

★

EY ROYAL: The 1962 Syd- al Agricultural Show—which ders reckon is the show-case ation—will open on Friday, and end on April 24. This ncludes, as usual, the Easter . The Show will be closed but open Good Friday,

SUMMER TIME: In the early hours of March 25—a Sunday—those living in the United Kingdom will put their clocks on an hour, and begin British Summer Time. This lopping an hour off the beginning of the day and putting it on at the end will last until October 28, 1962, when clocks will be put back to Greenwich Mean Time for the winter.

This is the second year that daylight-saving has been extended to the end of October.

★

AIRPORT TOURS: Qantas Empire Airways began tours of Sydney's Kingsford-Smith International Airport in January. Two tours are conducted each day, leaving Qantas House, Hunter Street, City, at 9.30 a.m. and at 2 p.m. Customers are returned to the same spot three hours later. Travel to the airport (about four miles from the centre of Sydney) will be by bus. Airport installations will be inspected, including Qantas facilities for maintenance, servicing, training and cargo and passenger handling divisions. There will also be a close-up look at Qantas aircraft.

Tours will end with a visit to the Overseas Terminal where customers can buy refreshments and souvenirs (but, alas, cannot patronise the duty-free shop).

Cost of tour is 10/- for adults and 5/- for children aged 5-12. Under fives are free. Reservations by ringing Qantas in Sydney (BO-369).

★

DUTY-FREE IN CHRISTCHURCH: Christchurch airport has the distinction of introducing the first duty-free shop in New Zealand. It is hoped thereby to "attract tourists to New Zealand."

Most of Christchurch's international traffic comes from Australia, on TEAL and Qantas services, but one TEAL service to Fiji does originate in Christchurch. Additionally, it is a favourite hopping-off place for McMurdo Sound and points east, west and south in the Antarctic, clients being strictly Russian, American, Australasian and other technicians and scientists.

★

SPANISH VISAS: Good news for Australians and New Zealanders visiting Spain is that visas are no longer required for visits of three months or less. Previously, although visas were neither difficult nor expensive to obtain, they allowed for only three exits and entrances during a three months period—and these are soon used up by the tourist who has any ideas of wandering back and forth into Gibraltar or Portugal from the Spanish side of the border.

CEYLON, TOO: Australians and New Zealanders are amongst a bunch of a dozen other nationals who now can visit Ceylon for a maximum of a month without a visa. Previously Australasian tourists had to go through a complicated rigmarole to get into Ceylon for a few days.

★

HOTEL AND MOTEL GUIDES: Two new *1962 Official Accommodation Guides* are now available. One covers New South Wales and Canberra; and the other Queensland and Papua-New Guinea. They are published by Mrs. D. G. Bremner, GPO Box 2231, Sydney, NSW, to whom all enquiries about distribution should be addressed. If you just want one copy for personal use, shipping, airline and Government Tourist Bureau officers in Australia will supply you.

The Motel Federation of Australia has also published its first directory of 200 member motels, each with a locality map and list of amentities. These cover the whole of Australia, from Geraldton in Western Australia to Cairns in North Queensland. All Federation motels have the MFA sign outside. A central reservation service has been established at 219 Miller St., North Sydney, NSW, and the guide is obtainable from this address also, at no charge.

★

BY FLYING-BOAT TO THE SNOWY: A new use for flying-boats and a new use for the man-made Lake Eucumbene, right in the middle of the Snowy Mountains Hydro-Electricity Scheme in the Australian Alps, has been organised by Airlines of New South Wales—a subsidiary of Ansett-ANA. Two week-end tours are offered departing Sydney's Rose Bay in Sandringhams at 8 a.m. each Saturday in the summer months and arriving at Lake Eucumbene 1½ hours later. Passengers then have a choice of a two-days coach tour of the Snowy Mountains scheme or two days trout fishing in the mountain lake. The first tour costs £24—air-fare, bus tour and overnight hotel accommodation included. If you fish instead of bus-touring it costs only £15 inclusive for the weekend. Flying-boat returns to Sydney on Sunday evening.

★

CPAL IN PACIFIC: Canadian Pacific Airlines Ltd. withdrew its DC6B aircraft from the Sydney-Vancouver service at end of January and are now using Britannia turbo-props—right through to Edmonton, if you wish, where you can pick up a CPAL DC8 jet for the over-the-Pole hop to Amsterdam.

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WM. BRECKWOLDT & CO., Honiara.
NEW GUINEA COMPANY LTD., Rabaul and Madang.

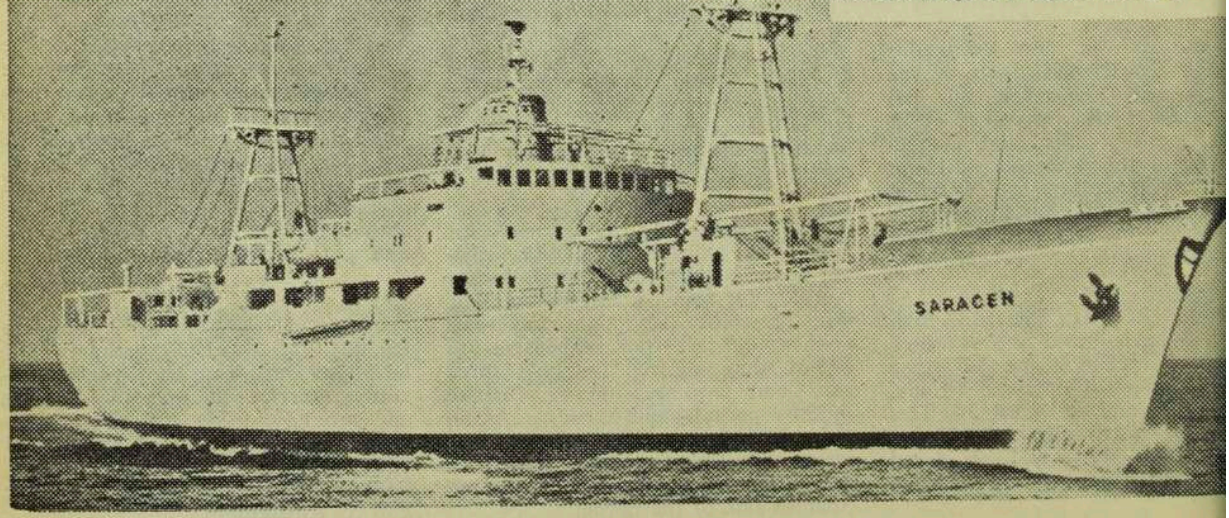
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PPING TIME-TABLES

lney-Papua-N. Guinea

ilings are approximate and may y by as much as two weeks.

ila sails from Sydney for Townsville, Port Moresby, Wewak, Alexishafen, Madang, iney. Next Sydney sailings: Feb. 5 (approx.).

a sails from Sydney, Brisairns, Port Moresby, Samarai, Lombrum, Lorengau, Madang, Lae, Brisbane, Sydney. Next Sydney Mar. 20, May 12 (approx.).

sails about every six weeks: Brisbane, Nth. Qld. ports, Port Samarai, Lae, Madang, Rabaul, Pt. Moresby. Next Sydney sailar. 7, Apr. 21 (approx.).

o sails from Melbourne for Brisbane, Nth. Qld. ports, Port Samarai, Rabaul, Kavieng, Madang, Lae, Port Moresby. Next ailing: Mar. 30 (approx.).

from Burns, Philp and Co., Ltd.. Street, Sydney (B 0547).

g: Leaves Sydney for Brisbane, resby, Samarai, Rabaul, Madang, t Moresby, Sydney. Next Sydney Mar. 9, Apr. 16 (approx.).

Leaves Melbourne about every ks for Sydney, Brisbane, Port Samarai, Lae, Madang, Wewak, Rabaul, Port Moresby, Sydney. ney sailing: Feb. 6 (will dock in g). Next Sydney sailing: June x.).

w: Leaves Melbourne for Sydney, Pt. Moresby, Rabaul, Madang, Moresby, Sydney. Last Sydney Feb. 13. Next Sydney sailings: May 4 (approx.).

from New Guinea Australia Line nd Yuill Pty., Ltd., agents), 6 t., Sydney (BU 1712).

Navigation Co. Ltd. vessels and Anshun (about 7,000 tons, passengers and cargo) now call Moresby, Papua, on their way m Sydney to Hongkong.

Dep. Sydney Feb. 22, Pt. Feb. 28, Hongkong Mar. 13.

Dep. Sydney Mar. 21, Pt. Mar. 29, Hongkong Apr. 11.

Dep. Sydney Apr. 21, Pt. Apr. 30, Hongkong May 12.

from Swire and Yuill Pty. Ltd., Bridge St., Sydney. (BU 1712).

th Boye: Leaves Sydney aply every five weeks for Port Rabaul, Madang, Lae. Next sailings: Mar. 20, Apr. 18

Leaves Sydney monthly for sby, Lae and Rabaul (calling we Is. en route, occasionally). ney sailings: Feb. 23, late Mar.

Leaves Melbourne or Sydney ery five weeks for Pt. Moresby, Wewak, Madang, Lae. Next ilings: Mar. 27, May 7 (approx.).

from Karlander NG Line (F. ns Pty., Ltd., agents), 13 Bridge ey. (BU 8311).

a Line vessels run between ı ports (turn round at Adelaide) ia-New Guinea, with every third ktending to Borneo.

From Sydney, due Pt. Moresby Rabaul Mar. 1, Madang Mar. 5, 7, return direct to Sydney, Apr. ence Adelaide, Melbourne and rr. Apr. 16. Dep. Sydney next pr. 17.

: Dep. Tanjong Mani, southwards, Feb. 28, for Adelaide direct; thence Melbourne and Sydney, arr. Mar. 25. Dep. Sydney, northbound, Mar. 28, Brisbane Mar. 30-31, Pt. Moresby Apr. 5, Rabaul Mar. 9, Madang Apr. 13, Lae Apr. 15, return to Sydney direct.

Details from Blue Star Line (Aust.) Pty., Ltd., 17-19 Bridge St., Sydney. (BU 1271).

Sydney-NG-Far East

Australia-West Pacific Line's motor-vessels maintain services between Australia and Japan via Islands ports.

Southbound 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.

Milos: From Sydney, at Lae Feb. 22-23, Rabaul Feb. 24-26, Manila Mar. 4-5, Hongkong 7-8, thence Japanese ports. Dep. Japan (Moji), southwards, Mar. 18, Hongkong Mar. 22-23, Nth. Borneo Mar. 26-29, Madang Apr. 4, Rabaul Apr. 7-8, Lae Apr. 5-6, Honiara Apr. 10-11, Vanikoro Apr. 13-15, Brisbane Apr. 19-24, Sydney Apr. 26-30.

Tenos: Dep. Japan (Moji) Feb. 26 for Hongkong Mar. 22-23, Nth. Beorneo Mar. 6-9, Tarakan for bunkering, Rabaul Mar. 15-16, Lae Mar. 17-18, Brisbane Mar. 22-24, Sydney arr. Mar. 26.

Samos: Dep. Japan (Kobe) Mar. 3, after dry-docking, for Sydney direct, arr. Mar. 14.

Aros: Dep. Sydney Mar. 6 for Japan, omitting Islands ports; dep. Kobe Apr. 3 direct to Sydney.

Delos: Loading at southern Australian ports during Feb./Mar. Due dep. Sydney Mar. 20 for Brisbane Mar. 22-23, Lae Mar. 27-29, Madang Mar. 30-31, Rabaul Apr. 1-2, Manila Apr. 8-9, Hongkong Apr. 11-12, thence Japan arr. Apr. 16. Dep. Kobe May 3, direct to Sydney.

Details from Wilh. Wilhelmsen Agency, 13 Bridge St., Sydney. (BU 6301).

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Australia-NZ-Fiji-Canada-USA

		ORIANA	ORSOVA	CANBERRA	ORONSAY
SYDNEY	depart	Mar. 4	Apr. 10	May 10	June 4
AUCKLAND	arr/dep	Mar. 7	Apr. 13	May 13	June 7
SUVA	arr/dep	Mar. 10	Apr. 16	—	June 10
HONOLULU	arr/dep	Mar. 14	Apr. 21	May 19	June 15
VANCOUVER	arr/dep	Mar. 18-19	Apr. 26-27	May 23-24	June 20-21
SAN FRANCISCO	arr/dep	Mar. 21-22	Apr. 29-May 1	May 26-27	June 23-26
LOS ANGELES	arr/dep	Mar. 23	May 2	May 28	June 27
HONOLULU	arr/dep	Mar. 27	thence	June 1-2	July 2
SUVA	arr/dep	Apr. 2	UK, via	—	thence
AUCKLAND	arr/dep	Apr. 5	Panama	June 9	to Far
SYDNEY	arrive	Apr. 7	Canal	June 11	East

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

		MARIPOSA	MONTEREY	MARIPOSA	MONTEREY
SAN FRANCISCO	depart	Feb. 21	Mar. 18	Apr. 8	May 2
LOS ANGELES	arr/dep	Feb. 22	Mar. 19	Apr. 9	May 3
PAPEETE	arr/dep	Mar. 2-4	Mar. 27-29	Apr. 17-19	May 11-13
RAROTONGA	arr/dep	Mar. 5	Mar. 30	Apr. 20	May 14
AUCKLAND	arr/dep	Mar. 10	Apr. 4-5	Apr. 25-26	May 19
SYDNEY	arr/dep	Mar. 13-16	Apr. 8-11	Apr. 29-May 2	May 22-25
AUCKLAND	arr/dep	Mar. 19-20	Apr. 14	May 5	May 28-29
SUVA	arr/dep	Mar. 23	Apr. 17	May 8	June 1
PAGO PAGO	arr/dep	Mar. 24	Apr. 18	May 9	June 2
HONOLULU	arr/dep	Mar. 29-30	Apr. 23-24	May 14-15	June 7-8
SAN FRANCISCO	arrive	Apr. 4	Apr. 29	May 20	June 13

Details from Matson Lines, Berger House, 82 Elizabeth St., Sydney. (BU 4272).

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 sailing: Roggeveen Mar. 2 (approx.), Hautman Mar. 30.

Details from Royal Interocean Lines, 255 George St., Sydney. (BU 6771).

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 outward voyage: Oranje dep. Sydney Mar. 28 (at Papeete Apr. 4-5).

Details from Royal Interocean Lines, 255 George St., Sydney. (BU 6771).

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: Rangitane, ex-Wellington due Papeete Mar. 7 (approx.).

Next southbound voyage: Ruahine, ex-London, due Papeete Mar. 6 (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.

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 P-NG; return by same route. Next call at Pt. Moresby: Mar. 5.

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:

Springbank: From Continent and London (UK), due Pt. Moresby Mar. 15, Samarai Mar. 16, Lae Mar. 17, Madang Mar. 19, Wewak Mar. 20, Rabaul Mar. 23, Kavieng (opt.), Honiara Mar. 27.

Larchbank: From Continent, dep. London Mar. 8, due Pt. Moresby Apr. 12, Samarai Apr. 14, Lae Apr. 16, Madang Apr. 17, Wewak Apr. 19, Rabaul Apr. 21, Kavieng (opt.), Honiara Apr. 24.

Details from Bank Line (A/asia.) Pty. Ltd., 269 George St., Sydney. (BU 2041).

Europe-Papeete-Noumea-BSI-P-NG-Netherlands NG

A regular service from the Continent and UK, via Panama, to Tahiti, New Caledonia, BSI, P-NG and NNG is operated jointly by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd.

Seine Lloyd (RL): From Continent and UK, due Papeete Mar. 22, Noumea Mar. 30, Honiara Apr. 3, Pt. Moresby Apr. 7, Rabaul Apr. 11, Lae Apr. 13, Madang Apr. 15, Alexishafen Apr. 16, Hollandia Apr. 17, Biak Apr. 24, Manokwari Apr. 29, Sorong May 4, thence Europe via Borneo, Far East and Suez.

Details from Royal Interocean Lines, 255 George St., Sydney. (BU 6771).

Europe-Tahiti-NZ

A joint service by Nederland Line Royal Dutch Mail and Royal Rotterdam Lloyd from Europe to New Zealand, via Panama Canal, includes a regular visit on southbound voyages to Tahiti.

Next call at Papeete: Balong (NL) Mar. 18.

Details from Royal Interocean Lines, 255 George St., Sydney. (BU 6771).

NZ-Papua-N. Guinea

Cargo vessels of Crusader Shipping (UK), running between New Ze and Japan, call at Pt. Moresby (P and Lae and Rabaul (New Guinea their northbound run.

Next vessel: Torakina dep. Auc Mar. 16, due Pt. Moresby Mar. 21 Mar. 22, Rabaul Mar. 23, thence Jap ports.

Details from Shaw, Savill Line, a 101 Queen St., Auckland. (Tel. 30-

Far East-Sth. West. & Cer Pacific

China Navigation Co., Ltd., maintain monthly service from southwards through P-NG, BSI, Hebrides, Fiji and N. Caledonia; u return to Japan direct.

Chekiang: From Japan, due Mar. 2, Madang Mar. 5, Lae M Rabaul Mar. 11, Pt. Moresby Ma Honiara Mar. 20, Suva/Lautoka Ma Noumea Apr. 1, thence direct to arr. Apr. 19.

Chengtu: Dep. Japan Mar. 16 for kong Mar. 24, Madang Apr. 1, Lae 4, Rabaul Apr. 7, Samarai Apr. Moresby Apr. 15, Santo Apr. 19, Vil 21, Suva/Lautoka Apr. 24, Noumea thence direct to Japan, arr. May 2

Chungking: Dep. Japan Mar. 3 Hongkong Apr. 8, Madang Apr. 1 Apr. 19, Kavieng Apr. 22, Rabaul 24, Pt. Moresby May 2, Honiara M Suva/Lautoka May 9, Noumea M thence direct to Japan arr. June 9.

Details from China Navigation Co (Swire and Yuill Pty., Ltd., agen Bridge St., Sydney. (BU 1712).

Sydney-New Hebrides-B Bougainville, Etc.

MV Tulagi makes a round trip Is., Vila, Santo, Honiara and BSI Bougainville ports, leaving Sydney once every six weeks. Last Sydne ing: Feb. 8. Next Sydney sailing 29.

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 Indie Panama, call about every six we Papeete, Vila, Noumea and Sydne return by same route.

Next inwards voyage, ex-Marseill Caledonien: Papeete Apr. 2-6, Vil 13-14, Noumea Apr. 15-19, Sydne 22.

Next outwards voyage, ex-Sydne Caledonien: Dep. Sydney Ap Noumea Apr. 30-May 3, Vila Ma Papeete May 18-23.

Polynesie maintains monthly pa sailings between Sydney, Noumea and Santo. Next Sydney sailings 2, 30, Apr. 20.

Details from Messageries Maritim Grosvenor St., Sydney. (BU 2654).

NZ-Noumea-Vila

Vessels of Crusader Shipping Co. now call at Noumea and Vila (as re on their way from NZ to the Fa Next vessel: Saracen dep. Auckland 15, omit Noumea, Vila Mar. 19.

Details from Shaw Savill Line, 101 Queen St., Auckland. (Tel. 30

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urope-Sydney-Noumea

vessels of Messageries Mari- un 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: Mar. 9, Velay Apr. 6.

MM vessels run between France dney, via Panama Canal and ports. Next vessel:
ddy: Papeete Mar. 13, Noumea , Melbourne Mar. 30, Sydney Apr. Apr. 8, Noumea Apr. 10, return- Dunkirk via Australian ports and

s from Messageries Maritimes, 36 or St., Sydney. (BU 2654).

NZ-Fiji-Tonga-Samoa

maintains a service from Auck- Suva, Nukualofa, Vavau, Niue, ago, Apia, Suva and return to d. Next Auckland sailings: Mar.

maintains a service from d to Lautoka, Suva, Nukualofa, Suva, and return to Auckland. ckland sailings: Mar. 20, Apr. 19. s from Union Steam Ship Co. Quay and Commerce Sts., Auck- Tel 49-430).

Tonga-Fiji-Samoa

Shipping Agency operates a nd passenger service between a and Fiji (Suva, Lautoka, , Rotuma) with MV Aoniu (500 Calls are also made as required at . Samoa) and Pago Pago (Am. Turn-round in Suva is usually , and the Agents there are W. R. r (Fiji) Ltd.
oyage: Dep. Nukualofa Mar. 12, Mar. 13, Vavau Mar. 14, tapu Mar. 15, Apia Mar. 16, Pago ar. 17, Niuatoputapu Mar. 19, Mar. 20, Vavau Mar. 21, a Mar. 22-31, Suva Apr. 2, Apr. 3, Suva Apr. 4, Nukualofa).

dney-Pacific Ports-Panama-UK

avill's liner Southern Cross makes nd-the-world voyages per year, t-bound, then two east-bound, t Fiji and Tahiti every trip.
voyage: From Southampton, ama, due Papeete Mar. 23-24, ar. 29, Wellington Apr. 2-4, Apr. 7-9, thence via Sth. Africa ampton, arr. May 14.
from Shaw Savill Line, 8a gh St., Sydney. (BW 1828).

w Zealand-Cook Is.

Moana Roa (40 passengers) makes ately monthly voyages from (NZ) to Rarotonga (Cook with calls at Niue and some k Islands when cargo warrants. from NZ Department of Island s, Wellington (Tel. 45-117), or of Union SS Co. of NZ, Ltd.

merica-Tahiti-Central Pacific-NG

Islands Transport Line's vessels and Thor I maintain approxi- x weeks service from West Coast erican ports to Pacific Islands. From US, at Papeete Mar. 2-5, o Mar. 8-10, Apia Mar. 11-12, r. 15-16, Lautoka Mar. 17-19, Noumea Mar. 21-23, Vila Mar. 24-25, Rabaul Mar. 28-29, Lae Mar. 31-Apr. 2, Apia (open), Pago Pago Apr. 9-11, Los Angeles Apr. 24-26, San Francisco Apr. 27-28.

Thorsisle: Dep. San Francisco Apr. 4, Los Angeles Apr. 5-7, Papeete Apr. 18-20, Pago Pago Apr. 23-25, Apia Apr. 26-27, Suva Apr. 30-May 1, Noumea Apr. 3-5, Townsville (open), Apia (open), Pago Pago May 21-23, Los Angeles June 6-8, San Francisco June 9.

Details from General Steamships Corporation Ltd., 432 California St., San Francisco, 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 Townsville, Sonoma Mar. 6; from Brisbane, Sierra Apr. 15 (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 Gem Apr. 23, Pioneer Glen May 26.

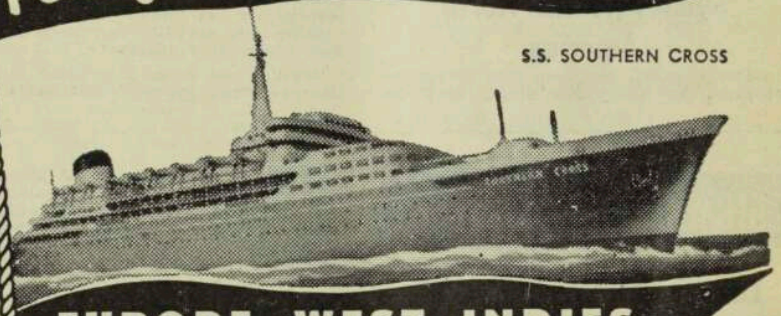
Details from Wilh Wilhelmsen Agency, 13 Bridge St., Sydney. (BU 6301).

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter and Co.) operate a service three times yearly with

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the 10,000 ton, 98-passenger vessel Lakemba along the above route with calls at Suva, Lautoka and Honolulu. Next Sydney sailing: May 1 (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 (accommodation for eight). Last Sydney sailing: Feb. 9. Next Sydney sailing: Mar. 14 (approx.).

Details from Colonial Sugar Refining Co Ltd., 9 Bent St., Sydney. (B 0151).

Sydney-Fiji-Tonga-Samoa

Union Steam Ship Co. of NZ Ltd. maintains regular monthly services from Melbourne and Sydney, and periodically from Adelaide, to Lautoka, Suva (including transhipments for Vavau and Niue), Apia and Nukualofa.

Next sailings: Kawerau from Sydney approx. Mar. 1; Waiana early Apr.

Details from Union Steam Ship Co. of NZ Ltd., 247 George Street, Sydney (B 0528); or other branches and agents.

Sydney-(or NZ)-North America

Cargo vessels Waihemo and Waitomo operated by the Union Steam Ship Co. of NZ, Ltd., maintain a two-monthly service across the Pacific, from Melbourne and Sydney to Vancouver and USA ports. Occasionally calls are made at Fanning Island, en route.

Next sailing: Waihemo from Melbourne. and Sydney for Vancouver, via Fanning Is. She is expected to commence loading at Melbourne late Feb., and clear from Sydney on Mar. 30 (approx.).

Waitemata, from NZ ports, makes three or four trips yearly to Vancouver (via Rarotonga and Papeete).

Details from Union Steam Ship Co. of NZ Ltd., 247 George St., Sydney (B 0528); and other branches and agents.

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): Mar. 1, 29, Apr. 26.

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 Neck Mar. 4-5, Van Cloon May 15-18.

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. 1.20 a.m.), Honolulu, San Francisco.

Wed. and Sat.: Sydney (dep. 7 p.m.), Nadi (arr. 12.35 a.m., dep. 1.20 a.m.), Honolulu, San Francisco, New York, London.

Fri.: Sydney (dep. 7 p.m.), Nadi (arr. 12.35 a.m., dep. 1.20 a.m.), Honolulu, San Francisco, extending to Vancouver.

SOUTHBOUND

Mon. and Fri.: London, New York, San Francisco, Honolulu, Nadi (arr. 4.25 a.m., dep. 5.15 a.m.), Sydney (arr. 7.15 a.m.).

Tues., Thurs. and Sun.: San Francisco, Honolulu, Nadi (arr. 4.25 a.m., dep. 5.15 a.m.), Sydney (arr. 7.15 a.m.).

Sat.: Vancouver, San Francisco, Honolulu, Nadi (arr. 4.25 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, Friday, 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*)

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. Thurs. and Sun. 4.30 p.m.). Connections at Honolulu for San Francisco, Portland and Seattle.

Tues. and Fri.: Dep. Los Angeles 8.30 p.m. for Honolulu, Nadi (arr. 5.45 a.m. Thurs. and Sun., dep. 7 a.m.) and Sydney (arr. 9.15 a.m., Thurs and Sun.).

(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

(Bristol Britannia and DC8 Jet)

Sat.: Dep. Sydney 8 a.m. by Britannia for Auckland, Nadi (arr. 6.55 p.m., dep. 7.55 p.m.), Honolulu (arr. Sat. 7.20 a.m., dep. Sun. 12.30 a.m. by DC8), arr. Vancouver 7.35 a.m., dep. Sun. 3 p.m. by Britannia for Edmonton, Amsterdam (arr. Mon 5.25 p.m.).

Sat.: Dep. Amsterdam 1.25 p.m. by DC8 for Edmonton, Calgary, Vancouver, Honolulu (arr. Sat. 10.50 p.m., dep. Sun. 10.35 p.m. by Britannia), Nadi (arr. Tues. 6 a.m., dep. 7 a.m.), Auckland, Sydney (arr. 2.40 p.m.).

(International Dateline is crossed between Nadi and Honolulu.)

FAR EAST SERVICE

1A. Sydney-Pt. Moresby Manila

BY QANTAS EMPIRE AIRWAYS

(Super Constellation)

Thurs.: Dep. Sydney 12 noon, Pt. Mo arr. 7 p.m., dep. 8 p.m., M arr. 4 a.m. (Fri.).

Fri.: Dep. Manila 12 midnight, Pt. Mo arr. 12 noon (Sat.), dep. 1 Sydney arr. 7.45 p.m.

[Note: This is an International s —Qantas is not permitted to Sydney-Pt. Moresby or Pt. Moresby-S passenger traffic.]

SECTIONAL SERVICES I PACIFIC

2. Sydney-New Guinea

Trans Australia Airlines and Anset operate from Sydney to Lae and with DC6B's. TAA runs the Mondays, Wednesdays, Saturdays; A ANA Tuesdays, Thursdays, Fridays.

NORTHBOUND

Mon., Wed. and Sat. (TAA)

Dep.	A
Sydney, 9.45 p.m.	Brisbane, 11.5
Tues., Thurs., Sun.	Tues., Thurs.
Dep.	A
Brisbane, 12.40 a.m.	Pt. Moresby, 6.
Dep.	A
Pt. Moresby, 7 a.m.	Lae,

Tues., Thurs. and Fri. (Anse

Dep.	A
Sydney, 9.45 p.m.	Brisbane, 11.4
Wed., Fri., Sat.	Wed., Fri., Sa
Dep.	A
Brisbane, 12.45 a.m.	Pt. Moresby, 6.
Dep.	A
Pt. Moresby, 6.50 a.m.	Lae, 7.5

SOUTHBOUND

Tues., Thurs., and Sun. (TAA

Dep.	A
Lae, 9.15 a.m.	Pt. Moresby, 10.
Dep.	A
Pt. Moresby, 11 a.m.	Brisbane, 4.
Dep.	A
Brisbane, 4.50 p.m.	Sydney, 6.

Wed., Fri. and Sat. (Ansett)

Dep.	A
Lae, 9.30 a.m.	Pt. Moresby, 10.
Dep.	A
Pt. Moresby, 11.30 a.m.	Brisbane, 4.
Dep.	A
Brisbane, 5.30 p.m.	Sydney, 7.

2A. Qld.-New Guinea

TOWNSVILLE-P-NG-TOWNSVIL

TAA, with Fokker Friendship Pr

Alt. Mon.: Dep. Townsville 12.4 Cairns arr. 1.40 p.m., dep. 2.4 arr. Pt. Moresby 5.05 p.m. (Mar Apr. 2, 16, 30, etc.).

Alt. Wed.: Dep. Lae 12.30 p.m Moresby arr. 1.30 p.m., dep. 2.1 Cairns arr. 4.45 p.m., dep. 5.3 arr. Townsville 6.30 p.m. (Mar. Apr. 4, 18, May 2, etc.).

CAIRNS-PT. MORESBY-CAIR

Ansett, with Fokker Friendship F

Alt. Sat.: Dep. Cairns 3.35 p.m., Moresby 5.45 p.m. (Feb. 24, M 24, Apr. 7, 21, etc.).

Alt. Sun.: Dep. Pt. Moresby 9.0 arr. Cairns 11.15 a.m. (Feb. 2 11, 25, Apr. 8, 22, etc.).

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RNS-PT. MORESBY-BRISBANE
tt, with DC4 (Air Cargo Only)

on. (Feb. 26, Mar. 12, 26, Apr. 9, tc.): Dep. Cairns 6.30 a.m., arrive Moresby 9.25 a.m. Dep. Pt. Moresby a.m. (same day), arr. Brisbane n.

P-NG Internal Services

Operated by TAA
MORESBY-LAE-PT. MORESBY
Fokker Friendship Prop-Jet)

es.: Dep. Pt. Moresby 6 a.m., arr. 7 a.m. (Mar. 6, 20, Apr. 3, 17, 1, 15, 29, etc.).
es.: Dep. Lae 6 a.m., arr. Pt. sby 7 a.m. (Mar. 6, 20, Apr. 3, May 1, 15, 29, etc.).

RABAUL-LAE (Fokker Prop-Jet)
s.: Dep. Lae 8.45 a.m. Rabaul arr a.m. (Mar. 6, 20, Apr. 3, 17, May , 29, etc.).
d.: Dep. Rabaul 10.10 a.m., Lae 12 noon (Mar. 7, 21, Apr. 4, 18, 2, 16, 30, etc.).

MORESBY-BAIMURU-KIKORI
(Catalina)
Dep. Pt. Moresby 8 a.m. for na, Baimuru, Kikori, returning day via Baimuru, Kerema.

RT MORESBY-DARU (DC3)
: Dep. Pt. Moresby 8.45 a.m. for returning same day via Balimo 9, 23, Apr. 6, 20, May 4, 18, etc.).

(Catalina)
irs.: Dep. Port Moresby 6 a.m. aru, Lake Murray, D'Albertis, arr. a.m., returning same day via Kerema (Mar. 1, 15, 29, Apr. 12, lay 10, 24, etc.).

MORESBY-SAMARAI (Catalina)
irth Mon., dep. Port Moresby 8 for Samarai, returning same day 26, Mar. 26, Apr. 23, May 21,

n.: Dep. Port Moresby 8 a.m. amarai, Esa'ala, returning same Mar. 5, 19, Apr. 2, 16, 30, May , etc.).
irth Monday, dep. Port Moresby . for Samarai, Deboyne, return- ame day (Mar. 12, Apr. 9, May .).

-MADANG-WEWAK-MANUS-
NG-RABAUL SERVICE (DC3)
.: Dep. Lae 7 a.m., Madang arr. a.m., Wewak, Manus, Kavieng, l, arr. 3.45 p.m.
t.: Dep. Rabaul 7 a.m., Kavieng , Wewak, Madang, Lae, arr. 3.55

p. Lae 8.50 a.m., Madang 10.15 Wewak arr. 11.55 a.m.
ep. Wewak 6 a.m., Madang 7.40 Lae arr. 8.45 a.m.

TRAL HIGHLANDS (DC3)
Lae 7 a.m. for Wabag, calling at
: Goroka, Minj, Banz, Mt. Hagen, River, Wapenamanda, Wabag.
l back at Lae depends on stops

ER HIGHLANDS (DH Otter)
ep. Lae 7.30 a.m. for Goroka, at any of: Aiyura, Kalapit, atu, Gusap, Goroka, Arona.
l back at Lae depends on stops
(Note: Fortnightly calls at —Mar. 6, 20, Apr. 2, 16, 30, 4, 28, etc.).

ESBY-WAU-BULOLO-LAE (DC3)
n.: Dep. Pt. Moresby 10.30 a.m., rr. 11.25 a.m., dep. 11.45 a.m., arr. 12 noon, dep. 12.15 p.m., r. 12.45 p.m.
un.: Dep. Lae 7 a.m., Bulolo 0 a.m., dep. 7.45 a.m., Wau arr. , dep. 8.20 a.m., Pt. Moresby 25 a.m.

MADANG-MT. HAGEN (DC3)
Sat.: Dep. Madang 10.30 a.m., Banz arr. 11.20 a.m., dep. 11.40 a.m. Mt. Hagen arr. 12 noon, dep. 12.30 p.m., Madang arr. 1.30 p.m.
Wed.: Dep. Madang 3 p.m., arr. Mt. Hagen 4 p.m.

LAE-GOROKA-MADANG (DC3)
Tues.: Dep. Lae 9 a.m., Goroka 9.55 a.m., then via Minj, Banz, Mt. Hagen, Madang arr. 1.30 p.m.

PT. MORESBY-GOROKA-MADANG (DC3)
Sun., Tues., Thurs.: Dep. Pt. Moresby 8 a.m., Goroka arr. 9.50 a.m., dep. 10.30 a.m., Madang arr. 11.05 a.m.
Sun., Tues., Thurs.: Dep. Madang 7 a.m., Goroka arr. 7.35 a.m., dep. 8.05 a.m., Port Moresby arr. 9.55 a.m.

LAE-RABAUL-LAE (DC3)
Tues., Thurs., Sun.: Dep. Lae 9.30 a.m., arr. Rabaul 12.05 p.m.
Sun., Tues., Thurs.: Dep. Rabaul 6 a.m., arr. Lae 8.35 a.m.
Sat.*: Dep. Rabaul 8 a.m., Jacquinot Bay 9.15 a.m., Talasea 10.20 a.m., Finschhafen 11.50 a.m., arr. Lae 12.25 a.m.
Thurs.*: Dep. Lae 9.45 a.m., Finschhafen 10.35 a.m., Talasea 12.10 p.m., Jacquinot Bay 1.15 p.m., Rabaul 2.10 p.m.
* Calls at Hoskins and Kandrian on request.

MT. HAGEN-LAE (DC3)
Thurs.: Dep. Mt. Hagen 6 a.m., then Banz, Minj, Goroka, Lae arr. 8.45 a.m.

LAE-FINSCHHAFEN (Cessna)
Tues.: Dep. Lae 7.15 a.m., arr. Finschhafen 7.50 a.m., dep. 8.10 a.m., Lae arr. 8.45 a.m.

RABAUL-BUIN-RABAUL (DC3)
Fri. and alt. Mon. (Mar. 5, 19, Apr. 2, 16, 30, May 14, 28, etc.): Dep. Rabaul 7 a.m., Buka, Wakanai, Aropa, Buin arr. 11 a.m., dep. 11.30 a.m., Aropa Wakanai, Buka, Rabaul arr. 3.30 p.m.

Operated by Ansett-Mandated Air Lines

Ansett-MAL DC3's. connect at Lae with the Sydney-Lae-Sydney DC6B services as follows:—
Wed.: Dep. 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. (Mar. 9, 23, Apr. 6, 20, etc.), calls at Madang, Wewak, and arr. Hollandia 10.35 a.m.
Dep. Hollandia 11.35 a.m. same day 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. (Mar. 1, 15, 29, Apr. 12, 26, 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. (Mar. 2, 16, 30, Apr. 13, 27, etc.): Dep. Lae 9 a.m., Hollandia arr. 12 noon, dep. 12.50 p.m., arr. Biak 3 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

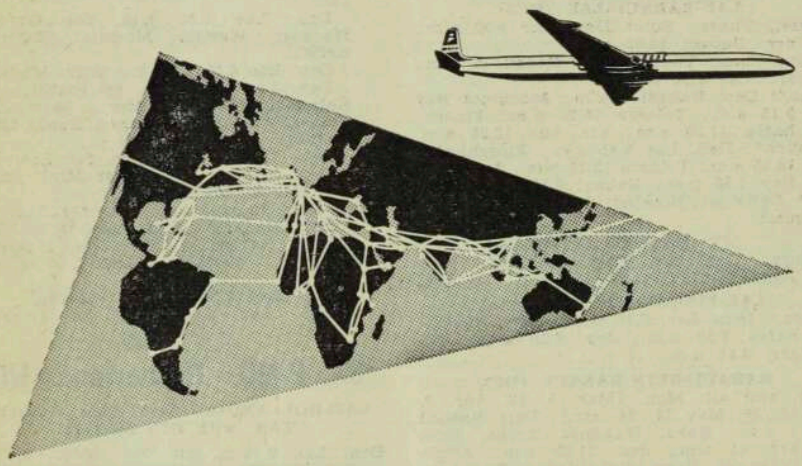
KLM Royal Dutch Airlines

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.

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5. N. Guinea-Solomons

TAA, with Fokker Friendship Prop- and DC3 Aircraft

Alt. Tues. (Fokker): Dep. Lae 8.45 for Rabaul, Buka, Munda (B Honiara arr. 4.10 p.m. (Mar. 6, Apr. 10, 24, etc.).

Alt. Wed. (Fokker): Dep. Honiara a.m. for Munda, Buka, Rabaul (I Lae arr. 12 noon (Mar. 7, 21, Apr 25, etc.).

Alt. Mon. (DC3): Dep. Lae 6 a.m. Rabaul, Buka, Munda, Yan Honiara arr. 4.20 p.m. same day 26, Mar. 12, 26, Apr. 9, 23, etc.).

Alt. Tues. (DC3): Dep. Honiara 7 a.m. Yandina, Munda, Buka, Rabaul, arr. 3.05 p.m. same day (Feb. 27, 13, 27, Apr. 10, 24, etc.).

6. Sydney-Noumea

QANTAS, with Boeing 707 Jet

Thurs.: Dep. Sydney 11 a.m., arr. No 2.20 p.m.

Thurs.: Dep. Noumea 3.45 p.m., Sydney 5.30 p.m.

7. Paris-Sydney-Noumea-F Tahiti-USA-Paris

TAI, with DC8 Jet Aircraft

Dep. Paris Mon. 2 p.m., eastbound Athens, Teheran, Karachi, Ban Saigon, Darwin, Sydney (arr. 7.05 a.m.).

Dep. Sydney Wed. 8.20 a.m. for No (arr. 12.05 a.m., dep. 3 p.m.), Nadi 5.50 p.m., dep. 6.50 p.m.), c International Dateline, Papeete Wed. 1.10 a.m., dep. 10 a.m.). Angeles, Montreal, Paris (arr. T 9.35 p.m.).

Dep. Paris Wed. 4.45 p.m. westboun Montreal, Los Angeles, Papeete Thurs. 7.20 a.m., dep. Sat. 1.40 crosses International Dateline, (arr. Sun. 4.20 a.m., dep. 5.20 Noumea (arr. Sun. 6.30 a.m., 8.30 a.m.), Sydney (arr. 10.30 a.

Dep. Sydney Sun. 11.40 a.m. for D Djakarta, Saigon, Bangkok, Ka Teheran, Rome, Paris (arr. M p.m.).

7A. Tahiti-Hawaii

TAI, with DC8 Jet Aircraft

Thurs.: Dep. Papeete 11 a.m. for lulu, arr. 4.50 p.m. same day.

Thurs.: Dep. Honolulu 6.20 p.m Papeete, arr. 11.55 p.m. same da

8. Sydney-Lord Howe I

Ansett Flying Boat Services Pty. with Sandringham Flyingboats

Regular return flight from Rose Ba each Tues. and Sat. (with extra Thurs. as required).

9. Sydney-Norfolk Is.

QANTAS, with Skymaster DC4 ai

Sat.: Dep. Sydney 8 a.m., arr. N p.m.; dep. NI next day, 2.45 p.m. for Sydney, arr. 6.4 Flight extends NI-Auckland-NI. table 12.)

10. New Caledonia-Ne 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

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N. Caledonia-Wallis Is.

TAI with DC4 aircraft

y (second Wednesday), from mea on Mar. 14, Apr. 11, etc. loumea, Wed., 7 a.m., arr. Wallis 2.30 p.m.; dep. Wallis Is. Thurs.) a.m., arr. Noumea 5 p.m. same

. Norfolk Is.-Auckland

by Qantas Skymaster (Charter)

ep. Norfolk 4 p.m., arr. Auckland p.m. Ret. next day, Sun.: dep. tland 10.30 a.m., arr. Norfolk 1.30 (See Table 9).

13. Auckland-Sydney

S and TEAL jointly, with Electra International Mk. II's

Dep. Auckland 9 a.m., arr. Sydney a.m.
Dep. Auckland 10.30 a.m., arr. ey 12.50 p.m.
Dep. Auckland 7 a.m., arr. Sydney p.m.
Dep. Sydney 1 p.m., arr. Auckland p.m.
Sun.: Dep. Sydney 12.30 a.m., arr. tland 6.05 a.m.

. Sydney-Christchurch

S AND TEAL jointly, with Electra International Mk. II's

Wed., Thurs., Sat., Sun.: Dep. ey 9 a.m., arr. Christchurch 2.50

Wed., Fri., Sat., Sun.: Dep. Christ-ch 4 p.m., arr. Sydney 6.20 p.m.

Christchurch-Melbourne

S 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

S 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. ey 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.
Sun.: Dep. Melbourne 11 a.m., arr. tland 5.25 p.m.
Dep. Melbourne 11.59 p.m., arr. tland 6.25 a.m. (Sat.).

18. Auckland-Fiji

with Electra International Mk. II's

Thurs., Sat., Sun.: Dep. Auckland p.m., arr. Nadi 12.15 a.m.
ri.*: Dep. Auckland 8.30 p.m., arr. 12.15 a.m.
Fri. Sun.: Dep. Nadi 8.45 a.m., arr. tland 12.35 p.m.
Dep. Nadi 1.30 p.m., arr. Auckland p.m.
Sat.*: Dep. Nadi 5.30 a.m., arr tland 9.25 a.m.
d., Fri. flights ex-Auckland, and Sat. flights ex-Nadi are operated itas under charter to TEAL.

19. Fiji-Christchurch

TEAL, with Electra International Mk. II

Wed.*: Dep. Nadi 8.45 a.m., arr. Auckland 12.35 p.m., dep. Auckland 2.20 p.m., arr. Christchurch 4 p.m.
Wed.*: Dep. Christchurch 6 p.m., arr. Auckland 7.30 p.m., dep. Auckland 8.30 p.m., arr. Nadi 12.15 a.m.
* Operated by Qantas under charter to TEAL.

20. Fiji-Am. Samoa-Tahiti

TEAL, with Electra International Mk. II

Mon.: Dep. Nadi 3.30 a.m., crosses International Dateline, arr. Tafuna Sun 7.10 a.m., dep. 7.45 a.m., arr. Papeete Sun. 12.50 p.m.
Mon.: Dep. Papeete 7 a.m., arr. Tafuna 10.25 a.m., dep. 11 a.m., crosses Dateline, arr. Nadi Tues. 12.40 p.m.

21. NZ-Fiji-Am. Samoa-Hawaii

PAA, with DC7C Aircraft

Dep. Auckland 5.30 p.m., Sun. and Thurs., arr. Nadi 10.15 p.m.; dep. Nadi Mon. only 12 noon, crosses International Dateline, arr. Tafuna (American Samoa) 4.05 p.m., Sun., dep. Tafuna 5 p.m., arr. Honolulu 5 a.m. Mon.
Dep. Honolulu 12.45 a.m. Tues., arr. Tafuna 8.30 a.m. Tues., dep. Tafuna 9.15 a.m., crosses International Dateline, arr. Nadi 11.20 a.m. Wed.; dep. Nadi 7.15 a.m. Sun., Thurs., arr. Auckland 12.05 p.m.

22. Fiji Internal Services

Fiji Airways, Ltd., with Heron 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., alt. Fri. (Mar. 9, 23, Apr. 13, 27, etc.) and 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. and alt. Fri. (Mar. 2, 16, 30, Apr. 13, 27, etc.).
Suva-Matei-Labasa-Matei-Suva: Dep. 11 a.m. alt. Fri. (Mar. 9, 23, Apr. 6, 20, etc.).
Suva-Levuka-Suva: Dep. 8 a.m. Tues., Thurs.
Suva-Kadavu-Suva: Alternate Fri., dep. 2.30 p.m. (Mar. 9, 23, Apr. 6, 20, etc.) and alternate Mon. dep. 8 a.m. (Mar. 12, 26, Apr. 9, 23, etc.).
Details from Fiji Airways. Ltd., Victoria Arcade, Suva.

23. Fiji-Tonga

Fiji Airways, Ltd. with Heron aircraft

Alt. Thurs. (Mar. 8, 22, Apr. 5, 19, etc.): Dep. Suva (Nausori) 7 a.m., arr. Nukualofa (Fua'amotu airfield, Tongatapu) 11.15 a.m.
Alt. Fri. (Mar. 2, 16, 30, Apr. 13, 27, 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. (Mar. 10, 24, Apr. 7, 21, etc.): Dep. Nukualofa 9.30 a.m., arr. Suva 11.45 a.m.
Details from Fiji Airways, Ltd., Victoria Arcade, Suva.

24. Fiji-Western Samoa

Fiji Airways Ltd., with Heron aircraft

Alt. Thurs. (Mar. 1, 15, 29, Apr. 12, 26, etc.): Dep. Suva 7.45 a.m., crosses International Dateline, arr. Apia (Faleolo airfield, Upolu) 1.25 p.m. alt. Wed. (Feb. 28, Mar. 14, 28, Apr. 11, 25, etc.).
Alt. Thurs. (Mar. 1, 15, 29, Apr. 12, 26, etc.): Dep. Apia 10 a.m. crosses International Dateline, arr. Suva, alt. Fri. (Mar. 2, 16, 30, Apr. 13, 27, etc.).

25. Fiji-New Hebrides-BSI

Fiji Airways Ltd., with Heron aircraft

Alt. Sun. (Mar. 11, 25, Apr. 8, 22, 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. (Mar. 13, 27, Apr. 9, 23, etc.): Dep. Honiara 8 a.m., Santo arr. 12.45 p.m., dep. 1.30 p.m., Vila arr. 2.50 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

26. 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.

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27. 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.

28. Samoan Inter-Island

Polynesian Airlines Ltd., with Percival Prince aircraft

Between Western Samoa (Faleolo airfield) and American Samoa (Tafuna aerodrome).

Dep. Faleolo (W. Samoa): Sun. 1.30 p.m.; Mon. 9 a.m., 2 p.m.; Tues. 8 a.m.; Wed., Thurs. 10 a.m.; Fri. 10 a.m., 2 p.m.; Sat. 10 a.m., 3 p.m.

Dep. Tafuna (Am. Samoa): Sun. 8.30 a.m., 4.30 p.m.; Mon. 11 a.m., 3.15 p.m.; Tues. 9.30 a.m.; Wed., Thurs. 11.15 a.m.; Fri. 11.15 a.m., 3.15 p.m.; Sat. 11.15 a.m.

Booking agents: Gold Star Travel Service, Apia; R. E. Pritchard, Pago Pago.

29. French Polynesia

Reseau Aerien Interinsulaire with Bermuda flyingboat

Services to the Leeward Group (Isles Sous le Vent), Society Islands.

Mon.: Dep. Papeete 7.30 a.m., Raiatea arr. 8.30 a.m., dep. 8.50 a.m., Huahine arr. 9.10 a.m., dep. 9.40 a.m., Bora Bora arr. 10.10 a.m., dep. 10.30 a.m., Raiatea arr. 10.45 a.m., dep. 11.05 a.m., Papeete arr. 12.05 p.m.

Tues., Sun.: Dep. Papeete 7.30 a.m., Raiatea arr. 8.30 a.m., dep. 9.15 a.m., Bora Bora arr. 9.30 a.m., dep. 3 p.m., Raiatea arr. 3.15 p.m., dep. 3.30 p.m., Papeete arr. 4.30 p.m.

Wed.: Dep. Papeete 7.30 a.m., Huahine arr. 8.20 a.m., dep. 8.50 a.m., Raiatea arr. 9.10 a.m., dep. 9.30 a.m., Bora Bora arr. 9.45 a.m., dep. 3 p.m., Raiatea arr. 3.15 p.m., dep. 3.30 p.m., Papeete arr. 4.30 p.m.

Thurs.: Dep. Papeete 7.30 a.m., Bora Bora arr. 8.25 a.m., dep. 8.45 a.m., Raiatea arr. 9 a.m., dep. 9.15 a.m., Papeete arr. 10.15 a.m.

Sat.: Dep. Papeete 1 p.m., Raiatea arr. 2 p.m., dep. 2.15 p.m., Bora Bora arr. 2.30 p.m., dep. 3 p.m., Raiatea arr. 3.15 p.m., dep. 3.30 p.m., Papeete arr. 4.30 p.m.

Details from RAI, Quai Bir Hakeim, Papeete, or any TAI office.

30. New Caledonia

TRANSPAC, with Herons and Rapides

Noumea-Mare: Tues., Wed. dep. Noumea 2 p.m., Mare arr. 2.50 p.m., dep. 3.10 p.m., Noumea arr. 4 p.m.

Noumea-Lifou: Tues., Wed., Fri. dep. Noumea 8 a.m., Lifou arr. 8.50 a.m., dep. 9.10 a.m., Noumea arr. 10 a.m. Sat.: Dep. Noumea 2 p.m., Lifou arr. 2.50 p.m., dep. 3.10 p.m., Noumea arr. 4 p.m.

Noumea-Ouvea: Tues. dep. Noumea 11 a.m., Ouvea arr. 11.50 a.m., dep. 12.40 p.m., Noumea arr. 1.30 p.m. Sat.: Dep. Noumea 8 a.m., Ouvea arr. 8.50 a.m., dep. 9.10 a.m., Noumea arr. 10 a.m.

Noumea-Koumac: Wed., Sat. dep. Noumea 1 p.m., Koumac arr. 2.30 p.m., dep. 3 p.m., Noumea arr. 4.30 p.m.

Noumea-Isle of Pines: Mon., Wed., Fri., Sat. dep. Noumea 10.45 a.m., Pines arr. 11.15 a.m., dep. 11.30 a.m., Noumea arr. 12 noon. Sun.: Dep. Noumea 8 a.m., Pines arr. 8.15 a.m., dep. 4.30 p.m., Noumea arr. 5 p.m.

PACIFIC AIR FARES

(APPROXIMATE ONLY)

FROM SYDNEY (Aust. currency) TO—

	Single £	s.	d.	Return £	s.	d.	Table No.
Moresby	48	14	0	92	5	0	2
Lae	60	4	0	115	5	0	2
Rabaul	70	9	0	135	15	0	2, 3
Noumea	56	18	0	102	8	0	6, 7
Honiara	92	13	0	180	3	0	2, 5
Norfolk Is.	27	10	0	49	10	0	9
Lord Howe	16	9	0	32	18	0	8
Nadi	85	9	0	153	17	0	1, 7
Suva	92	0	0	167	0	0	1-22
Auckland	53	15	0	96	15	0	13
Christchurch	53	15	0	96	15	0	14
Wellington	53	15	0	96	15	0	16
Honolulu	282	12	0	508	14	0	1, 7
San Francisco	350	9	0	630	17	0	1
Vancouver	350	9	0	630	17	0	1
Papeete	181	5	0	326	5	0	1-20, 7
Biak	103	15	0	186	15	0	4

FROM AUCKLAND (NZ currency) TO—

Nadi	**41**	**7**	**0**	**74**	**9**	**0**	**18**
Norfolk Is.	19	15	0	35	11	0	12
Papeete	114	10	0	206	2	0	18-20
Noumea	45	10	0	81	18	0	27

FROM SUVA (Fiji currency) TO—

Nadi	5	17	0	11	14	0	22
Levuka	5	17	0	11	14	0	22
Nukualofa	18	10	0	34	0	0	23
Apia	25	0	0	45	0	0	24
Honiara	57	9	0	103	7	0	25
Vila	26	10	0	47	13	0	25
Santo	34	2	0	68	4	0	25

FROM NADI (Fiji currency) TO—

Noumea	32	13	0	58	16	0	7
Papeete	87	5	0	157	1	0	7, 20

Fares quoted are First Class.

Exchange Rates

FIJI.—Through **BANK OF NSW, ANZ BANK and BANK OF NZ. Australia on Fiji**, basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. **Fiji-London**, basis £100 London: B. £110/15/-; S. £112. **NZ-Fiji**, basis £100 NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: T. T. B. £A123/12/6; S. £124/10/9. **Samoa-London**, basis £100 London: B. £99/7/6; S. £101/10/-. **Samoa-NZ**, basis £100 NZ: B. £100; S. £100/10/-. **Samoa-Fiji**, basis £100 Samoa; B. £111; S. £110.

NORFOLK IS.—Commonwealth Bank quotes exchange rate **Australia - Norfolk Island**: 5/- per £A100.

PAPUA - NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewak), **BANK OF NSW** (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka; agencies: Wau, Boroko, Kokopo), **ANZ BANK** (Port Moresby, Lae, Rabaul) and **NATIONAL BANK OF A/ASIA.** (Port Moresby, Lae) quote exchange rate Australia-Papua-NG: 10/- per £A100.

FRENCH PACIFIC COLONIES.—Pacific francs (CPF) are used in New Caledonia, New Hebrides, and Fr. Polynesia. **FRENCH BANK (Comptoir National D'Escompte de Paris)** in Sydney, Feb., 1962, quotes: Selling. Noumea, 196 Pac. francs to £ Aust.; Papeete 196 (nom.) Pac. francs to £ Aust.; 246 Pac. francs to £ Stg.; 88.55 Pac. francs to US $; Noumea. 18 Pac. francs to 1 French heavy franc (conversion rate: 1 Pac. franc equals 0.055 heavy franc). Paris-London: Selling, 13.731 heavy francs to £Stg.

Economic Outloo

ANTICIPATING that Prime Mi Menzies, after his return to by a precariously slim margin in D ber Federal elections, would set meeting Australia's current diffic with forthright action, Sydney Market during January and early Feb showed a buoyant trend.

By some sweeping measures anno in Canberra that day, Mr. Menzies the national economy a shot in the The programme included:

- Cut of 5 per cent. in personal
- Sales tax on cars and station wa reduced from 30 per cent. to 22½ cent. (giving savings of £40-£7 popular-make cars); sales tax on mercial vehicles down from 16-2/ cent. to 12½ per cent.
- Rises in unemployment benefits.
- States to receive an extra £10 m grant for works and an additiona million for housing. Local gover borrowing will also be increased.
- A new industrial investment ance of 20 per cent. (additional to n depreciation allowance) on manufact new plant and equipment.

Commercial and industrial le throughout Australia generally wel the new measures, which may or not achieve their basic purpose relief of unemployment and the re tion of public confidence and spe power.

SYDNEY SALES PRICES

	Jan. 5, '62	Feb.
Bali Plantations	4/-	4
Burns Philp	92/6	93
Burns Philp (SS)	48/3	49
Choiseul Plntn.	180/-	180
C.S.R. Co.	£59/10/-	£60
Dylup Plantations	6/8	6
Fiji Industries	15/9	15
Hackshall's	13/10	14
Kauri Timber	11/-	13
Kerema Rubber	6/-	6
Koitaki Rubber	15/-	17
Lolorua Rubber	8/8	8
Makurapau Plntn.	2/11	2
Mariboi Rubber	8/-	8
Norfolk Is. Whaling	2/6	2
Pacific Is. Timbers	4/6	4
Palgrave	4/3	4
Plantation Holdings	3/9	2
Queensland Insurance	112/6	112
Rubberlands	5/6	5
Sangara	2/9	2
Sogeri Rubber	8/-	8
Sthn. Pac. Insurance	38/-	41
Steamships Trading	40/-	40
W. R. Carpenter Hold.	30/3	32
Watkins Consolidated	5/3	5
Timor Oil	4/3	4

OIL AND MINING SHARES

FIJI

	Dec. 4, '58	Jan. 5, '62	Feb.
Emperor	b9/-	s6/-	b
Loloma	b30/-	b42/-	b

PAPUA-NEW GUINEA

Bulolo G.D.	b32/-	b70/-	b
N.G.G. Ltd.	b2/3	b1/10	b
Oil Search	b9/9	b2/4	b
Oriomo Exp.	—	b3d	b
Ent. of N.G.	s11d	s4d	b
Pac. I. Mines	—	b105/-	s
Papuan Apin.	b4/6	b4/10	s
Placer Dev.	b91/-	b225/-	b

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acific Commerce and Produce

pra Prices 'May ver' During 1962

resent there appears to be oundation for thinking that very in copra prices may alise during 1962, said Mr. cDonald, chairman of the Copra Marketing Board, monthly report, issued in Moresby on February 1.

decline in Philippines supplies, ause of 1961's below average is unlikely to be offset by rease in exports from Ceylon nesia. It is also likely that will be unable to supply Europe with all the oilseeds required, hence their require- will no doubt have to be from Western sources.

added to the further possi- f increased consumption in and USA should create a ound demand situation and rices.

average monthly Philippines ce during 1961 was £59/8/9 , hence there is some room rovement on the present price, averaged £57/15/- Sterling January.

general situation of the oil- arket during practically the f January was characterised rm trend, which is somewhat ing when one considers the quantity of oils and oilseeds e for world consumption at continued Mr. McDonald. surprising was the sudden the Philippines copra price end of the month (from /1 Sterling on January 2 to /- Sterling on January 30).

s been suggested that the pre- te of the Philippines internal y has probably had a tem- effect on copra prices. Ex- have been holding back on ts in an endeavour to offset cts of the devaluation of the d this may be the answer to den drop over the last few f January, as dealers unload pra holdings.

Production Up Slightly

a production in Papua-New during 1961, as reflected by receivals into the Copra Board's depots and through Coconut Products Ltd., the Rabaul oil crushers, reached 108,911 tons, an increase of 3.57 per cent. on 1960.

Comparative details of grade receivals (in tons) are:

	1960	%	1961	%
Hotair	46,651	44.4	46,051	42.3
FMS	39,038	37.1	43,896	40.3
Smoke	19,463	18.5	18,964	17.4
Total	105,152		108,911	

The Board's tentative purchase prices are being retained at the present level—namely, Hotair £54/10/- Australian, FMS £53 Australian, and Smoke £52 Australian.

Western Pacific Common Market Mooted Again

From our Canberra Correspondent

A WESTERN Pacific Common Market was urged at the annual Summer School of the Australian Institute of Political Science, held in Canberra last month.

The proposal was put forward this time by a prominent Australian economist, Mr. Colin Clark, Director of the Institute for Research in Agricultural Economics, Oxford. It first came up for public discussion in the middle of last year, when Britain's move to join the European Common Market was first made public. The idea then received scant support.

Mr. Clark said that formation of a Western Pacific Economic Union would—like the formation of the European Economic Union—be "a most creative act of statesmanship".

"It is no use trying to build a common market between countries which are potentially hostile to one another, and would therefore not be willing to make themselves dependent for vital supplies upon their neighbours," he said. "But in the Western Pacific there is a whole range of countries on friendly terms with each other.

"They have not—except for Japan—been to war with each other. All are now in good faith—including Japan—in not harbouring any designs of going to war. These countries are Australia, New Zealand, British Borneo, Malaya, Singapore, Philippines, Thailand, South Vietnam, Hongkong, Formosa, South Korea and Japan."

Indonesia, Cambodia, Laos, even Pakistan, might wish to enter as well, Mr. Clark added.

Economically, Japan had a great preponderance, but Asian countries might accept a diplomatic initiative from Australia more readily than from her.

Mr. Clark suggested that no attempt should be made to force the pace. The Treaty of Rome envisaged 15 years for removal of all tariff barriers in the European Common Market; much longer would be needed in the West Pacific.

The important thing was that industrialists and traders should make their plans in the knowledge that tariffs were moving in the direction of economic union.

Mr. Clark said that an economic agreement of this nature would not provide for unlimited movements of people between countries. Migration would continue to be strictly limited, but Australia would have to agree not to impose an absolute ban on migration from friendly Asian nations.

Pacific Studies Director Critical

The Director of the Research School of Pacific Studies at the Australian National University, Sir John Crawford, was critical of Mr. Clark's ideas.

He said that for him Mr. Clark's restraint meant: "Let's explore ways and means of expanding our mutual trade interests in the region, but stop pretending that the European Common Market offers a usable model".

He added: "I think Mr. Clark recognises the unreality of offering free entry to all Japanese—or European—exports, but much of his paper sounds as though he doesn't".

New Britain Timber Firm Taken Over

Thompson and Wright Pty. Ltd., of Rabaul, one of NG's biggest sawmilling companies, has been taken over by Clarke Bros. Holdings Ltd., Sydney furniture makers, by the purchase of the whole of its issued capital.

A large sawmill at Cape Hoskins, New Britain, where the equipment includes one of the only two electric logging arches in the Southern Hemisphere, has been established by Thompson and Wright to enable it to cut up to 22½ million log feet a year. The company holds timber rights over 140,000 acres.

Thompson and Wright's issued capital of £129,670 consists of 259,341 fully-paid 10/- shares. To help satisfy the purchase Clarke Bros. will issue 200,000 5/- shares to rank equally with existing shares.

CSR Co. Takes an Interest in Planet Oil

Colonial Sugar Refining Co. Ltd. has further widened its interests by backing a new oil exploration float, Planet Oil Co. NL, which has just issued 8 million

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ordinary 5/- shares at par. Of the issue, 400,000 were reserved for CSR, which also has a five-year option to acquire sufficient additional shares to give it a 30 per cent. holding.

The shares are payable 1/- on application on or before February 26, 1/- on June 13, and the balance in calls of not more than 1/- at intervals of not less than three months.

The new company is to take over Planet Exploration Co. Pty. Ltd. (headed by Mr. John Fuller, Sydney businessman and director of several oil exploration concerns, and Mr. C. W. Siller, a petroleum geologist) for £300,000 in cash, of which £250,000 will go back into Planet Oil in share purchases.

Planet Oil will have interests in six sedimentary basins spread over Queensland, NSW and Victoria.

Lolorua Rubber Pays Interim 10 Per Cent. Div.

Lolorua Rubber Estates Ltd., Papua, on January 31 paid a steady interim dividend of 10 per cent., in line with its 20 per cent. annual rate.

Directors reported a marked lift in quantity of rubber sold during the half-year ended October 31, 1961, but generally lower prices brought the value of sales to about the same level as in the corresponding period of 1960.

Some over-all reduction in net profit also took place though profit was more than sufficient to cover the £10,000 dividend, directors stated.

For the year to April 30, 1961, Lolorua's earnings moved up £4,602 to £27,098, equal to 27.1 per cent. on capital.

SYNTHETICS THE BOGY

Market analysts recently have had rubber shares generally under close scrutiny and most agree that investors who are prepared to gamble on natural rubber's ability to withstand the growing onslaught of synthetic rubber could be well rewarded.

The threat from synthetics, however, is somewhat blunted for Papua rubber-growers because of the Federal Government's and Australian importers' undertaking that the P-NG natural rubber output must be first absorbed before imports are permitted from foreign sources.

Territory rubber-growers are subsidised by ¼d a lb for every 1d a lb the c.i.f. Australian price falls below 30d a lb (to a bottom limit of 18d). Thus minimum price payable to P-NG growers should never go below 21d a lb, Australian ports. No Territory producer could make a profit at that low rate, of course, under the present level of production costs. In early February, the rubber price was just over 28d Aust.

BSI Survey That Did Not Come Off

Some speculation was caused last year in the Solomon Islands by the visit of a gentleman described as a "Prospector-Engineer", who looked over Guadalcanal for a week, then applied for a prospecting licence. Rumours, in the way they do in the Islands, flew thick and fast. Then there was silence and the thing seemed to have fizzled out.

Recently, however, BSI's Chief Geologist, Mr. J. C. Grover, in a broadcast from Radio Honiara threw some light on the happenings—without actually revealing the man's identity.

Mr. Grover said the prospector-engineer is the man responsible for much recent mining activity in Puerto Rico, where he found large porphyry copper ore bodies and a petroleum prospect, in a country long dismissed as having no mineral resources of note.

The visitor to BSI, said Mr. Grover, proposed to make an air-borne magnetometer survey at his own expense, to be followed on the ground by geological, geophysical and geochemical surveys of the anomalies revealed.

In London, after his Solomons investigations, he called on the UK Director of Overseas Geological Surveys and obtained further information; but he finally withdrew his application for a prospecting licence.

The main reason apparently was the absence of any roads on Guadalcanal away from the coast and the absence of mechanical equipment contractors. Whereas, in Puerto Rico, it is possible for him to hire one to four bulldozers to be delivered to any point on the excellent internal road system within 24 hours, this was not possible on Guadalcanal.

Move to Liquidate Sandy Ck. Gold Sluicing Ltd.

On February 28, when the annual report of Sandy Creek Gold Sluicing Ltd. for the year ended March 31, 1961, is presented to shareholders in Sydney, two extraordinary general meetings will be held designed to put the company into voluntary liquidation and to appoint Mr. Walter John Macgregor, who has been secretary for 16 years, as liquidator.

After 25 years' operations, Sandy Ck. Gold ceased mining in New Guinea in March, 1960. Its only income in the year to March last was £2,098 Federal gold subsidy paid in respect of 1957 and 1959, and £91 interest on deposits; the result was a profit of £801.

Most of the realisable plant and equipment in NG was sold, but as no buyer could be located for the company's mining property it was abandoned, along with such other fixed assets as races and roads, dams, plus the company's share of the construction cost of the Bulolo-Watut Road and Slate Creek Aerodrome. Buildings were sold for the material only at nominal figures, as in all cases purchasers had to dismantle them and transport the materials long distances. It was estimated at March, 1961, the plant and equipment remaining to be disposed of would not bring more than about £700; in consequence the amount written off and shown in the Balance Sheet as "Loss on Watut Property Abandoned" amounted to £24,823.

The company's only asset now is an investment of £13,250 in Hardware and General Supplies Pty. Ltd., a Sydney suburban store, which appears to be profitable though it has been feeling the economic breeze during the past 12 months. If the liquidation proposals are agreed to, Sandy Ck. shareholders will each receive a proportionate distribution of the Hardware company shares.

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NZ Fruit Board To Bypass Islands Agents

A decision by the NZ Apple and Marketing Board to handle the itself of fruit to the South Pacifi caused agitation among Islands exp in Auckland.

The Board announced in January it would make its own shipping ar ments and appoint its own sole in Fiji, Tahiti and New Caledonia it will organise cool storage in F fruit shipped at cool temperatures Union SS Co. vessels. The latter ar ment would enable big shipments released in Suva as required.

The general manager of the Mr. D. M. Campbell, stated that 1958 NZ's fruit exports to the had been stagnant and declining the new proposals were aimed at b up the trade again.

Ten main Auckland exporters joint telegram of protest to the NZ Minister, Mr. Holyoake, and all They pointed out that they have up considerable exports of fruit produce to the Pacific Islands ov past 70 years. The Board's action claimed, was contrary to the G ment's intention to foster free, petitive enterprise. Furthermore, own representatives travel the constantly and have a particular ledge of what sells best in the South Orders for apples and pears le other business, thereby making u general pattern of export trade Islands.

Big British Firms "In Jeopardy" in Indonesia?

British business men in Indones harassed by the Indonesian Govern reported decision to reconsider the of the Shell and Unilever com One report stated that the Indon were thinking about confiscating th UK firms on the grounds that possess "hidden capital".

Shell Company has refineries extensive oilfields in Indonesia an practically completed a pipeline an installations near Jakarta costing million. Unilever owns the bigges and margarine factory in the Repub

Representing a combined investm nearly £190 million, both companies under full British control when all interests in Indonesia were expro in December, 1957. Until then companies were jointly owned by and Dutch interests, but were operated by the Dutch.

The situation was aggravated son in January by the announcement th supply of UK arms and military su to Indonesia would be halted. Ho Britain will fulfil her commitmen train Indonesian officers to handle military equipment already supplie to train Indonesian pilots for 18 Gannet aircraft sold to the Repub

Plantation Holdings Ltd.

Although directors of Plantation ings Ltd., NG, had recommended per cent. dividend for the year June 30, 1961, shareholders at the meeting in Rabaul, recently, voted a the declaration of any dividend. had fallen from £20,763 to £13,324 to approximately six per cent. on or capital). Previous year, dividend 12 per cent.

Cook Is. Citrus Output

Production of citrus fruit in the Group increased from 15,000 bush 1951 to 190,000 bushels in the ended September, 1961. A typogra error on page 49, December " resulted in the 1961 figure being w shown as 100,000 bushels.

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ANDS PRODUCE

s otherwise stated, quotations are ralian currency. Aust. £ equals nately 16/- Stg., NZ, or W. 18/- Fiji; 20/- Tonga, Solomons & reas; 196 Pac. Frs.; $US2.25.)

COPRA

British Ministry of Food 9-years , which governed copra prices , Fiji, W. Samoa, BSI, and Gilbert ice Is. (and to some extent, in and Cook Is.) expired on De- 31, 1957; since when each Terri- made its own arrangements for n and marketing of copra.

A - NEW GUINEA:—All production ered to Copra Marketing Board, d by six members, including three representatives; and the Board distribution and sales, and makes s to the producers. Production inly to (a) Unilever, in UK, (b) a for local consumption, (c) -mill in Rabaul, and (d) Japan as available). Prices generally h ruling rate in Philippines, with s for hot-air dried.

Board's Tentative Purchase or copra delivered main ports are: Dried, £A54/10/- per ton; FMS, er ton; Smoke-Dried, £A52 per

-No Government control—producers re they wish. Bulk of copra goes ing-mills in Suva. On Feb. 5 were HAD £F45/15/-; FM -.

TERN SAMOA:—Official Copra kes all production, sells same and payments to producers. It goes to Abels Ltd., NZ crushers, and ver, UK.

A:—Sales are under Government Part of production goes to Europe, rrangement with Unilever con- by Philippines prices, and part en market.

ION IS.:—All production marketed official BSI Copra Board, at prices Philippines rates. Output goes ver, UK; to Australian crushers; balance on to the open market rice in Jan. was: 1st grade, 2nd grade, £46/10/-; 3rd grade, per ton, f.o.b., BSIP ports.

RT AND ELLICE:—Production in Europe through official Copra at prices based on Philippines s freight, etc. The Govt. pays /- per ton subsidy.

EBRIDES:—On Feb. 1, the copra s approximately £A33/-/- (6,600 ics) per ton delivered Vila/Santo. price then was 80 heavy r metric ton, c.i.f., Marseilles.

IS.:—Copra goes to Abels, Ltd., and, who operate the only NZ ishing mill. Price paid is average price for previous three months, ling charges, price for last quarter was £NZ52/13/3 1st grade, /3 standard grade—both f.o.b., a.

OTHER PRODUCE

—Islands prices are usually based ates for Ghana Cocoa which on had fallen to £Stg.163/15/- per -, Sydney.

prices generally have declined since December, the result it appears of heavy supplies reaching UK from Ghana and Nigeria. A lack of accurate information from the chief producing areas about the size of crops also has depressed the market.

W. SAMOA:—Nominal price quoted in Sydney on Feb. 7: grade 1 £Stg.275, grade 2 £Stg.260, f.o.b., Apia.

P.-N.G.: Feb. 5—Quote No. 1: £210 (top grade), £200 (medium), £190 (low); quote No. 2: £190 (good quality), £180 (medium), £170 (low)—nominal prices.

COFFEE.—P.-N.G.: Feb. 5, 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 in early Feb. as Kenya A, f.a.q., £Stg.485, B £Stg.430, C £Stg.365; Tanganyika A £Stg.360, B £Stg.355, C £Stg.330; Buguishu AA £Stg.340, A £Stg.330, B £Stg.325; Uganda Robusta £Stg.150.

World prices continue on an even trend, in spite of over-production in practically every country. Consumption is increasing and the demand for good quality coffee is as strong as ever.

PEANUTS: P.-N.G.: F.o.b., Lae, Feb. 5 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 Feb. 5 was: No. 1 RSS, Spot, 83⅜ Straits cents per lb (28.29d Aust.).

World rubber price has shown unexpected strength lately; experts put it down to a revised method of selling UK and USA stockpiles, plus fears of a crisis in the Netherlands-Indonesia dispute.

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported Feb. 7: White and yellow label, processed, standard packs, 41/-, green label 40/-, 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 Feb. 6 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**—£130 per ton, c.i.f., Sydney; **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.**—£125 per ton, but tending to recover.

GREEN SNAIL SHELL.—Quote No. 1: £290 per ton; Quote No. 2: £300.
Sharp fall reported to be result of neglible demand for the larger supplies now reaching both European and Far East markets.

CROCODILE SKINS: 12 in. and over, first quality: **P.-N.G.**—Quote No. 1 15/- per in., small scale (salt water), 10/- per in. large scale (fresh water), f.o.b., P-NG port; Quote No. 2 16/-; **B.S.I.**—Quote No. 1 15/- per in. (small scale) del. Sydney; Quote No. 2 16/- (small scale).

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, Feb. 5, Philippines, in bulk, $163.5 US per long ton, c.i.f., UK/Nth. European ports. Malayan, FMS, delivered weights, c.i.f. UK/Nth. European ports, £Stg.62/-/- per long ton. NEW YORK: Feb. 5, Philippines $150 US per short ton, c.i.f. Pacific Coast ports.

(£1 Australian is equal to about 2.25 US Dollars).

Coconut Oil: LONDON, Feb. 5, Ceylon, 1%, in bulk, £Stg.89/-/- per ton, c.i.f., UK/North European ports. Straits, 3%, £Stg.86/-/-, c.i.f.
Since mid-Jan. prices have improved as a result of good business transacted in Colombo and Malaya in spot deliveries.

Rubber: LONDON, Feb. 5, c.i.f., RSS No. 1, Spot, 24⅞d. Stg. per lb; RSS, c.i.f., Feb., 25¼d Stg. per lb; June shipment 24⅝d Stg. per lb.

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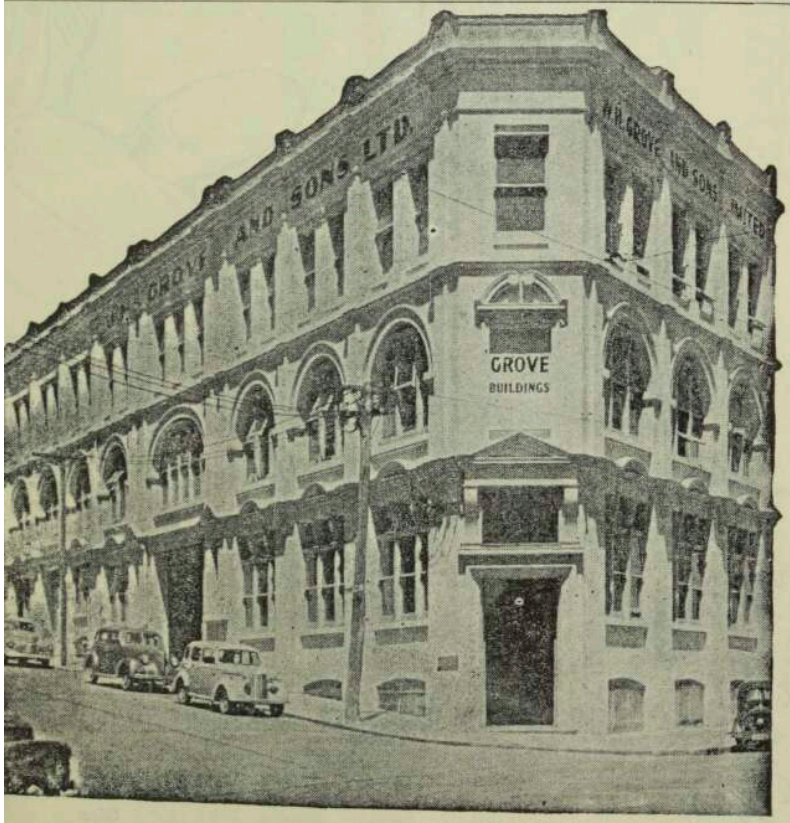
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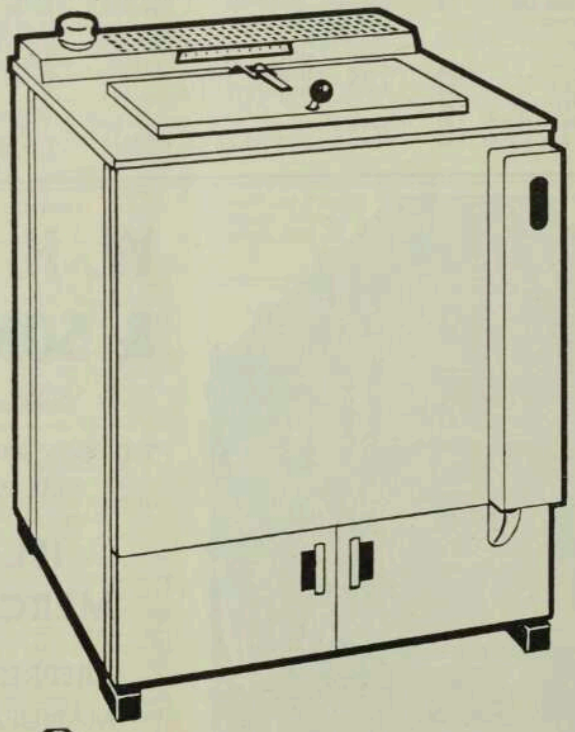
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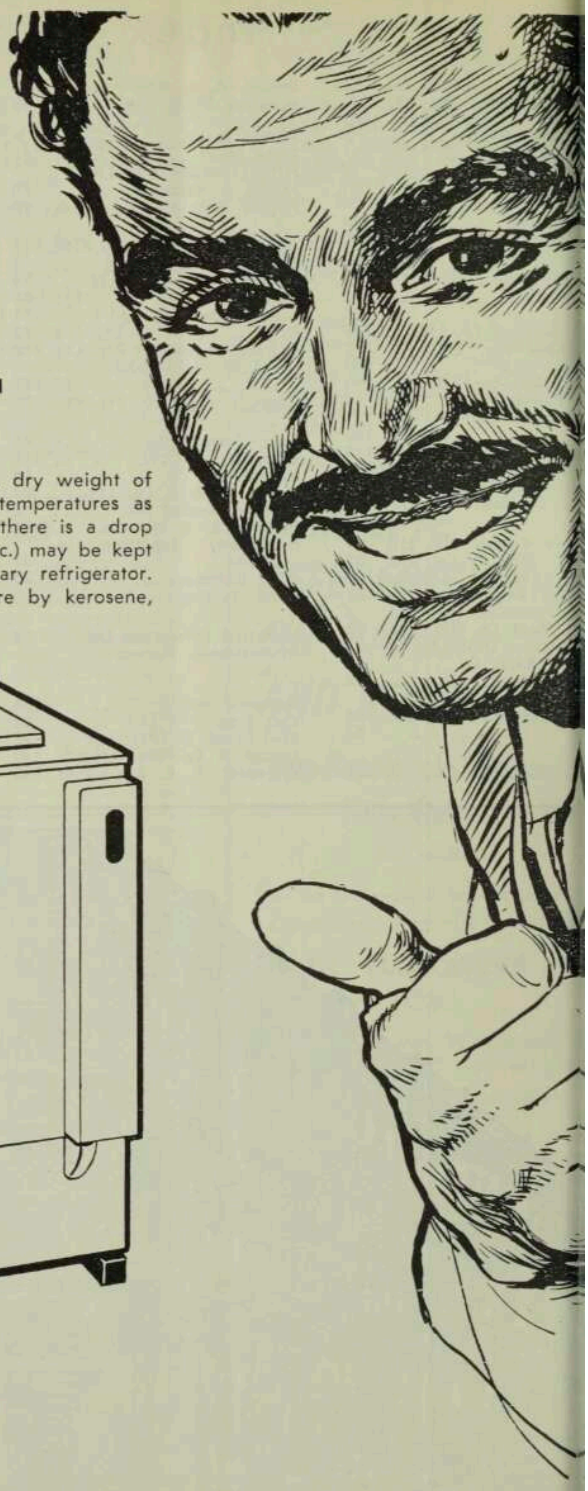
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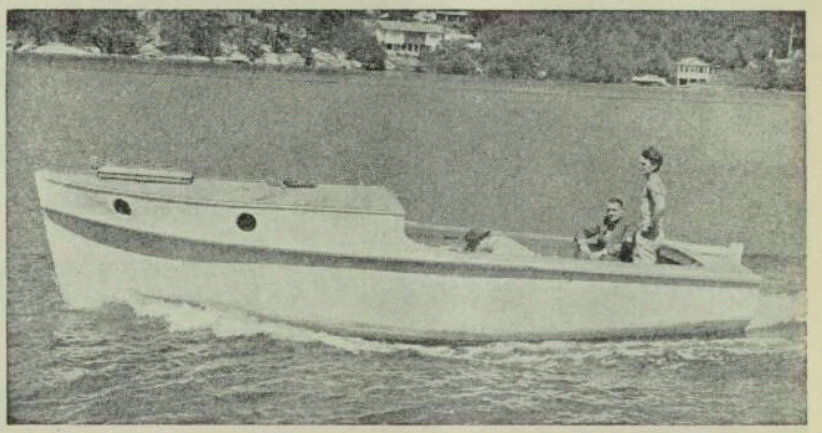
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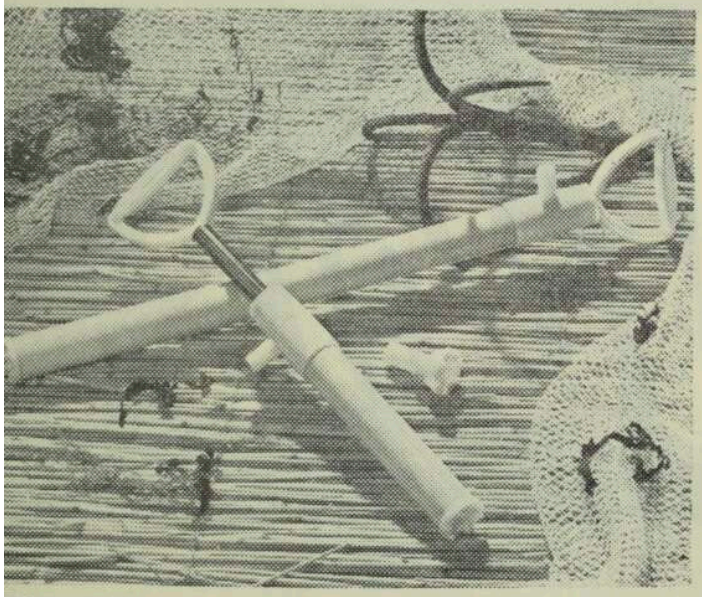
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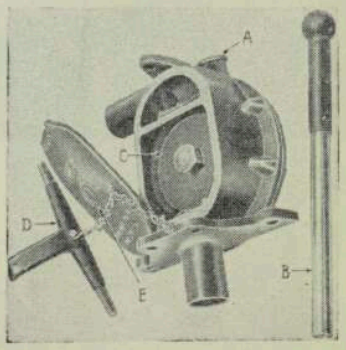




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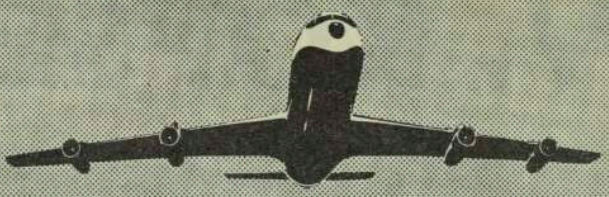
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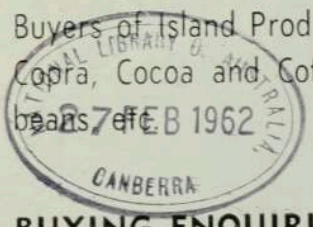


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